PUBLIC MEETING #4: SUMMARY REPORT

Public information meetings for the Broad Street Rapid Transit Study were held in May 2014 to present the Recommended Alternative to move forward in the transit planning process. The purpose of the meetings was to hear from citizens about their level of support for the Recommended Alternative and answer any questions citizens may have about design or operation of the BRT.

Citizens were invited to provide comments about the Recommended Alternative during and after each meeting through various formats. The public information meetings satisfy a requirement of the National Environmental Policy Act that the public be given an opportunity to provide input on alternatives to be studied. The Recommended Alternative will be considered by the GRTC Board of Directors at its June 17 meeting. If approved to proceed, GRTC will continue with preliminary engineering for the Recommended Alternative with the intention of completing design, construction and opening the service by 2018.

The meeting notification process, information presented, comments received from the general public and agencies, and responses to comments are presented below.

1.0 NOTIFICATION OF PUBLIC MEETINGS

Notification for the public meetings was accomplished in a variety of ways, including posting updated study information and meeting dates on the study website, newspaper advertisements, email announcements, press releases, and distribution of flyers. These methods are described below.

1.1 Study Website

The study website was updated to include updated study information and schedule, public meeting notice, downloadable meeting flyer, and electronic and downloadable comment forms. The study website can be viewed at http://study.ridegrtc.com. A screen capture of the “Get Involved” page is included in Appendix A.

1.2 Newspaper Advertising

Newspaper advertisements were placed in several newspapers in the City of Richmond and Henrico County. Further details about the placement of the advertisements are shown below in Table 1-1. Copies of the advertisements are included in Appendix A. Newspaper advertising notifications were supplemented by flyers that were also distributed in the study area.

<table>
<thead>
<tr>
<th>Newspaper</th>
<th>Advertisement Dates</th>
</tr>
</thead>
<tbody>
<tr>
<td>Richmond Times Dispatch</td>
<td>5/2/14 and 5/9/14</td>
</tr>
<tr>
<td>Henrico Citizen</td>
<td>5/15/14</td>
</tr>
<tr>
<td>Richmond Free Press</td>
<td>5/8/14</td>
</tr>
</tbody>
</table>

1.3 E-Mail Announcements

Study information and public meeting details were sent via e-mail to approximately more than 900 contacts in the stakeholder database. E-mail notifications were further disseminated by various group
contacts on the database such as city public information officers for DRPT, City of Richmond, Henrico County, the Richmond Area Metropolitan Planning Organization, business and community organizations, council liaisons to their constituency, business and human service organization advocates. Copies of the e-mail announcements are included in Appendix A.

The email distribution list included the following groups:

- Policy Advisory Committee (PAC)
- Technical Advisory Committee (TAC)
- Public Involvement Offices (PIOs)
- Elected Officials and Community Leaders
- Citizens (those who requested to be included via the study website or at previous public meetings)
- Multimodal/Transit Users - RideFinders participants and Employee Travel Coordinators
- Business/Institutional Community
- Community Organizations & Special Interest Groups
- Environmental Justice Populations
- Richmond Regional PDC e-mail list

A single e-mail notification was sent to various audiences as follows:

- 5/1/14 – Customized Email with flyer to PIOs
- 4/24/14 – Approved Email alert #1 to stakeholder database
- 5/14/14 – Approved Email alert #2 to stakeholder database
- 5/1/14 – Approved Email alert to GRTC contacts and VIPs

City of Richmond and Henrico County Public Information Offices and City Council liaisons complemented study team efforts by sending meeting information out through their own e-mail distribution systems. These groups were sent an email on 5/1/14 that offered them various outreach tools (ad, TV cable slide, PSAs, email alert) for them to distribute to citizens and stakeholders.

### 1.4 Media Relations

Local media and government public information offices play a vital role in helping to disseminate important information to both citizens and special interest groups. In the weeks prior to the meeting, information was distributed to the public via print and electronic media including newspaper, radio, television and internet. Members of the press were sent news releases and media advisories.

The Richmond Times-Dispatch and WTVR TV 6 (CBS) attended the public meetings and discussed the study. Details of media coverage are included in the Appendices.
Media Coverage (since August 2013 meeting)

2/27/14  Bus rapid transit seen as catalyst
Peter Bacque, Richmond Times-Dispatch
http://www.timesdispatch.com/bus-rapid-transit-seen-as-catalyst/article_5a868b9f-3fe8-5a36-9224-db54035d4bb.html

3/24/14  Today’s top opinion: BRT for Virginia
Richmond Times-Dispatch
http://www.timesdispatch.com/opinion/our-opinion/today-s-top-opinion-brt-for-virginia/article_606af0a9-91b5-53fa-90f2-5b8228d58e25.html

4/23/14  There is a rapid transit plan in the works for Richmond
WTVR TV 6
http://wtvr.com/2014/04/24/broad-street-bus-rapid-transit-system/

4/24/14  State, Richmond seek $25M grant for bus rapid transit
Jim Nolan, Richmond Times-Dispatch

5/6/14  Bus rapid transit will make city accessible
Letters to the Editor, Richmond Times-Dispatch

5/9/14  Today’s top opinion: Moving up
Editorials, Commentary & Letters
Richmond Times-Dispatch
http://www.timesdispatch.com/opinion/today-s-top-opinion-moving-up/article_ce54234b-8fde-55e6-8c52-96ca371cd2bc.html

5/21/14  Bus rapid transit plan advances
Peter Bacque, Richmond Times-Dispatch
http://www.timesdispatch.com/bus-rapid-transit-plan-advances/article_84f10890-8cb9-51bd-acde-95750d04e657.html

1.5 News Releases
To broaden message distribution, news releases were sent to local print and broadcast media as well as minority media in the Richmond metropolitan area. A series of news releases were developed and distributed as detailed below. News release included in Appendix A.

- 5/5/14: News Release distributed to local and regional media outlets. Interviews were pitched by GRTC.
- 5/1/14: News Release and Public Service Announcement was distributed to Henrico County and City of Richmond public information offices. City of Richmond and Henrico County posted meeting
information on their websites, on city/county calendars, and via social networking sites: Facebook and/or Twitter.

- 5/5/14: Media advisory distributed to local media.

1.6 Flyers

Two weeks prior to the meetings, a downloadable flyer (version of the newspaper ad) to promote the meeting was placed on the study website and sent as an attachment on e-mailed notices. Organizations were encouraged to print and post the flyer at various businesses, schools, community centers and government buildings. Distribution was focused on the corridor and in the areas surrounding potential transit stations, complementing the postcard sent out earlier by the team. During the first phase of the effort, leasing offices of many major apartment and condominium complexes were contacted to serve as distribution points for the flyers in addition to the Boys and Girls Club and several Subway and Exxon locations along the corridor. Emails of the flyer were provided to each of these contacts to further distribute into the community. For those not located in the Broad Street corridor, flyers were sent as attachments using the e-mail distribution list. The flyers were also sent to the Public Involvement Committee representatives for further distribution. A copy of the flyer is presented in Appendix A.

1.7 Environmental Justice and Other Special Targeted Outreach

Special targeted outreach was conducted to ensure that diverse segments of the population were given the opportunity to become involved with the study. During prior phases of the study, targeted outreach included identifying contacts representing low income, minority, seniors, disabled, human service groups and organizations that advocate and/or provide services on their behalf. Additionally, businesses along Broad Street, particularly those near the potential station areas were included.

Advertisements and flyers using simple language were generated in both electronic and print versions to engage audiences. All groups and individuals indentified through this process were provided information regarding the project, the public information meeting, and asked to help disseminate information. Social Services, Disabilities Boards, the Area Agency on Aging and the NAACP were included in addition to community centers, universities, neighborhood associations and businesses.

Transit users were reached via distribution of flyers and postcards at the downtown Ride Finders location and through GRTC to inform transit users of the study and of the meeting date. The following organizations were mailed information packages 5/5/14:

- GRTC    25 Postcards
- RideFinders  25 Postcards and 200 fliers
- Richmond Library  135 postcards (9 libraries x 15 each)
- Henrico Library  10 postcards/200 fliers (10 branches)
- Boys & Girls Club  200 fliers
- United Way  200 fliers
- Main Street Station  100 fliers
- DMV  100 flyers and 20 postcards

The public meetings were held at ADA and transit accessible locations. All informational materials and meeting notifications were developed in an easy-to-read format and included visuals as appropriate. The meeting notifications and the public meeting presentations included study area maps and other visuals such as Bus Rapid Transit photos and aerial views of study alternatives.
1.8 Public Involvement Committee

Throughout this phase of the project, local PIOs were provided information to disseminate to their City/County groups. An email on 5/1/14 provided multiple outreach tools to distribute to citizens and stakeholders. These tools included a news release, flyer and email alert.

The City of Richmond and Henrico County PIOs complemented the GRTC’s and DRPT’s efforts by sending meeting information through their e-mail distribution system and included study information and links on locality websites. City Council liaisons for Richmond and Henrico County also were sent information to distribute to their e-mail lists.

2.0 SUMMARY OF PUBLIC MEETINGS

Open-house public information meetings were held May 20 & 21, 2014 from 6:00 p.m. until 8:00 p.m. A formal presentation was offered at 6:30 p.m. followed by a question and answer period. Upon arrival, attendees were given a public meeting handout providing background on the study and a comment form.

Throughout the evening, project display boards were available for public review and members of the project team were present to answer questions. Meeting attendees were encouraged to provide written comments at the meeting, mail comment forms to the project manager or comment electronically by June 6, 2014.

2.1 Public Information Meeting Attendance

The public information meeting was well attended with 145 in attendance. Details are provided in Table 2-1. Sign in sheets from the meeting are presented in Appendix B.

<table>
<thead>
<tr>
<th>Meeting Date</th>
<th>Meeting Location</th>
<th>Attendance</th>
</tr>
</thead>
<tbody>
<tr>
<td>Tuesday, May 20, 2014</td>
<td>Main Street Station 1500 E. Main Street Richmond, VA</td>
<td>69</td>
</tr>
<tr>
<td>Wednesday, May 21, 2014</td>
<td>DMV West Broad Street Richmond, VA 23220</td>
<td>76</td>
</tr>
</tbody>
</table>

2.2 Meeting Agenda

The agenda for the public meeting is presented in Table 2-2 below.

<table>
<thead>
<tr>
<th>Time</th>
<th>Topic/Activity</th>
</tr>
</thead>
<tbody>
<tr>
<td>6:00 p.m.</td>
<td>Open House Public Information Meeting begins</td>
</tr>
<tr>
<td>6:30 p.m.</td>
<td>Opening remarks, introduce elected officials</td>
</tr>
<tr>
<td></td>
<td>• Amy Inman, DRPT</td>
</tr>
</tbody>
</table>
2.3 Meeting Displays
Display boards were positioned around the room and included:
- Study Background
- Alternatives Review
- Recommended Alternative Overview
- Recommended Alternative Details: West End
- Recommended Alternative Details: Museum/VCU
- Recommended Alternative Details: Downtown
- Recommended Alternative Details: East End
- Recommended Alternative Animations: Included TV with Looping Animated Renderings
- Recommended Alternative Details: Benefits
- Recommended Alternative Details: Environmental Impacts
- Recommended Alternative Details: Costs
- Next Steps
- Ways to Stay Involved

Copies of the display boards are included in Appendix D. Following the meetings, the display boards/meeting presentation materials were posted on the study website.

2.4 Meeting Handouts
Meeting handouts included the comment form and study fact sheet. Copies of these are included in Appendix E.

2.5 Special Assistance
Sign language interpreters were on reserve but were not requested for the public meetings. Those with special needs were asked to contact GRTC Transit System at least 48 hours in advance of the meetings. No calls were received. The meeting locations were ADA compliant.

3.0 SUMMARY OF COMMENT PROCESS AND COMMENTS RECEIVED
Public meeting participants were encouraged to provide comments for the study team. Printed comment forms were available at each meeting, a PDF comment form was made available on the study website and an electronic comment form was circulated by e-mail and promoted before and during the meetings. The formal public comment period ended on Friday, June 6, 2014. A copy of the comment form is included in Appendix E.
Written comments were accepted at any time during the public comment period using the electronic comment form at [http://study.ridegrtc.com](http://study.ridegrtc.com). Written comments were also accepted at the information meeting or by mail to GRTC. By the close of the formal comment period, the public and agencies submitted 49 comments.

A summary of the comments received follows. A detailed summary of the comments made and the project team’s responses to the comments is presented below in Section 4.

- **Support for the proposed BRT system was good.** In total, 38 respondents supported the Recommended Alternative while eight did not support the Recommended Alternative and three did not provide an answer. Although concern was expressed regarding the exact details of implementation, most were encouraged that a project was underway to enhance the transit system in Richmond. Several comments indicate a desire to reduce traffic congestion and automobile dependence in the Richmond region.

- **Support for expansion of currently planned system.** Many comments indicate that extension of the BRT route is desired. More specifically, some people indicated a need for the BRT to operate further west to areas such as Short Pump and east to Church Hill and the airport. Similarly, extension to activity centers such as Carytown, The Diamond, the financial district, nursing homes, and malls on currently in the proposed service area are seen by the public as important.

- **Operations and logistics with regard to a transfer center.** Another concern raised by the public is the implementation of the GRTC temporary transfer plaza and permanent transfer center and its coordination with the BRT route. Some commenters noted concerns with the current temporary transfer plaza and expressed concerns about how BRT and local routes will connect.

- **Station placement.** Two key issues were raised regarding station placement. First, many commenters were concerned that there are too many stations in the downtown area. Some noted a worry that too many stations will slow operations significantly. Second, many commenters were concerned with the lack of a station between Robinson Street and Hamilton Street and felt an additional station to provide direct access to the Museum District and Scott’s Addition was critical. In addition to various specific station location recommendations, the public supports inclusion of station amenities such as shelters, recycling bins, signage and route information.

- **Study process.** There is some concern for the planning process, although comments vary significantly. Some of the common themes include concern that transit dependent populations are being overlooked in this study. Additionally, some feel that this project is too small and should be expanded to include rail and/or a longer route.

- **Costs and Utilities.** A few commenters expressed concerns about possible utility conflicts and possible additional costs associated with those possible conflicts.

### 4.0 RESPONSES TO COMMENTS

For this report, each comment was reviewed and summarized to capture the substance of the issues raised. Twenty-three comments were received through the online comment form and 26 Comments received at public meetings. Similar comments have been grouped together by subject as follows:

- Alternatives Analysis
  - Alignment
In addition to the written comments and questions summarized below. Respondents were also asked whether or not they support the recommended alternative. Of the 49 respondents, 38 indicated their support for the recommended alternative, eight respondents did not support the build alternative, and three abstained from answering.

4.1 ALTERNATIVES ANALYSIS

4.1.1 Alignment

Comment: BRT alignment should be extended west to areas such as Libbie Place, Staples Mill Amtrak, Innsbrook and Short Pump.

Response: As a part of the Richmond Regional Mass Transit Study (2008), the Richmond Area Metropolitan Planning Organization (Richmond Regional Planning District Commission) conducted a detailed study of the potential growth and changes in population, employment, and land use throughout the Richmond region to develop and implement a program of regional mass transit improvements. The result of this study was a set of recommendations for new transit service and improvements to the existing transit system. The recommendations were divided into three tiers for implementation based on the corridors and modal alternatives (i.e., BRT, light rail, express bus) that would be the most likely to have supportive land use and high enough employment and population densities.

For the Broad Street corridor, this plan recommended both a Tier I and Tier II project to implement BRT service. The Tier I recommendation was to implement BRT from Rocketts Landing to Willow Lawn; the Tier II recommendation was that BRT service should be extended from Willow Lawn to Short Pump. The Broad Street corridor was recommended for a Tier I transit improvement project because it has the highest existing and projected population and employment densities and the most transit supportive land use in the Richmond region.

Comment: The alignment should serve Church Hill instead of going to Rocketts Landing due to the existing ridership in Church Hill.

Response: First and foremost, as part of the FTA application process the incorporation of a BRT route cannot create a negative impact to existing riders. As a result, the BRT route is planned as an overlay system to supplement the current GRTC service. Therefore, the service that currently serves Church Hill will remain in place regardless of the proposed BRT alignment.

Secondly, the Church Hill neighborhood was specifically investigated as part of the study. Specifically, origin/destination survey data for GRTC riders in Church Hill was used to assess travel patterns, population and employment data was studied to identify potential for ridership, and major activity centers were assessed. The result of the study revealed several advantageous attributes of serving the Main Street corridor terminating at Rocketts Landing. The Main Street corridor has closer proximity to the financial district which is major employment center; contains multiple redeveloped...
apartment buildings that have higher residential densities than Church Hill; allows the BRT route to directly serve Main Street Station, an important regional intermodal link; and provides the potential to extend BRT service further east to developments along Route 5. In addition, survey data revealed that a majority of riders originating in Church Hill start their trip over a half mile away from Broad Street, which would require a transfer to the BRT service or excessive walking distances.

Comment: The alignment should serve the Richmond International Airport.

Response: Another corridor that was included in the Regional Mass Transit Study (2008) was limited stop service to the airport. As noted earlier, the currently proposed system is meant to serve as the start of improvements to the greater regional transit system. Extensions and additions to this service are expected in the future.

Comment: I do not support Rocketts Landing as the terminus of the route.

Response: Rocketts Landing was identified as the route terminus in the Richmond Regional Mass Transit Study (2008), which was used to establish the preliminary station locations for this project. A terminus at Rocketts Landing is supported because it is expected to be a large multi-use development and will contribute to route ridership. According to property managers, at build-out Rocketts Landing is expected to contain 4 million square feet of commercial space and over 1,500 residential units. In addition, route alignment along Main Street heading towards Rocketts Landing allows for the BRT route to connect with the multiple high density apartment buildings in the area and the potential to extend BRT service further east to developments along Route 5.

4.1.2 Guideway

Comment: 14th Street should be reconstructed for better accommodation of traffic and the BRT buses.

Response: Existing service currently operates along 14th Street, the BRT service is also expected to operate along 14th Street without any improvements necessary.

Comment: The new buses for the BRT route should be more accessible. A bus with three or four stairs is hard for those in wheelchairs to access and it may delay buses.

Response: The proposed Build Alternative would include low floor buses. These buses would be fully ADA compliant and would not have any stairs at the front or rear access doors. These features should help minimize delays associated with helping mobility-impaired riders.

4.2.3 Stations

Comment: Park and ride lots should be incorporated at Willow Lawn and Hamilton Street Stations.

Response: The study team feels that the integration of park and ride lots is an important amenity to the proposed BRT service. Placement of park and ride lots was considered at the Willow Lawn, Staples Mill, Hamilton/I-195 and Rocketts Landing stations. Regarding Willow Lawn specifically, the property managers at Willow Lawn indicate that parking spaces are owned by the retail stores located there. As a result, it is not likely to provide parking spaces for BRT users at Willow Lawn.
Comment: There are too few stations in the West End, particularly there is no station serving the Museum District and Scott’s Addition. Additional stations in these areas would provide a greater economic benefit.

Response: Generally accepted principles for BRT system design recommend wider station spacing in less dense areas. Wider station spacing allows for faster transit service. The tradeoff between access to the service and the speed of service is a critical balance. The study team has developed the station locations with this balance in mind. Final location of stations will be further refined during Preliminary Engineering in the next year and the addition or shifting of stations in the west end will be addressed at that time.

Comment: The proposed stations should also include bicycle lockers or racks.

Response: Although this study focuses on the implementation of premium transit service, bike parking and access will be incorporated into the design and location of BRT stations. Specific decisions regarding the type of bike parking or other bicycle facilities provided at each station will be determined during Preliminary Engineering in the next year.

Comment: I feel that there are too many stops in the downtown area. It will slow down the bus too much. Stops should be limited to every four blocks to increase speed.

Response: Generally accepted principles for BRT system design recommend closer station spacing in dense, walkable areas. The tradeoff between access to the service and the speed of service is a critical balance. The study team has developed the station locations with this balance in mind and with consideration of the need to provide greater access for the multitude of major destinations and high density activity centers downtown. Fewer stops downtown would potentially reduce ridership.

4.2.4 BRT Operations

Comment: The BRT system needs to appeal to all demographics. The bus should look sleek, and be a bus that Richmonders are proud to ride.

Response: One critical feature of Bus Rapid Transit is branded vehicles. The Build Alternative would use specially branded vehicles that would be visually distinct from standard GRTC Transit System vehicles.

Comment: Extended service hours in the late night period on Friday and Saturday would help attract more riders and improve access to entertainment destinations downtown.

Response: The BRT service is expected to operate the same hours as the current local routes on Broad Street, which is typically from 5:30am to 11:30pm on weekdays and 6am to 11:30pm on weekends. Specific operating hours are easily changed based on service demand and GRTC policies and service hours could be expanded if GRTC can fund the service.

4.2.5 Study Process

Comment: Henrico taxpayers should also contribute to the construction and maintenance of the BRT system. City of Richmond taxpayers should not be solely financially responsible.
Response: As most of the route and most of the stations are within the City of Richmond, it is expected that most of the locally-borne costs will fall on the City. Nevertheless, as the Build Alternative does serve portions of Henrico County, the study team has worked with county staff to identify likely costs and possible funding mechanisms. Furthermore, Henrico County is a partner in the study through participation in the Policy and Technical Advisory Committees.

4.2.7 Other

Comment: The downtown transfer center needs to be incorporated into GRTC’s plans. The BRT alignment should coordinate with the transfer center location.

Response: The permanent bus transfer station is the subject of a separate study being conducted by GRTC. The Broad Street Rapid Transit Study is being conducted to investigate improvements to transit service along the Broad Street Corridor and includes study of bus rapid transit and the addition of new bus stations for this service. It is important to have the transfer center very close to the BRT route so that transfers have minimal walking distance between the transfer center and the BRT.

Appendices Content:

A. Public Meeting Notification Materials
   1. Study website screen capture
   2. Newspaper Advertisements/Flyer
   3. Postcard/Direct Mail Notification
   4. E-mail Announcements
   5. Media Coverage
   6. Press Release
   7. Media Advisory
   8. Public Service Announcements
   9. Cable TV Slide
   10. Environmental Justice & Special Targeted Outreach

B. Handouts (Comment Card, Meeting Fact Sheet)

C. Sign-in Sheets

D. Copy of Presentation

E. Copy of Display Boards
A.1. Study Website Screen Capture (Get Involved Page)
A.2. Newspaper Advertisement/Flyer

Advertisement

Broad Street Bus Rapid Transit Plan Unveiled.
Join us to learn how Bus Rapid Transit (BRT) will provide
rapid, reliable transit service and increase overall mobility
on Broad Street from Rocketts Landing east of downtown
Richmond to Willow Lawn in Henrico County. Attend a public
meeting where the team will present the Recommended
Alternative, its benefits, anticipated costs and impacts.

BRT is a premium transit service that will reduce travel time
for bus rides. The proposed BRT service uses a combination
of new routes, stations, and roadway improvements to
provide a faster, more efficient transit service.

Mark your calendar. These meetings are identical and
will be held from 6:00 p.m. to 8:00 p.m. A presentation will be given at 6:30 p.m. each evening.

**Tuesday, May 20, 2014**
Main Street Station (2nd Floor), 1500 East Main Street, Richmond

**Wednesday, May 21, 2014**
Department of Motor Vehicles (DMV), 2300 W. Broad Street, Richmond (Beside the Science Museum)

Meetings are ADA and transit accessible. DRPT and GRTC strive to provide reasonable accommodations and services for
persons who require assistance to participate. For special assistance, call 804-358-4782 or TDD 711 by May 15, 2014.

Can’t make the meeting? Read more online and send your comments by June 6, 2014

- Online: http://study.ridegrtc.com
- By mail: Stephen McNally, GRTC Transit System
  301 East Belt Blvd., Richmond, VA 23224

http://study.ridegrtc.com
Flyer

Broad Street Bus Rapid Transit Plan Unveiled.
Join us to find out how Bus Rapid Transit (BRT) will provide fast, reliable transit service and improved connectivity along Broad Street from Rocketts Landing to Willow Lawn. We invite you to attend a public meeting to learn about the Recommended Alternative, its benefits, anticipated costs and impacts.

Mark your calendar.
These meetings are identical and will be held from 6:00 p.m. to 8:00 p.m. A presentation will be given at 6:30 p.m. each evening.

Tuesday, May 20, 2014
Main Street Station (2nd Floor)
1500 East Main Street
Parking: free parking available at the West lot at 15th & East Franklin Streets.

Wednesday, May 21, 2014
Department of Motor Vehicles (DMV – Rocketts the Science Museum)
2300 W. Broad Street
Parking: Free parking available.

Meetings are ADA and transit accessible. DRPT and GRTC strive to provide reasonable accommodations and services for persons who require assistance to participate. For special assistance, call 804-358-4783 or IDD 711 by May 15, 2014.

Can’t make the meeting?
Read more online and send your comments by June 6, 2014
- Online: http://www.ridegrt.com
- By mail: Stephen McNally Director of Engineering/Construction, GRTC Transit System, 301 East Belt Blvd., Richmond, VA 23224

What is BRT?
Bus Rapid Transit is an enhanced transit system that operates on bus lanes or other transitways. In order to combine the flexibility of buses with the efficiency of rail, BRT operates at faster speeds than traditional buses, provides greater service reliability and increases customer convenience. It uses a combination of advanced technologies, infrastructure and operational investments that provide significantly better service within the corridor.

http://www.ridegrt.com
A.4. E-mail Alert #1 of #2

From: BRT Study Team [mailto:demarco@cordell-crumley.com]
Sent: Thursday, April 24, 2014 1:52 PM
To: BRT Study Team
Subject: Broad Street Rapid Transit Study - Public Meeting Scheduled

Study website:  http://study.ridegrtc.com

Broad Street Bus Rapid Transit Plan Unveiled
Join us for a public meeting to learn how Bus Rapid Transit (BRT) will provide rapid, reliable transit service and increase overall mobility on Broad Street. This final set of public meetings will present the Recommended Alternative for BRT, its benefits, anticipated costs and impacts.

Since the last meeting in August 2013, the study team has:

• Updated the proposed Build Alternative (now referred to as the Recommended Alternative) to better balance cost, ridership and frequency of service.
• Completed environmental impact analysis. The Federal Transit Administration (FTA) has concluded that the project is eligible for a Categorical Exclusion under the National Environmental Policy Act (NEPA) because the plan for BRT poses no significant environmental impacts.
• Developed a timeline and potential funding plan for completing design and construction of the proposed BRT service.

During this public meeting, you will have an opportunity to review detailed displays and discuss the Recommended Alternative with the team. If you are unable to make a meeting, information about the Recommended Alternative will be available on the study website by May 20, 2014.

Mark Your Calendar
These informal public meetings are identical and will be held from 6:00 p.m. – 8:00 p.m. with a presentation at 6:30 p.m. Meetings are ADA and transit accessible. DRPT and GRTC strive to provide reasonable accommodations and services for persons who require special assistance to participate. For special assistance call 804-358-4782 or TDD 711 by May 15, 2014.

Tuesday, May 20, 2014
Main Street Station – 2nd Floor
1500 East Main Street, Richmond, VA
Parking: Free parking is available at the lot at 15th & E. Franklin Street (located on the west side of the main entrance). Please refer to the parking map link provided and do not park in reserved spaces.
Main Street Station - Parking Map

Wednesday, May 21, 2014
Department of Motor Vehicles - (DMV-Beside the Science Museum)
2300 W. Broad Street, Richmond, VA
Parking: Free parking available in the parking lot in front of the building.

Quick Links:
Study Website
Study Materials
Learn About Bus Rapid Transit (Federal Transit Administration site)
Reminder - BRT Public Meetings held May 20 & 21

Join us to learn about recommended plans for Bus Rapid Transit (BRT) along a seven mile section of Broad Street from Rocketts Landing east of downtown Richmond to Willow Lawn in Henrico County. These informal public meetings are identical and will be held from 6:00 p.m. – 8:00 p.m. with a presentation at 6:30 p.m. Meetings are ADA and transit accessible. DRPT and GRTC strive to provide reasonable accommodations and services for persons who require special assistance to participate. For special assistance call 804-358-4782 or TDD 711 by May 15, 2014.

Tuesday, May 20, 2014
Main Street Station – 2nd Floor
1500 East Main Street
Richmond, VA
Parking: Free parking is available at the lot at 15th & E. Franklin Street (located on the west side of the main entrance). Please refer to the parking map link provided and do not park in reserved spaces.
Main Street Station - Parking Map

Wednesday, May 21, 2014
Department of Motor Vehicles -
(DMV-Beside the Science Museum)
2300 W. Broad Street
Richmond, VA
Parking: Free parking available in the parking lot in front of the building.

Can’t make the meeting? Read the updates to the plan online and send us your comments by June 6, 2014:

- Electronic Comment Form
- By mail: Stephen McNally, GRTC Transit System, 301 East Belt Blvd., Richmond, VA 23224
- Log on to learn more about BRT: http://study.ridegrtc.com

Quick Links:
Study Website
Study Materials
Learn About Bus Rapid Transit (Federal Transit Administration site)
GRTC Website
DRPT Website

Thank you!

BRT Study Team
A.5. News Release

**RELEASE:** IMMEDIATE

**Contact:** Joan M. Straszewski
GRTC Transit System
804-474-9354 – Office
804-516-4148 – Cell

**Final Public Meetings Scheduled to Present Bus Rapid Transit Plan for Broad Street between Rocketts Landing and Willow Lawn**

**Richmond, Va., May 5, 2014** – GRTC Transit System (GRTC) and Virginia Department of Rail and Public Transportation (DRPT) have completed a draft corridor plan for Bus Rapid Transit (BRT) service on Broad Street. The goal of BRT is to improve transit service and overall mobility on Broad Street and provide the community with better access to employment, retail, education and healthcare. This study focuses on a 7.6 mile corridor connecting Rocketts Landing, downtown Richmond and Willow Lawn in Henrico County. Public meetings are scheduled for May 20 and 21, 2014, to provide details about the proposed plan.

The purpose of these meetings is to present the Recommended Alternative for BRT to the public and gather feedback regarding the recommended route alignment, station locations and other transit improvements. Since the last meeting in August 2013, the study team has:

- Updated the proposed Build Alternative (now referred to as the Recommended Alternative) to better balance cost, ridership and frequency of service.
- Completed environmental impact analysis. The Federal Transit Administration (FTA) has concluded that the project is eligible for a Categorical Exclusion under the National Environmental Policy Act (NEPA) because the plan for BRT poses no significant environmental impacts.
- Developed a timeline and potential funding plan for completing design and construction of the proposed BRT service.

Based on study analysis and feedback from the public, the team has developed a plan to better serve major community facilities; population and employment centers; provide access to other transit routes and multimodal infrastructure; and achieve the proper spacing between stations to minimize travel times.

At the meetings, citizens will have the opportunity to review detailed displays, discuss the plan and provide their comments. Those unable to make a meeting can review information and comment by June 6, 2014, by visiting the study website at [http://study.ridegrtc.com](http://study.ridegrtc.com). These informal meetings are identical and will be held from 6:00 p.m. – 8:00 p.m. at the following locations. A presentation will be made each evening at 6:30 p.m.

**Tuesday, May 20, 2014**
Main Street Station – 2nd Floor
1500 East Main Street
Richmond, VA
Parking: Free parking available at the West lot at 15th & East Franklin Streets. See parking map on the study website.

**Wednesday, May 21, 2014**
Department of Motor Vehicles (DMV-Beside the Science Museum)
2300 West Broad Street
Richmond, VA
Parking: Free parking available in the parking lot in front of the building.

Meetings are ADA and transit accessible. DRPT and GRTC strive to provide reasonable accommodations and services for persons who require special assistance to participate. For special assistance, call 804-358-4782 or TDD 711 by May 15, 2014.

**Features of the Recommended Alternative**

**Route Length:** 7.6 Miles

**Dedicated Bus Lanes:**
- Thompson to Adams (Median Lanes)
- 4th to 14th (Curb Lanes Widened)

**Travel Speeds:** 65% Increase in Bus Speed

**Local Bus Improvements:**
- Improved Curb Lanes
- Consolidated Stops Downtown

**Estimated Ridership***:
- Over 3,000 Daily Boardings

**Estimated Cost***:
- $49.8 Million Capital
- $2.7 Million Annual Operating Cost
- $400,000 Net Operating Cost Increase for the entire GRTC system

*Analysis updated April 2014

**What’s Next?**
Following the public meetings, public comments will be reviewed and a Locally Preferred Alternative will be voted on by the GRTC Board at its upcoming June meeting. Should the BRT recommendation pass, the project will enter the preliminary design and engineering phase.

**Background – What is BRT?**
Bus Rapid Transit (BRT) is a high-quality, high-capacity rapid transit system that offers many of the advantages of rail transit but at a lower and more affordable cost. Instead of trains and tracks, BRT invests in improvements to vehicles, stations, operations, roadways, rights-of-way, intersections and traffic signals to speed up bus transit service. BRT is not a uniform, turn-key transit technology, but represents a spectrum of service enhancements. BRT systems are constructed by choosing and integrating among various BRT elements. The integration of elements improves system performance and the experience for customers, with the overall goal of making the BRT line accessible, attractive, reliable and, above all, rapid.

**About GRTC Transit System**
Operating in Richmond, VA since 1860, GRTC was the first transit company to use electric trolley s in the United States. It is the primary mass transit carrier in the Richmond region. In 1973, the City of Richmond and Chesterfield County purchased the transit company from a private owner and made it a non-profit public service corporation on April 12, 1973. GRTC operates an active fleet made up of 152 transit vehicles, 78 CARE and C-VAN vehicles. In 2013, GRTC started replacing retired buses and vans with Compressed Natural Gas (CNG) fueled vehicles. The geographic region in which GRTC operates consists of 40 routes and over 9 million annual passenger rides. RideFinders, the ride share division of the transit system, provides assistance to a database of over 7,000 registrants and 105 van pools.

**About DRPT**
The Virginia Department of Rail and Public Transportation (DRPT) is the state agency for rail, public transportation and commuter services in Virginia. DRPT’s mission is to improve mobility and expand transportation choices in Virginia. Visit us at [www.drpt.virginia.gov](http://www.drpt.virginia.gov).

###
A.6. Media Advisory

MEDIA ADVISORY
May 15, 2014
Joan M. Straszewski
GRTC Transit System
804-474-9354 – Office
804-516-4148 – Cell

Final Public Meetings Scheduled to Present Bus Rapid Transit Plan for Broad Street

WHO: GRTC Transit System and Virginia Department of Rail and Public Transportation (DRPT)

WHAT: Citizen Information Meetings for Broad Street Bus Rapid Transit Study

WHEN/WHERE: The meetings will be held 6 p.m. – 8 p.m., 6:30 p.m. formal presentation.

Tuesday, May 20, 2014
Main Street Station – 2nd Floor
1500 East Main Street, Richmond, VA
Parking available at the West lot at 15th & East Franklin Streets

Wednesday, May 21, 2014
Department of Motor Vehicles (DMV-Beside the Science Museum)
2300 West Broad Street, Richmond, VA
Parking available in the front of the building

BACKGROUND:
GRTC Transit System (GRTC) and Virginia Department of Rail and Public Transportation (DRPT) have completed a draft corridor plan for Bus Rapid Transit (BRT) service on Broad Street. The goal of BRT is to improve transit service and overall mobility on Broad Street and provide the community with better access to employment, retail, education and healthcare. This study focuses on a 7.6 mile corridor connecting Rocketts Landing, downtown Richmond and Willow Lawn in Henrico County.

Meetings are ADA and transit accessible. DRPT and GRTC strive to provide reasonable accommodations and services for persons who require special assistance to participate. For special assistance, call 804-358-4782 or TDD 711 by May 15, 2014.
Public Service Announcements (Radio & Television)

Broad Street Rapid Transit Study
Public Service Announcements
Date: 4/30/14

:15 “Public Meetings”

V/O: Join us to discuss the Broad Street Rapid Transit Study and ways to improve local and regional mobility. Mark your calendar to attend a public meeting on May 20th at Main Street Station or May 21st at DMV on Broad Street. Visit study.ridegrtc.com for more details. That’s study.ridegrtc.com.

:30 “Public Meetings”

V/O: Learn how Bus Rapid Transit will provide fast, reliable transit service and improved connectivity along Broad Street from Rocketts Landing to Willow Lawn. Plan to attend a Public Meeting on May 20th at Main Street Station or May 21st at DMV on Broad Street. You will hear about the Recommended Alternative its benefits, anticipated costs and impacts. The meetings will be held from 6 to 8 p.m. with a presentation at 6:30 each evening. Visit study.ridegrtc.com for more information. That’s study.ridegrtc.com.
PUBLIC MEETINGS SCHEDULED

Broad Street Bus Rapid Transit Plan

May 20, 2014
Main Street Station
1500 E. Main St.

May 21, 2014
DMV (Beside Science Museum)
2300 W. Broad St.

6:00 p.m. – 8:00 p.m. (Presentation at 6:30 p.m.)

Comments/Questions by June 6, 2014.

http://study.ridegrtc.com
A.9. Environmental Justice & Special Targeted Outreach List

This is a list of key stakeholders in the study area who were specially targeted to receive flyers to share with their staff, customers or membership. This list does not include all who received the e-mail blast. In addition to this list, more than 900 contacts received e-mail meeting notifications.

<table>
<thead>
<tr>
<th>Broad Street Study Corridor (Flyers)</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Regional</strong></td>
</tr>
<tr>
<td>Richmond Regional Planning District Commission (RRPDC)</td>
</tr>
<tr>
<td><strong>Rocketts Landing/East End</strong></td>
</tr>
<tr>
<td>Millie’s Tavern</td>
</tr>
<tr>
<td>Market at Tobacco Row (employee breakroom)</td>
</tr>
<tr>
<td>Subway</td>
</tr>
<tr>
<td>Rocketts Landing Sales office and via e-mail</td>
</tr>
<tr>
<td>Virginia Management Incorporated Sales office</td>
</tr>
<tr>
<td>River Lofts Leasing office</td>
</tr>
<tr>
<td>Bookbinders Restaurant</td>
</tr>
<tr>
<td><strong>2nd to 4th East Broad Street</strong></td>
</tr>
<tr>
<td>Subway</td>
</tr>
<tr>
<td>Eden’s Beauty &amp; Hair Supply</td>
</tr>
<tr>
<td>Shoe Tree</td>
</tr>
<tr>
<td>Clay Market</td>
</tr>
<tr>
<td>New Fish Market</td>
</tr>
<tr>
<td>Hot Nails</td>
</tr>
<tr>
<td>Awas Hair Braiding</td>
</tr>
<tr>
<td>707 Men’s Shop</td>
</tr>
<tr>
<td>Market Place</td>
</tr>
<tr>
<td>Sunny Men’s Wear</td>
</tr>
<tr>
<td>Nur Perfumes</td>
</tr>
<tr>
<td>Colonial Hair Goods</td>
</tr>
<tr>
<td>Pants Plus</td>
</tr>
<tr>
<td>Ann’s Soul Food Restaurant</td>
</tr>
<tr>
<td>Hilton Garden Inn</td>
</tr>
<tr>
<td><strong>200 West Broad Street</strong></td>
</tr>
<tr>
<td>Harlem Café</td>
</tr>
<tr>
<td>Brian Alexander</td>
</tr>
<tr>
<td>Comfort Restaurant</td>
</tr>
<tr>
<td>Richmond Camera</td>
</tr>
<tr>
<td>Lift Coffee Shop and Café</td>
</tr>
<tr>
<td><strong>800 West Broad St. (Near North Laurel and VCU)</strong></td>
</tr>
<tr>
<td>Tropical Smoothie Cafe</td>
</tr>
<tr>
<td>Barber Shop</td>
</tr>
<tr>
<td>Qdoba</td>
</tr>
<tr>
<td>5 Guys Burgers and Fries</td>
</tr>
<tr>
<td>Jersey Mikes Sub</td>
</tr>
<tr>
<td>West Broad Church of Christ</td>
</tr>
<tr>
<td>RAMZ Nails</td>
</tr>
<tr>
<td>Extreme Pizza</td>
</tr>
</tbody>
</table>
### Potential Transit Station Areas (Flyers)

<table>
<thead>
<tr>
<th>Area</th>
<th>Locations</th>
</tr>
</thead>
<tbody>
<tr>
<td>North Boulevard Area</td>
<td>Exxon</td>
</tr>
<tr>
<td>Robinson Street/Fan District Area</td>
<td>Starbucks Community Board, Robinson Laundromat, Boys and Girls Club, Fan Tan</td>
</tr>
<tr>
<td>Westwood/Malvern Area</td>
<td>Goldy’s</td>
</tr>
<tr>
<td>Staples Mill Area</td>
<td>Exxon, Rowlett’s Bicycles</td>
</tr>
<tr>
<td>Willow Lawn Area</td>
<td>Dairy Queen, Sherwin-Williams, Panera/Willow Lawn, Community Board, Starbucks, Willow Lawn</td>
</tr>
</tbody>
</table>

### Environmental Justice Communities (Flyers & E-mail)

- Action Alliance For Virginia
- Big Brothers and Big Sisters
- Boys Girls Clubs of Richmond
- Department for the Blind and Vision Impaired
- Department of Behavioral Health and Developmental Services (DBHDS)
- Department of General Services
- Dept. of Behavioral and Developmental Services
- Family Lifeline
- Goodwill Industries
- NAACP Henrico County
- Partnership for People with Disabilities
- Richmond Behavioral Health Authority
- Richmond City Department of Social Services
- Richmond City Disability Services Board
- Senior Connections-Capital Area Agency on Aging, Inc.
- United Way of Greater Richmond & Petersburg
- Virginia Department of Social Services

### Other Specially Targeted Stakeholders (Flyers & E-mail)

- VCU - several departments, including Parking & Transportation Services
- Dean of Student Affairs MCV
- Community Centers
- Shockoe Bottom Neighborhood Association
- Canal Walk
- Theatre IV, Barksdale Theatre
B.1. Meeting Handouts - Comment Form – Side 1 of 2

Comment Form – Public Meeting
May 20 & 21, 2014
Comments due by: June 6, 2014

We want to hear from you.
Thank you for your participation in this important study. We encourage you to review the public meeting handout, presentation, and other materials which detail the most current study information prior to completing this form. The meeting handout and presentation, along with the additional study background, can be found on the study website: http://study.ridegrtc.com. Every comment is important and will be read and considered. During this final phase of the study, we are specifically seeking your comments on the Recommended Alternative.

Do you support the updated Recommended Alternative?  □ Yes  □ No

Do you have any questions or comments about the updated Recommended Alternative? (Please print)

______________________________________________________________
______________________________________________________________
______________________________________________________________
______________________________________________________________
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______________________________________________________________
______________________________________________________________
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______________________________________________________________

Other Comments: (Please print)

______________________________________________________________
______________________________________________________________
______________________________________________________________
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______________________________________________________________
______________________________________________________________

Your Contact Information:
Please include your contact information if you would like to be added to the study mailing list to receive study updates.
First Name:  Last Name:
Affiliation/Neighborhood:
City:  State:  Zip:
Phone:  Email:

For your convenience, you may complete the comment form online at http://study.ridegrtc.com
B.1. Meeting Handouts - Comment Form – Side 2 of 2

Mail to:
Mr. Stephen McNally
Director of Engineering/Construction
GRTC Transit System
301 East Belt Boulevard
Richmond, VA 23224
Study Background

Beginning in fall 2009, GRTC Transit System and Virginia Department of Rail and Public Transportation (DRPT) initiated a study of the Broad Street Corridor to consider rapid transit improvements from Willow Lawn to Rocketts Landing. Broad Street is central to the economic activity and the metropolitan area, linking the residential areas east and west of the corridor with the government offices and commercial activities downtown. The study team evaluated different approaches to introducing Bus Rapid Transit (BRT) to Broad Street and developed a Build Alternative that was presented to the public in October 2010 and again in August 2013. Since that time, the study team has addressed comments to reach consensus on a Recommended Alternative to move forward in the transit planning process with the goal of securing federal funding for the project and constructing it within the next several years.

What is BRT?

Bus Rapid Transit (BRT) is a high-quality, high-capacity rapid transit system that offers many of the advantages of rail transit but at a lower and more affordable cost. Instead of tracks and trains, BRT invests in improvements to vehicles, stations, operations, roadways, right-of-way, intersections and traffic signals to speed up bus transit service. BRT is not a uniform, turn-key transit technology, but represents a spectrum of service enhancements, BRT systems are constructed by choosing and integrating among various BRT elements, such as dedicated lanes, signal priority for buses, branded vehicles and enhanced station amenities. The integration of elements improves system performance and the experience for customers, with the overall goal of making the BRT line accessible, attractive, reliable and, above all, rapid.

What We've Heard

More than 350 citizens have attended three rounds of public meetings and the study team has received many comments. Summaries of the prior public meetings can be found at http://study.ridegrtc.com/. Most comments reflect support for rapid transit and transit-oriented development in the corridor. Comments also address concerns about impacts to traffic and businesses along the corridor and questions about impacts to current bus operations. The study team has continued meeting with groups representing key interests and institutions along the corridor to provide further opportunity for input in this process. Concerns and questions raised through these meetings have shaped the analysis and screening of alternatives, resulting in the Recommended Alternative.

A combination of dedicated lanes, convenient stations and branded vehicles will save time and make the BRT service attractive to new riders. The above image is a conceptual rendering of the Adams Street station—final design may vary.

http://study.ridegrtc.com
Where We Are Today: Recommending an Alternative

The purpose of today's meeting is to present the Recommended Alternative and gather feedback. The Recommended Alternative has been endorsed by the study Policy and Technical Advisory Committee made up of representatives from the City, County and DPW, as well as by various community and regional stakeholders. The Recommended Alternative will be considered by the GRTC Board of Directors at its June 17 meeting. If approved to proceed, GRTC will continue with preliminary engineering for the Recommended Alternative with the intention of completing design, construction and opening the service by 2018. At this time, the study team wants to hear from citizens about their level of support for the Recommended Alternative and answer any questions citizens may have about design or operation of the BRT. Although specific design details of the BRT will be determined during the next phase of the project, the selection of the Recommended Alternative will commit GRTC to developing BRT service along the route and with stations in the general locations identified in the map below.

Recommended Alternative

*Image of map showing proposed BRT sections, with potential park-and-ride facilities and half-mile buffers marked.

Broad Street Bus Rapid Transit Key Features

<table>
<thead>
<tr>
<th>Feature</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>Route length</td>
<td>7.6 Miles</td>
</tr>
<tr>
<td>Vehicles</td>
<td>Dedicated BRT vehicles</td>
</tr>
<tr>
<td>Dedicated Bus Lanes</td>
<td>Thompson to Adams (Median Lanes)</td>
</tr>
<tr>
<td></td>
<td>4th to 14th (Curv Lines Widened)</td>
</tr>
<tr>
<td>Number of Stations</td>
<td>14 stations (4 center, 6 curbside)</td>
</tr>
<tr>
<td>Frequency</td>
<td>10 Minutes (Peak) / 15 Minutes (Off-Peak)</td>
</tr>
<tr>
<td>Hours of Operation</td>
<td>Weekdays: 5:30 a.m. – 11:30 p.m.</td>
</tr>
<tr>
<td></td>
<td>Weekends: 8 a.m. – 11:30 p.m.</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Key Features</th>
<th>Proposed fare: Same as local bus fare (Currently $1.50)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Travel Speeds</td>
<td>65% Increase in Bus Speed</td>
</tr>
<tr>
<td>Estimated Ridership*</td>
<td>Over 3,000 daily boardings</td>
</tr>
<tr>
<td></td>
<td>About 100 new daily riders</td>
</tr>
<tr>
<td>Estimated Cost*</td>
<td>$53.8 Million Capital</td>
</tr>
<tr>
<td></td>
<td>$2.7 Million Annual Operating</td>
</tr>
<tr>
<td></td>
<td>$400,000 Net Annual Operating</td>
</tr>
</tbody>
</table>

*Updated in 2014 analysis.
Updates to the Recommended Alternative

In October 2010, the study team unveiled the original Build Alternative. The original Build Alternative followed the same route, same stations, and had the same dedicated lane as the current Recommended Alternative. The original Build Alternative, however, included service frequencies of 15 minutes in the peak period and 10 minutes in the off-peak period. Since 2011, a number of changes in federal regulations and feedback from stakeholders led the study team to reevaluate the original Build Alternative to better balance ridership, benefits to users and the corridor and the costs. The result of the reallocation of ridership, benefits and costs has led to the current Recommended Alternative.

Environmental Impacts

The study team recently completed coordination with the Federal Transit Administration (FTA) to assess impacts to environmental resources in the corridor. The FTA has determined that the Recommended Alternative meets the requirements for a Categorical Exclusion because the project is not expected to have a significant negative impact on the environment. The project team will continue to coordinate efforts with FTA, the Virginia Department of Historic Resources and others as planning and design progresses to meet obligations set forth during the environmental review process.

Benefits of Bus Rapid Transit

- Current riders who switch from buses to BRT will save 36 hours per year
- Increases Property Values by 12% or $1.1 Billion over 20 Years
- New riders who switch from driving to BRT will save $816 per year in transportation costs
- A trip between Downtown and Willow Lawn: Travel time in minutes:
  - 21 min for BRT
  - 35 min for local bus
- Creates 406 Jobs during Design and Construction
- BRT is faster than regular buses:
  - Average speed (mph):
    - Local Bus: 8.0 mph
    - BRT: 13.2 mph

Schedule

- Preliminary Engineering: July 2014 to June 2015
  - Develop initial design plans
  - System, station and bus branding
  - Finalize station locations & guideway alignments
  - Design station features
  - Detailed cost estimates
  - Solidify Local Funding Commitments
  - Solidify local funding commitments
- Final Design: June 2015 to February 2017
  - Final design of all individual station elements
  - Approval of designs elements by Urban Design Committee and Planning Commission
  - Bus procurement begins
- Construction: July 2016 to June 2018
  - Construction of station shelters and amenities
  - Construction of median lanes between Thompson Street and Adams Street
  - Reconstruction of curb bus lane from 4th to 14th Street
  - Delivery of BRT buses
- BRT Opening August 2018
### Funding

The total cost for design and construction of the Recommended Alternative is $33.8 million. DRPT and the City of Richmond have already funded the preliminary engineering phase, which will cost $4 million. Therefore, $29.8 million will be needed to complete design and construction of the BRT. The study team has developed the following funding plan to construct and operate the BRT.

DRPT, the City and County have all expressed strong support for funding their shares of design, construction and operation of the BRT. The final piece of funding necessary is the 10% of federal funding for Final Design & Construction. On April 2, 2014, GRTC, with the support of the Governor, DRPT, City, County and many others, submitted an application for funding through the US DOT TIGER Discretionary Grant Program for $24.4 Million. The study team expects to learn of the final decision by US DOT in September of 2014. If GRTC does not receive the requested TIGER Grant, the study team will pursue funding through the FTA Small Starts program. Under the rules of the Small Starts program, an application for funding would be submitted once Preliminary Engineering is complete, which is expected in June of 2015. The Recommended Alternative has been developed to meet the criteria of the FTA Small Starts program and is in a position to successfully compete for these funds.

<table>
<thead>
<tr>
<th>Project Phase</th>
<th>Preliminary Engineering: July 2014 to June 2015</th>
<th>Final Design and Construction: June 2015 to June 2018</th>
<th>Operating Cost</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Estimated Cost</td>
<td>Capital $48.8 Million Total Cost</td>
<td>Net Operating</td>
</tr>
<tr>
<td>Expected Funding Source</td>
<td>Federal/Local</td>
<td>TIGER or FTA Grant $24.9 Million (50%)</td>
<td>$600,000 per year</td>
</tr>
<tr>
<td></td>
<td>STPF Funds: $3.2 Million (80%)*</td>
<td>DRPT Match: $16.2 Million (34%)</td>
<td></td>
</tr>
<tr>
<td></td>
<td>DRPT Grant: $460,800 (16%)*</td>
<td>Local Match: $8.6 Million (16%)</td>
<td></td>
</tr>
<tr>
<td>Proposed State and Local Funding</td>
<td>City of Richmond $160,000,000*</td>
<td>DRPT Match: $16.0 Million</td>
<td>City Annual Funding $214,000</td>
</tr>
<tr>
<td></td>
<td>*Funded</td>
<td>County Match: $6.4 Million</td>
<td>County Annual funding: $9,000</td>
</tr>
</tbody>
</table>

### How Can I Get Involved?

We invite your input in this project development process and encourage you to comment on any of the elements noted above. Comments can be submitted in one of these ways:
- Provide written comments at a citizen information meeting.
- Provide written comments at any time by using the electronic comment form http://study.gri.tc.com
- Mail written comments to Stephen McNally, Director of Engineering/Construction, GRTC Transit System 301 East Belt Boulevard, Richmond, VA 23234

### What’s Next?

Following the public meeting in May 2014, the study team will review and address all comments received and the GRTC Board of Directors will consider the Recommended Alternative with the goal of selecting a Locally Preferred Alternative (LPA). Once the LPA is selected, preliminary engineering will begin. Continued public outreach and coordination with the City and County on local funding sources will occur during Preliminary Engineering, Design and Construction.
C. Public Meeting Sign In Sheets
<table>
<thead>
<tr>
<th>CATEGORY</th>
<th>SAL.</th>
<th>FIRST</th>
<th>LAST</th>
<th>TITLE</th>
<th>ORGANIZATION</th>
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<tbody>
<tr>
<td>Lara</td>
<td></td>
<td>Toothen</td>
<td>GRTC</td>
<td>Lara Toothenman</td>
<td><a href="mailto:ltoothman@ridegrtc.com">ltoothman@ridegrtc.com</a></td>
<td></td>
</tr>
<tr>
<td>Stephen</td>
<td></td>
<td>McNally</td>
<td>GRTC</td>
<td>Stephen McNally</td>
<td><a href="mailto:smcnally@ridegrtc.com">smcnally@ridegrtc.com</a></td>
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</tr>
<tr>
<td>Darlene</td>
<td></td>
<td>Holt</td>
<td>University of Richmond</td>
<td>Darlene Holt</td>
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<td>Omni Hotel</td>
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<td>Virginia</td>
<td></td>
<td>Cowles</td>
<td>League of Women Voters, Richmond</td>
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<td><a href="mailto:virginia.cowles@virginia.net">virginia.cowles@virginia.net</a></td>
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<td>Alexis</td>
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<td>ajrogers.patticrt.com</td>
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<tr>
<td>Faith</td>
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<td></td>
<td>McLeod</td>
<td>The John Marshall</td>
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<tr>
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<td></td>
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<td>Charles Williams</td>
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SHEET NO. 18: 76
SHEET NO. 17: 0
D. Copy of Presentation
Meeting Agenda

- Review of Process & Recommended Alternative
- Impacts & Benefits of the Recommended Alternative
- Costs & Funding of the Recommended Alternative
- Next Steps
What is the Process?

Alternatives Screening

- Scoping and Problem Definition
- Alternatives Development
- Analyze and Refine Alternatives
- Adopt a Locally Preferred Alternative

Environmental Impacts Analysis

- Scoping
- Alternatives Definition
- Impact Assessment
- Environmental Documentation

We Are Here

Design & Construction
What is the Recommended Alternative? What is BRT?
Recommended Alternative

Broad Street Bus Rapid Transit Key Features

- **Route length:** 7.6 Miles
- **Vehicles:** Dedicated BRT vehicles
- **Dedicated Bus Lanes:** Thompson to Adams (Median Lanes) 4th to 14th (Curb Lanes Widened)
- **Number of Stations:** 14 stations (4 center, 4 consolidated, 6 curbside)
- **Frequency:** 10 Minutes (Peak) / 15 Minutes (Off-Peak)
- **Hours of Operation:** Weekdays: 5:30 a.m. – 11:30 p.m.
  Weekend: 6 a.m. – 11:30 p.m.
- **Proposed Fare:** Same as local bus fare (Currently $1.50)
- **Travel Speeds:** 65% Increase in Bus Speed
- **Estimated Ridership**: Over 3,000 daily boardings
  About 500 new daily riders
- **Estimated Cost**: $53.8 Million Capital
  $2.7 Million Annual Operating
  $400,000 Net Annual Operating

*Updated in 2014 analysis.*
What is BRT?

- Bus Rapid Transit (BRT) is a high quality, high capacity rapid transit system.
- BRT invests in improvements to vehicles, stations, operations, roadways, rights-of-way, intersections and traffic signals to speed up bus transit service.
- BRT is not a uniform, turn-key transit technology.
Example BRT Improvements

- Streamlined transfers
- Low floor buses
- Sidewalk & crosswalk improvements
- Signal priority
- Off-board ticketing
- Dedicated lanes
**New Service Features**

- 10 Minute Peak Period Service
- New BRT Vehicles
- 14 Stations and Park & Ride
- Branding and Off-Board Fare Collection

**Recommended Alternative**

- Over 3,300 daily boardings, Approx. 500 new riders

**Route Length:** 7.6 Miles

**Dedicated Bus Lanes:**
- Thompson to Adams (Median)
- 4th to 14th (Curb, widened)

**Travel Speeds:**
- 8.0 MPH Local Bus (No Build)
- 13.2 MPH BRT

**Local Bus Improvements:**
- Curb Lane and Consolidated Stops Downtown
**West End**

**Conditions**
- Lower volumes of bus traffic (21 buses/hr AM)
- Traffic LOS A-C
- Lower density land uses

**Solutions**
- Use general travel lanes
- Limit number of stations to improve travel times
- Consider Park and Rides
**Museum/VCU**

**Conditions**
- Moderate volumes of bus traffic (20-29 buses/hr AM)
- Traffic LOS A-C
- Local buses cannot pass one another

**Solutions**
- Median lane to bypass local buses
- Split platforms to minimize ROW impacts
- Stations closer together than West End
Illustration of Median Guideway Station
Conditions

- High volumes of bus traffic (36-48 buses/hr AM)
- Traffic LOS A-C
- Increased auto-bus conflicts
- One bus at a time boards at stations

Solutions

- Widen shoulder bus lane to improve speeds, minimize conflicts
- Use fewer stations with longer platforms
- Spread user benefits for all routes on Broad St.
Illustration of Curb Guideway Section
East End

**Conditions**
- Low volumes of bus traffic (0-12 buses/hr AM)
- Traffic LOS A-C
- Constrained ROW (4 lanes)

**Solutions**
- Use general travel lanes and on-street bus stops
- Limit number of stations to improve travel times
- Consider Park and Ride at Rocketts Landing
What are the impacts of BRT?
# Environmental Impacts Matrix

<table>
<thead>
<tr>
<th>Environmental Resource</th>
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* Ongoing coordination through design.
Environmental Process

- Environmental Analysis Completed in March 2014
- FTA Issued Categorical Exclusion Letter
  - April 10, 2014
- Coordination will continue on some issues
  - Historic resources

U.S. Department of Transportation
Federal Transit Administration

Mr. David Green
Chief Executive Officer
GRTC Transit System
301 East Belt Blvd
Richmond, VA 23224

Re: GRTC Richmond - Broad Street Bus Rapid Transit Project NEPA Determination
NEPA Determination – Categorical Exclusion – D(3)

Dear Mr. Green:

The Federal Transit Administration (FTA) has completed its review of the Greater Richmond Transit Company (GRTC) Broad Street Bus Rapid Transit project. This 7-mile corridor situated along Broad and Main Streets spans the City of Richmond and is anchored at both ends by urban mixed-use redevelopment areas in surrounding Henrico County. The FTA understands that the proposed project would introduce a premium transit service, using specialized vehicles, distinctive branding, limited stops, dedicated rights-of-way and/or other transit vehicle priority measures.

Based upon our review, the FTA has determined that the project meets the criteria of a Class II documented Categorical Exclusion as set forth in 23 CFR 771.118(c). This determination is subject to review should the nature and/or scope of the Broad Street Bus Rapid Transit project change in a manner requiring the FTA to conduct a re-evaluation of the Categorical Exclusion designation. 23 CFR 771.129(c).

Thank you for your cooperation in meeting the requirements of the National Environmental Policy Act. Mr. Ryan Long, Community Planner, is available at (215) 656-7051 or by email at ryan.long@dot.gov if you have any questions on this subject.

Sincerely,

Brigid Hynes-Cherin,
Regional Administrator

cc: Garlind Williams, GRTC
Amy Inman, DRPT

Virginia Department of Rail and Public Transportation
What are the benefits of BRT?
Current riders who switch from buses to BRT will save 36 hours per Year.

Increases Property Values by 12% or $1.1 Billion over 20 Years.

New riders who switch from driving to BRT will save $816 per Year in Transportation Costs.

A trip between Downtown and Willow Lawn:
- Travel time in minutes:
  - 21 min BRT
  - 35 min local bus

Creates 406 Jobs during Design and Construction.

BRT is faster than regular buses:
- Average Speed (mph):
  - Local Bus: 8.0 mph
  - BRT: 13.2 mph
How much will BRT cost?
Key Cost Considerations

Capital Costs –

Number of buses to meet peak period service plan of BRT

Operating Costs

Number of peak and off-peak drivers

Fuel costs

Redundant service with existing Route 6
Updated Costs and Project Schedule

- **2014**
  - Preliminary Engineering ($4.0 million)
  - Status: Fully Funded

- **2015**
  - Final Design and Construction ($49.8 million)
  - Status: Expected

- **2016 - 2018**
  - Planned Opening
Total Operating Cost of BRT: $2.7 Million/Year

Offset largely by efficiency gains and adjustments to other routes.

Net Annual Operating Cost Increase: $400,000

≈20% Covered by Fares

Remaining $320,000 funded by state and locals.
How will BRT be funded?
Capital Funding Plan

- Capital Funding Covers
  - Design and Engineering
  - Purchase of new buses
  - Construction of
    - 14 New Stations
    - Median and curb lanes
    - Associated utility or streetscape improvements

Anticipated Capital Funding Contributions (2015 $ in millions)

- **Federal TIGER or Small Starts**
  - 50% ($24.9M)
  - DRPT
  - 34% ($16.9M)
- **City of Richmond**
  - 15% ($7.6M)
- **Henrico County**
  - 1% ($0.4M)
TIGER Grant Application

- USDOT Discretionary Grant Program
- Submitted April 27
- Requested $24.9 M
  - 50% of Final Design and Construction
- Received 24 Letters of Support
- Announcement of awards likely in September
  - Approximately 5% of applications are funded
FTA Small Starts

- Federal Transit Administration Formula Grant Program
  - Must complete Preliminary Engineering to submit application.
  - Requires meeting specific criteria for
    - Cost effectiveness
    - Mobility Benefits
    - Local Financial Commitments

- Recommended Alternative is well positioned to fund 50% of costs through FTA Small Starts Grant.
Covers net increase in:

- Staffing: bus drivers, fare enforcers, maintenance staff
- Fuel costs
- Regular maintenance needs for BRT vehicles and stations

Anticipated Annual Operating Funding Contributions (2015 $)

- Farebox 20% ($80,000)
- DRPT 24% ($96,000)
- City of Richmond 54% ($216,000)
- Henrico County 2% ($9,000)
Non-Federal Funds: DRPT

- DRPT expected to fund
  - 34% of Capital Costs ($16.9 Million)
    - Commonwealth Mass Transit Trust Fund
  - 24% of Operating Costs ($96,000 annually)
    - Regular annual operating assistance funds
Non-Federal Funds: Local

- City of Richmond expected to fund
  - 15% of Capital Costs ($7.6 Million)
    - Possible combination of capital or general funds
  - 54% of Operating Costs ($216,000 annually)
    - Regular annual operating assistance fund

- Henrico County expected to fund
  - 1% of Capital Costs ($400,000)
    - Likely from general funds
  - 2% of Operating Costs ($9,000 annually)
    - Regular annual operating assistance funds
What’s next for BRT?
Selecting a Locally Preferred Alternative (LPA)

- Officially Documenting the Locally Preferred Alternative (LPA)
  - PAC & TAC Selected the “Recommended Alternative”
    - May 1
  - GRTC Board Approval
    - June 17
  - MPO Board Adoption and Revision of LRTP
    - July or August Board Meeting
Continued Outreach

- Team will continue coordination with
  - City and County
    - Solidify funding commitments
    - Approve designs (UDC and Planning Commission)
  - VCU, Anthem, other key corridor stakeholders
    - Address specifics of design, connections to major institutions
  - Public and others during implementation
    - Design review
    - Branding
Project Phasing

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<th>Tasks</th>
<th>2014</th>
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<td>Construction</td>
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- **Preliminary Engineering**
  - Initial design plans, finalize station locations, station features, detailed cost estimates.

- **Final Design**
  - Final design of all individual station elements, approval of design elements, bus procurement begins.

- **Construction**
  - Construction of stations, median lanes, curb lanes.
DISCUSSION

Questions or Comments?
E. Copy of Displays
Welcome to Tonight’s Meeting!
**Study Background**

- **GRTC Transit System** and the **Department of Rail and Public Transportation (DRPT)** began study in fall of 2009
  - Purpose is to study possible **rapid transit improvements** to the corridor between Willow Lawn and Rocketts Landing
  - Determine a Locally Preferred Alternative (LPA) to apply for **federal funding** for transit improvements in the corridor
- Public meetings in 2010 outlined up to **four alternatives**
- Initial screening reduced these to **three alternatives**
- Study team has selected a Recommended Alternative for GRTC to implement

**What is Bus Rapid Transit (BRT)?**

- BRT is a modern, high-quality transit service featuring branded vehicles, dedicated lanes, enhanced stations and fast, frequent service.
- Typical BRT characteristics
  - Operates in dedicated lanes, a guideway or mixed traffic
  - **Specialized vehicles** that offer the same look and feel as rail vehicles
  - **Station amenities** like off-board fare collection, level boarding, and/or enhanced stations/platforms

**Study Process**

**Alternatives Screening**

- Scoping and Problem Definition
- Alternatives Development
- Analyze and Refine Alternatives
- Adopt a Locally Preferred Alternative

**Environmental Impacts Analysis**

- Scoping
- Alternatives Definition
- Impact Assessment
- Environmental Documentation

**We Are Here**

**Design & Construction**
Alternatives

- **No-Build**
  - Represents future conditions if **no improvements** are made beyond those already programmed
  - Required as a comparison to other alternatives

- **Recommended Alternative**
  - Seek to address the needs of the corridor through **capital investment**
  - Bus Rapid Transit service utilizing **dedicated lanes** in various segments of the corridor
  - Includes station amenities, off-board fare collection, dedicated and branded vehicles and signal priority at intersections

Recommended Alternative

The **study corridor** has been divided into 4 sections based on the **unique characteristics** of each district. Differing characteristics of each section dictate the **differing recommendations** along the corridor.

### Key Features

<table>
<thead>
<tr>
<th>Broad Street Bus Rapid Transit Key Features</th>
<th>Proposed Fare</th>
<th>Travel Speeds</th>
<th>Estimated Ridership*</th>
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*Updated in 2014 analysis.
Over 33,000 people live and over 77,000 jobs are located within a half-mile of the project stations. As shown below, the Recommended Alternative travels through the central business district and will connect people to major employment hubs, activity centers, and multimodal destinations.

The rendering below showcases some of the Recommended Alternative’s key features, including: quicker transfers; off-board ticket machines; signal priority, dedicated lanes; and low floor buses.
West End

- **Conditions**
  - Lower volumes of bus traffic (21 buses/hr AM)
  - Light-to-medium vehicle traffic
  - Local buses cannot pass one another

### Build Alternative

- **Willow Lawn**
- **Staples Mill**
- **Hamilton/I-195**

**Shared BRT/Local Bus Curbside Stations/Stops**

- BRT uses general travel lanes and is allowed to pass local buses
- Limited number of stations improves travel times
- Park-and-Ride proposed near Staples Mill Station
**Conditions**

- Moderate volumes of bus traffic (20-29 buses/hr AM)
- Light-to-medium vehicle traffic
- Local buses cannot pass one another

**Build Alternative**

- **To West End**
  - Median Guideway begins east of I-195

- **Median Guideway with Split Platforms**
  - High profile for the system
  - Median lanes bypass local buses and bus stops
  - Split platforms minimize right-of-way impacts
  - Lane shift allows parking to remain on one side
  - Stations closer together than in West End

- **To Downtown**
  - Median Guideway ends east of Adams St

---

**East Bay Area, CA (Under Development)**

**Broad Street (Proposed)**

---

**Rouen, France**
**Downtown**

- **Conditions**
  - High volumes of bus traffic (36-48 buses/hr AM)
  - Light-to-medium traffic
  - Increased auto-bus conflicts
  - One bus at a time boards at stations

- **Build Alternative**

  Between Adams and 3rd Streets, buses will transition between the median guideway and the curbside guideway in mixed traffic.

**Curbside Guideway with Separated BRT and Local Bus Stations/ Stops at Consolidated Stations**

- Widened bus lanes improve speeds and minimize conflicts
- Fewer stations with longer platforms speed boarding, providing travel time savings for all routes on Broad Street
- Transition area includes parking on both sides and no dedicated lane
**East End**

- **Conditions**
  - Low volumes of bus traffic (0-12 buses/hr AM)
  - Light-to-medium traffic
  - Narrow roadway (2 lanes per direction)

**Build Alternative**

- **To Downtown**
  - Main Street Station
  - 25th Street
  - Rocketts Landing

**Shared BRT/Local Bus Curbside Stations/Stops**

- BRT uses general travel lanes and is allowed to pass local buses
- Limited number of stations improves travel times
- Local routes under study would connect to East End station(s)
The animation on the adjacent screen illustrates the BRT concept using renderings for three different locations along the Broad Street BRT corridor: 1) the Hamilton Street station-area; 2) Adams Street to 6th Street; and 3) the 25th Street Station-area. The animations also show possible station area redevelopment.

**Hamilton Street Station:**
this animation shows BRT approaching and departing Hamilton Street Station and the transition from *mixed traffic* conditions to the *median guideway* (bus lane).

**Adams Street to 6th Street:**
this animation shows BRT operating in the *median guideway* and transitioning back to *mixed traffic* conditions. It also shows BRT operating along the *curb-running* segment of the corridor.

**25th Street Station:**
this animation shows BRT running through Shockoe Bottom under *mixed traffic* conditions.

*These animations are intended for illustration purposes and are subject to change.*
Benefits

- Recommended Alternative will result in
  - Increased **bus speeds** in corridor
  - Increased **transit ridership**
    - Approximately **500 new daily boardings**
    - Over **3,000 total daily boardings** on BRT
  - **Improved service** for all riders and routes on Broad Street from 4th Street to 14th Street
  - Consolidated Stops and Fully Dedicated Curb Lane reduce delays for all buses

Benefits of Bus Rapid Transit

- **A trip between Downtown and Willow Lawn**
  - Travel time in minutes:
    - 21 min BRT
    - 35 min local bus

- **Current riders who switch from buses to BRT will save**
  - 36 hours per Year

- **New riders who switch from driving to BRT will save**
  - $816 per Year in Transportation Costs

- **BRT is faster than regular buses**
  - Average Speed (mph):
    - Local Bus: 8.0 mph
    - BRT: 13.2 mph

- **Creates 406 Jobs** during Design and Construction

- **Reduces Crash Rates by 8%-31%**

- **Increases Property Values by 12% or $1.1 Billion over 20 Years**
Environmental Impacts

Recommended Alternative will result in minimal environmental impacts, including:

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* Ongoing coordination through design.

- **Environmental Analysis**
  - Completed in March 2014

- **FTA Issued Categorical Exclusion Letter (right) received on April 10, 2014**

- **Coordination will continue on some issues, such as Historic resources**

---

**FTA Categorical Exclusion Letter**

```
Mr. David Green
Chief Executive Officer
GRTC Transit System
310 East Belt Blvd
Richmond, VA 23224

Re: GRTC Richmond - Broad Street Bus Rapid Transit Project NEPA Determination – Categorical Exclusion – D(1)

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Thank you for your cooperation in meeting the requirements of the National Environmental Policy Act. Mr. Ryan Long, Community Planner, is available at (215) 656-7051 or by email at ryan.long@dot.gov if you have any questions on this subject.

Sincerely,

Brigid Hynes-Chirn, Regional Administrator

c: Garland Williams, GRTC
Amy Inman, DRPT
```

This word cloud shows some of the environmental impacts that were considered in this study.

Source: Tagxedo
## Capital Costs and Funding Plan

**Updated costs ($49.8 million) and project schedule**

- **City of Richmond**: 15% ($7.6 M)
- **Federal TIGER or Small Starts**: 50% ($24.9M)
- **DRPT**: 34% ($16.9M)
- **Henrico County**: 1% ($0.4M)

**2014**
- Preliminary Engineering ($4.0 million)
- Status: Fully Funded

**2015**
- Final Design and Construction ($49.8 million)
- Status: Expected

**2016**
- **Planned Opening**

**Capital funding covers:**
- Design and engineering
- Purchase of new buses
- Construction of
  - 14 New Stations
  - Median and curb lanes
  - Associated utility or streetscape improvements

## Operating Costs and Funding Plan

**Total operating cost of BRT: $2.7 million/year**
- **Offset** largely by efficiency gains and adjustments to other routes
- Net GRTC operating cost increase of **$400,000/year**

**Operating funding covers net increase in:**
- Staffing: bus drivers, fare enforcers, maintenance staff
- Fuel costs
- Regular maintenance needs for BRT vehicles and stations
Next Steps

- Officially Documenting the “Locally Preferred Alternative” (the Recommended Alternative)
  - The GRTC and metropolitan planning boards are expected to adopt the Recommended Alternative in the Summer of 2014
- Team will continue coordination with:
  - City and County
    - Solidify funding commitments
    - Approve designs (UDC and Planning Commission)
  - VCU, Anthem, other key corridor stakeholders
    - Address specifics of design, connections to major institutions
  - Public and others during implementation
    - Design review
    - Branding

### Project Phasing

<table>
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<tr>
<th>Tasks</th>
<th>2014</th>
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<th>2016</th>
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Tell Us What You Think!

- Do you have questions or comments on the alternatives?
- Do you know of new developments or issues affecting the corridor?
- Leave your comments here tonight, by mail, or complete an online form.

How to Contact Us:

- Website: http://study.ridegrtc.com
- Email: smcnally@ridegrtc.com
- Hotline: (804) 474-9345
- Mail: Stephen McNally, Director of Engineering & Construction
  GRTC Transit System
  301 East Belt Blvd.
  Richmond, VA 23224