



PROVIDENCE

STREETCAR

● COLLEGE HILL ● DOWNTOWN ● UPPER SOUTH PROVIDENCE



FY 2013 TIGER GRANT APPLICATION

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CITY OF PROVIDENCE
Angel Taveras, Mayor

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Supporting Documentation is available at
<ftp://ftp.providenceplanning.org/ProvidenceStreetcarProjectTIGERVapplication/>

References to specific documents available at the ftp site are included throughout this Project Narrative.





CITY OF PROVIDENCE

Angel Taveras, Mayor

May 31, 2013

Dear Secretary LaHood,

I am thrilled to submit this FY 2013 TIGER grant application for \$39 million to support the Providence Streetcar project. Along with our partners representing a wide array of public and private sector interests, we view the Streetcar as an essential building block of our strategy to accelerate economic growth in our City and State.

Like many cities throughout the country, Providence has experienced numerous challenges during the Great Recession. Unemployment was too high, private sector investment was too scarce and our housing market continued to suffer. Compounding these difficulties was the "Category 5 fiscal hurricane" we faced in the form of a \$110 million structural budget deficit. Yet, despite these challenges, we remained optimistic about Providence's many prospects. Through hard work and shared sacrifice, we have saved Providence from financial collapse and built a solid fiscal foundation upon which we are ready to grow our City's economy.

Our comeback plan is to continue to build on our competitive advantages, namely a knowledge economy anchored by best-in-class hospitals and universities, vibrant arts and cultural centers, a strong maritime industry and working waterfront, thriving small businesses in local neighborhood economies and a young and growing workforce.

The Providence Streetcar is inherently linked to our vision for growth. The relocation of I-195 has created a once-in-a-generation opportunity to re-imagine the physical landscape of our downtown and position our City for sustained leadership in the knowledge economy. The Streetcar will enable us to physically and economically stitch back together the neighborhoods once separated by a freeway by using transit to shape growth and catalyze development.

The Providence Streetcar emerged from an extensive planning process based on the overall goals of the project to help **connect** key activity centers, enable the City and State to **grow** through new development, and enhance the livability of our region to enable it to **thrive**.

We are requesting your consideration of \$39 million in TIGER funds to support our \$114.4 million project. Recognizing the broad range of beneficiaries of the project, we have crafted a multi-pronged funding plan that focuses on financial participation from both the public and private sectors, including using value capture techniques such as the creation of a new tax increment financing district in the streetcar corridor. I have convened a group of federal delegates, state agencies, local institutions, business leaders, and financial advisors that I have charged with further examining and pursuing innovative funding, technology and project delivery mechanisms over the upcoming year.

I kindly request your favorable consideration of this dynamic and visionary project that is essential for our continued economic recovery and growth.

Sincerely,

Angel Taveras
Mayor

OFFICE OF THE MAYOR

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I. PROJECT DESCRIPTION

What is the Proposed Project?

The Providence Streetcar is a local transportation circulator system that will serve to unify the neighborhoods in the urban core of Rhode Island's capital city as an interconnected destination for living, working and enjoying activities. The streetcar will provide fixed-rail connectivity within the city where passengers will enjoy convenient and predictable service. The proposed route and technology emerged from an extensive planning process based on the overall goals of the project to help **CONNECT** key activity centers, enable the City and State to **GROW** through new development, and enhance the livability of the city and enable it to **THRIVE**. The streetcar is a key component of a vision for a transit system of the future.



Why is the Streetcar Project Needed?

Rhode Island and its capital city of Providence continue to suffer from high unemployment rates. Rhode Island's unemployment rate in March 2013 was 9.5%, making it the highest in New England and well above the national average of 7.6%. In Providence, the unemployment rate is even higher, at 11%.

Despite its recent economic struggles, Providence is a city endowed with world-renowned institutions of higher learning, regional centers of healthcare and research, and a strong creative class of artists and entrepreneurs, earning the nickname of the "Creative Capital". These characteristics are the cornerstone of a viable knowledge-based economy. To support the existing and emerging institutional and creative networks, an important nexus for growth has emerged in "Downtown" (Providence's downtown core), along with the "Knowledge District" (loosely defined as the area just south of Downtown including the Jewelry District and Hospital District) and College Hill (home to Brown University and the Rhode Island School of Design).

In addition to these strong underlying fundamentals, a truly transformational opportunity has presented itself with the relocation of a section of Interstate 95. This relocation has unlocked 14 acres of land prime for new development that has the potential to physically and economically stitch back together the Jewelry District and Downtown. Transit will shape growth and catalyze development in the district and beyond.

As home to the greatest concentration of transportation, employment, medical, educational, and cultural facilities in Rhode Island, the Knowledge District and the Providence urban core are essential to the state's economy. An integrated transit system in this area will improve mobility, economic competitiveness, access to the arts, and livability from a local and regional perspective, attracting more people to live, work, and visit here. The proposed Providence streetcar route will tie a variety of ongoing public and private initiatives to the Knowledge District, ultimately advancing the economic health and vitality of the entire state in a manner consistent with the livability principles being advanced at the federal level through the Partnership for Sustainable Communities.

At present, there is no convenient or reliable way to travel between the Hospital District and College Hill, the two largest employment centers in Providence, or from either of those destinations to the research facilities in the Knowledge District. If the Knowledge District is to flourish and the economy of Rhode Island be rejuvenated, there must be a means to connect the medical, research and educational centers on College Hill and in the Hospital District with the Knowledge District, fostering a new synergy between Providence's technology and life sciences sectors and spurring new economic development. The proposed streetcar route would facilitate reliable, efficient transportation between these points, as well as providing connections to the rest of the state and region. This system would provide a focused development corridor along its route for private, commercial, and institutional interests to build upon, and will result in truly a **Transportation Investment Generating Economic Recovery**.



The need for this project is best encapsulated through three goals related to mobility and connectivity, economic development and growth, and community and livability. This project is needed to help the city and state **CONNECT**, **GROW**, and **THRIVE**.

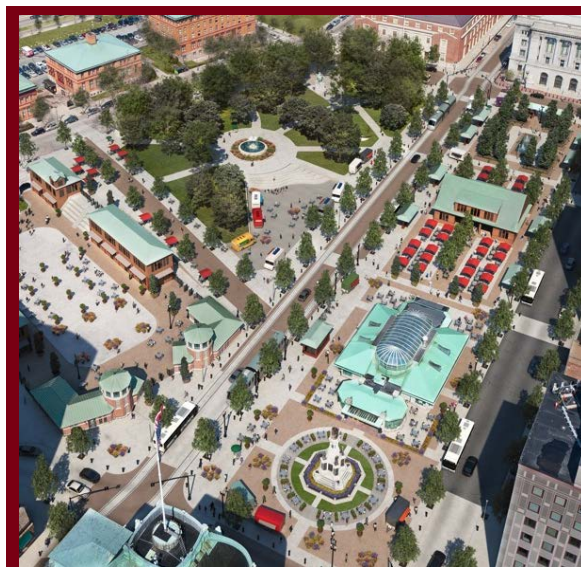
The demand for unique and sought-after amenities—cultural institutions, entertainment districts, shopping attractions, tourist destinations, and superior mass transit infrastructure—is expected to increase dramatically in the coming years. Businesses now compete to ensure that they are located in environments that will provide the stimulus-rich, urban experience that will attract and retain the new generation of employees. With the addition of a Providence streetcar system, the city will boast all of these amenities, and will enhance Providence’s key strategic asset – its quality of place.

How Does the Streetcar Project Connect to Other Transit Services?

The Providence Streetcar will pass directly through Kennedy Plaza, the largest transit hub in Rhode Island with extensive connections to 45 RIPTA bus routes and intercity bus services. Kennedy Plaza will also serve as a connecting point to RIPTA’s new “R Line” Bus Rapid Transit line, providing high-frequency connections to the adjacent urban communities of Pawtucket and Cranston. For commuter and intercity rail connections, the streetcar stop at Kennedy Plaza is less than 1/3 mile (a 5-7 minute walk) from the Providence train station. Together, the transit hubs at Kennedy Plaza and the Providence train station enable local, regional, and national connections from the streetcar.

Kennedy Plaza – Kennedy Plaza is the busiest ground transportation hub in Rhode Island with more than 45,000 passengers a day and more than 2,700 bus trips connecting individuals from around the state to downtown Providence. Plans are being developed to transform Kennedy Plaza into a vibrant urban plaza, while maintaining its role as the central transit hub in the state. But it’s not enough to get to the plaza; these passengers need to get to work or other destinations throughout the urban core. More transit is needed to extend walkability.

Providence Station with MBTA & Amtrak rail service – Over 4,000 passengers use this major stop on Amtrak’s Northeast Corridor every day. New commuter rail services between Wickford, T.F. Green Airport, and Providence will serve nearly 2,000 additional passengers by 2020 and bring more than 250 passengers from the airport into Providence each day. Although Providence Station is only 1/3 mile from Kennedy Plaza, the perceived distance is greater due to an unfriendly pedestrian environment surrounding the train station. A number of efforts are underway to strengthen the connection between these two major transit terminals. RIPTA is the recent recipient of an FTA Bus Livability grant to identify streetscape and pedestrian-oriented improvements to enhance the pedestrian connection between the two hubs.



The potential transformation of Kennedy Plaza includes streetcars.

(image source: Union Studio Architects)

Rapid Bus (“R Line”) – This new Bus Rapid Transit line will carry over 10,000 riders a day, enhancing access to downtown Providence from Cranston and Pawtucket. Uniquely branded vehicles, stop amenities, roadway improvements, and more frequent service will improve the speed and attractiveness of bus service. Connecting to the Providence Streetcar for downtown-area circulation will further enhance mobility for urban residents along this eight mile urban corridor.

Private Shuttles – Several of Providence’s major institutions (including Brown University and Rhode Island Hospital) operate private shuttle services for students and/or employees. Both institutions have expressed their support for coordinating and integrating these independent services with the Providence Streetcar. With the streetcar, some of the existing private shuttle services can be reduced or eliminated in favor of the streetcar that serves a broader market, thereby increasing efficiency and limiting parking expansion needs.

How Does the Streetcar Project Support the City and State’s Vision for Transportation and Development?

A multi-modal transportation system is a key part of the City’s and State’s vision for economic growth and environmental sustainability. As demonstrated through the City’s *Providence Tomorrow* Comprehensive Plan and numerous related efforts, the Providence Streetcar project ties together a variety of ongoing public and private initiatives targeted at advancing the economic health and vitality of Rhode Island.

Transit 2020

The City of Providence created the Transit 2020 Action Group in 2006—comprising business, academic, and community leaders—to identify and advance new transit investments. The Transit 2020 Action Group recommended ten specific strategies for strengthening transit services in the Providence metropolitan area.

One of Transit 2020’s regional recommendations was to “Build a Providence Streetcar” in order to improve connections into and within Providence’s core. Although this project centers on one element of the larger Transit 2020 plan, the project will complement and advance many other ongoing initiatives by RIPTA, the City and the State. The Providence Streetcar will enhance existing RIPTA bus service, connect key transportation hubs, catalyze investment in targeted areas, and provide more transportation choices within downtown and adjacent neighborhoods.

Knowledge District Redevelopment

As described earlier, the State and City are marketing the Knowledge District as a business-ready infrastructure hub, built around the universities, hospitals, research institutions and land made available from the relocation of I-195. The I-195 Relocation Project, known as the Iway, is the largest project the Rhode Island Department of Transportation (RIDOT) has built since the construction of the Interstate system. It is a transformative project - quite literally changing the landscape in Providence - addressing a wide range of issues including safety, replacing aging infrastructure, lessening traffic congestion and bolstering economic development. Another key outcome of the I-195 relocation in the Knowledge District is the creation of new waterfront parks on each side of the Providence River, connected by a new pedestrian bridge where the former freeway crossed the river. The Providence Streetcar will complement and accelerate efforts to develop the Knowledge District, and supports the City’s Comprehensive Plan by promoting a *dynamic, livable, and active* city.



Mayor’s Economic Development Plan

Mayor Taveras recently announced a 20-step economic development action plan to put Providence residents back to work and jumpstart the economy of the city. The report recognizes that among the most critical steps are long-term investments in basic municipal operations: strong schools, safe neighborhoods, reliable public infrastructure and the timely provision of city services. One of the twenty specific action items is specific to the streetcar project:

“Make Streetcars a Reality. Connecting the City’s key activity centers with affordable, efficient and environmentally friendly streetcar service is projected to create thousands of new jobs and result in millions of dollars in net new property tax collections. Over the next two years, Providence will aggressively pursue a sustainable funding strategy to bring this transportation option to fruition, once and for all.”

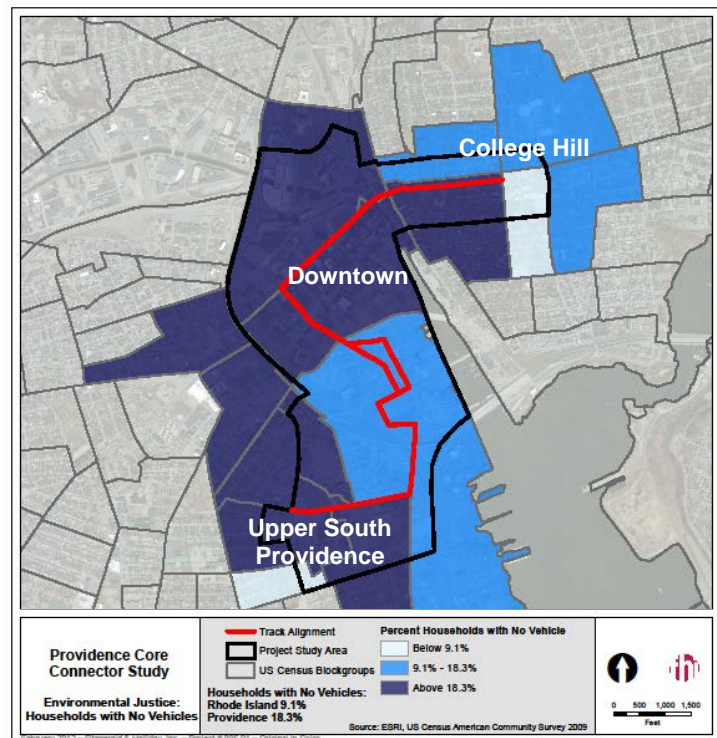
Rhode Island Commuter Rail Expansion

The State of Rhode Island is aggressively expanding commuter rail options. Rail service connecting the T.F. Green State Airport in Warwick to Providence and Boston was initiated in December 2010. Service was further extended to Wickford Junction in April 2012. The proposed streetcar project would provide circulation for the increasing number of employees traveling to downtown Providence via commuter rail.

How Does the Streetcar Project Affect Low-Income and Transit-Dependent Populations?

A comprehensive Environmental Justice analysis was conducted for the Providence Streetcar project. This review examined the potential impacts of the project on households without vehicles, minority populations, and low-income households. The evaluation found that the streetcar project would indeed serve areas with significant low-income and transit-dependent populations:

- The number of households without vehicles is higher than the state and/or city averages throughout the corridor (28.3% of households in Upper South Providence have no vehicles);
- A high concentration of minority and low-income residents live in Upper South Providence, at the southern terminus of the streetcar line (49.5% of residents in Upper South Providence are below the poverty level); and
- A smaller concentration of low-income residents also live on College Hill (comprised of a significant number of students).



Concentrations of Households with No Vehicles along the Streetcar Corridor

(data source: RIPTA / Fitzgerald & Halliday)

The Environmental Justice analysis concluded that the streetcar infrastructure itself will not physically restrict residents’ ability to move about the city. Additionally, the streetcar project does not pose disproportionate burdens to low-income populations (or disproportionate benefits to higher-income populations). In fact, the Providence Streetcar will provide substantial benefits to low-income and transit-dependent populations including:

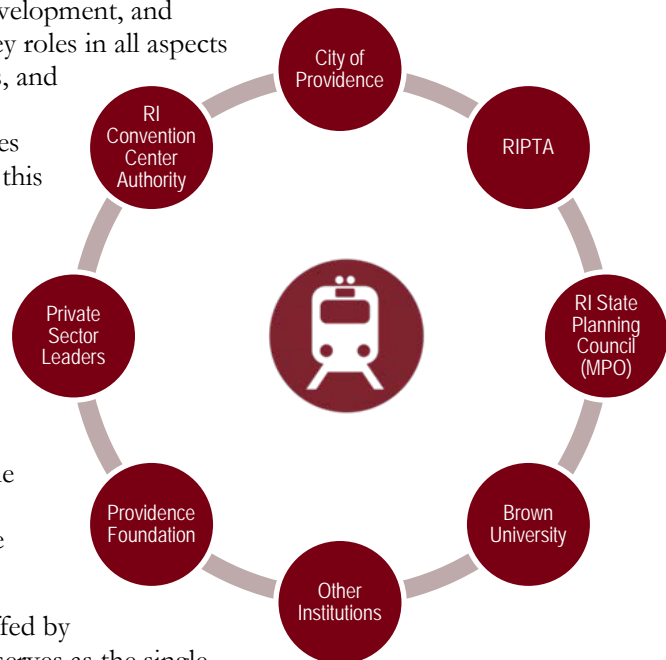
- Increased access to regional and statewide job opportunities in areas with high unemployment rates;
- Improved connectivity to popular educational, shopping, recreational, and cultural destinations; and
- Additional access to vital City services.

II. PROJECT PARTIES

Who Are the Project Partners and What Are Their Roles?

Reflecting the multifaceted purpose of the streetcar project, the partners involved in advancing this initiative reflect a diversity of public and private sector interests related to transportation, higher education, the medical and technology sectors, business and economic development, and community builders. These partners are playing key roles in all aspects of the project, including administration, operations, and finance. A brief overview of the partners is given below, and a detailed matrix and description of roles and responsibilities is provided in Section IV(c) of this document.

The City of Providence is the applicant for TIGER funds for this project.RIPTA will be a major partner as a designated recipient for FTA funding. The City and RIPTA have maintained a strong working relationship since the initial planning work related to this project began seven years ago. Building upon this foundation, the City and RIPTA have been supported by strong collaborations with key partners who recognize the benefits and value of the project:



- Rhode Island State Planning Council, staffed by Rhode Island Division of Planning staff, serves as the single Metropolitan Planning Organization (MPO) in Rhode Island. The MPO maintains the Long Range Transportation Plan and the Statewide Transportation Improvement Program (STIP), both of which directly support the Providence Streetcar project.
- Private educational and medical institutions such as Brown University, who identified opportunities to use the streetcar operations to replace private, closed-door shuttle operations to meet many of their students' and staffs' transportation needs. Brown University and Rhode Island Hospital have already provided local matching funds to support earlier streetcar planning efforts.
- The Providence Foundation, who represents the downtown business community and has been an active participant throughout the planning process, particularly through the creation of a special subcommittee including private sector leaders to strategize about how best to advance the project.
- The Rhode Island Convention Center Authority, who can leverage a portion of its bonding capacity to provide upfront capital at a very competitive interest rate, reducing the debt service obligation.

In addition, the Rhode Island Department of Transportation will play a prominent role in project development activities including overseeing design and construction activities and establishing a State Safety Oversight (SSO) agency. RIDOT also supports the use of surplus RIDOT-owned land that has been identified as the preferred site for the streetcar maintenance facility.

Collectively, these project partners and supporters are greater than the sum of their parts. Together, they intend to leverage their broad constituencies and leadership roles in the Providence community to ensure that the Streetcar project continues to build the support necessary for its success. To formalize these relationships, Mayor Taveras has created a Streetcar Implementation Steering Committee consisting of these and other project partners.

III. GRANT FUNDS AND SOURCES / USES OF PROJECT FUNDS

What is the Capital Cost and Sources of Funding for the Streetcar Project?

The Providence Streetcar project from College Hill to the Hospital District has an estimated capital cost of **\$114.37 million** (in 2015 dollars). As the project advances to final stages of design, the cost estimates will continue to be refined. The capital cost estimate is presented below using FTA's Standard Cost Categories. Contingencies of up to 50% are applied to each line item; the additional unallocated contingency shown as a separate item represents additional scope elements that have not yet been defined. The base cost was estimated in 2011 dollars, and has been escalated to the mid-point of construction using an escalation factor of 3% per year.

Cost Estimate of Providence Streetcar Project

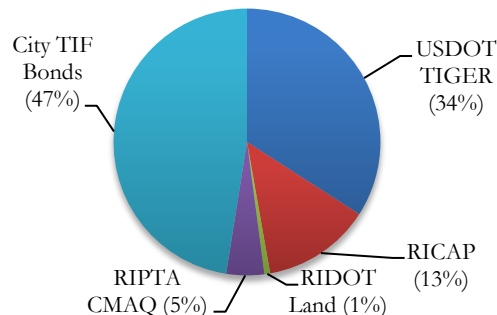
Project Component (FTA Standard Cost Categories)	Description	Total
010 Guideway and Track Elements	Track installed at-grade in mixed traffic and in reserved right-of-way on the Washington Street bridge	\$21.71M
020 Stations, Stops, Terminals, Intermodal	11 stations (typically including platforms on both sides of the street) along the alignment typically placed every 800 feet	\$0.90M
030 Support Facilities: Yards, Shops, Admin. Bldgs	A Vehicle Maintenance Facility is needed to provide vehicle storage and maintenance services, including inspection, exterior washing, interior cleaning, repair activities, and spare parts storage	\$3.02M
040 Sitework & Special Conditions	Modifying the existing cross-sections in some locations along the alignment to accommodate the streetcar and pedestrian traffic. Also includes in-street utility conflict mitigation.	\$9.74M
050 Systems	Includes new and modified traffic signals, five traction power substations, and the overhead catenary power distribution system	\$17.71M
<i>Total construction items</i>		<i>\$53.08M</i>
060 ROW, Land, Existing Improvements	Property needed for maintenance facility, to accommodate streetcar turning radius in several locations, and streetcar end-of-line	\$1.14M
<i>Total (includes allocated contingencies)</i>		<i>\$54.22M</i>
070 Vehicles	Three active streetcar vehicles and one spare streetcar vehicle	\$20.64M
080 Professional Services	Preliminary engineering, final design, project management, construction management, insurance, permitting and fees, and survey (estimated to be 27% of SCC 010 through 050)	\$14.33M
090 Unallocated Contingency	Standard unallocated contingency to account for any items or issues potentially not considered (10% of SCC 010 through 080)	\$8.92M
100 Finance Charges	Finance charges expected to be paid by the project sponsor/grantee prior to either the completion of the project	\$3.50M
<i>Total Base Cost for Project (2011 dollars)</i>		<i>\$101.61M</i>
Total Cost for Project (escalated to mid-point of construction)		\$114.37M

How Will the Capital Costs be Funded?

The City of Providence plans to use a mix of federal, state and local funding sources to construct the initial \$114.4 million segment of the Providence Streetcar. The following funding sources have been identified:

Capital Funding Sources

Funding Source	Amount
City of Providence Tax Increment Finance Bonds	\$54.32 M
RI Capital Plan (RICAP) funds	\$15.00 M
RIPTA CMAQ funds	\$5.25 M
RIDOT land transfer	\$0.80 M
USDOT TIGER grant	\$39.00 M
TOTAL	\$114.37 M



A \$39 million TIGER grant award is requested to supplement the other federal, state and local funding sources identified above. This federal grant would allow the City of Providence to minimize project bonding and to construct, operate and maintain the Providence Streetcar largely using revenues captured within a Tax Increment Finance (TIF) district to be established along the streetcar route.

How Much will the Streetcar Project Cost to Operate and Maintain?

Annual Operating Costs

Annual operating costs are projected as **\$3.13 million** in 2018 (the first full year of operations), based on estimates developed during the Alternatives Analysis (AA) completed in 2012, which also included the initiation of a formal NEPA Environmental Assessment. The initial streetcar segment between College Hill and the Hospital District would operate with three active vehicles. A fourth active vehicle would be added when the future extension along Dudley Street to Prairie Avenue is completed. Future year operating costs were projected with a 3% escalation factor, but do not include additional costs associated with any future extensions of the initial line.

Debt Service Costs

Recurring costs will also include debt service payments for the \$54.32 million in bonding used for upfront capital costs. A key project partner, the RI Convention Center Authority, will leverage its ability to finance projects at competitive rates by issuing an initial \$10 million bond to support project development. Annual debt service payments for this bond issue are projected as approximately \$600,000 per year over a 20-year period, based on a bond rate of 0.9%. The City would subsequently issue a \$44.32 million TIF bond to support remaining capital needs. Annual debt service payments for this bond issue are projected as approximately \$3.2 million per year over a 20-year period, based on a bond rate of 3.66% (consistent with recent City bond issues). Finance charges of \$3.5 million are included in total project costs.

How Will the Recurring Operations and Debt Service Costs Be Funded?

*Supporting Documentation
(see "Funding Plan" folder):*

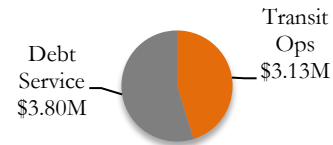
- 20-year cash flow projection

The annual cost to operate the Providence Streetcar and support debt service is projected be **\$6.93 million** (in opening year). These ongoing costs will be supported largely through value capture mechanisms within a "Streetcar District" established in the corridor. A detailed 20-year project cash flow is included in the

Supporting Documentation, outlining anticipated project costs and revenues. More specifically, the long-term sustainable local revenue stream to support this project will include the following sources:

- A Tax Increment Finance (TIF) District established by the City of Providence to pay back debt service related to the project and to support streetcar operations. A detailed development analysis was performed as part of the Alternatives Analysis (as described in the “Economic Competitiveness” discussion later in this Project Narrative), projecting a significant increase in property value within the District after the streetcar is constructed. The additional property tax revenues to be captured by the City as a result of this premium are estimated to range from \$2.06 million in year one, increasing to \$25.94 million after 20 years. These projections assume that new development in the district would be subject to a special tax abatement over the first 10 years.
- A Special Assessment District established by the City, levying a two-tiered annual assessment on tax-exempt property based on its distance to the streetcar route:
 - Properties within 1/8 mile of the route assessed at \$0.60 per \$1,000 of value
 - Properties within 1/4 mile of the route assessed at \$0.30 per \$1,000 of value

Annual Cost Components (in opening year)



These assessments are intended to reflect the benefits that local educational and medical institutions will realize from the project, recognizing that these tax-exempt institutions would not be contributing to the project through tax payments in the TIF district. Based on the most recent City assessment values (2011), these assessments would bring in approximately \$1.06 million, a number that would grow incrementally as property values increase and new tax-exempt development occurs.

- Local parking revenues redirected from the City’s general fund over the initial six years of the project until TIF revenues and assessments can fully support ongoing project costs. A total of \$2.70 million in local parking revenues would be committed between 2015 and 2020, or about \$450,000 per year over the six year period. This represents less than 5% of the annual parking revenues collected by the City in FY12.
- Fares, sponsorships, and advertising revenues. Specifically, these items include: 1) an estimated \$1.4 million in annual fare revenue (based on a \$2 fare in opening year); 2) an estimated \$175,000 in annual station sponsorship and advertising revenues; and, 3) a small portion of FTA Section 5307 funds (about \$250,000) anticipated to be eligible to support streetcar preventative maintenance.
- A three-year CMAQ operating subsidy of \$500,000 per year, taken from RIPTA’s share of statewide CMAQ funds programmed in the current statewide Transportation Improvement Program.

What is the Commitment of Non-TIGER Funding Sources?

*Supporting Documentation
(see “Letters of Support” folder):*

- Letters of support

The City and its partners are committed to making the Providence Streetcar a reality through a viable funding plan. Specific provisions and commitments related to the project funding plan are discussed below and referenced in the letters of support included in the Supporting Documentation:

- The City has successfully used **TIF bonds** to support recent infrastructure improvements related to economic development in the Promenade District in 2008, as well as to support the construction of a new local power plant in 1995. The project pro-forma assumes 50% of new tax revenues in the

District will be directed to support streetcar project costs; the remaining 50% will continue to be directed to the City's general fund. This 50/50 distribution of project-specific funding is similar to the distribution formulas used in previous TIF projects in the city.

- **Special Assessment Districts** are explicitly authorized by state law and are in use in several municipalities across the state. The creation of new districts will require action by the RI General Assembly.
- The City is committed to a short-term dedication of a portion of **parking meter revenues** as an interim source of revenue until sufficient development occurs such that TIF revenues reach levels sufficient to support the project.
- RIPTA will commit a share of its annual allocation of **Congestion Mitigation and Air Quality (CMAQ) program funds** for capital construction in the amount of \$5.25 million over a three-year period, as well as an additional \$1.5 million over three years as part of an initial operating subsidy. Rhode Island's Transportation Improvement Program (STIP) sets aside approximately \$3.3 million each year in CMAQ funds for RIPTA, a level that has been consistently programmed over the past 10 years. These funds are programmed for transit services, revenue vehicles and other transit programs. Under this scenario, approximately 35% of RIPTA's CMAQ program will be dedicated to the Providence Streetcar over a six-year period.
- RIDOT will transfer a parcel of **state-owned land** to the City of Providence for use as a streetcar maintenance facility. This parcel, located under the I-95/195 interchange has a current assessed value of \$800,000.
- The **RI Capital Plan (RICAP)** fund supports about \$100 million in infrastructure, roadway and other capital improvements each year. In particular, Governor Lincoln Chafee has encouraged the use of these funds to reduce the reliance on project bonding for desired roadway and transit improvements, proposing about \$35 million to be dedicated to such projects in FY14 alone. The City of Providence will request \$15 million over four years for the Providence Streetcar.
- The RI Convention Center Authority has committed to the issue of a **\$10 million bond**, once a new TIF district is established.

IV. SELECTION CRITERIA

a. Long-Term Outcomes

As the Transit 2020 Report declares, "Rhode Island needs to make an investment to develop and maintain a seamless, integrated, high quality transit service that builds on and complements the existing system. An

*Supporting Documentation
(see "Other Plans" folder):*

- Transit 2020 Report - "Growing Smart with Transit"

investment in transit will yield numerous benefits: decreased congestion on our roadways; increased economic development potential Statewide; improved environmental quality, including reducing greenhouse gas emissions that threaten significant climate change; ... and a preservation of the quality of life that distinguishes Rhode Island."

The Providence Streetcar project, as a central element of Transit 2020, will provide benefits in all of these areas that are directly connected to the primary goals of the TIGER program. In fact, the Streetcar project's goals to help Providence **CONNECT**, **GROW**, and **THRIVE** are directly linked to the key goals of the TIGER program.

i. State of Good Repair



Maintaining a transportation system in a State of Good Repair is the foundation for being able to provide mobility connections regardless of mode. The City of Providence recognizes the critical importance of maintaining infrastructure in a long-term State of Good Repair. Without this foundation, opportunities to grow and thrive are much more difficult to achieve.

How Does the Streetcar Project Promote the State of Good Repair Philosophy?

Philosophy of City's Comprehensive Plan

The *Providence Tomorrow* Comprehensive Plan is rooted in sustainability principles, which includes maintaining existing infrastructure in a State of Good Repair. With regard to the street network within which the Providence Streetcar project will be integrated, the plan provides a specific objective to "Manage the effectiveness of Providence's roadway network, including its street grid, by investing in operational and reconstruction improvements."

In addition to supporting the maintenance of the existing street grid, the Streetcar project also promotes transit-oriented development to focus new investments and to better manage the long-term operations and maintenance costs of infrastructure. The City is completely rewriting its Zoning Ordinance to promote transit-oriented development principles and similar sustainable development initiatives.

RIPTA's State of Good Repair Approach

As an operations partner, RIPTA is fully committed to maintaining its infrastructure in a State of Good Repair, as demonstrated by the following:

- Construction of a new \$41M operations center in 2010 with indoor bus storage to replace an outdated and undersized facility;
- Recent replacement of significant portions of the bus fleet, including 50 new buses in 2013 alone;
- Efforts to upgrade the East Side Tunnel, used by more than 6,000 patrons each day;
- The deployment and active use of a full-featured Asset Management System to monitor the condition of physical assets; and
- The inclusion of facility and capital asset repairs in the state's Long Range Transportation Plan, Transportation Improvement Program, and in RIPTA's Capital Improvement Plan.

Sustainable Funding for Operations and Maintenance

A key component of maintaining systems in a State of Good Repair is to ensure that sufficient long-term funding for operations and maintenance is available. The funding plan for the Providence Streetcar project includes an emphasis on value capture techniques, which provides a long-term, growing source of revenue to support operations. Additionally, RIPTA has committed that no existing funds currently used to support bus operations will be diverted to support the planned streetcar service. This approach helps to maintain the long-term viability of the bus network, recognizing the importance of all modes of transit in meeting the needs of Providence and the surrounding area.

How Does the Providence Streetcar Relate to Specific State of Good Repair Projects Being Advanced in the Area?

East Side Tunnel

A critical link in the streetcar route is the East Side Tunnel, which runs east/west under College Hill in Providence, connecting Thayer Street to the east with South Main Street to the west, with a 100 foot change in elevation. The 1,800-foot long tunnel allows RIPTA vehicles to climb College Hill at a manageable 4.5% grade, avoiding the grades in excess of 10% on the streets above.

The East Side Tunnel was originally built for streetcar use in 1914. Streetcar tracks were removed in the late 1940s and the tunnel has since been used for bus traffic. Currently, nearly 6,000 passengers travel through the tunnel on a daily basis.

RIPTA received an \$820,000 State of Good Repair grant in 2012 to help support the first major renovation to the East Side Tunnel in 20 years, including drainage work, roadway safety upgrades, and improvements to reflective lighting and signage to enhance pedestrian and vehicle safety. The funds will also be used to design and upgrade the portal areas to make them safer and more convenient. The portal area improvements will be designed to support future streetcar service.

City of Providence Road Improvement Project

The City of Providence recently initiated a comprehensive \$40M program to rebuild and repair approximately 65 miles of roads in the city, including \$4.2M to be invested on 11.4 miles of roads within ¼ mile of the streetcar route. The work will be conducted between Spring 2013 and Fall 2015.

The Providence Streetcar project will support efforts to improve City streets by making much needed improvements to additional roads, including the roadway surface itself as well as the surrounding streetscape, including adjacent sidewalks. Many sidewalks in the Jewelry District are in a poor state of repair, and the streetscape improvements associated with the Streetcar project will enhance pedestrian access along the streetcar corridor.

RIPTA received an \$820,000 FTA State of Good Repair grant in 2012.



Critical tunnel upgrades will support 6,000 daily bus passengers, as well as future streetcar passengers.

(image source: ASG Planning)



The Providence Streetcar project, in conjunction with a \$40M road repaving program, will provide much-needed repair for many Providence streetscapes.

(image source: ASG Planning)

ii. Economic Competitiveness



Streetcars had a defining impact on the growth of Providence beginning during the Civil War. Horse-drawn streetcars, and later electric trolley cars, shaped the expansion of Providence until they were replaced by buses in the 1940's. Now, nearly 150 years after streetcar was first introduced, an unprecedented development opportunity has emerged and the technology again has stirred interest as a means to shape growth.

What are the Growth Opportunities in the Streetcar Corridor?

The relocation of I-195 in Providence represents one of the most important economic development opportunities in Rhode Island's recent history. The redevelopment has the potential to change the skyline of the capital city, add significant office and commercial space to the area and create a new hub of job growth in knowledge-based industries, including life sciences, health care and research and development and the variety

of jobs required to support these industries. The redevelopment of this land promises to continue to build upon and enhance partnerships between education and business and strengthen the urban economic base through the revitalization and reconnection of city neighborhoods once separated by the freeway. Beyond the immense opportunities provided by the relocation of I-195, significant capacity for growth exists elsewhere in the corridor as well. Roughly 50 acres in Downcity and the Jewelry District are vacant or underutilized. The Providence Streetcar provides a unique opportunity to use transit to further catalyze and shape this growth, strengthening connections both literally and figuratively.

The TIGER-funded streetcar project is expected to spur 3.4 million square feet in new growth over 20 years, equating to \$1.0 billion in additional property value.

What are the Potential Economic Impacts of the Streetcar Project?

*Supporting Documentation
(see “Technical Reports” folder):*

- Streetcar Economic Impact Analysis
- Streetcar Economic Impact Summary

Based on a detailed economic development analysis conducted as part of the earlier Alternatives Analysis, the full streetcar project (including the future extension along Dudley Street to Prairie Avenue) would spur 3.6 million square feet in new development, equating to nearly \$1.1 billion in additional property value over 20 years. The TIGER-funded initial segment between College Hill and the Hospital District would serve the heart of downtown and the emerging Knowledge District, allowing the City to realize almost all of these projected benefits for the full project. This streetcar-attributable growth is above and beyond the projected “baseline” growth, illustrating the capability of the project to create new jobs and attract more residents to downtown neighborhoods.

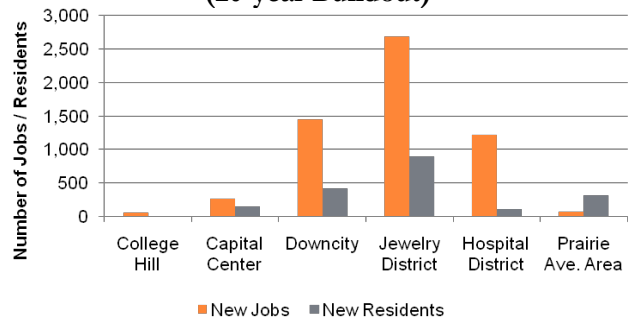
The methodology to estimate induced economic development due to the streetcar in downtown Providence involved a risk analysis framework, a set of key development assumptions and data, and residential, commercial and office growth assumptions.

Recognizing that the Providence real estate market is different than that of other streetcar cities such as Portland and Seattle, this analysis used growth factors specific to Providence that were vetted by a group of local real estate and development experts.

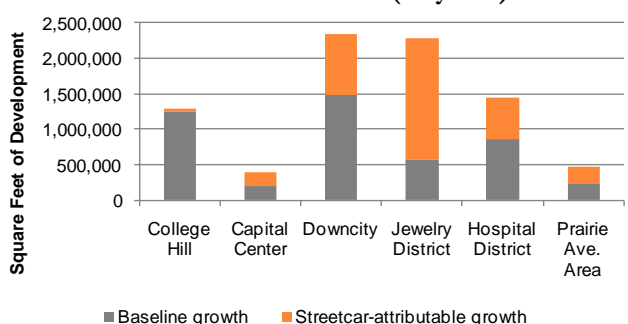
With regard to projected growth by neighborhood, most of the streetcar-attributable growth is expected to occur in the Jewelry District, Downcity, and in the Hospital District. Significant growth is projected to occur in College Hill as well; however, due to the built-out nature of the district, most of this growth will be due to the intensification of development related to Brown University. Because this growth likely would occur even without the presence of a streetcar, it is not viewed as “streetcar-attributable” growth. However, the mobility benefits of the streetcar are an important factor in realizing the university’s future growth plans.

Streetcar Development Impacts (over 20 yrs)	Full Build Out (with extension to Prairie Ave.)	Initial TIGER-funded Segment
New Jobs	5,750	5,680
New Residents	1,890	1,575
Additional Development	3.6 million sf	3.4 million sf
Additional Property Value	\$1.1 billion	\$1.0 billion

New Jobs and Residents Attributable to Streetcar (20-year Buildout)

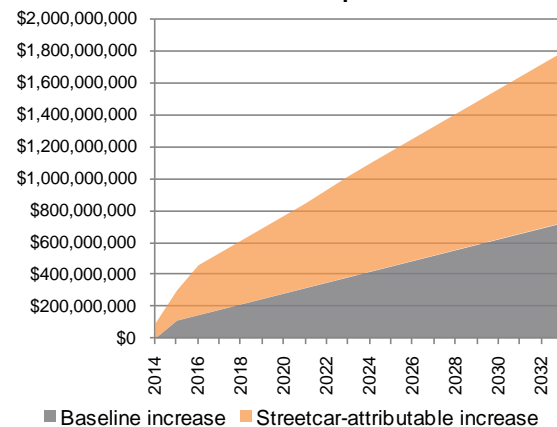


Projected Growth by Neighborhood at Full Streetcar Build-out (20 years)



The positive impacts of the Providence Streetcar project in catalyzing development are manifested in numerous ways, including the additional revenue that is made available to the City and State through increased tax revenues, including property taxes, business taxes, and other sources. Additional revenue resulting from a streetcar investment can not only be used to support a wide variety of critical needs, it can also help finance the project. Using “value capture” strategies such as tax-increment financing, a portion of the revenues resulting from new development could be dedicated to help pay for the streetcar investment.

Projected Increase in Property Value Due to New Development



How Does Providence Compare to Other “Streetcar Cities”?

As demonstrated in the accompanying table, Providence compares very favorably in terms of activity generators to other cities with established streetcar services. Based on the success of other cities in catalyzing growth with streetcar being a contributing factor, coupled with the unique opportunities available in Providence, stakeholders can have a high level of confidence in the ability of the project to help advance the city’s and state’s mobility, development, and sustainability goals. The figures shown for population, employment, university enrollment, and hotel rooms are based on available data for the area generally within walking distance of each city’s streetcar line.

City	Total Land Area (sq. mi)	Population	Employment	University Enrollment	Hotel Rooms
Providence	18	7,926	47,925	20,320	2,159
Little Rock	181	1,942	21,323	0	1,896
Portland	134	20,564	110,684	16,781	3,910
Seattle	83	6,031	22,411	800	1,453
Tacoma	50	2,836	13,296	2,001	641
Tampa	112	1,603	10,358	1,125	1,328

What Opportunities Does the Streetcar Project Present for Small- and Disadvantaged Businesses?

The City of Providence has established programs for Disadvantaged Businesses. The City is committed to increasing its current utilization goals to 40% MBE and 20% WBE by 2018. Construction projects are specifically targeted with a series of concrete actions to increase the use of disadvantaged contractors and strengthen the capacity of MWBE construction firms over time.

Building Futures is both a program that helps prepare low income men and women in urban areas for rewarding careers in the commercial construction and an initiative that partners to expand entry-level training opportunities in the trades through proven apprenticeship programs. Building Futures is focused on the construction sector and how this industry will meet the growing need for a highly trained and skilled workforce. They partner with representatives from across the industry to increase utilization of apprenticeship training and to increase access to training for low income residents of urban communities. Building Futures has previously contracted with the City of Providence to provide services for city residents through the City’s pre-apprenticeship program. The City will continue to partner with Building Futures through the design and implementation of the streetcar project to utilize their experienced and highly trained local workforce.

iii. Livability



Since the first horse-drawn streetcars plied the streets of Providence, transit has encouraged people-focused development and helped create thriving neighborhoods with a strong sense of place. *Providence Tomorrow*, the City’s comprehensive vision plan, calls for a livable city “with healthy, vibrant, walkable neighborhoods connected to an active downtown, with many transit options.”

How Will the Project Strengthen Neighborhoods in the Urban Core?

The benefits of a strong transit system to our community are well recognized. Transit helps protect our environment by providing an alternative to auto use, diverting cars from our city streets and reducing greenhouse gas emissions. It provides an alternative to auto ownership while preserving mobility options and reducing household expenses. Neighborhoods with transit promote walking and overall public health.

“Greater Providence will be the region’s premier center for people and culture.”

**Land Use 2025, Vision Statement
State Guide Plan for Land Use**

In the past, the strong fabric of downtown has been punctured by highway construction, building demolitions, and open surface parking lots. Looking ahead, the city intends to use transit as a prime catalyst to recapture the unique historic character and sense of place that defines Providence.



Waterfire attracts over one million visitors to downtown Providence annually.

(image source: City of Providence)

Providence is the “Creative Capital” and the state’s hub for arts and cultural activities. There are four major theaters, the RISD Art Museum, the Children’s Museum and a multitude of small galleries, art studios, puppet makers, and artist-owned retail stores. Additionally, downtown is host to a major arts, cultural or music festival on many weekends of the year. The city’s cultural plan “Creative Providence” calls out the need to remove transportation barriers and improve access to cultural sites, events and programs as a specific strategy to build community and foster neighborhood vitality.

The Providence Streetcar also marks the return of streetcars to the East Side Tunnel, which was constructed in 1914 for streetcar use to enhance the connection between College Hill and downtown Providence. The tunnel has remained a critical component of the city’s transportation infrastructure, and this project will use its capacity to carry additional transit passengers and better connect our neighborhoods.

What Neighborhoods will be Directly Served by the Streetcar Project?

The streetcar corridor is characterized by a complex urban mix of commercial and industrial land uses; office/financial buildings; residential uses and hotels; arts and entertainment venues; historic buildings and museums; educational campuses and buildings; places of worship; government buildings; a convention center and arena; hospitals and health care facilities; parks; transportation facilities, including a train station, bus stops and shelters, parking garages and surface parking lots; as well as vacant lots and partially demolished buildings. The streetcar corridor connects three Providence neighborhoods:

College Hill

College Hill, recognized as one of the “Great Places in America” by the American Planning Association, was the site of the first permanent colonial settlement in Rhode Island. Located on a steep hill generated from the east bank of the Providence River, the area has always been primarily residential in nature; however, institutional growth has flourished in the eastern and western sections of College Hill. Both Brown University and the Rhode Island School of Design (RISD) continue to make important contributions to the architectural fabric and commercial success of this area. This is especially true near the western edge of the neighborhood along the river. This area, while having been in use for hundreds of years, has recently been revived as a vital commercial corridor.

Downtown

With nearly 150 acres, Downtown Providence is divided into three areas: *Downcity*, *Capital Center* and the *Jewelry District*. *Downcity* is the core of Downtown Providence. In addition to being home to the City’s Financial District, Downcity is rich in historical and cultural resources, many of which have been reinvigorated over the past two decades. It is also home to Kennedy Plaza.

Capital Center is home to the State Capital and office buildings, along with a regional mall and an arts & cultural center. The Providence Train Station is also located within Capital Center. This area emerged as a result of a major redevelopment project in the 1980’s including heroic efforts to relocate the railroad corridor and uncover the river to create a vibrant hub of activity.

The *Jewelry District* includes many industrial structures and factories constructed between 1830 and 1930. This area was once home to innovation and creativity in the jewelry industry and served as one of the centers of manufacturing in Providence. Today, the Jewelry District is emerging as a center of research and innovation to become a true center of the State’s knowledge-based economy and a reinvigorated urban neighborhood.

Upper South Providence

Upper South Providence is the area immediately south of Downtown. The construction of Interstates 95 and 195 imposed both physical and psychological barriers on the neighborhood, and disconnected the neighborhood from Downtown and the city’s waterfront. The character of the neighborhood has changed over time as a number of large institutions, such as Rhode Island Hospital, Hasbro Children’s Hospital, Women and Infants Hospital, and the Providence Campus of the Community College of Rhode Island have expanded into residential areas. Upper South Providence is one of the lowest income neighborhoods in Providence, and these residents as well as employees at the large institutions in the neighborhood stand to benefit tremendously from improved connections to Downtown and College Hill. Significant acreage in the neighborhood is devoted to surface parking lots, providing substantial opportunities for infill development.



College Hill is home to both Brown University and RISD.

(image source: ASG Planning)



Kennedy Plaza serves 45,000 RIPTA riders every day in Downtown.

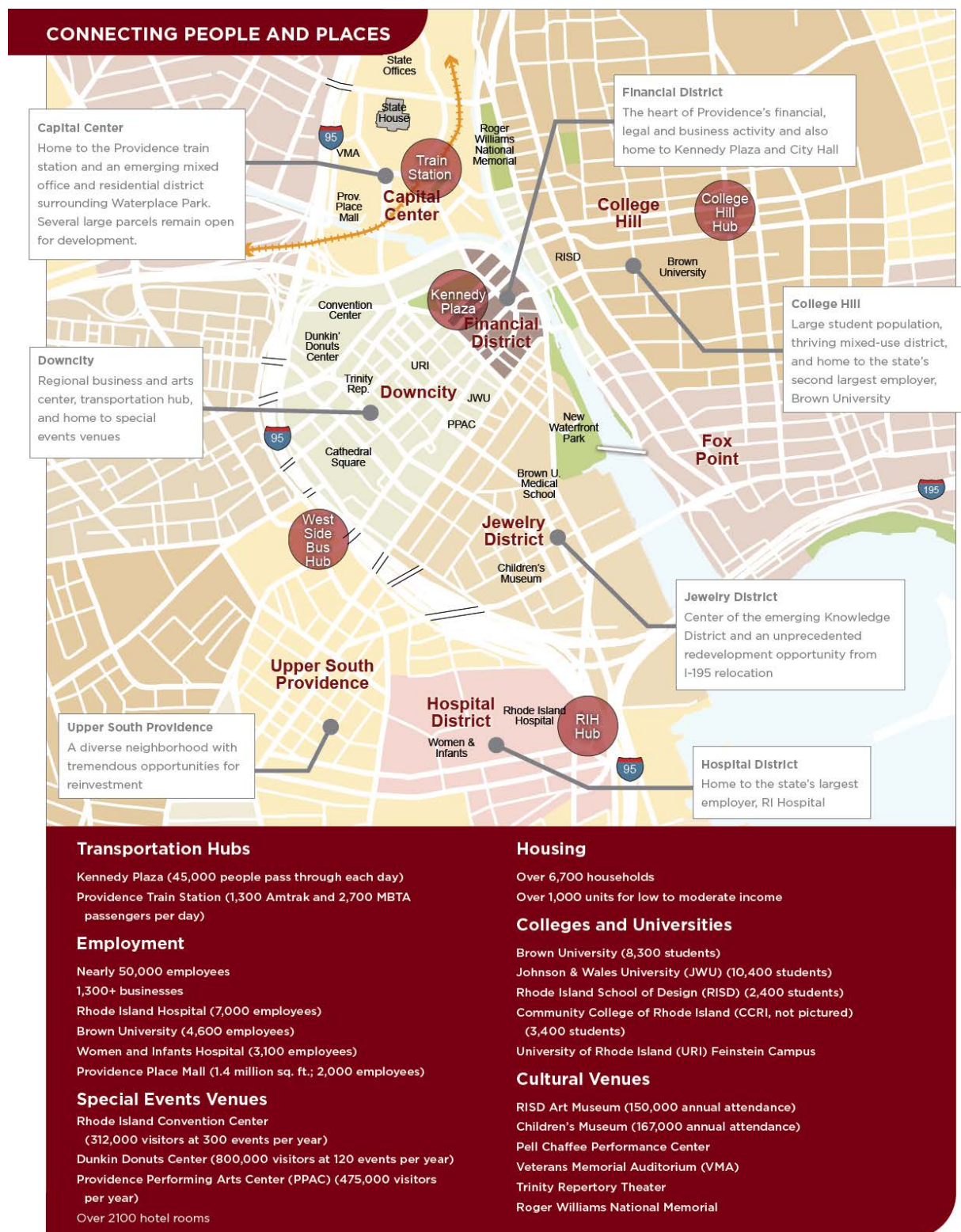
(image source: City of Providence)



Rhode Island Hospital is one of several major institutions in Upper South Providence.

(image source: City of Providence)

As stated earlier, the “Knowledge District” is loosely defined as portions of the Downtown and Upper South Providence neighborhoods containing portions of the “Downcity” subarea, the Jewelry District, and the Hospital District.



How are the City and RIPTA Integrating Transit-Oriented Development and Other Livability Initiatives with the Streetcar Project?

The Providence Streetcar project is one of ten interconnected recommendations for meeting the growing demand for a vibrant transit system in and around Providence as defined by the Transit 2020 Coalition. Another of the ten recommendations is to encourage transit-oriented development (TOD). The Transit 2020 partners see TOD as a powerful way to strategically use infrastructure to promote sustainable urban growth.

Rewrite of City of Providence Zoning Ordinance

To advance this shared vision shaped by RIPTA and the City, the City received a \$910,000 U.S. Department of Housing and Urban Development (HUD) Community Challenge Grant in 2011 that has enabled the City to completely rethink the Providence Zoning Ordinance to as a tool to encourage transit-oriented development and put into practice the City's goals of livability and sustainability.

The City of Providence received a \$910,000 HUD Community Challenge grant in 2011 to rewrite the City Zoning Ordinance.

The type of transit-oriented development that the City seeks to encourage and incentivize through a new Zoning Ordinance will create lively urban places centered on transit stops and enable residents to enjoy a lifestyle that is less reliant on automobiles for personal travel needs. The new Zoning Ordinance will consider ways to encourage density bonuses and reduce off-street parking requirements citywide, and will build upon RIPTA's efforts to enhance transit along the streetcar corridor and in other key corridors across the City.

The update process for the new Zoning Ordinance is on-going, and the new regulations are anticipated to be adopted in Fall 2014.

Kennedy Plaza Transformation

The City has allocated \$2M to transform Kennedy Plaza into a vibrant and dynamic park, pedestrian mall, and public space while retaining its importance as a regional transit hub. The transformation plan includes improving bus operations at the heart of the plaza. RIPTA has determined that schedule improvements will allow it to reduce the number of bus berths, allowing the bus-only lanes in the middle of the plaza to be re-imagined for public use. Other improvements in the greater Kennedy Plaza area – which includes Biltmore Park, the skating center, Burnside Park and the area from City Hall to the Federal Building and U.S. Court House – include better integrating the skating center to a wider area, allowing for better off-season use, raised roadways allowing for better pedestrian connectivity and calming car traffic, and a “civic plaza,” which was described as a “front porch for City Hall.” Construction activities are planned to be completed by June 2014.

The City of Providence has committed \$2M in local funding to kick-start a public-private partnership to enhance Kennedy Plaza.

Connections Between Kennedy Plaza and Providence Train Station

RIPTA received a \$400,000 FTA Bus Livability grant in 2012 to better connect Kennedy Plaza with the Providence Train Station. The grant is being used to extend pedestrian, bus, and bicycle access improvements to better connect Kennedy Plaza with the Providence Train Station, which are less than a quarter mile apart. The Providence Streetcar will directly serve Kennedy Plaza, and enhancing walkability between the two hubs will play a vital role in strengthening regional rail connections to Boston, New York, and beyond. In 2011, RIDOT announced plans to begin reconstruction of the Providence Train Station in an effort to improve bus and pedestrian connections from downtown Providence and Kennedy Plaza. Work performed under this Bus Livability grant will also preserve the opportunity for potential future streetcar connections between these two hubs.

RIPTA received a \$400,000 FTA Bus Livability grant in 2012 to improve connectivity between Kennedy Plaza and the Train Station.

Multimodal Improvements at Providence Train Station

Related to the efforts to better connect the Providence Train Station to Kennedy Plaza, RIDOT has received a \$5.7M grant from the Federal Highway Administration (FHWA) to improve the station's pedestrian and transit entryways. A new bus stop will be added, along with more bicycle storage, better accommodations for queued taxis, and more parking spaces. The project will change the streetscape and add real-time bus arrival information and a RIPTA ticket-vending machine at the station. The new stop will be served by RIPTA's new R-Line Bus Rapid Transit service, which will connect Kennedy Plaza and the Train Station by transit every ten minutes. At Kennedy Plaza, passengers can connect to the streetcar or a multitude of other transit services. The construction project will begin in Spring 2014.

RIDOT received a \$5.7M grant from FHWA to improve transit, pedestrian, and bicycle connections at the Providence Train Station.

How Does the Streetcar Project Enhance Affordable Housing Initiatives Along the Corridor?

There are over 6,700 household in the project corridor, and over 1,000 housing units are reserved for families with low to moderate incomes. The streetcar will improve transit access to job opportunities, services, and other key destinations for these residents living in Providence's urban core.

In addition to traditional housing assistance services offered by the public sector (through agencies such as Providence Housing Authority and Rhode Island Housing), there are several unique housing partnerships and initiatives growing along the streetcar corridor.

AS220 is a non-profit organization based in downtown Providence dedicated to providing a local forum and home for the arts, through the maintenance of residential and work studios, galleries, performance and educational spaces. In addition to a wide breadth of public programming and accomplishments in the realm of urban revitalization, AS220 also provides 60 live and work studios, of which 80% are designated affordable housing. This makes AS220 the leading provider of affordable housing in downtown Providence.

AS220 offers residential and work studios in three buildings: the 115 Empire St complex, the Dreyfus, on the corner of Mathewson and Washington Street and the Mercantile Block, neighboring the Dreyfus at 131 Washington St. AS220 provides space to artists who seek a diverse, stable and affordable studio environment. All of these buildings are located directly on the streetcar corridor in the heart of downtown.

In Upper South Providence, SWAP Inc. (Stop Wasting Abandoned Property) is a private non-profit community development corporation committed to providing affordable housing opportunities for persons of low and moderate income; revitalizing urban neighborhoods and building new communities.

SWAP has invested more than \$90 million in Upper South Providence since 1993 with a focus on renovated homes and buildings new homes on blighted lots for homeownership and rental. In recent years, SWAP has expanded the scope of development to include mixed-use residential and commercial buildings.



AS220 is a non-profit arts organization that offers artists 48 affordable live/work studios directly on the streetcar corridor.

(image source: City of Providence)



SWAP has invested more than \$90M in Upper South Providence with a focus on affordable housing.

(image source: SWAP)

iv. Sustainability

How Does the Providence Streetcar Support the Sustainability Goals of the City, RIPTA, and the State?

As a central component of the larger Transit 2020 program, the Providence Streetcar project is rooted in sustainability goals. One of the charges of the Transit 2020 Coalition is to increase public understanding of the economic, social, and environmental value of transit, reflecting the three components of sustainability.

“Great cities have great transit. By promoting public transit and connecting pedestrians and cyclists to transportation options, we will decrease oil consumption, CO₂ emissions, and create a better-connected, more pedestrian-oriented city.”

City of Providence Greenprint Plan

City of Providence

The City of Providence has taken major steps forward to advance critical sustainability initiatives. The City’s Comprehensive Plan includes an entirely new section on sustainability. It offers recommendations for the City and developers on preserving the natural environment in Providence and decreasing energy consumption and pollution. Taking this ethos a step further, the City produced *Greenprint*, which is a comprehensive report on the City’s efforts to reduce global warming pollution and to position Providence as a leader in the rapidly growing green economy. Transit and transit-oriented development is one of the key focus areas of *Greenprint*:

“Recognizing the key role that investment in transit will play in ensuring the economic vitality of Providence, the City will champion investment in permanent transit infrastructure – such as light rail and streetcars. Overall, the City seeks a robust transit system comprising various forms of transit, including the current bus fleet.”

Driving home the importance of sustainability to the City, Mayor Angel Taveras created the City Office of Sustainability in December 2011 to help advance an array of sustainability projects.

RIPTA

RIPTA has also made sustainability a hallmark of its first-ever strategic plan *A Vision for the Future of Transit in Rhode Island* (2011), including a number of significant accomplishments:

- With City encouragement and support, RIPTA has partnered with seven universities and colleges throughout Providence to offer reduced or free bus rates through the UPASS program.
- RIPTA’s \$41M Paratransit Operations Center (opened in 2010) includes a number of “green” design features such as a reflective roofing system, energy-efficient lighting, high-performing air and vapor barriers, and a minimal footprint made possible by including vehicle parking on the roof of the building.
- One-third of RIPTA’s fleet is comprised of hybrid diesel vehicles.

State of Rhode Island

The Providence Streetcar project will help to advance sustainability goals at a statewide level. The State of Rhode Island received a \$1.9M HUD Sustainable Communities Regional Planning grant in 2012 to develop *Sustainable Rhode Island*, a statewide, integrated plan to advance sustainability and equity and to create a better place for all Rhode Islanders. *Sustainable Rhode Island* has eight key elements: housing, economic development, growth centers, technical assistance, public participation, social equity, performance measures, and implementation, which will be integrated with the state’s existing land use, transportation, and water plans. The multi-faceted nature of the streetcar project supports the transportation, housing, growth, and development aspects of this statewide initiative.

The State of Rhode Island received a \$1.9M HUD Sustainable Communities Regional Planning grant in 2012.

What Are the Sustainability Impacts of the Providence Streetcar?

The Streetcar Project advances the sustainability goals of the City, RIPTA, and the State in numerous ways:

- Improving transit connections and developing a user-friendly and attractive transit option that will attract new riders.
- Reducing the need for vehicle trips in the corridor and saving energy by sharing trips, including the opportunity to “park once” near the I-95 interchange in the Jewelry District and use the streetcar for trips within the core area.
- Moving away from using fossil fuel usage in vehicles by utilizing the more efficient electrically-powered streetcar.
- Allowing for the movement of more people per trip as streetcars have a larger passenger capacity than buses and personal vehicles, which is beneficial when large numbers of students are traveling between Brown University’s facilities on College Hill and in the Knowledge District.
- Improving the transit service by consolidating existing private shuttle trips operated by Brown University and Rhode Island Hospital.
- Enhancing air quality by decreasing the projected CO₂ emissions by 1,400 tons over the first 30 years of the project.

v. Safety

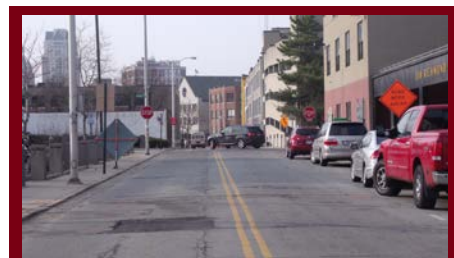
The emphasis on safety resulting from the provisions of MAP-21, such as distracted driver initiatives, has benefitted both transit patrons and those using other modes. Building upon these efforts, the City and RIPTA agree with the need for greater safety authority at the Federal level, and have made safety a focus of all planning and design activities for the Providence Streetcar and numerous other related efforts being advanced by the City, RIPTA, and other partners.

How Does the Providence Streetcar Enhance Safety?

The Providence Streetcar project will enhance safety for users of all transportation modes in the Providence urban core. These safety benefits will result from fewer vehicle miles of travel as well as an improved urban streetscape with better roadway surface conditions and better pedestrian facilities to facilitate safer walking conditions in a dense, compact setting.

Existing sidewalks along a significant portion of the corridor are narrow and in poor repair, particularly along Chestnut and Richmond Streets in the Jewelry District. The streetscape elements supporting the streetcar infrastructure will greatly improve pedestrian access to the streetcar stops as well as through the corridor in general. Given the wide array of existing activity centers and the City’s strong encouragement of transit-oriented development in the corridor, a safe pedestrian environment is critical.

This project also supports efforts by the City, RIPTA, and other stakeholders through an FTA Bus Livability grant to improve safety by enhancing the pedestrian, bicycle, and transit connectivity between Kennedy Plaza and the Providence train station, two critical transit hubs. The City and RIPTA are also supporting privately-led efforts to reconfigure Kennedy Plaza with the goal of creating a more pedestrian-friendly environment while maintaining its role as the central bus hub for RIPTA and intercity bus service. The streetcar mode has been termed a “pedestrian accelerator”, and because so many streetcar customers will access the system by walking, the enhancements created by this project, in conjunction with other ongoing efforts, will create a much safer environment for pedestrian, bicyclists, and transit users.



Poor pavement conditions and narrow sidewalks are safety hazards for motorists, pedestrians, and bicyclists along Richmond Street.

(image source: ASG Planning)

Additionally, through the associated street reconstruction along the corridor to support the installation of streetcar infrastructure, roadway surfaces will be improved, particularly in the Jewelry District. These improvements support the investments being made through the City's roadway resurfacing program and will provide a safer driving environment for motorists in the corridor.

Downtown Circulation Project

As a specific example of safety-related investments in the streetcar corridor, the Downtown Circulation Project has improved safety and mobility in Downtown for all modes of transportation. It has improved street connectivity by converting streets from one-way to two-way and improving the attractiveness and safety of the Downtown public realm through widening sidewalks, creating shorter, high-visibility crosswalks, increasing landscaping, and introducing decorative lights.

The third phase, an \$8M City investment, is currently in the design phase and will be under construction in March 2014. The project will continue to make additional downtown streets open to two-way travel and will create two urban squares to serve as gateways to the downtown core. The project boundaries fall within 1/8 of a mile from the streetcar route and improvements have been designed to ensure compatibility with future streetcar operations, including enhancing pedestrian safety and mobility to streetcar stops.

How Will the Streetcar be Operated and Maintained in a Safe Manner?

RIPTA has a strong safety record, and safety will be a primary area of emphasis for streetcar operations. If operations are contracted to a private provider, safety performance will be a key factor in the selection of an operator. The City and RIDOT have already begun discussion related to the establishment of a State Safety Oversight agency that would oversee safety provisions for the streetcar project.

vi. Project Readiness

What is the Project Schedule?

DATE	PROJECT MILESTONE
March 2012	Alternatives Analysis completed and Locally Preferred Alternative (LPA) for streetcar project adopted; project added to state's Long Range Plan and STIP
May 2013	Local stakeholder group convened to discuss local financing and streetcar ownership/governance strategy
June 2013	City identifies initial starter segment and local financing strategy
	RIPTA & City of Providence submit application to USDOT for TIGER V funding
Summer 2013	Anticipated TIGER award
Late 2013	NEPA Environmental Review Complete / FONSI issued
Early 2014	Obligation of TIGER grant
Late 2015	Design Complete / Project Advances into Construction Phase
2017	Providence Streetcar service begins

Is the Project Consistent with the Local and State Planning Process?

The Providence Streetcar project is directly supportive of the transportation-related mobility, development, and livability goals contained in primary local, state, and transit agency planning documents.

*Supporting Documentation
(see “Other Plans” folder):*

City of Providence

- Providence Tomorrow Comprehensive Plan
- Greenprint Sustainability Plan
- Creative Providence Arts and Cultural Plan

State of Rhode Island

- Statewide Transportation Improvement Program
- Long Range Transportation Plan
- Land Use 2025 (State Land Use Policies and Plan)

City of Providence

As discussed earlier, the City has adopted a wide-ranging comprehensive plan and supporting specific plans to promote a high-quality built environment; encourage economic development; create, revitalize, and preserve housing; meet mobility needs; and strengthen art, cultural, and recreational activities, among other initiatives. The goals of the Streetcar project to help the City and region to **CONNECT**, **GROW**, and **THRIVE** are in lockstep with the City’s vision.

State of Rhode Island Long Range Transportation Plan (LRTP)

The Rhode Island State Planning Council serves as a single Metropolitan Planning Organization (MPO) covering the entire state. The State of Rhode Island’s *Transportation 2035* LRTP was published in December 2012 and contains numerous policy goals and strategies that directly support the proposed streetcar project, including the following:

Economic
Development
Policy ED.2.f:

- “Use transportation to support economic development that takes place in existing built-up areas or on prime sites suitable for intensive development.”

Environment
Strategy EN.3.a:

- “Reduce VMT’s and SOV’s through development and utilization of alternative travel modes (bus, rail, ferry, transit, bicycle, and pedestrian) and encouraging ride-sharing (carpools and vanpools).”

Highway Policy
H.2.d:

- “Encourage alternatives to single-occupant auto travel, such as transit, carpools, vanpools, and bicycle and pedestrian travel to help reduce vehicle-miles of travel, conserve energy, improve air quality, benefit the environment in other ways, and support the economy.”

Intermodal Strategy
I.3.j:

- “Promote the concept of “Complete Streets” in which roadways are designed to function as intermodal corridors for motorists, as well as pedestrians, bicyclists, and transit users.”

Land Use and
Travel Corridors
Policy LU.2.a:

- “Achieve more concentrated development patterns, emphasizing growth in existing urban places... Support and stimulate this development pattern with multi-modal transportation investments and other essential services.

Transit Strategy
T.3.k:

- “Provide alternative modes of transportation for short-distance, high- traffic situations, perhaps including water taxi, light rail, streetcars, tramways, and bus rapid transit.”

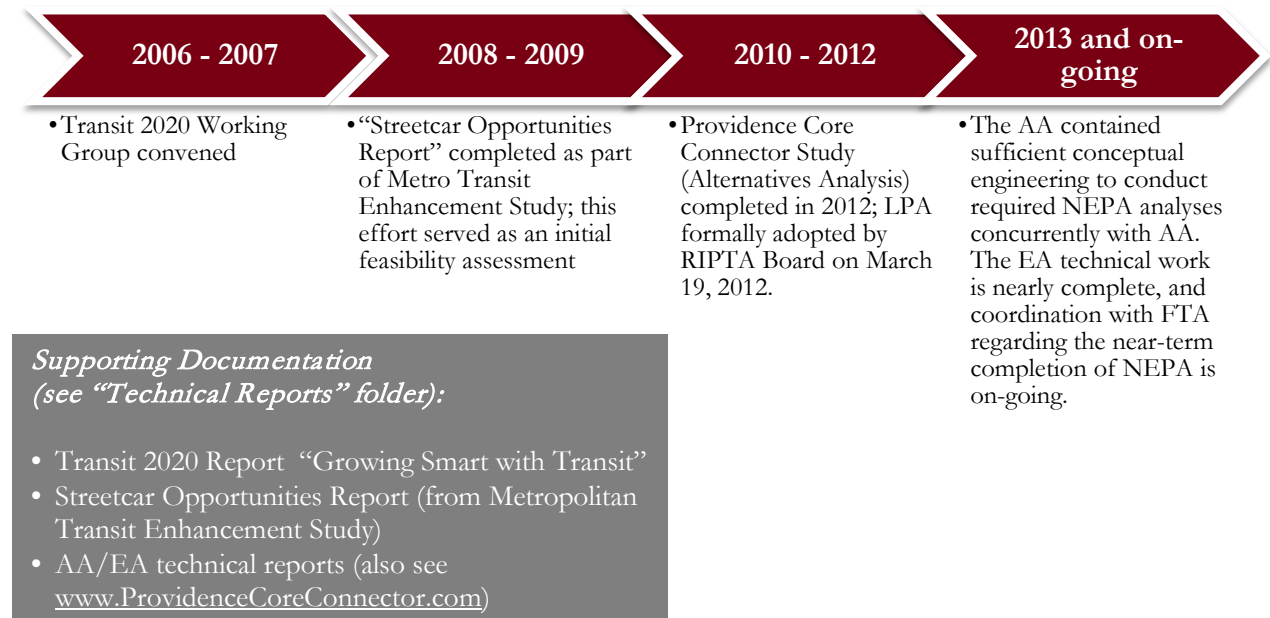
Statewide Transportation Improvement Program (TIP / STIP)

Because the state functions as a single MPO, the TIP is the equivalent of the STIP in Rhode Island. The Providence Streetcar project is included in the TIP (most recently amended February 28, 2013) with the following description:

“This program is for the Providence Streetcar program’s next phase of program development and includes a portion of the funds needed for preliminary engineering and final design. (5307) Additional funds for this program will be programmed using other available and competitive grant funds” (State of Rhode Island Transportation Improvement Program for FFY 2013-2016, Appendix A-30).

What Level of Technical Work Has Been Completed to Date?

A series of technical studies have been completed and others are nearing completion to set the stage for the Providence Streetcar TIGER application. An Alternatives Analysis (AA) was completed in 2012, and technical work for the Environmental Assessment (EA) was conducted concurrently with the AA. FTA was closely involved throughout the development of the AA/EA, and only minor technical work (specifically related to the interim end-of-line location near Rhode Island Hospital) remains to be completed for the EA. RIPTA has continued to coordinate with FTA Region I since the completion of the AA, and it is anticipated that the EA will be fully completed in late 2013.



What Level of Contingency Has Been Allocated and What is the Contingency Management Strategy?

Contingencies developed for the capital cost estimate are assigned to two major categories – allocated and unallocated. The allocated and unallocated contingencies are applied in the appropriate FTA category using Standard Cost Categories (SCC).

Allocated Contingency

Allocated contingency varies by cost category, based on professional judgment and experience related to the cost variability typically seen for items of work within a particular cost category. Some categories have a range of contingencies to reflect variability among individual line items. The percentages shown in the table below are the values that were used for the capital cost estimate for the Providence Streetcar.

SCC Category	Description	Allocated Contingency Percentage
10	Guideway and Track Elements	20-35%
20	Stations, Stops, Terminals, and Intermodal	20%
30	Support Facilities: Yard, Shops and Admin Buildings	20%
40	Sitework and Special Conditions	25-30%
50	Systems	20%
60	Right-of-way, Land, Existing Improvements	50%
70	Vehicles	10%

Unallocated Contingency

Unallocated contingency was applied as an additional allowance for risk. An unallocated contingency of 10% was applied to the overall cost estimate in addition to the aforementioned allocated contingencies.

Contingency Management Strategy

As project development continues, the allocated and unallocated contingencies will be adjusted as the project cost estimate is refined. It is anticipated that the overall contingency will be reduced as the design is finalized; however, an appropriate level of contingency will be maintained throughout project development as a risk management strategy.

*Supporting Documentation
(see “Cost Estimate” folder):*

- Cost Estimation Methodology and Results Technical Report (from AA)

What Experience Does the City Have Managing Major Grants and Infrastructure Projects?

The City of Providence brings significant experience and capacity to this project. The Department of Planning and Development is responsible for all aspects of long-range planning for the City of Providence, including the development and updating of *Providence Tomorrow: The Comprehensive Plan*. The Department employs 50 people to implement the City’s programs related to:

- Housing (development and management of the Providence Housing Trust, which provides down payment/closing cost assistance and home repair loans for low/moderate income residents and implementation of over \$5 million in lead hazard reduction grants in the form of loan/grants to qualified homeowners);
- Community Development (management of City’s CDBG, HOME, HOPWA and ESG grants); Economic Development (business loan programs);
- Workforce Development & Training (management and implementation of City’s First Source List and a \$2.5 million green jobs training program); and
- Transportation (management of \$11 million transportation bond, member of State Transportation Advisory Committee, I-195 Relocation Project, Transit 2020).

In addition, the Department is responsible for managing and implementing over \$24.6 million in federal grants awarded to the City and its economic development arm, the Providence Economic Development Partnership, from the following agencies: U.S. Department of Housing and Urban Development (HUD); U.S. Department of Transportation (DOT); U.S. Environmental Protection Agency (EPA); U.S. Department of Labor (DOL); and U.S. Department of Commerce. To ensure compliance with federal regulations and sound fiscal management of grant funds, over 25% of the Department’s staff is devoted to regulatory and fiscal compliance activities. Compliance and fiscal officers monitor program activities, sub-recipients and budgets to ensure that all grant funded activities comply with the appropriate OMB circular as well as specific grant requirements.

What Are the Primary Risks to Project Implementation and What Are the Mitigation Strategies?

The primary risks associated with the Providence Streetcar project are common to streetcar projects and other major transit investments; however, the unique environment of Providence also creates some additional considerations.

Primary Risk Factors

Risk Area	Primary Risk	Mitigation Strategy
Capital cost increases due to unforeseen utility relocation costs	Several cities implementing streetcar service have had to address more significant utility relocation costs than anticipated. These costs are highly variable from city to city because of the vastly differing mitigation requirements of individual utility companies, local agreements for the responsibility of relocating utilities, and the unique characteristics of each corridor. As a dense, historic city with very old infrastructure, unknown pipes and other infrastructure uncovered during construction may result in delays and/or cost increases.	<ul style="list-style-type: none"> • Coordination with utility companies began during the earlier Alternatives Analysis phase, and close coordination will continue as design work advances. • The City will immediately begin the process of working with affected utilities to establish “Rules of Practice” for conflict mitigation, and will establish agreements / Memoranda of Understanding regarding the avoidance and mitigation of conflicts, as well as the responsibility for funding various mitigation activities. • From a design perspective, significant attention will be given to utility coordination to minimize the risk of unforeseen conflicts.
Insufficient revenue from value capture mechanisms	The amount of revenue from value capture mechanisms, such as tax increment financing, is directly linked to the amount of development that actually occurs. If the amount of development falls short of projections, corresponding revenue projections will not be met, which could result in operating budget shortfalls.	<ul style="list-style-type: none"> • A thorough economic development analysis has been completed, with significant input from the local development community. The resulting projections were deemed to be conservative in nature. • The early years of streetcar construction and operation do not rely on TIF revenues; these revenues play a bigger role in later years recognizing the time necessary for development to occur • A maximum of 50% of the projected TIF revenue is reserved for the streetcar project, leaving the remainder for other needs (or as a short-term funding backstop)
Lack of experience in comparable project implementation	Neither the City nor RIPTA have similar rail project experience, which could lead to cost overruns or other obstacles to implementation.	<ul style="list-style-type: none"> • The City will maintain a strong partnership for project implementation with RIDOT, who has a lengthy track record of successful rail projects, including the recent openings of the T.F. Green Airport and Wickford Junction commuter rail stations (total cost of \$336M). • The City has a long history of major capital investment projects, including the extensive railroad and river relocation project to create Capital Center in the 1980’s.

b. Innovation

In May 2013, Mayor Tavares invited the City’s partners and a group of federal delegates, state agencies, local institutions, business leaders, and financial advisors to attend a Streetcar Implementation Workshop. The purpose of this Workshop was to develop consensus and support for Providence Streetcar funding and governance strategies, and to solicit creative and innovative ideas for project implementation. More than 20

City, civic, and business leaders participated in an in-depth conversation on these topics. One of the key outcomes of this session was a decision to establish a Providence Streetcar Implementation Steering Committee. Among other advisory roles, this Committee will be charged with further examining and pursuing innovative funding, technology and project delivery mechanisms over the upcoming year.

What are Opportunities for Innovative Funding, Project Delivery, and Design Features?

Use of Value Capture Mechanisms

As described earlier, the City of Providence plans to establish a Tax Increment Finance District and Special Assessment District to capture the anticipated property value premiums that will result from streetcar-induced development. A portion of these revenues will be directed to leverage federal and state capital dollars for construction, and to create a long-term sustainable revenue stream for project operations. While the City has utilized TIF in the past, the Streetcar District provides the opportunity to further leverage recent federal and state investment by incorporating the new development parcels recently uncovered by the Interstate 195 Relocation project. A TIGER award would allow for expedited project implementation and completion – a critical consideration given the large extent of new development parcels being introduced while the city continues to lag behind the nation’s recovery from the recent recession.

Public-Private Partnerships

The City has established partnerships with the RI Convention Center Authority and Brown University, and continues to explore additional opportunities to include downtown businesses and institutions in project implementation efforts. The City has also initiated discussions with private entities that have expressed an interest in helping to design and construct the project through an innovative Design-Build-Finance-Operate-Maintain approach. The Streetcar Implementation Steering Committee will be instrumental in guiding the decision-making process on the most appropriate and beneficial partnership agreements.

Public Art

Providence is proudly known as the “Creative Capital,” recognizing the vibrant and diverse arts and cultural community in the city. Numerous local organizations and groups actively and enthusiastically support this community, including the RI School of Design (RISD), innovative non-profit art incubators such as AS220 and the Steel Yard, and the City’s own Arts, Culture + Tourism Department. The City has recently worked with RIPTA to fully integrate public art into the design of new Rapid Bus stations using a place-based design approach which will showcase the individual artistic desires and geographical characteristics of individual neighborhoods. The City is committed to building upon the success of this effort and to utilize the tremendous artistic assets within the community to integrate public art into the streetcar shelter design, and potentially even vehicle design.



RIPTA has incorporated public art into new bus shelters such as this one at Roger Williams Zoo.

(image source: RIPTA)

What are Innovative Approaches to Address Transit and Parking Needs Together?

The City plans to further promote intermodal connectivity by pursuing the development of an off-street parking facility near the southern terminus of the streetcar line. The Chairman of the I-195 Redevelopment Commission and other private business leaders believe that development of the newly created land parcels in the former I-195 corridor would be most successful if off-street parking can be sited nearby and adjacent to

the streetcar route. The most promising sites are owned by RIDOT and are located adjacent to the I-95/I-195 interchange. The City believes that there is an excellent opportunity to jointly develop a streetcar stop in conjunction with structured parking. Such a facility would enable streetcar customers to easily access parking from the highway, and board the streetcar for workday or evening activities in a variety of downtown destinations. An additional benefit from this approach is the opportunity to introduce an integrated “Smart System” to pay both parking and transit fare.

Given that these parcels are: 1) publicly owned and soon to benefit from “streetcar proximity;” 2) located near Rhode Island Hospital – the state’s largest private employer – as well as the bio-technical research facilities of the Knowledge District, the City is pursuing public-private joint development opportunities. Discussions with developers of adjacent land holdings have already been initiated. This issue was discussed at the recent Streetcar Implementation Workshop and the new Implementation Advisory Committee will be tasked to further develop this concept.

c. Partnership

How will Project Partners Support the Sponsoring Agency to Implement the Streetcar Project?

As the capital city of a small state, Providence works closely with state governing entities on a daily basis, as demonstrated by the cooperative funding and management partnership formed during the earlier phases of study. The City of Providence aims to strengthen the partnerships already established to guide this project, drawing on the strengths and expertise of state partners and formalizing agreements to develop a viable and practical structure for project delivery and operation.

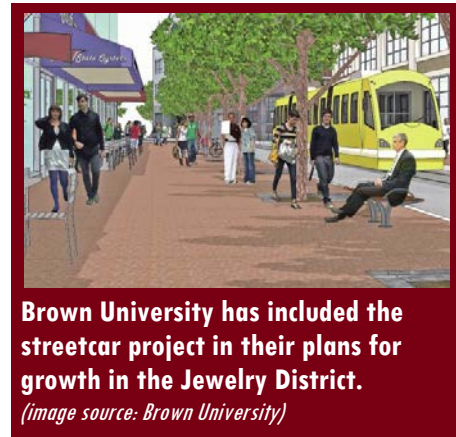
The City of Providence will be the TIGER grantee and owner of the system. RIPTA will continue to serve as the primary partner, functioning as the NEPA sponsor, procurement manager, and project operator (though operations ultimately could be contracted to a private provider). RIDOT will support this partnership by bringing their construction management and rail expertise to the table.

Non-public partners will play a critical role in helping to support and finance the project. The RI Convention Center Authority will allow for near-term advancement of project development through the issue of an initial \$10 million bond at a favorable interest rate.

Private institutions, such as Brown University, Rhode Island Hospital, Johnson & Wales University, the RI School of Design and Women & Infants Hospital will contribute through annual assessments to support ongoing operations and maintenance. The time and resources already devoted to this project by some of these institutions has been a critical component of initial success. And, many are already enthusiastically incorporating the streetcar into future plans, as shown in Brown University’s rendering (above) of the streetcar passing through their growing Jewelry District campus.

Finally, as mentioned earlier, Mayor Tavares has formed a Providence Streetcar Implementation Steering Committee charged, in part, to determine the most appropriate governance structure and project delivery mechanisms for the streetcar project. Local business leaders and other partners are participating in this group.

A summary of the project roles and responsibilities is provided in the following matrix; all project partners have agreed to these responsibilities.



Roles and Responsibilities for Providence Streetcar Project

	City of Providence	RIPTA	RIDOT	RI Convention Center Authority	Private Institutions
Project Owner	✓				
Project Operator		✓			
TIGER Grantee	✓				
NEPA Sponsor		✓			
Design / Construction Manager	✓		✓		
Procurements Manager		✓			
Rail Safety Oversight			✓		
Capital Revenue Provider	✓			✓	
O&M Revenue Provider	✓				✓

d. Results of Benefit-Cost Analysis

*Supporting Documentation
(see “Benefit-Cost Analysis” folder):*

- BCA Technical Report

A benefit-cost analysis (BCA) was conducted in accordance with the benefit-cost methodology as recommended by the U.S. DOT in the Federal Register (77 Fed. Reg. 4863) and conducted for a 30-year analysis period after operations begin in 2017.

The project yields an impressive benefit-cost ratio of 4.34 using a 7% discount rate, and a benefit-cost ratio of 3.47 using a 3% discount rate.

B/C = 4.34 (7% discount)

B/C = 3.47 (3% discount)

The overall project impacts can be seen in the accompanying table, which shows the magnitude of change and direction of the various impact categories. There are reductions in vehicle miles traveled (VMT), as well as in fuel consumption, oil imports, emissions, and safety incidents. Also, substantial increases in livability and user benefits result. The livability benefits are calculated using data from the Streetcar Economic Impact Analysis completed during the earlier AA.

Category	Quantity
Vehicle-miles traveled (VMT)	▼ 3 million
Vehicle-hours traveled (VHT)	▲ 572,000
Reliability (hours)	▲ 1.2 million
Branding (hours)	▲ 0.6 million
Station Stops (hours)	▲ 1.2 million
Vehicle Amenities (hours)	▲ 0.9 million
Fuel consumed (gal.)	▼ 140,000
Oil imported (gal.)	▼ 133,500
Fatalities (number)	▼ <1

Category	Quantity
Injury accidents (number)	▼ <1
Property damage only accidents (number)	▼ <1
CO ₂ Emissions (tons)	▼ 1,400
NO _x emissions (tons)	▼ <1
PM ¹⁰ (tons)	▼ <1
SO _x (tons)	▼ <1
VOC (tons)	▼ 0.3
Livability (Real Estate Values)	▲ \$1.1 billion

V. PLANNING APPROVALS

As stated earlier under the “Project Readiness” narrative, the Providence Streetcar project is consistent with the state’s Long-Range Transportation Plan, has been included in the Statewide Transportation Improvement Program, and the streetcar project being proposed is part of a Locally Preferred Alternative approved in 2012 by the RIPTA Board of Directors. The vast majority of technical work related to the NEPA Environmental Assessment is complete, and a Finding of No Significant Impact (FONSI) is anticipated in late 2013.

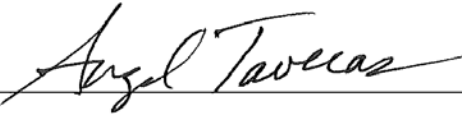
VI. FEDERAL WAGE RATE CERTIFICATION

Providence Streetcar Project

FY 2013 TIGER Grant Application

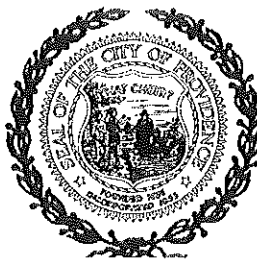
The City of Providence, as sponsor of the TIGER project, will comply with the requirements of subchapter IV of chapter 31 of title 40, United States Code (federal wage rate requirements), as required by the FY 2013 Continuing Appropriations Act.

Signature _____



Date June 3, 2013

Angel Taveras
Mayor
City of Providence



Michael A. Solomon

Council President

June 3, 2013

Mr. Ray LaHood
Secretary of Transportation
U.S. Department of Transportation
1200 New Jersey Avenue, SE
Washington, DC 20590

Dear Secretary LaHood:

I strongly encourage you to select the City of Providence's application for Transportation Generating Economic Recovery (TIGER) funds for the Providence Streetcar Project. As both President of the Providence City Council and a local businessman, I have seen firsthand that having a modern public transit system is essential to job creation and to the long-term prosperity of our city. The streetcar route will connect major activity centers in and around our downtown, reducing congestion, improving our environment, spurring new development, and creating an estimated 6,000 new jobs.

Providence's downtown is the economic engine of our state and improving accessibility to this important commercial center will have ripple effects positively impacting the whole region. The Providence Streetcar Project will improve access to downtown for commuters and for the many low and moderate income residents of nearby neighborhoods. Moreover, roughly one third of downtown employees bike, walk, or take public transit to work currently. Establishing a new streetcar system will only cause that figure to rise.

Additionally, the proposed streetcar route will connect downtown to Brown University, Providence's largest employer, and to the hospitals on our Southside, including Rhode Island Hospital and Women & Infants Hospital, the second largest and sixth largest employers, respectively. This route achieves the important goal of connecting the two major employment hubs in the city as well as connecting neighborhoods, jobs, and opportunities from the Southside neighborhoods to downtown.

I will be working with the administration and the Providence Streetcar Implementation Steering Committee over the upcoming weeks to establish the boundaries and financing structure of a new Tax Increment Financing District along the streetcar route to create a long term revenue stream for this important project. I am committed to working closely with the Mayor and key stakeholders to support both the capital costs and the ongoing operational costs associated with the project.

Thank you for your time and your consideration. I hope you will help our efforts to make Rhode Island's economy more vibrant and robust by selecting the City of Providence's 2013 TIGER application for the Providence Streetcar Project.

Sincerely,

A handwritten signature in black ink that reads "Michael A. Solomon". The signature is written in a cursive style with a large, stylized "M" and "S".

Michael A. Solomon
Council President
Providence City Council



June 3, 2013

**Secretary LaHood
U.S. Department of Transportation
Federal Transit Administration
East Building
1200 New Jersey Avenue, SE
Washington, DC 20590**

Dear Secretary LaHood:

The Rhode Island Public Transit Authority (RIPTA) is eager to support the City of Providence's application for Transportation Generating Economic Recovery (TIGER 2013) funds to help support the Providence Streetcar project. As the state's designated mobility manager, RIPTA has been working diligently over the past several years to assist Providence and Rhode Island in the development of the first modern streetcar system in New England.

Our vision is a future in which a wide range of multi-modal, convenient, and attractive transportation choices help promote growth, and support thriving, livable communities throughout Rhode Island. This project is essential to maintain mobility in our region and promote the economic development of our state's urban core. The planned route ties together a variety of ongoing public and private initiatives targeted toward advancing the economic health and vitality of our state.

The implementation of a Providence streetcar system will improve transit by:

- Offering riders more frequent, easy to use service to major employment, cultural and education centers along the route.**
- Attracting new riders because trips will be more convenient, accessible, and highly visible in new key locations.**
- Allowing for bus riders to reach destinations beyond the primary bus hub of Kennedy Plaza, and create better facility design and pedestrian connectivity throughout the downtown area.**

We appreciate the opportunity for our community to compete for funding that will improve the


transit system's ability to strengthen mobility in high density areas and integrate transit growth with neighborhood plans towards creating a more livable community.

Given RIPTA's extensive experience managing FTA funds, recently exemplified by the ARRA program, we are prepared to assist in project implementation in close coordination with the City of Providence, including making \$5.25M in federal CMAQ (or other) funds available for capital and an additional \$1.5M in federal CMAQ funds for operating assistance.

RIPTA strongly recommends that you select the City of Providence's 2013 TIGER application for the Providence Streetcar project. A multi-modal transportation system that includes the Providence Streetcar project is a key part of the state's vision for economic growth and sustainability. It is essential for Rhode Island to offer new transit services such as the Providence streetcar that will better intermodal connections to meet changing travel demands within our state.

Thank you for your consideration.

Sincerely,



Raymond Studley
CEO



BROWN

*Russell C. Carey
Executive Vice President
Planning & Policy*

Box 1954
Providence, RI 02912
401 863-9650
Fax 401 863-7737

May 31, 2013

Mr. Ray LaHood
Secretary of Transportation
U.S. Department of Transportation
1200 New Jersey Avenue, SE
Washington, DC 20590

Dear Secretary LaHood,

I am writing to express the enthusiastic support of Brown University for the City of Providence's application for funds available through Transportation Investment Generating Economic Recovery (TIGER 2013) to help support the Providence Streetcar Project.

The proposed streetcar would provide a vital link between College Hill, the site of our main campus, and the Jewelry District. In the past decade, we have expanded our campus beyond College Hill to include over twelve properties in the Jewelry District and almost 1,000 faculty, staff and students. Brown has invested more than \$200 million to acquire and renovate these properties, which include the Warren Alpert Medical School, the Laboratories for Molecular Medicine, Continuing Education and Admissions. Our recent campus planning demonstrates the need and the importance of moving more administrative operations to this area as well. Brown has also invested in streetscape improvements, such as repaving and tree planting and created a new park, Ship Street Square, along the proposed route.

The streetcar will also enhance the Jewelry District, an emerging corridor of knowledge economy enterprises such as NABsys, Tivorsan, G-Form and the business accelerator Betaspring and its counterpart, the Founders League. This area is becoming a magnet for biotechnology and life sciences businesses attracted by the critical mass of institutions such as Brown University, and the nearby Rhode Island Hospital and Women & Infants Hospital.

Improved transportation links will make this area more competitive and desirable for businesses, help to alleviate concerns over vehicle parking, reduce carbon and other air emissions, create more vibrant public spaces and improve the quality of life for the residents and workers in the Jewelry District. This is critical if we are going to build on the success of this area and attract new businesses and enterprises. A visible and frequent streetcar would also serve the thousands of visitors and tourists who come to the City's five downtown college campuses, and the many downtown theaters, businesses, hotels and Convention Center.

Brown's experience with public transportation leaves no doubt that our community is willing to embrace it. Several years ago, Brown began offering free RIPTA rides to students, faculty and staff with a Brown identification card. We have seen use soar to an average of over 4,100 riders per month taking over 34,000 trips. Those costs are paid by Brown to RIPTA and demonstrates the success of our partnership.

Brown has been a participant in the streetcar planning process undertaken by the City of Providence, RIPTA, and RIDOT and enthusiastically supports the vision the City has developed for an urban streetcar. The benefits of this grant to the metropolitan region would extend well beyond the transportation sector. It would enhance the knowledge economy corridor in the Jewelry District, promote economic development, create jobs, improve the environment and the quality of life for thousands of people. We offer our wholehearted support.

Sincerely,

A handwritten signature in black ink, appearing to read "Russell C. Carey", with a stylized flourish at the end.

Russell C. Carey
Executive Vice President
Planning & Policy



June 3, 2013

Mr. Ray LaHood
Secretary of Transportation
US Department of Transportation
1200 New Jersey Avenue SE
Washington, DC 20590

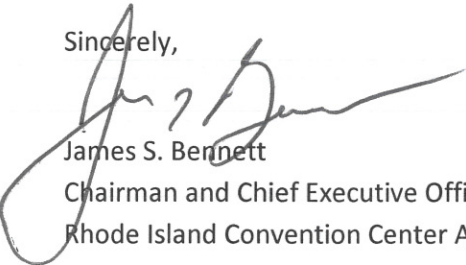
Dear Secretary LaHood,

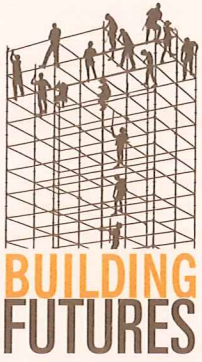
The Rhode Island Convention Center Authority enthusiastically supports the City of Providence's application for Transportation Generating Economic Recovery (TIGER 2013) funds to help support the Providence Streetcar project. Located in the heart of downtown Providence, the Rhode Island Convention Center Authority (RICCA) operates the Rhode Island Convention & Entertainment Complex, which includes the Rhode Island Convention Center, two parking garages, the Dunkin' Donuts Center, and the Veterans Memorial Auditorium.

Each year, Providence welcomes millions of visitors for the purpose of conducting business, attending a meeting, engaging with one of our prestigious universities, or enjoying the city's arts, cultural and culinary offerings, and special events. The planned streetcar route will directly connect residents, workers and visitors to these important attractions and to numerous hotels, restaurants, and shopping destinations. The streetcar will also improve connectivity to multi-modal transit hubs at T.F. Greene airport, the Providence Train Station, and the State's bus hub at Kennedy Plaza. This improved access to the Creative Capital's cultural sites, events and programs will further the strength and vitality of our City, State and region. Because the Providence Streetcar would greatly enhance access to the Rhode Island Convention Center, the RICCA is exploring ways to partner with the City of Providence to support the project, including participating in project financing.

The Rhode Island Convention Center Authority strongly recommends that you select the City of Providence's 2013 TIGER application for the Providence Streetcar project. Thank you for your consideration.

Sincerely,


James S. Bennett
Chairman and Chief Executive Officer
Rhode Island Convention Center Authority



June 3, 2013

The Honorable Ray LaHood
Secretary, US Department of Transportation
1200 New Jersey Ave, SE
Washington, DC 20590

Dear Secretary LaHood,

RE: SUPPORT FOR CITY OF PROVIDENCE TIGER V FUNDING APPLICATION

Building Futures strongly supports the City of Providence application for Transportation Generating Economic Recovery (TIGER V) funds for the innovative Providence Streetcar project.

133 Delaine Street, 2nd Fl
Providence, RI 02909
Phone: 401.919.5919
Fax: 401.919.5928

Building Futures is a construction sector industry partnership, working to ensure an adequate supply of skilled trades' personnel in the years to come. In partnership with end-users of construction services, construction managers and employers we work to generate registered apprenticeship opportunities on current and future construction projects.

Additionally, we train low-income residents of Rhode Island to succeed in these opportunities through our nationally recognized and award-winning pre-apprenticeship program. Building Futures is the selected contractor of the RI Department of Transportation to prepare underrepresented populations for placement in the Federal Highway Administration's On-the-Job-Training and Supportive Services program (OJT/SS).

Furthermore, Building Futures has a long standing partnership with the City of Providence to implement construction monitoring and placement of qualified individuals in registered apprenticeship employment in accordance with 29 C.F.R Part 29 and Part 30.

Within this context, we look forward to our continued partnership with the City of Providence related to successful award of the TIGER funds; ensuring maximum impact of the grant as related to construction employment. We strongly support their application and know that if successful, these funds will make a critical impact in economic development and transportation related projects through our partnership.

We appreciate your attention to the innovative Streetcar project with TIGER V funds by the City of Providence and hope that every consideration will be extended to this strong application.

Thank you.

Andrew L. Cortés





June 3, 2013

Mr. Ray LaHood
Secretary of Transportation
US Department of Transportation
1200 New Jersey Avenue SE
Washington, DC 20590

Dear Secretary LaHood,

The College Hill Neighborhood Association (CHNA) enthusiastically supports the City of Providence application for Transportation Generating Economic Recovery (TIGER 2013) funds to help support the Providence Streetcar Project. CHNA is a non-profit organization that represents the residents of College Hill, the historic heart of Providence. We seek to continually improve the quality of life in the neighborhood by solving issues effectively and constructively, working with community representatives to achieve results.

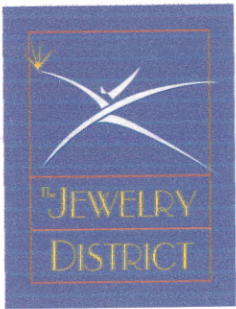
The Providence streetcar project is a once in a lifetime opportunity for the City of Providence. The planned route will connect College Hill, along with Brown University and RISD, to downtown Providence and the Hospital District, thereby enhancing the quality of life and the sustainability of our City. Investing responsibly in our state's transportation infrastructure— including a 21st century mass transit system— is essential for rebuilding a vibrant and robust economy. The Providence streetcar project is an investment in our future that will enhance the vitality, livability and attractiveness of our Capital City and of the larger region, and is a key component of a larger vision for a multi-modal transit system of the future.

The College Hill Neighborhood Association strongly recommends that you select the City of Providence, Rhode Island's 2013 TIGER application for the Providence streetcar project. Thank you for your consideration.

Sincerely,

A handwritten signature in black ink that reads "Allison Spooner". The signature is fluid and cursive, with a long horizontal flourish extending to the right.

Allison Spooner
President
College Hill Neighborhood Association



June 1, 2013

Mr. Ray LaHood
Secretary of Transportation
US Department of Transportation
1200 New Jersey Avenue SE
Washington, DC 20590

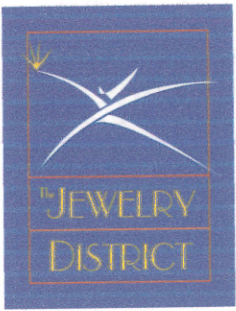
Dear Secretary LaHood,

The Jewelry District Association enthusiastically supports the City of Providence application for Transportation Generating Economic Recovery (TIGER 2013) funds to help support the Providence Streetcar Project. CTC is a coalition of 50 Rhode Island organizations, including environmental organizations, labor organizations, community groups, health organizations, and business groups that advocates for increased and sustainable funding for a 21st century transportation system that enhances our economy, safeguards the environment and provides Rhode Islanders with healthy and affordable transportation choices. We believe that the introduction of a modern streetcar in downtown Providence has the potential to advance each of these objectives, while also attracting a new customer base to strengthen mass transit use throughout Rhode Island.

It is extremely important at this time because of the potential development of the former I-195 land (forty Acres (40) with Twenty Two (22) available for new development) in The Jewelry District which is adjacent to and reconnecting the downtown. This is a once in a lifetime opportunity for the city of Providence and it is extremely important to develop new transportation systems such as the Streetcar. This proposal if approved will connect the University's,

116 Chestnut Street
Suite H
Providence, RI
02903

Setting a Sparkling Example for Providence



Brown, Johnson and Wales, RISD, Roger Williams along with the Hospitals and the AMTRACK Train Station to each other thereby enhancing the development of this land.

The Jewelry District Association has been in existence since 1993 meeting every month. We have a cross section of members consisting of Colleges, Hospitals, Business's, Restaurants, Nightclubs and Residents. As you can see we have a mixed use in the district and are developing plans for continuing the new development in this direction. The Streetcar will certainly assist us with this development and we look forward to your positive decision on this application.

Investing responsibly in our state's transportation infrastructure—including a 21st century mass transit system—is increasingly seen by Rhode Island's civic and business leaders as essential for rebuilding a vibrant and robust economy. The Providence streetcar project is an investment in our future that will enhance the vitality, livability and attractiveness of our Capital City and of the larger region, and is a key component of a larger vision for a multi-modal transit system of the future.

The Jewelry District Association strongly recommends that you select the City Of Providence, Rhode Island's 2013 TIGER application for the Providence streetcar project. Thank you for your consideration.

Sincerely,


Arthur F. Salisbury
President
Jewelry District Association

116 Chestnut Street
Suite H
Providence, RI
02903

Setting a Sparkling Example for Providence



May 29, 2013

Mr. Ray LaHood
Secretary of Transportation
US Department of Transportation
1200 New Jersey Avenue SE
Washington, DC 20590

Dear Secretary LaHood,

The Local Initiatives Support Corporation Rhode Island (LISC RI) enthusiastically supports the Rhode Island Public Transit Authority and the City of Providence's application for Transportation Generating Economic Recovery (TIGER 2013) funds to help support the Providence Streetcar project. For almost three decades, LISC, the largest community development support organization in the country, has connected local organizations and community leaders with resources to revitalize neighborhoods and improve the quality of life. At LISC RI, we are committed to building strong neighborhoods and healthy communities where individuals, businesses and families can thrive. Since LISC opened an office in Providence in 1991, more than \$240 million has been invested in neighborhoods across our state, helping to create 7,000 affordable homes and supporting the development of more than 1.5 million square feet of commercial, child care and community space.

Building upon our shared vision for community change and revitalization, the Providence Streetcar project will help to transform Providence into a more resilient and sustainable community of choice and opportunity—ensuring that our Capital City is a good place to work, do business and raise children. LISC RI strongly recommends that you select the Rhode Island Public Transit Authority and the City of Providence's 2013 TIGER application for the Providence Streetcar project. Thank you for your consideration.

Sincerely,



Jeanne Cola,
Executive Director
Rhode Island LISC

THE PROVIDENCE FOUNDATION

30 Exchange Terrace Providence, Rhode Island 02903 401.521.3248 fax 401.751.2434



May 31, 2013

Raymond H. La Hood
U.S. DOT Secretary
U.S. Department of Transportation
1200 New Jersey Avenue, SE
Washington, DC 20590

Dear Secretary La Hood:

The Providence Foundation supports the efforts of the City of Providence to obtain a 'TIGER 2013' grant to help fund the first phase of a streetcar project in downtown Providence.

The Foundation views the streetcar project as a transformation project that can fulfill the following objectives:

- Link major downtown employment centers and activity centers with statewide transit hubs
- Encourage economic development to produce much-needed revenue and jobs for the city and state
- Creates a more sustainable, desirable place that attracts people

The Providence Foundation is a not-for-profit, private sector organization that is supported by 140 leading Providence corporations and institutions. Our core purpose is: *"To create an environment that is conducive to growth and sustained investment making Providence, particularly downtown, the premier mid-sized city in the country."* The streetcar will advance this vision.

Thank you for your consideration.

Sincerely,

Daniel A. Baudouin
Executive Director

DAB/lp

**PROVIDENCE
WARWICK**
Convention & Visitors Bureau

May 28, 2013

Mr. Ray LaHood
Secretary of Transportation
US Department of Transportation
1200 New Jersey Avenue SE
Washington, DC 20590

Dear Secretary LaHood,

The Providence Warwick Convention and Visitors Bureau (PWCVB) enthusiastically supports the City of Providence's application for Transportation Generating Economic Recovery (TIGER 2013) funds to help support the Providence Streetcar project. The PWCVB is a 501 (c) (6) organization responsible for promoting Providence, Warwick and the Rhode Island Convention Center Complex as visitor destinations. The Providence Streetcar project will greatly enhance our mission to create vibrant growth for the local economy by promoting, developing and expanding a united convention, meetings and visitor industry.

Providence welcomes millions of visitors a year for the purpose of conducting business, attending a meeting, engaging with one of our prestigious universities, or enjoying the city's arts, cultural and culinary offerings, and special events. Providence's iconic WaterFire events alone attract an estimated one million people every year. The planned streetcar route will connect residents, workers and visitors to hotels, restaurants, shopping and other major attractions in Providence such as WaterFire, the Trinity Repertory Theatre, the Providence Performing Arts Center, the Rhode Island Convention Center, and the Dunkin' Donuts Center. The streetcar will also improve connectivity between these important assets and other multi-modal transit hubs at T.F. Greene airport, the Providence Train Station, and the State's bus hub at Kennedy Plaza. This improved access to the Creative Capital's cultural sites, events and programs will further enrich our assets, strengthen the vitality of our region, and create economic growth.

The PWCVB strongly recommends that you select the City of Providence's 2013 TIGER application for the Providence Streetcar project. Thank you for your consideration.

Sincerely,



Martha J. Sheridan
President and CEO



GrowSmartRI
Sustainable Economic Growth
& Quality of Place

Howard M. Kilguss
Chairman of the Board

Scott Wolf
Executive Director

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Michael F. Ryan
W. Edward Wood

May 30, 2013

Raymond H. La Hood
U.S. DOT Secretary
U.S. Department of Transportation
1200 New Jersey Avenue, SE
Washington, DC 20590

Dear Secretary La Hood:

Grow Smart Rhode Island enthusiastically supports the efforts of the City of Providence to obtain a 'TIGER 2013' grant to help fund the first phase of a streetcar project in downtown Providence.

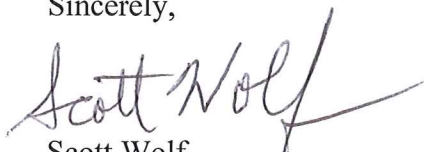
Grow Smart is a statewide nonprofit policy research and advocacy organization focused on promoting sustainable economic growth that leverages and builds on Rhode Island's exceptional quality of place. One of the principal ways we pursue these objectives is by working to achieve revitalized and walkable urban and town centers.

We believe strongly that the Providence streetcar is a transformation project that can fulfill the following objectives:

- Link major downtown employment centers and activity centers with statewide transit hubs
- Encourage economic development to produce much-needed revenue and jobs for the city and state
- Creates a more sustainable, desirable place that attracts people

Thank you for your consideration.

Sincerely,


Scott Wolf
Executive Director



AARP Rhode Island
10 Orms Street
Suite 200
Providence, RI 02904

T 1-866-542-8170
F 401-272-0596
www.aarp.org/ri

May 28, 2013

Mr. Ray LaHood
Secretary of Transportation
US Department of Transportation
1200 New Jersey Avenue SE
Washington, DC 20590

Dear Secretary LaHood,

AARP Rhode Island enthusiastically supports the Rhode Island Public Transit Authority and the City of Providence's application for Transportation Generating Economic Recovery (TIGER 2013) funds to help support the Providence Streetcar project. AARP's mission is to enhance the quality of life for all as we age, leading positive social change, and delivering value to members through information, advocacy, and service.

As people age, changes to their physical health can make driving more challenging. Enhanced transportation and mobility options such as the Providence streetcar project will allow non-drivers to stay independent and avoid isolation, ultimately enhancing the livability and age-friendliness of Rhode Island. The Providence Streetcar project is an essential piece of a larger vision for an improved transit network that will ensure that people of all ages are able to safely and effectively get from one place to another.

AARP Rhode Island strongly recommends that you select the Rhode Island Public Transit Authority and the City of Providence's 2013 TIGER application for the Providence Streetcar project. Thank you for your consideration.

Sincerely,

Kathleen Connell

AARP-RI State Director

Robert G. Romasco, President
Addison Barry Rand, Chief Executive Officer

June 3, 2013

Mr. Ray LaHood
Secretary of Transportation
US Department of Transportation
1200 New Jersey Avenue SE
Washington, DC 20590

Dear Secretary LaHood,

On behalf of Blue Cross & Blue Shield of Rhode Island (BCBSRI) please accept this letter of support for the City of Providence's application for Transportation Generating Economic Recovery (TIGER 2013) funds to help support the Providence Streetcar project. BCBSRI is the State's leading health insurer, covering more than 600,000 members, and employing more than 900 people in downtown Providence.

As a large employer in Downtown, we care about our employees, our state, and our future and we fully support initiatives that will improve our region's economic future and that encourage sustainability. We strive to be good stewards of the resources entrusted to us, from our fiscal resources to the environment. We view the streetcar project as not only an investment in mobility; it is an investment in the environment, the community, and the future of our Capital City. BCBSRI strongly recommends that you select the City of Providence's 2013 TIGER application for the Providence Streetcar project.

Thank you for your consideration.

Sincerely,



Michele Lederberg
Chief Administrative Officer



May 31, 2013

Mr. Ray LaHood
Secretary of Transportation
US Department of Transportation
1200 New Jersey Avenue SE
Washington, DC 20590

Dear Secretary LaHood,

Cornish Associates enthusiastically supports the City of Providence's application for Transportation Generating Economic Recovery (TIGER 2013) funds to help support the Providence Streetcar Project. Cornish Associates is an innovative real estate development company committed to the principles of New Urbanism and to the overarching mission of creating diverse, walkable, and sustainable places. We believe that a modern streetcar line in downtown Providence will help link job centers and boost the mix of residential, retail, and office development in the city's core.

Furthermore, the introduction of this new mode will introduce new customers to Rhode Island's extensive bus and commuter rail system, leading to expanded ridership on those existing modes. The Providence Streetcar Project is an investment in our future that will enhance the vitality, livability, and attractiveness of our Capital City and of the larger region, and is a key component of a larger vision for a multi-modal transit system of the future.

Cornish Associates encourages you to select the City of Providence's 2013 TIGER application for the Providence Streetcar Project. Thank you for your consideration.

Sincerely,

A handwritten signature in black ink that reads "BUFF CHACE". The signature is written in a cursive, slightly stylized font.

Buff Chace



June 3, 2013

Mr. Ray LaHood
Secretary of Transportation
US Department of Transportation
1200 New Jersey Avenue SE
Washington, DC 20590

Dear Secretary LaHood:

The Thayer Street District Management Authority (TSDMA) enthusiastically supports the City of Providence application for Transportation Generating Economic Recovery (TIGER 2013) funds to help support the Providence Streetcar Project. The TSDMA was established by Thayer Street property owners and granted status to operate as a 'Business Improvement District' by the City of Providence in January 2006. As a Business Improvement District, the TSDMA oversees the management and maintenance of the district bounded from Waterman Street north to Bowen Street and is governed by a Board of Directors made up of District property owners, merchants and representatives of Brown University.

The Providence streetcar project is a once in a lifetime opportunity for the City of Providence. The planned route will connect Thayer Street on College Hill, along with Brown University and RISD, directly to downtown Providence and the Hospital District, thereby enhancing the mobility, quality of life and the sustainability of our City. Investing responsibly in our state's transportation infrastructure—including a 21st century mass transit system—is essential for rebuilding a vibrant and robust economy. The Providence streetcar project is an investment in our future that will enhance the vitality, livability and attractiveness of our Capital City and of the larger region, and is a key component of a larger vision for a multi-modal transit system of the future.

The TSDMA strongly recommends that you select the City of Providence, Rhode Island's 2013 TIGER application for the Providence streetcar project. Thank you for your consideration.

Sincerely,

Robin J. Remy
Executive Director

Gilbane
7 Jackson Walkway
Providence, RI 02903-3694
Telephone 401 456-5800
Facsimile 401 456-5936

May 30, 2013



Mr. Ray LaHood
Secretary of Transportation
U.S. Department of Transportation
1200 New Jersey Avenue SE
Washington, DC 20590

Dear Secretary LaHood:

Gilbane Building Company enthusiastically supports the City of Providence's application for Transportation Generating Economic Recovery (TIGER 2013) funds to help support the Providence Streetcar project. Founded in Providence, Gilbane Building Company and the Gilbane family have been part of the fabric of the Rhode Island community for more than 140 years. As the largest provider of construction management services in Rhode Island, Gilbane is proud of our involvement in many projects that support the growth and economic success of Rhode Island.

The Providence Streetcar project will contribute to a robust, attractive, clean and efficient public transportation system for Rhode Island, create employment and business opportunities, improve the local tax base, and further Rhode Island's economic competitiveness. Gilbane strongly recommends that you select the City of Providence's 2013 TIGER application for the Providence Streetcar project.

Thank you for your consideration.

Sincerely,

A handwritten signature in black ink, appearing to read "John D. Sinnott", is written over a horizontal line.

John D. Sinnott
Vice President
RI District Manager

JDS:std

May 30, 2013

Mr. Ray LaHood
Secretary of Transportation
US Department of Transportation
1200 New Jersey Avenue SE
Washington, DC 20590

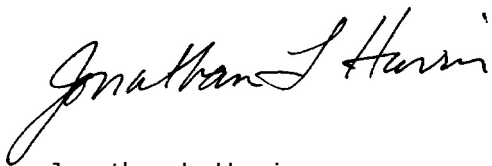
Dear Secretary LaHood,

The Rhode Island Sierra Club enthusiastically supports the City of Providence's application for Transportation Generating Economic Recovery (TIGER 2013) funds to help support the Providence Streetcar project. The Sierra Club is America's oldest, largest and most influential grassroots environmental organization. The 2,500 Sierra Club members that live in the Ocean State form the Rhode Island Chapter. Our goals are to broaden the prosperity of Rhode Island communities with affordable commutes, reduce our dependence on oil, and protect our air and the legacy of our coastlines by reducing global warming pollution.

Rhode Island's dependence on automobiles is hurting our communities, the environment and our economy. The Rhode Island Sierra Club strongly supports the City's efforts to reduce that dependence on automobiles by improving transit service and implementing the Providence Streetcar project. In addition to providing a smart, affordable transportation option for residents and visitors, streetcars will generate numerous benefits including a reduction in vehicle miles travelled (VMT), increased use of mass transit, and increased smart growth development due to the private real estate investment generated by the streetcar project.

The Rhode Island Sierra Club strongly recommends that you select City of Providence's 2013 TIGER application for the Providence Streetcar project. Thank you for your consideration.

Sincerely,

A handwritten signature in black ink, reading "Jonathan L. Harris". The signature is fluid and cursive, with the first name "Jonathan" being more prominent and the last name "Harris" following in a similar style.

Jonathan L. Harris
Transportation Committee Chair
Rhode Island Chapter of the Sierra Club



STATE OF RHODE ISLAND & PROVIDENCE PLANTATIONS

HOUSE OF REPRESENTATIVES

OFFICE OF THE SPEAKER

ROOM 323, STATE HOUSE

PROVIDENCE

02903

GORDON D. FOX
SPEAKER
401-222-2466

June 3, 2013

Mr. Ray LaHood
Secretary of Transportation
U.S. Department of Transportation
1200 New Jersey Avenue
Washington, DC 20590

Dear Secretary LaHood:

I am writing to express my enthusiastic support for the City of Providence's application for funds through Transportation Investment Generating Economic Recovery (TIGER 2013) program to help support the Providence Streetcar Project.

The proposed streetcar would provide a vital link in the heart of Rhode Island's Capital City between College Hill and the Jewelry District and to multi-modal transit hubs at T.F. Greene airport, the Providence Train Station, and the State's bus hub at Kennedy Plaza. The streetcar will greatly enhance the Jewelry District, an emerging corridor of knowledge economy enterprises such as NABsys, Tivorsan, G-Form and the business accelerator Betaspring and its counterpart, the Founders League. This area is becoming a magnet for biotechnology and life sciences businesses attracted by the critical mass of institutions such as Brown University, and the nearby Rhode Island Hospital and Women & Infants Hospital. Improved transportation links will make this area more competitive and desirable for businesses, help to alleviate concerns over vehicle parking, reduce carbon and other air emissions, create more vibrant public spaces and improve the quality of life for the residents and workers of our Capital City. This is critical if we are going to continue to build on the success of recent investments and continue to attract new businesses and jobs to Rhode Island.

A visible and frequent streetcar would also serve the millions of visitors and tourists who come to the City's five downtown college campuses, and to the many Downtown businesses, hotels, restaurants, and other major attractions such as Waterfire, the Trinity Repertory Theatre, the Providence Performing Arts Center, the Rhode Island Convention Center, and the Dunkin' Donuts Center. This improved access to the Creative Capital's cultural sites, events and programs will further the strength and vitality of our state and region.

A multi-modal transportation system that includes the Providence Streetcar project is a key part of the state's vision for economic growth and sustainability. I offer my wholehearted support.

Sincerely,

A handwritten signature in black ink, appearing to read 'Gordon D. Fox', with a long horizontal line extending to the left.

Speaker Gordon D. Fox

GDF/rad