



COMMONWEALTH of VIRGINIA

Office of the Governor

Terence R. McAuliffe
Governor

April 25, 2014

The Honorable Anthony Foxx
U.S. Department of Transportation
1200 New Jersey Ave SE
Washington, DC 20590

RE: Greater Richmond Transit Company (GRTC) Broad Street BRT TIGER Application

Dear Secretary Foxx:

We are pleased to express our strong support for the Greater Richmond Transit Company's (GRTC) funding request of \$24.9 million to construct the first and most critical segment of a regional Bus Rapid Transit (BRT) system through the Transportation Investment Generating Economic Recovery (TIGER) program. The BRT project will connect Richmond's East End, which has the highest concentration of poverty in the region, with job sites in Richmond and Henrico County. This project is critical to expanding economic opportunities within the region and, as such, is our sole priority for TIGER funding this year.

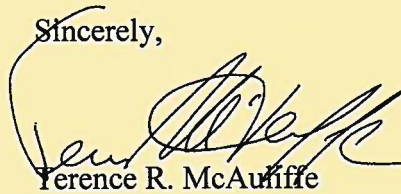
The Broad Street Corridor is a major regional spine of activity that travels through Richmond. This important project represents the foundation segment of a regional BRT system and is a product of regional collaboration. The Metropolitan Planning Organization, public and private leaders, business organizations, environmental groups, and a coalition of social justice interests focused on expanding opportunity and fighting poverty are strong supporters of this project. The BRT project will provide critical access and connectivity to major employment, health care, education, retail, and housing along the BRT route.

The GRTC TIGER grant request represents 50% of the final design and construction costs for the project, projected to cost \$49.8 million. The project partners have committed \$24.9 million in state and local funding to match the TIGER grant. The Federal Transit Administration has issued a Categorical Exclusion for this project, and the next phase of Preliminary Engineering and Design are fully funded using state and local funding sources. The TIGER grant will provide the remaining funding required for final design and construction of the Broad Street BRT project. The benefit-cost analysis (BCA) prepared for the TIGER application shows a return of nearly two times the amount invested over the 20-year period. The broader return will include increased redevelopment, more mixed use development, an improved jobs-housing balance, and enhanced economic opportunity.

The Honorable Anthony Foxx
April 25, 2014
Page 2

We strongly encourage you to support GRTC's request for funding through the 2014 TIGER Grant Program and look forward to working with you and your staff to advance this critical project.

Sincerely,

A handwritten signature in black ink, appearing to read 'Terence R. McAuffe', written over a large, faint circular watermark or stamp.

Terence R. McAuffe

TRM/nd

MARK R. WARNER
VIRGINIA



UNITED STATES SENATOR
WASHINGTON, D.C.

April 15, 2014

The Honorable Anthony Foxx
Secretary of Transportation
U.S. Department of Transportation
Office of the Secretary of Transportation
1200 New Jersey Ave SE
Washington, DC 20590

Dear Secretary Foxx:

I write in support of the Greater Richmond Transit Company's application for funding through the 2014 TIGER Grant Program. Funding will support construction of a Bus-Rapid-Transit (BRT) line along Broad Street, connecting the Willow Lawn area of Henrico County to Rocketts Landing in Richmond's East End, with stops at the Main Street Station Multimodal Transportation Center in Downtown Richmond.

I understand that the BRT project is the City of Richmond's highest transportation priority this year. The development of a BRT system is supported by the City's Master Plan, The Richmond Multimodal Transportation Plan, and the Maggie L. Walker Initiative for Expanding Opportunity and Fighting Poverty, the Mayor's Anti Poverty Taskforce. The Willow Lawn to Rockettes Landing BRT represents the first phase in developing a regional BRT system.

Currently, there are over 20 GRTC bus routes operating along some portion of Broad Street. One example, GRTC Route 6, carries over 3,600 riders on an average weekday. Mixed traffic operations on Broad Street create considerable variation in typical running times for GRTC Route 6 creating problems and making some trips 20% longer than average. Currently, a trip from Willow Lawn in Henrico County to downtown Richmond takes about 10 minutes by car. That same trip takes, on average, more than 30 minutes on GRTC Route 6. I understand that development of a BRT line along the Broad Street corridor from Willow Lawn to Rocketts Landing would improve the reliability of transit operations on Broad Street, increase bus speeds by approximately 50%, and reduce travel time for riders on BRT by about 33%. It would provide a permanent transit investment in the Broad Street corridor that will encourage economic development and redevelopment in the area. In addition, the BRT line would improve access to important employment centers in downtown Richmond and Henrico County.

Once again, I strongly support the Greater Richmond Transit Company's grant application. If my office can provide you with any further information, please contact Maurya Tollefsen at 202-224-1813 or Maurya_Tollefsen@warner.senate.gov.

Sincerely,

A handwritten signature in blue ink that reads "Mark R. Warner".

Mark R. Warner
United States Senator

TIM KAINE
VIRGINIA

WASHINGTON OFFICE:

WASHINGTON, DC 20510-4607
(202) 224-4024

COMMITTEE ON
ARMED SERVICES

COMMITTEE ON
FOREIGN RELATIONS

COMMITTEE ON
THE BUDGET

United States Senate

WASHINGTON, DC 20510-4607

April 10, 2014

The Honorable Anthony Foxx
Secretary of Transportation
U.S. Department of Transportation
Office of the Secretary of Transportation
1200 New Jersey Ave SE
Washington, DC 20590

Dear Secretary Foxx:

I write in support of a grant application for TIGER funding to support construction of a Bus-Rapid-Transit (BRT) line in the heart of Richmond, Virginia. The BRT would run along Broad Street, connecting the Willow Lawn area of Henrico County to Rocketts Landing in Richmond's East End, with stops at the Main Street Station Multimodal Transportation Center in Downtown Richmond.

Infrastructure is the foundation on which economic development and democratic opportunity are made possible. As a former Mayor of Richmond, as a former Lieutenant Governor and Governor of Virginia, and now serving as a United States Senator, I know cities thrive with efficient, safe, modern transportation that is convenient and efficient to use.

Richmonders have long supported their bus system, and the next evolution, the BRT, is supported by the City's Master Plan, the Richmond Multimodal Transportation Plan, the Maggie L. Walker Initiative for Expanding Opportunity and Fighting Poverty, and the Mayor's Anti-Poverty Taskforce. Mayor Dwight C. Jones has committed the city to \$7.6 million in matching non-federal funds toward project implementation.

I encourage the Department of Transportation to give full and fair evaluation to this application.

Sincerely,



Tim Kaine

City of Richmond



DWIGHT C. JONES
MAYOR

April 9, 2014

The Honorable Anthony Foxx
Secretary of Transportation
U.S. Department of Transportation
Office of the Secretary of Transportation
1200 New Jersey Ave SE
Washington, DC 20590

Dear Secretary Foxx:

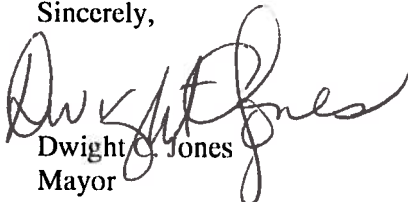
The Greater Richmond Transit Company (GRTC) is submitting an application requesting funding through the 2014 TIGER Grant Program for construction of a Bus Rapid Transit (BRT) line along Broad Street, connecting the Willow Lawn area of Henrico County to Rockettes Landing in Richmond's East End, with stops at the Main Street Station Multimodal Transportation Center in Downtown Richmond. On behalf of the City of Richmond, I am writing to express the City's full support and commitment of \$7.6 million in matching non-federal funds toward project implementation.

Full funding for the BRT project is the City of Richmond's highest transportation priority this year, so much so that the City is foregoing submission of a TIGER grant application of its own. The development of a BRT system is supported by the Richmond Downtown Plan, the Strategic Richmond Multimodal Transportation Plan, and the Maggie L. Walker Initiative for Expanding Opportunity and Fighting Poverty, the Mayor's Anti Poverty Taskforce. The Willow Lawn to Rockettes Landing BRT represents the first phase in developing a regional BRT system.

Currently, there are over 20 GRTC bus routes operating along some portion of Broad Street. One example, GRTC Route 6, carries over 3,600 riders on an average weekday. Mixed traffic operations on Broad Street create considerable variation in typical running times for GRTC Route 6 creating problems of bus bunching and making some trips 20% longer than average. Currently, a trip from Willow Lawn in Henrico County to downtown Richmond takes about 10 minutes by car. That same trip takes, on average, over 30 minutes on GRTC Route 6. Development of a BRT line along the Broad Street corridor from Willow Lawn to Rockettes Landing would improve the reliability of transit operations on Broad Street, increase bus speeds by approximately 50%, and reduce travel time for riders on BRT by about 33%. It would provide a permanent transit investment in the Broad Street corridor that will encourage economic development and redevelopment and stimulate property values along the corridor, with a likely increase of 10% in the value of existing properties based on experience of other cities. Significantly, the BRT line would improve access to important employment centers in downtown Richmond and Henrico County.

I encourage you to fund GRTC's request for funding through the 2014 TIGER Grant Program. Development of a Willow Lawn to Rockettes Landing BRT line is a regional priority and we are committed to contributing to its implementation with DOT as a funding partner, recognizing the significant economic and social benefits it will bring the region.

Sincerely,


Dwight C. Jones
Mayor



COMMONWEALTH of VIRGINIA

Jennifer L. Mitchell
Director

DEPARTMENT OF RAIL AND PUBLIC TRANSPORTATION
600 EAST MAIN STREET, SUITE 2102
RICHMOND, VA 23219-2416

(804) 786-4440
FAX (804) 225-3752
Virginia Relay Center
800-828-1120 (TDD)

April 23, 2014

The Honorable Anthony Foxx
Secretary of Transportation
U.S. Department of Transportation
Office of the Secretary of Transportation
1200 New Jersey Ave SE
Washington, DC 20590

RE: Greater Richmond Transit Company TIGER Application

Dear Secretary Foxx:

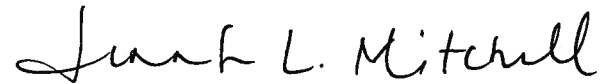
We are pleased to provide our letter of support and financial commitment for the GRTC Broad Street BRT TIGER capital grant request. Since 2009, the Virginia Department of Rail and Public Transportation (DRPT) have co-managed the Broad Street BRT Alternatives Analysis and Environmental Assessment along with GRTC. DRPT has provided financial support throughout the life of the project, including the next phase of preliminary engineering and design, and our Department is committed to continuing our financial support for constructing the Broad Street BRT in the Richmond Region. The Broad Street BRT it is a critical step forward in providing regional accessibility, travel options, and mobility freedom to the citizens of the Commonwealth who live and work in Virginia's Capitol Region.

If GRTC's 2014 TIGER capital grant application is approved by USDOT, DRPT will work with GRTC to enter into a multi-year funding agreement that will provide the anticipated \$16.9 million of state capital assistance, which, based on the Fiscal Year 2015 funding levels, represents 34% of the total cost of the BRT project estimated at \$48.9 million for final design and construction. The Broad Street BRT project will be incorporated into DRPT's six-year improvement program that will be brought to the Virginia Commonwealth Transportation Board (CTB) for authorization.

The Smartest Distance Between Two Points
www.drpt.virginia.gov

We strongly encourage the Department of Transportation to select the Broad Street BRT project for TIGER funding. The project will improve the quality of life for individuals in the Richmond region by increasing travel options, and providing critical access to jobs, education, employment, and healthcare.

Sincerely,

A handwritten signature in black ink that reads "Jennifer L. Mitchell". The signature is written in a cursive style with a large, prominent "J" and "M".

Jennifer L. Mitchell
Director



COMMONWEALTH OF VIRGINIA
COUNTY OF HENRICO

April 15, 2014

John A. Vithoukas
County Manager

The Honorable Anthony Foxx
Secretary of Transportation
U.S. Department of Transportation
1200 New Jersey Avenue, SE
Washington, DC 20590

Dear Secretary Foxx:

I am writing to express Henrico County's full support for the Greater Richmond Transit Company's (GRTC) 2014 TIGER Grant Program application seeking financial support for construction of a Bus Rapid Transit (BRT) line.

The proposed bus rapid transit route will operate in the Broad Street corridor, running through the City of Richmond and terminating in Henrico County to the west. Implementation of a BRT line in this corridor will significantly improve travel time for passengers and will improve access to the Rocketts Landing Development, the Willow Lawn area, and downtown Richmond.

The dedicated travel lane for BRT vehicles along sections of the route along with consolidated bus stops and off-board fare collection will improve the reliability of transit operations throughout the entire corridor, including the local connecting routes. Additionally, the improved crosswalks and refuge areas at station platforms will improve pedestrian safety as well as enhance the customer experience.

Implementation of this 7.5-mile BRT route will be an important step in increasing the viability of public transit in the region and will provide the opportunity for Henrico County to partner with GRTC to potentially extend this service further into the County in the future.

I encourage you to select GRTC's BRT project for funding as a part of the 2014 TIGER Grant Program. The citizens throughout the region will benefit from this project.

Sincerely,

John A. Vithoukas
County Manager



Richmond City Council

The Voice of the People

Richmond, Virginia

OFFICE OF THE PRESIDENT

The Honorable Charles R. Samuels

President of Richmond City Council
Councilman, North Central 2nd Voter District

April 14, 2014

The Honorable Anthony Foxx
Secretary of Transportation
U.S. Department of Transportation
Office of the Secretary of Transportation
1200 New Jersey Ave SE
Washington, DC 20590

Dear Secretary Foxx:

As the president of Richmond City Council, I am writing to express my commitment and support for the Greater Richmond Transit Company (GRTC) 2014 TIGER grant application for the construction of a Bus Rapid Transit (BRT) line extending from Willow Lawn to Rocketts Landing along Broad Street. This new rapid transit line will provide an efficient connection from the City's west and east ends down the Broad Street corridor and is an exciting first step in developing rapid transit in the Richmond region.

Though the citizens of Richmond have access to a substantial public transportation system within the City, significant delays do occur in congested areas especially along the Broad Street corridor. City Council is committed to looking for solutions to improve public transportation in the City and the region and in 2010 established the GRTC and Transit Study Task Force with the purpose of recommending ideas that promote efficient mass transit. The Task Force noted that 20 GRTC routes operate along some portion of the Broad Street corridor and steps need to be taken to increase the effectiveness of these bus routes from the eastern Richmond City/Henrico County line to the western Richmond City/Henrico County line. With a trip from Willow Lawn to downtown Richmond taking 10 minutes by car but over 30 minutes by GRTC bus; our residents are currently not encouraged to use public transportation, and those that are transit dependent must spend an excessive amount of time en route.

GRTC's plan for the Broad Street BRT will provide transportation for our residents especially our east end residents who are among our region's poorest with potential stops at Main Street Station Multimodal Transportation Center; VCU Medical Center, a world class hospital; and shopping and employment opportunities throughout the corridor. The BRT line is projected to increase bus speeds by 50% and reduce travel time for riders by 33%. City Council has been an advocate for sustainable forms of transportation including transit, and the BRT will

encourage new public transportation ridership due to its efficiency. Additionally, the BRT will provide a permanent transit investment on Broad Street that will encourage economic development along the corridor which is a priority for City Council.

Richmond City Council has long supported, through financial and legislative assistance, the efforts of GRTC. Once completed, the Broad Street BRT will be a significant asset to Richmond and its residents by providing this efficient link down Broad Street through the downtown core of the City. I urge you to provide essential federal support for the Broad Street BRT project through the 2014 TIGER grant program.

Yours Sincerely,



Charles R. Samuels
President of Richmond City Council



Planning District Commission

Metropolitan Planning Organization

Town of
Ashland
Counties of
Charles City
Chesterfield
Goochland
Hanover
Henrico
New Kent
Powhatan
City of
Richmond

April 11, 2014

The Honorable Anthony Foxx
Secretary of Transportation
U.S. Department of Transportation
Office of the Secretary of Transportation
1200 New Jersey Ave., SE
Washington DC 20590

Executive Director
Robert A. Crum, Jr.

Re: Letter of Support – TIGER Grant Application
GRTC Bus Rapid Transit System

Dear Secretary Foxx:

As Executive Director of the Richmond Regional Planning District Commission (RRPDC), I am pleased to offer my support for the GRTC Transit System's TIGER grant application for \$25 million of federal funding to support the design and construction of the Bus Rapid Transit (BRT) project.

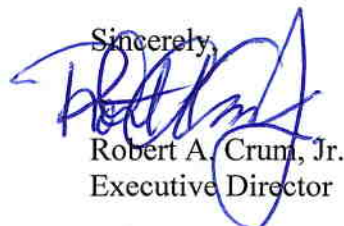
One of the responsibilities of the RRPDC is to provide staff support to the Richmond Area Metropolitan Planning Organization (MPO), which is the federally designated organization responsible for coordinating regional transportation planning and decision making in the Richmond Region. Each of the nine Richmond Region jurisdictions is represented on the MPO Board.

The BRT project is included on our MPO's list of regional transportation priority projects. In addition, the BRT project is also included in our Region's Long Range Transportation Plan (LRTP), which is developed and adopted by our MPO.

I strongly encourage the U.S. Department of Transportation's favorable consideration of GRTC Transit System's TIGER grant application to allow this important transportation project to advance.

If you have any questions, please don't hesitate to contact me at 804-323-2033.

Sincerely,



Robert A. Crum, Jr.
Executive Director

RAC/jhf



VCU

April 2, 2014

Office of the President

President's House
P.O. Box 842512
Richmond, Virginia 23284-2512

804 828-1200 • Fax: 804 828-7532

TDD: 1-800-828-1120

president@vcu.edu

The Honorable Anthony Foxx
Secretary of Transportation
U.S. Department of Transportation
1200 New Jersey Avenue SE
Washington, DC 20590

Dear Secretary Foxx:

On behalf of Virginia Commonwealth University, I write to convey our full support for the funding request made by the Greater Richmond Transit Company, through the 2014 TIGER Grant Program, for construction of a Bus Rapid Transit (BRT). The new BRT line will run approximately 7.5 miles along Broad Street through downtown Richmond, and will connect Richmond's East End with the Willow Lawn area of Henrico County. This new rapid transit line will be an important first step in developing a rapid transit system for the Richmond region.

The Bus Rapid Transit will provide much needed travel time improvements to the Broad Street corridor. Currently, a trip by car from Willow Lawn to downtown Richmond takes about 10 minutes, whereas the same trip by bus would take, on average, over 30 minutes. Once completed, the new BRT would cut the time of that trip by almost half. The BRT will not only improve access to the regional employment center in downtown Richmond, but it will also attract new riders to the Greater Richmond Transit Company by providing a service with travel times that are comparable to travel by car.

The reliability of transit operations on Broad Street will be improved through the BRT by consolidating and providing a dedicated lane for BRT vehicles in certain areas of the proposed route. Pedestrian safety at station areas will also be improved through the BRT by upgrading crosswalks and pedestrian refuge areas at station platforms.

As an anchor institution in downtown Richmond, Virginia Commonwealth University is helping reshape and reinvigorate the fabric of the urban environment. The Bus Rapid Transit will play an important role in Richmond's future by providing a permanent transit investment in the Broad Street corridor that will encourage economic development and redevelopment along the corridor.

Sincerely,

Michael Rao
President

April 11, 2014

The Honorable Anthony Foxx
Secretary of Transportation
U.S. Department of Transportation
Office of the Secretary of Transportation
1200 New Jersey Ave SE
Washington, DC 20590

Dear Secretary Foxx:

On behalf of the Greater Richmond Chamber, I am pleased to offer my support for the GRTC Transit System's TIGER Grant application for funding to support the Bus Rapid Transit (BRT) project.

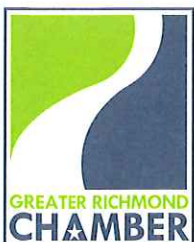
As the Chamber has worked with the Richmond Regional Planning District on identifying priorities for the Richmond Region, community residents have expressed their interest in expanded transportation options and choices. An efficient public transportation system will support business development and job growth, and is a key ingredient that will help the Richmond Region evolve as a vibrant metropolitan region. The BRT project is an important first step that will provide a foundation for an effective public transit system for our community.

I am pleased to express my support for the BRT project and strongly encourage favorable consideration of the TIGER grant application in the amount of \$25 million to cover the federal share for final design and construction for this project.

Sincerely,



Kim Scheeler
President and CEO





401 North 3rd Street P: 804.782.2777
Richmond, VA 23219 F: 804.780.2577

VisitRichmondVA.com

April 10, 2014

The Honorable Anthony Foxx
Secretary of Transportation
U.S. Department of Transportation
Office of the Secretary of Transportation
1200 New Jersey Ave SE
Washington, DC 20590

Dear Secretary Foxx:

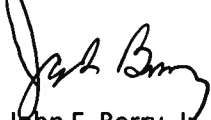
The Greater Richmond Transit Company (GRTC) is submitting an application requesting funding through the 2014 TIGER Grant Program for construction of a Bus-Rapid-Transit (BRT) line along Broad Street, connecting the Willow Lawn area of Henrico County to Rocketts Landing in Richmond's East End, with stops at the Main Street Station Multimodal Transportation Center in Downtown Richmond. On behalf of Mayor Dwight C. Jones, I am writing to express the City's full support and commitment of \$7.6 million in matching non-federal funds toward project implementation.

Full funding the BRT project is the City of Richmond's highest transportation priority this year, so much so that the City is foregoing submission of a TIGER grant application of its own. The development of a BRT system is supported by the City's Master Plan, The Richmond Multimodal Transportation Plan, and the Maggie L. Walker Initiative for Expanding Opportunity and Fighting Poverty, the Mayor's Anti Poverty Taskforce. The Willow Lawn to Rocketts Landing BRT represents the first phase in developing a regional BRT system.

Currently, there are over 20 GRTC bus routes operating along some portion of Broad Street. One example, GRTC Route 6, carries over 3,600 riders on an average weekday. Mixed traffic operations on Broad Street create considerable variation in typical running times for GRTC Route 6 creating problems of bus bunching and making some trips 20% longer than average. Currently, a trip from Willow Lawn in Henrico County to downtown Richmond takes about 10 minutes by car. That same trip takes, on average, over 30 minutes on GRTC Route 6. Development of a BRT line along the Broad Street corridor from Willow Lawn to Rocketts Landing would improve the reliability of transit operations on Broad Street, increase bus speeds by approximately 50%, and reduce travel time for riders on BRT by about 33%. It would provide a permanent transit investment in the Broad Street corridor that will encourage economic development and redevelopment and stimulate property values along the corridor, with a likely increase of 10% in the value of existing properties based on experience of other cities. Significantly, the BRT line would improve access to important employment centers in downtown Richmond and Henrico County.

I encourage you to fund GRTC's request for funding through the 2014 TIGER grant Program. The Richmond Region was named a Frommer's Top Destination for 2014 and draws 7 million visitors here each year. Development of a Willow Lawn to Rocketts Landing BRT line is a regional priority and we are committed to contributing to its implementation with DOT as a funding partner, recognizing the significant economic and social benefits it will bring the region.

Sincerely,

A handwritten signature in black ink, appearing to read "John F. Berry, Jr.", written in a cursive style.

John F. Berry, Jr.
President & CEO

April 8, 2014

The Honorable Anthony Foxx
Secretary of Transportation
U.S. Department of Transportation
1200 New Jersey Ave SE
Washington, DC 20590

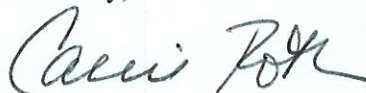
Dear Secretary Foxx:

The Greater Richmond Transit Company (GRTC) is submitting an application requesting funding through the 2014 TIGER Grant Program for construction of a Bus-Rapid-Transit (BRT) line along Broad Street, connecting the Willow Lawn area of Henrico County to Rocketts Landing in Richmond's East End, with stops at the Main Street Station Multimodal Transportation Center in Downtown Richmond. It is my understanding full funding of the BRT project is the City of Richmond's highest transportation priority this year and therefore the City is foregoing submission of a TIGER grant application of its own. Increased opportunities for multi-modes of transportation are instrumental to the continued economic competitiveness of the Virginia Biotechnology Research Park and the Richmond Region, and I write to express my support of the GRTC's grant application.

Currently, a trip from Willow Lawn in Henrico County to downtown Richmond takes about 10 minutes by car. Unfortunately, that same trip takes, on average, over 30 minutes on GRTC Route 6. Development of a BRT line along the Broad Street corridor from Willow Lawn to Rocketts Landing would improve the reliability of transit operations on Broad Street, increase bus speeds almost 50 percent, and reduce travel time for riders on BRT about 33 percent. This project would provide a permanent transit investment in the Broad Street corridor resulting in increased economic development, redevelopment and property values.

It is my hope you will give favorable consideration and fund GRTC's request through the 2014 TIGER grant Program and make the regional priority of the development of a Willow Lawn to Rocketts Landing BRT line a reality.

Sincerely,



Carrie Roth
Interim President and CEO



April 21, 2014

The Honorable Anthony Foxx
Secretary of Transportation
U.S. Department of Transportation
1200 New Jersey Ave SE
Washington, DC 20590

Dear Secretary Foxx:

On behalf of Venture Richmond, I am writing to express our full support for the proposed construction of a Bus-Rapid-Transit (BRT) line along Broad Street through Downtown Richmond.

Venture Richmond is a private, non-profit whose mission is to enhance the vitality of the community, particularly downtown, through economic development, marketing, advocacy and events. We represent business and community leaders who are advocates for Downtown.

The proposed BRT project is a major priority in the City's Downtown Master Plan and the Richmond Multi-modal Transportation Plan.

Currently, there is considerable congestion of buses and overlapping routes along Broad Street, creating inefficiencies, delays, increased travel times and reduced reliability. The current route system creates customer service challenges and hinders economic development opportunities along the Broad Street corridor.

Implementation of BRT will stimulate economic development along the corridor and provide improved access to jobs at employment centers in the City and Henrico County. It will encourage increased ridership among those customers with a choice, and improved service for those that depend on GRTC for mobility.

Venture Richmond encourages USDOT to fund the City's 2014 TIGER Grant request.

Sincerely,

A handwritten signature in black ink that reads "Jack Berry". The signature is fluid and cursive, written over the printed name.

Jack Berry
Executive Director



March 31, 2014

The Honorable Anthony Foxx
Secretary of Transportation
U.S. Department of Transportation
Office of the Secretary of Transportation
1200 New Jersey Avenue SE
Washington, DC 20590

Dear Secretary Foxx:

The Greater Richmond Transit Company (GRTC) is submitting an application requesting funding through the 2014 TIGER Grant Program for construction of a Bus-Rapid-Transit (BRT) line along Broad Street, connecting the Willow Lawn area of Henrico County to Rocketts Landing in Richmond's East End, with stops at the Main Street Station Multimodal Transportation Center in Downtown Richmond. On behalf of the Science Museum of Virginia, I am writing to express our support for this project.

The Science Museum of Virginia (2500 West Broad Street) occupies the former Union Station of Richmond, which served as Richmond's primary train station from 1919 through 1976. The facility was transformed on a state agency science museum in 1977. Transportation is still a major theme of the facility as we have six pieces of rolling stock, some of which are used as classroom spaces.

The Science Museum has more than 550 public parking spaces, the Periodic Table (a small café) along with retail and Virginia's largest film screen. This would seem to be an ideal location for a stop on a Broad Street BRT line both from a programmatic standpoint as well as re-activating the building's history as a transportation hub.

I encourage you to fund GRTC's request for funding through the 2014 TIGER grant Program. Development of a Willow Lawn to Rocketts Landing BRT line is a brilliant idea!

With warmest regards,

A handwritten signature in blue ink, appearing to read "R. Conti", is written over a light blue horizontal line.

Richard C. Conti
Director/CEO



**Better
Housing
Coalition**

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Carter D. McDowell

Co-Founder & Member

April 8, 2014

The Honorable Anthony Foxx
Secretary of Transportation
U.S. Department of Transportation
Office of the Secretary of Transportation
1200 New Jersey Ave SE
Washington, DC 20590

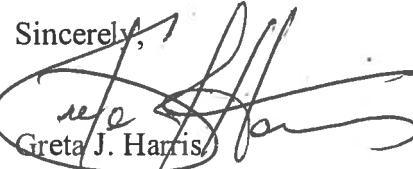
Dear Secretary Foxx:

I am writing to express Better Housing Coalition's (BHC) support for the Greater Richmond Transit Company (GRTC) 2014 TIGER grant application seeking financial support for construction of a Bus-Rapid-Transit (BRT) line. BHC is a regional affordable housing organization that serves nearly 1500 households in the Richmond region. Many of our residents rely on dependable and affordable public transportation. GRTC is a valuable and necessary asset to the community.

The current public transit system functions reasonably well but significant delays occur with routes that include high congestion areas, especially routes that have segments along Broad Street, for example in the downtown area and about two miles west at the intersection of Broad Street and the Boulevard.

Once completed, the Broad Street BRT line will provide significant benefits to the area. These include reducing travel time for bus riders, stimulating and supporting reinvestment into corridor businesses, and improving access to regional employment opportunities in downtown Richmond. The development of a BRT system will also improve the reliability of transit operations, improve pedestrian safety and, hopefully, pave the way for a regional rapid transit system.

Better Housing Coalition firmly believes that a BRT system is a critical step in our city's goal of becoming a world class community that provides a high quality of life experience for all our residents. We encourage the Department of Transportation to select GRTC as a recipient of the 2014 TIGER grant.

Sincerely,

Greta J. Harris
President/CEO

Better Housing Coalition P.O. Box 12117 23 W. Broad Street Richmond, Virginia 23241

t: (804) 644-0546 f: (804) 644-1057 www.betterhousingcoalition.org

Better Housing Coalition changes lives and transforms communities through high quality, affordable housing.



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The Honorable Anthony Foxx
Secretary of Transportation
U.S. Department of Transportation
Office of the Secretary of Transportation
1200 New Jersey Ave SE
Washington, DC 20590

Dear Secretary Fox,

RVA Rapid Transit (www.rvarapidtransit.org) is a citizens advocacy group created in 2013 to advocate for the construction of a regional Bus Rapid Transit (BRT) system in Metropolitan Richmond. We are comprised of over one thousand citizens who support the vision of region-wide BRT, and we have carried this vision to a variety of government, business and civic organizations throughout the region. We are writing to express our organization's commitment and support for the Greater Richmond Transit Company (GRTC) 2014 TIGER grant application seeking financial support for the construction of the Rocketts landing to Willow Lawn Bus Rapid Transit Line. We believe this is an essential first step to a regional BRT system that is effective, efficient, and accessible to everyone in Metro Richmond.

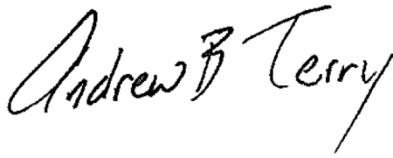
GRTC Route 6, from downtown to Willow Lawn, is one of GRTC's busiest routes, with over 3,600 riders on an average weekday. GRTC provides a quality transportation service, but there are several structural factors which inhibit the speed of GRTC's service. Currently a trip from Willow Lawn in Henrico County to downtown Richmond via car takes about ten minutes. That same trip, on average, takes over thirty minutes on GRTC. This time differential between cars and GRTC exists primarily because GRTC buses have to operate in mixed traffic. This creates great variations in travel time and creates problems of bus bunching.

The Bus Rapid Transit project from Rocketts Landing to Willow Lawn will help correct many of these problems making GRTC a competitive alternative to the automobile. The dedicated lanes and guide ways that are part of the BRT plan will allow the BRT to bypass much of the traffic on Broad Street increasing bus speed by 50% and decreasing travel times for riders by 33%. The transportation infrastructure investment is also projected to produce a 10% increase in property values since entrepreneurs and investors will see the city's commitment to the corridor. GRTC's own economic impact study for the Broad Street BRT cites the success of Cleveland's Healthline, a seven mile long BRT line that saw \$5.3 billion in economic development thanks to investment in transportation infrastructure and transit oriented development zoning policies. The Cleveland corridor has many similarities to the Broad Street corridor, including a major university and medical system located on the corridor. We believe that

the Broad Street BRT will provide new jobs through increased economic development and better access to employment through a more efficient and effective transit service.

RVA Rapid Transit is not a group of transportation planners but a grassroots group of concerned and involved citizens who believe that public transportation is the key to unlocking the full economic and civic potential of Metropolitan Richmond. We fully support this project and commit our members to do whatever we can to make this project a reality. RVA Rapid Transit urges you to select GRTC's 2014 TIGER grant application and provide financial support for construction of a BRT line along Broad Street.

Sincerely,

A handwritten signature in black ink that reads "Andrew B. Terry". The signature is written in a cursive style with a large, stylized "A" and "T".

Andrew B. Terry

Coordinator, RVA Rapid Transit



April 23, 2014

The Honorable Anthony Foxx
Secretary of Transportation
U.S. Department of Transportation
Office of the Secretary of Transportation
1200 New Jersey Ave SE
Washington, DC 20590

Dear Secretary Foxx:

On behalf of the Council of Richmond Hill, I am writing to support the application of the Greater Richmond Transit Company (GRTC) for a 2014 TIGER grant to construct a Bus-Rapid-Transit (BRT) line in Richmond from Willow Lawn to Rocketts' Landing.

Richmond Hill is an ecumenical Christian community which has been working with over 400 churches in metropolitan Richmond for 25 years. A major concern has been the quality of our public transportation system. This BRT line, long in preparation, both addresses the immediate need of the city and its people and establishes a foundation for the larger system that must come.

Broad Street is the major corridor for public transportation in Richmond. A number of major lines spend part of their time on Broad Street, and all of the major bus routes in the city cross Broad Street at some point. Thus, the BRT system will present the opportunity to connect lines throughout the city, and to give them a much more efficient and frequent service.

Broad Street currently connects many of the major employers of the city, and is the location of both campuses of Virginia Commonwealth University, which has over 35,000 students, many of them users of public transportation.

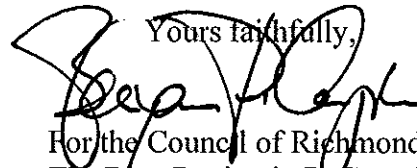
The BRT line has the potential, as well, of attracting more choice riders to the system, helping to establish a broader base for public transportation in the city.

The Brookings Institution said in its 2011 report (*Transit and Jobs in Metropolitan America*) that Richmond was 92nd in the nation in access to jobs by public transportation. This Broad Street BRT has garnered significant public support and is

truly a major foundational step toward establishing an effective and compelling public transportation system for metropolitan Richmond. The Capital of the state lags sadly behind. This is truly a major opportunity to change that state of affairs.

The TIGER grant for Richmond's BRT would be an incredibly powerful stimulus both to current business and development, and to the development of this entire city.

We are personally aware of hundreds and thousands of citizens who are supportive of this project.

Yours faithfully,

For the Council of Richmond Hill
The Rev. Benjamin P. Campbell
Pastoral Director

PARTNERSHIP FOR SMARTER GROWTH

April 7, 2014

The Honorable Anthony Foxx
Secretary of Transportation
U.S. Department of Transportation
Office of the Secretary of Transportation
1200 New Jersey Ave SE
Washington, DC 20590

Dear Secretary Foxx,

I am writing to express Partnership for Smarter Growth's commitment and support for the Greater Richmond Transit Company (GRTC) 2014 TIGER grant application seeking financial support for construction of a Bus Rapid Transit (BRT) line in Richmond, Virginia.

Partnership for Smarter Growth (PSG), a 501(c)3 nonprofit organization, seeks to educate and engage the citizens and businesses of the Richmond region in order to improve active participation in local planning and decision-making, create healthier, more livable and sustainable communities, and better plan for the future. PSG works toward a Richmond region unified through smarter growth: reinvestment in our existing infrastructure, improvement of underserved and declining areas, implementation of effective public transportation, and preservation of our farms, forests, and history.

PSG has supported BRT in Richmond since its conception in 2009. The proposed line connecting the Willow Lawn area of Henrico County with Rocketts Landing in Richmond's East End has attracted significant, positive attention from the community. This route along Broad Street currently carries over 20 GRTC routes with nearly 20,000 daily boardings on an average weekday. This substantial ridership and activity can cause extended trip delays due to bus-bunching and mixed traffic operations, but also presents a great opportunity to provide a more advanced transit option such as BRT that will be well-utilized and provide significant benefits for the overall community.

The Broad Street BRT line will have immediate effects such as increasing bus speeds by approximately 50%, reducing travel time for riders by one-third, and improving reliability of transit operations on Broad Street. In addition, it will have significant impacts in the long-term such as stimulating nearby property values, attracting new ridership, and encouraging economic development and redevelopment along the corridor. Finally, BRT on Broad Street could spark further investment in a regional transit system, similar to the reactions in Hampton Roads to Norfolk's building of the Tide light rail line.

On behalf of the Board of Directors of Partnership for Smarter Growth, I strongly encourage you to grant GRTC's request for funding from the 2014 TIGER grant program for the Broad Street BRT project.

Sincerely,



Brianne Mullen
Executive Director

The Hon. Anthony Foxx
Secretary of Transportation
U. S. Dept. of Transportation
Office of the Secretary of Transportation
1200 New Jersey Avenue, SE
Washington, D. C. 20590

April 15, 2014

Dear Secretary Foxx:

The Greater Richmond Transit Company (GRTC) is submitting an application requesting funding through the 2014 TIGER Grant Program for construction of a Bus Rapid Transit (BRT) line along Broad Street, connecting Willow Lawn at the western edge of Richmond to Rocketts Landing in Richmond's East End.

As co-chairs of the Maggie L. Walker Initiative for Expanding Opportunity and Fighting Poverty in the City of Richmond, we urge you to support this funding.

Nearly 27% of the citizens of the City of Richmond are in poverty. The Brookings Institution, in its May 2011 report *Missed Opportunity: Transit and Jobs in Metropolitan America*, said that metropolitan Richmond was 92nd among the nation's 100 largest cities in access to jobs by public transportation. Our own studies confirm this conclusion – only 27% of our jobs are accessible.

The absence of public transportation is one of the top causes, if not the largest cause, of unemployment in Richmond; and the absence of access to employment is the largest cause of endemic poverty here.

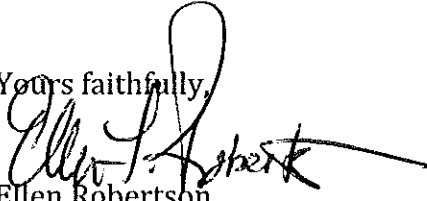
We believe that this Broad Street BRT is the first stage of a truly regional, efficient, and publicly supported network of public transportation for metropolitan Richmond. It has already attracted significant public support.

Our Maggie L. Walker Initiative is the result of Richmond's first Commission on Poverty, created by Mayor Dwight L. Jones in 2011. Its report is now being implemented in a number of ways – job training being one of the most important. But the effectiveness of this is related to transportation access.

Our Commission and the City Council of Richmond have put their full support behind this effort to create effective public transportation in this city, which has lacked it for a significant period of time.

This TIGER grant would have a very big impact on the City of Richmond in terms of transportation quality and usage, employment, and economic development. We urge your approval.

Yours faithfully,

A handwritten signature in black ink, appearing to read "Ellen Robertson". The signature is fluid and cursive, with a large loop at the top and a long horizontal stroke at the end.

Ellen Robertson

Vice President, City Council

Maggie L. Walker Initiative Co-chair

A handwritten signature in black ink, appearing to read "Thad Williamson". The signature is cursive and somewhat stylized, with a prominent "T" and "W".

Thad Williamson, Ph.D.

University of Richmond

Maggie L. Walker Initiative Co-chair



2601 Floyd Avenue • Richmond, Virginia 23220 • 804-358-8981
www.SIRresearch.com

April 7, 2014

The Honorable Anthony Foxx
Secretary of Transportation
U.S. Department of Transportation
Office of the Secretary of Transportation
1200 New Jersey Ave SE
Washington, DC 20590

Dear Secretary Foxx:

I am writing to express my company's support for the Greater Richmond Transit Company's (GRTC) 2014 TIGER grant application to help fund construction of a Bus Rapid Transit (BRT) line along Broad Street. The proposed line, which would connect the Willow Lawn area of Henrico County and Rocketts Landing in Richmond's East End, would be an important infrastructure link to jobs throughout Richmond's central business district as well as a vital component of Main Street Station's continuing evolution into a true multimodal transportation hub.

While I am writing as a business leader from Richmond, I am also appealing to you from the perspective of a transportation professional whose company, the Southeastern Institute of Research (SIR), has conducted marketing research and provided research-based consulting services to VDOT, the Virginia Department of Rail and Public Transportation (DRPT), GRTC, the City of Richmond, as well as both transit and transportation demand management (TDM) programs throughout the state.

In general the current public transit system functions well, but significant delays occur along routes that include high congestion areas, especially the routes with segments along Broad Street. BRT would help mitigate these problems and improve system-wide efficiency and appeal by:

- Eliminating, re-routing and/or efficiently integrating the 20+ GRTC routes currently operating along some portion of Broad Street.
- Boosting ridership above the nearly 20,000 daily boardings and alightings already occurring on an average weekday on Broad and Main Streets between Willow Lawn and Williamsburg Road.
- Reducing the approximately 1,800 efficiency-draining transfers per day, nearly 27% of all system transfers, now made by GRTC's Route 6 ridership.
- Substantially improving travel times along the proposed BRT route - Currently, a trip from Willow Lawn in Henrico County to downtown Richmond takes about 10 minutes by car. The same trip takes, on average, over 30 minutes on GRTC Route 6.
- Reducing "bus bunching" along Broad Street which makes some trips 20% longer than average and contributes to negative perceptions of public transit's cost-effectiveness and efficiency.

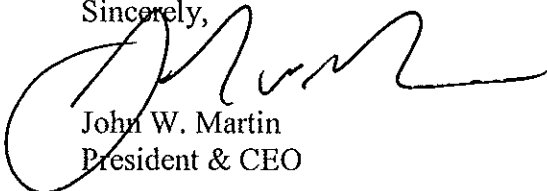
Once completed, the Broad Street BRT line will provide substantial benefits to the area. These include:

- Increasing bus speeds by approximately 50%
- Reducing travel time for riders on BRT by about 33%
- Stimulating property values around the transit corridor, with a likely increase of 10% in the value of existing properties based on experience of other cities.
- Providing a permanent transit investment in the Broad Street corridor that will encourage economic development and redevelopment along the corridor.
- Improving access to jobs in downtown Richmond, the region's employment hub.
- Attracting new riders to GRTC by providing a service with travel times that are competitive with the automobile.
- Improving the reliability of transit operations on Broad Street by providing a dedicated lane for BRT vehicles from Thompson to Adams Streets.
- Improving the reliability of transit operations for all buses on Broad Street in the downtown area by improving the dedicated bus lane between 4th and 14th Streets.
- Consolidating and improve bus stops on Broad Street from 4th to 14th Streets, creating a better experience for all riders who get on and off buses on Broad Street.
- Speeding BRT operations by implementing off-board fare collection.
- Improving pedestrian safety at station areas with improved crosswalks and pedestrian refuge areas at station platforms between Adams and Thompson Streets.
- Initiating a vital first step in developing a rapid transit system for Richmond and the region.

Several recent studies have documented the cost-effectiveness of BRT projects in comparison to more expensive light rail construction. BRT can also deliver a superior return on investment. For example, the Greater Cleveland RTA's *HealthLine* BRT effectively leveraged a \$50 million investment in BRT into \$5.8 billion in new transit-oriented development producing an impressive \$114.54 in new development for every dollar invested in the new system. In comparison, while Portland's TriMet's *Max Blue Line* generated more investment, approximately \$6.6 billion, substantially higher light rail construction costs reduced ROI to \$3.74 for every transit dollar spent.

BRT is the right choice for Richmond. SIR urges you to select GRTC's 2014 TIGER grant application and provide financial support for construction of a BRT line along Broad Street.

Sincerely,



John W. Martin
President & CEO



WAYNE A. CHASEN
President
Chief Executive Officer
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EXECUTIVE OFFICES • 6600 West Broad Street, Suite 100 • Richmond, Virginia 23230

April 22, 2014

The Honorable Anthony Foxx
Secretary of Transportation
U.S. Department of Transportation
Office of the Secretary of Transportation
1200 New Jersey Avenue SE
Washington, DC 20590

Dear Secretary Foxx:

I am writing to encourage your support for the Greater Richmond Transit Company's application for the TIGER grant. This funding will aid in the construction of a rapid transit bus line along Broad Street, which spans several Central Virginia municipalities.

I am the president of a local real estate development company, which is currently conducting what we believe to be, the largest revitalization project in the 400-year history of Henrico County, Virginia, known as "Libbie Mill". This 80-acre community is located approximately one mile from the western terminus of the proposed bus line. The Broad Street Rapid Transit's impact on Libbie Mill, Henrico County and our region could be immense.

Currently, a trip from downtown Richmond to the Willow Lawn terminus takes about 10 minutes by car. The same trip currently takes, on average, over 30 minutes on GRTC's Route 6. The Broad Street Rapid Transit could reduce travel time for riders by about 33%. The new line could reduce car traffic, help curtail urban sprawl, save energy, connect the City and Henrico County and create a ripple effect that benefits businesses and residents near and well beyond its path.

The proposed GRTC line would have a unique relationship to Libbie Mill. This community will be a regional destination. It has been designed to encourage walking and to minimize driving. The rapid transit line is a natural fit for us and would serve to reduce even further the reliance on automobiles for the thousands of people who will live, work and visit Libbie Mill. Let me note that we will locate our headquarters in the community within the next 12 months; thus, our employees could be direct beneficiaries of the new line. Specifically, we envision a direct public transportation connection to our neighborhood from the rapid transit line's nearby terminal station.

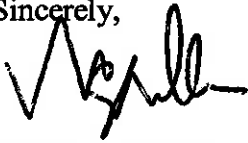
The Honorable Anthony Foxx
April 22, 2014
Page 2

Once in our community, people could walk to destinations or ride free “loaner” bicycles, a neighborhood amenity we are currently considering. In short, the rapid transit line could enhance our ability to create a model pedestrian-friendly community less reliant on the automobile and with an approach to public transportation that integrates bus, foot and bike traffic.

In addition, our review of data on the proposed line suggests that its benefits include more efficient bus operations, quicker public transit travel times, reduced congestion, and direct connections between the suburbs and Downtown Richmond, which remains a business, government, financial and legal center.

In closing, let me again stress our support for the award of the TIGER grant to the Greater Richmond Transit Company for the Broad Street Rapid Transit implementation and the many economic, social and environmental benefits that will flow from it.

Sincerely,

A handwritten signature in black ink, appearing to read 'Wayne A. Chasen', with a stylized flourish at the end.

Wayne A. Chasen
President, Chief Executive Officer

Shockoe Bottom Neighborhood Association

April 24, 2014
The Honorable Anthony Foxx
Secretary of Transportation
U.S. Department of Transportation
Office of the Secretary of Transportation
1200 New Jersey Ave SE
Washington, DC 20590

Dear Secretary Foxx:

The Shockoe Bottom Neighborhood Association wishes to express support for the Greater Richmond Transit Company and their grant application (Tiger Grant) for bus rapid transit. Due to the congestion on Broad Street where most transfers take place the busses, through no fault of the GRTC experience regular delays. People cannot get where they need to go by the time they need to be there. This causes those who have the option to drive not to use public transportation and those whose only source of transportation is public to risk being late for work or other necessary tasks. My business deals with issues related to this regularly.

Our neighborhood is one of the fastest growing in the City and we would be well served by improving public transportation. Parking is always an issue and we have a very pedestrian friendly historic character. The economic benefits for our neighborhood and the city as a whole will be significant.

The Bus Rapid Concept is proven and will have a dynamic effect on Richmond. This is our version of “light rail”. As an older city, we are limited in public transportation options. More and more of our citizens want to use public transportation for a variety of reasons, but it needs to be simple and timely to serve as an option for those who have the choice, it will greatly increase the ridership.

The BRT will serve also as a catalyst for a regional transportation initiative – long discussed but yet to be moved upon. Once people know that our public transportation works well in the city the surrounding counties will understand the value of the concept that busses run both ways and they will see the economic benefits of a regional transportation system.

David Napier
President, Shockoe Bottom Neighborhood Association
(804) 644-4411
(804) 400-8871
1548 East Main Street, Suite B



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Richmond, VA 23219

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E-MAIL c/o David Napier, President
theoldcitybar@yahoo.com