

## **National Capital Region Transportation Planning Board**

777 North Capitol Street, N.E., Suite 300, Washington, D.C. 20002-4290 (202) 962-3310 Fax: (202) 962-3202

### **Item #5**

#### **MEMORANDUM**

**March 15, 2012**

**TO:** Transportation Planning Board

**FROM:** Ronald F. Kirby  
Director, Department of  
Transportation Planning

**RE:** Letters Sent/Received Since the February 15<sup>th</sup> TPB Meeting

The attached letters were sent/received since the February 15<sup>th</sup> TPB meeting. The letters will be reviewed under Agenda #5 of the March 21<sup>st</sup> TPB agenda.

Attachments

## National Capital Region Transportation Planning Board

777 North Capitol Street, N.E., Suite 300, Washington, D.C. 20002-4290 (202) 962-3315 Fax: (202) 962-3202

### MEMORANDUM

**TO:** Transportation Planning Board

**FROM:** Eric Randall  
Department of Transportation Planning

**SUBJECT:** Submission of the TPB Application for Funding Under the FY 2012 Transportation Investments Generating Economic Recovery (TIGER) Competitive Grant Program

**DATE:** March 15, 2012

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This memorandum reports on the submission of the TPB's application for the United States Department of Transportation (USDOT) FY 2012 Transportation Investment Generating Economic Recovery (TIGER) Grant Program. The grant application, entitled "Multimodal Access Improvements for Rail Station Areas in the Washington Region" was submitted on Thursday, March 15 via the federal government's Grants.gov website. The application focuses on innovative rail station access projects, including pedestrian, bicycle, streetscape and other circulation improvements that will improve access to the region's commuter and Metro rail stations.

#### **FY 2012 TIGER Grant Application**

On January 31, USDOT issued a Notice of Funding Availability (NOFA) for the FY 2012 round of funding under the TIGER Discretionary Grant Program, with \$380 million available for funding capital projects in urban areas. Pre-applications were due February 20, and applications were due March 19; a timeline much shorter than the four-month schedule of previous rounds.

Based on the positive feedback provided by USDOT staff in a debrief of the TPB's grant application for FY 2011, and the expedited timeline for submission, at the February 15 meeting the TPB approved the submittal of a revision of the FY 2011 application for the FY 2012 grant opportunity.

The most significant change from the FY 2011 application is the addition of a project by Arlington County to improve the Rosslyn Circle Crossing, and the removal of the City of Rockville's Twinbrook Access Improvement project (which is being funded by other means).

In response to USDOT comments that a more compelling application can be made by emphasizing project readiness and local commitment, jurisdictional staff were able to provide more developed and financially constrained plans, as planning, design, and engineering efforts had continued for many of the proposed projects.

Increased local commitment is being demonstrated by the provision of higher levels of public and private match for requested federal funds. In particular, the State of Maryland is providing a \$1.3

million contribution to Montgomery County's Forest Glen Access project, which the County is matching with an additional \$700,000 contribution above and beyond the initial 20% local contribution, increasing the overall local match to 33%. In Arlington County, the Rosslyn Circle Crossing project will leverage a \$ 3,270,000 private investment in improvements with a federal funds request for \$750,000, an 81% local match. Other projects in Maryland and Virginia also feature more than the 20% minimum local match for requested federal funds.

The combined FY 2012 TIGER grant application requests \$19.9 million in federal funds, which will leverage \$12.2 million of local private and public funds (38% match), for a total project size of \$32.2 million. More detailed information is provided on the attached overview description and project list. The narrative application and supporting appendices are available online at: <http://www.mwcog.org/transportation/tiger2011>

### **Letters of Support**

Project partner support letters include local match and NEPA assurances from the jurisdictions that own portions of the proposed project:

1. TPB Resolution R10-2012, approving submission of the FY 2012 TIGER Grant: February 15, 2012
2. COG Board Resolution R11-2012, approving administration of project: March 14, 2012
3. Arlington County Division of Transportation letter from Director Dennis Leach: March 8, 2012
4. District Department of Transportation letter from Director Terry Bellamy: March 13, 2012
5. Montgomery County Department of Transportation letter from Director Arthur Holmes, Jr: March 9, 2012
6. Governor of the State of Maryland, Martin O'Malley: October 31, 2011.
7. Prince George's County Department of Public Works and Transportation letter from Director Haitham Hijazi for New Carrollton: March 9, 2012
8. Prince George's County Department of Public Works and Transportation letter from Director Haitham Hijazi for West Hyattsville: March 9, 2012
9. Virginia Railway Express (VRE) project:
  - a. Fairfax County Department of Transportation letter from Director Tom Biesiadny: February 29, 2012
  - b. City of Manassas Community Development letter from Elizabeth Via-Gossman: September 12, 2011\*
  - c. City of Manassas Park letter from James Zumwalt, City Manager: September 28, 2011\*
  - d. Prince William County Board of Supervisors letter from Chairman Corey Stewart: February 27, 2012

\* Reused from FY 2011 application

Additional support letters were also received from the following:

1. Joint Letter from Congressional Representatives: Gerald Connolly (VA-11), Donna Edwards (MD-4), Jim Moran (VA-8), Eleanor Holmes Norton (DC- At-Large), Chris Van Hollen (MD-8): March 8, 2012
2. WMATA, Richard Sarles, General Manager: March 9, 2012
3. Fairfax County Board of Supervisors, Chairman Sharon Bulova: February 29, 2012
4. Washington Area Bicyclist Association, Shane Farthing, Executive Director: March 9, 2012
5. Joint Letter from the Coalition for Smarter Growth (CSG), Piedmont Environmental Council Sierra Club - Virginia Chapter, Sierra Club - Montgomery County Maryland, Stewart Schwartz (CSG): March 9, 2012
6. New Carrollton JV, LLC – Joint Letter from Thomas Archer (Forest City Washington) and Dan McCabe (Urban Atlantic): February 13, 2012.

Project partner and additional letters of support were included in the submitted application.

**FY 2012 TIGER Discretionary Grant Program**  
**Transportation Planning Board Project List**  
**March 15, 2012**

Applicant Jurisdiction	Project Title	Project Description	Federal	Match	Funding Request		Project Total
					Local	Match Source	
<b>District of Columbia</b>							
District of Columbia	Fort Totten / 1st Place-Galloway Road Access Improvement Project	The project rebuilds the two streets serving the Fort Totten Metrorail Station: 1st Place (to Riggs Road) and Galloway Street (to South Dakota Ave). The project will improve accessibility and safety for pedestrians at this metro transfer station by rebuilding sidewalks and curbing, installing new lighting, and providing wayfinding signage.	\$3,336,840	\$834,210	20%	Local match	\$4,171,050
District of Columbia Total:			\$3,336,840	\$834,210	20.0%		\$4,171,050
<b>Maryland</b>							
Montgomery County	Forest Glen Underpass Project	Construct a pedestrian/bicyclist underpass underneath Georgia Avenue (MD 97) linking Forest Glen Metrorail Station to the sidewalk serving Holy Cross Hospital; construct one elevator to connect the street level directly to the Forest Glen Metrorail Station mezzanine; and establish bikeshare stations.	\$10,444,000	\$5,111,000	33%	Local/State match	\$15,555,000
Prince George's County	Pedestrian Safety Measures for the New Carrollton Metro Station	This project would include sidewalk and crossing improvements and signal timing changes identified in a 2010 TPB TLC study. These improvements will greatly enhance the pedestrian and bicycle access in and around the New Carrollton Metro Station and make it more suitable for transit oriented development.	\$402,797	\$172,627	30%	Local match	\$575,424
Prince George's County	West Hyattsville Metro Station Improvements	The project involves improvements to facilities with sidewalk gaps, a WMATA secure bike parking facility and related identified improvements that connect into the West Hyattsville Station.	\$542,750	\$167,500	24%	Local match	\$710,250
Maryland Total:			\$11,389,547	\$5,451,127	32.4%		\$16,840,674
<b>Virginia</b>							
Arlington County	Army Navy Drive Multimodal Access Improvement Project	The project re-conceives 3,300 feet of Army Navy Drive, providing a wider, safer sidewalk, a physically-separated two-way cycle track, and safer street cross section that will support a future streetcar. The project will also add ten Capital Bikeshare stations along Columbia Pike.	\$4,215,983	\$2,622,896	38%	Local bond	\$6,838,879
Arlington County	Rosslyn Circle Crossing	The project component includes pedestrian and bicycle facility improvements in proximity to the Rosslyn Metro Station. The safety and access enhancements improve bicycle access to Metro and into the region's core from two of the most heavily used regional trails.	\$750,000	\$3,270,000	81%	\$3,270,000 developer contributions. Project also has \$1,000,000 federal RSTP (inc. 20% state match) grant.	\$4,020,000
Virginia Railway Express (VRE)	Bicycle Lockers at VRE Stations	The project will add bicycle lockers to VRE stations in Fairfax and Prince William Counties, and the Cities of Manassas and Manassas Park.	\$226,880	\$56,720	20%	Funding commitment from each jurisdiction	\$283,600
Virginia Total:			\$5,192,863	\$5,949,616	53.4%		\$11,142,479
<b>Confirmed FY 2012 TIGER TOTAL:</b>			<b>\$19,919,250</b>	<b>\$12,234,953</b>	<b>38.1%</b>		<b>\$32,154,203</b>

# National Capital Region Transportation Planning Board

## FY 2012 TIGER Discretionary Grant Program Application

### Fact Sheet

#### Project Summary

In response to the January 31 announcement of the FY 2012 TIGER Discretionary Grant Program notice of funding availability, the TPB has assembled a project application that consists of seven multimodal capital improvement components that will enhance non-motorized access to the region's rail system (see map on following page). The project focuses on pedestrian, bicycle, and streetscape improvements to 16 rail station areas that are well-served by transit and support housing and employment. These station area locations include both suburban activity centers and potential housing and job centers on the eastern side of the region. In many cases, these locations are reverse commute destinations. Together, the improvements in this application enhance the ability of existing infrastructure to positively impact the accessibility, safety, and economic opportunity of these untapped regional assets.

#### Project Components

##### *District of Columbia*

**Fort Totten / 1st Place-Galloway Road Access Improvement Project** **\$4,171,050**  
 The project rebuilds two streets serving the Fort Totten Metrorail Station, improving accessibility and safety for pedestrians by rebuilding sidewalks and curbing, installing new lighting, and providing wayfinding signage.

##### *Maryland*

**Montgomery County: Forest Glen Metrorail Access Project** **\$15,555,000**  
 The project will construct a pedestrian/bicyclist underpass underneath Georgia Avenue (MD 97), linking Forest Glen Metrorail Station to the sidewalk serving Holy Cross Hospital, and establish bikeshare stations.

**Prince George's County: Pedestrian Safety Measures for the New Carrollton Metrorail Station** **\$575,424**  
 This component includes pedestrian improvements identified in a 2010 TPB TLC study, enhancing pedestrian and bicycle access in and around the station, making it more suitable for transit-oriented development.

**Prince George's County: West Hyattsville Metrorail Station Access Improvements** **\$710,250**  
 The project involves improvements to facilities with sidewalk gaps, a WMATA secure bike parking facility and related identified improvements that connect into the West Hyattsville Station.

##### *Virginia*

**Arlington County: Army Navy Drive Multimodal Access Improvements** **\$6,838,879**  
 The project component provides safety enhancements along Army Navy Drive, including a physically-separated two-way cycle track, in proximity to three Metrorail stations, and the project adds ten bikeshare stations.

**Arlington County: Rosslyn Circle Crossing** **\$4,020,000**  
 The component includes pedestrian and bicycle facility improvements in proximity to the Rosslyn Metrorail Station. The enhancements improve bicycle access on two of the most heavily used regional trails.

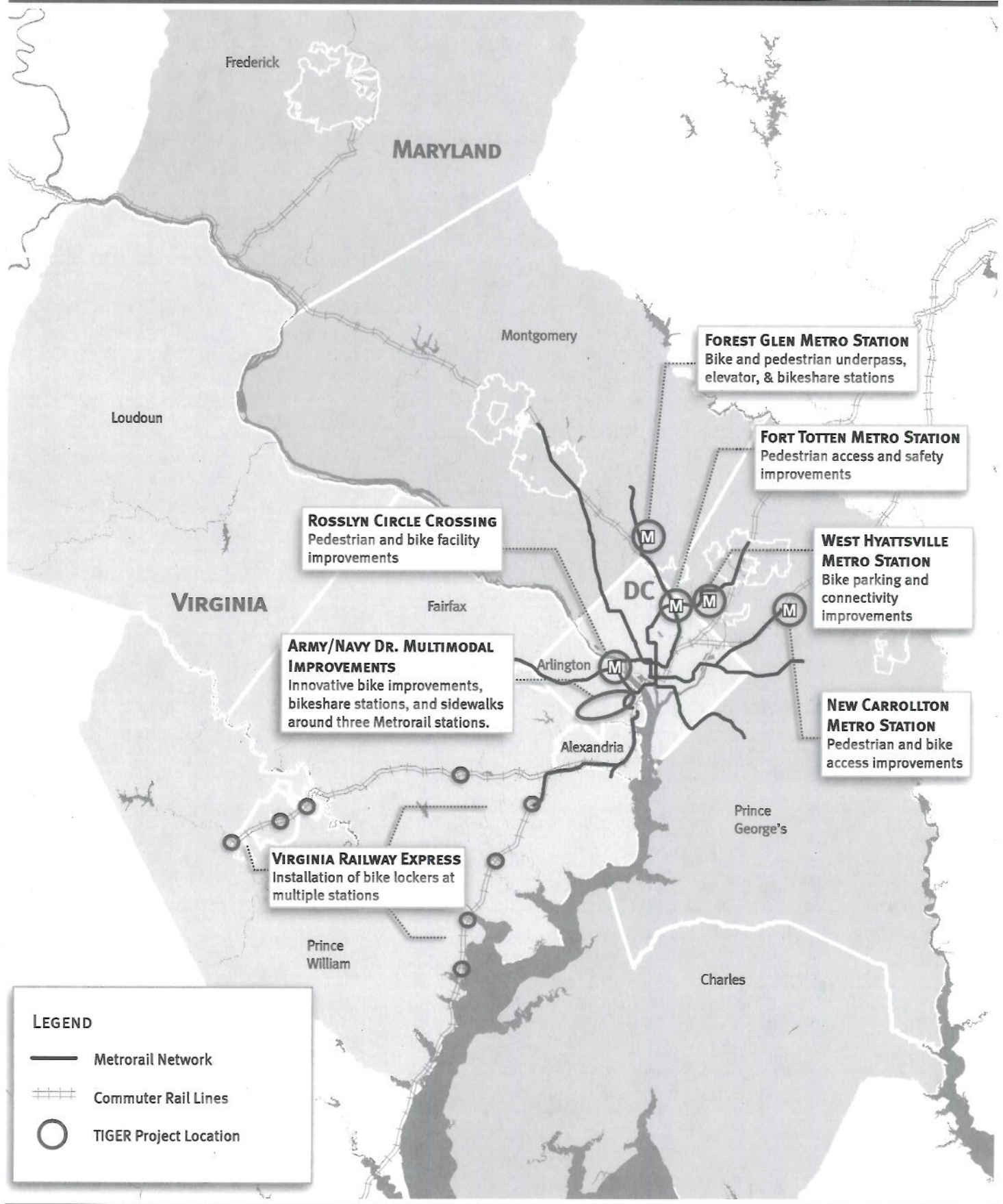
**Virginia Railway Express (VRE): Bicycle Lockers at VRE Stations** **\$283,600**  
 The project will add bicycle lockers to VRE stations in Fairfax and Prince William Counties, and the Cities of Manassas and Manassas Park.

<b>Total TIGER Request</b>	<b>\$19,919,250</b>
<b>Local Match (38.5 percent)</b>	<b>\$12,234,953</b>
<b>Total Project Cost</b>	<b>\$32,154,203</b>

The TPB approved the project components at its meeting on February 15. The pre-application deadline was February 20 and the final application is due to USDOT on March 19.

# COMPONENTS OF THE TPB APPLICATION PACKAGE

## For The Metropolitan Washington Region



**NATIONAL CAPITAL REGION TRANSPORTATION PLANNING BOARD**  
777 North Capitol Street, N.E.  
Washington, D.C. 20002

**RESOLUTION APPROVING THE SUBMISSION OF A  
PRE-APPLICATION AND APPLICATION TO IMPLEMENT MULTIMODAL ACCESS  
IMPROVEMENTS IN RAIL STATION AREAS IN THE NATIONAL CAPITAL REGION  
FOR FUNDING UNDER THE US DEPARTMENT OF TRANSPORTATION (USDOT)  
FY 2012 TIGER COMPETITIVE GRANT PROGRAM**

**WHEREAS**, the National Capital Region Transportation Planning Board (TPB), which is the metropolitan planning organization (MPO) for the Washington Region, has the responsibility under the provisions of the Safe, Accountable, Flexible, and Efficient Transportation Equity Act - A Legacy for Users (SAFETEA-LU) of 2005 for developing and carrying out a continuing, cooperative and comprehensive transportation planning process for the Washington Metropolitan Area; and

**WHEREAS**, On January 31, 2012, U.S. DOT released a notice of funding availability for the FY 2012 TIGER discretionary grant program; and

**WHEREAS**, the FY 2012 TIGER program is a competitive discretionary grant program administered through the US DOT Office of the Secretary funded with \$500 million appropriated through the FY 2012 Appropriations Act, \$380 million of which is available for capital projects in urban areas; and

**WHEREAS**, the TIGER program focuses on five primary criteria: state of good repair, safety, sustainability, livability, and economic competitiveness; and two secondary criteria: innovation and partnership; and

**WHEREAS**, the TIGER program provides the TPB with a good opportunity to fund innovative and challenging transportation projects that would be multimodal, multijurisdictional, multi-partnered and difficult to implement under other "modal" funding sources, in the process of meeting USDOT's long-term goals and objectives, such as providing regional benefits and strengthening regional partnerships, promoting multimodal travel by increasing connectivity and feasibility of using transit throughout the region, and increasing affordable transportation options; and

**WHEREAS**, at the July 21, 2011 TPB meeting, the Board approved TPB staff working with regional staff to develop and submit a regional TIGER application for the FY 2011 TIGER grant program, that centered on funding small-scale, innovative transit access projects including pedestrian, bicycle, streetscape or other circulation improvements to improve access to selected rail stations and encourage mixed-use development around the stations; and



**WHEREAS**, U.S. DOT staff indicated in a debrief of the TPB's FY 2011 TIGER application that its concept was exceptional and strongly encouraged re-submittal of the application for the FY 2012 TIGER grant opportunity; and

**WHEREAS**, additional refinements on the local project designs, costs and funding commitments, and implementation schedules will be provided to TPB staff by March 1 in order to perform and document the required analysis of the expected benefits and costs, including a calculation of net benefits;

**NOW, THEREFORE BE IT RESOLVED THAT THE NATIONAL CAPITAL REGION TRANSPORTATION PLANNING BOARD** approves the submission of a regional pre-application under the federal FY 2012 TIGER program by the due date of February 20, 2012, and the submission of an application by the due date of March 19, 2012.

**Adopted by the Transportation Planning Board at its regular meeting on February 15, 2012.**

**METROPOLITAN WASHINGTON COUNCIL OF GOVERNMENTS  
777 NORTH CAPITOL STREET, NE  
WASHINGTON, DC 20002-4239**

**RESOLUTION AUTHORIZING COG TO APPLY FOR AND ADMINISTER FUNDING FROM  
THE USDOT'S FY 2012 TIGER COMPETITIVE GRANT PROGRAM**

**WHEREAS**, On January 31, 2012, U.S. DOT released a notice of funding availability for the FY 2012 TIGER discretionary grant program; and

**WHEREAS**, the FY 2012 TIGER program is a competitive discretionary grant program administered through the USDOT Office of the Secretary and funded with \$500 million appropriated through the FY 2012 Appropriations Act, \$380 million of which is available for capital projects in urban areas; and

**WHEREAS**, the National Capital Region Transportation Planning Board (TPB), as the metropolitan planning organization (MPO) for the Washington Region, has the responsibility under the provisions of the Safe, Accountable, Flexible, and Efficient Transportation Equity Act - A Legacy for Users (SAFETEA-LU) of 2005 for developing and carrying out a continuing, cooperative and comprehensive transportation planning process for the Washington Metropolitan Area; and

**WHEREAS**, metropolitan planning organizations like the TPB are eligible applicants under the FY 2012 TIGER grant funding guidelines; and

**WHEREAS**, the TPB adopted the attached Resolution, TPB R10-2012, on February 15, 2012, approving the submission of an application for a project to Implement Multimodal Access Improvements in Rail Station Areas in the National Capital Region for funding under the FY 2012 TIGER competitive grant program; and

**WHEREAS**, the TPB will be the lead applicant in the grant application and COG/TPB will be the direct recipient of up to \$30 million for a regional pedestrian and bicycle access improvements to rail stations project, and other state, regional and local agencies will be joint applicants and sub-recipients of FY 2012 TIGER grant funding included in the application; and

**WHEREAS**, COG is the administrative agent of the TPB, and the COG Board authorizes the executive director to apply for and administer grant funding on behalf of the TPB; and

**WHEREAS**, applying for an FY 2012 TIGER grant represents a significant regional funding opportunity.

**NOW, THEREFORE, BE IT RESOLVED BY THE BOARD OF DIRECTORS OF THE  
METROPOLITAN WASHINGTON COUNCIL OF GOVERNMENTS THAT:**

The Executive Director, or his designee, is authorized to apply for and administer grant funding from USDOT's FY 2012 TIGER Competitive Grant Program for a project to Implement Multimodal Access Improvements in Rail Station Areas in an amount no less than \$10,000,000 and not to exceed \$30,000,000 in accordance with provisions of the grant program. No COG matching funds are required.



**Congress of the United States**  
**Washington, DC 20515**

March 8<sup>th</sup>, 2012

Dear Secretary LaHood,

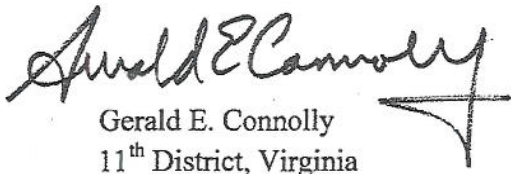
Thank you for your continued support of multimodal transportation choices. We are writing to request your support for the National Capital Region Transportation Planning Board's (TPB) FY 2012 TIGER discretionary grant application. The TPB is the Metropolitan Planning Organization for the National Capital Region, representing urban, suburban, and exurban local governments, and has developed a comprehensive package of region-wide multimodal improvements.

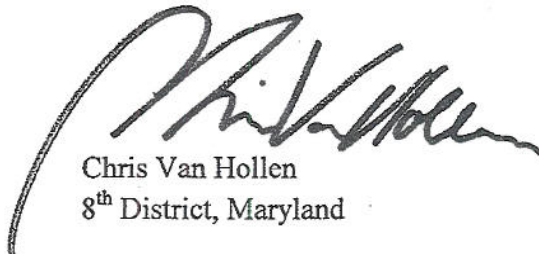
The TPB's proposal would improve bicycle and pedestrian infrastructure throughout the region, with a focus on improving access to Metrorail and regional mass transit stations. Although our region has a more extensive Metrorail system than many urban centers, too many of the stations do not have safe or convenient access to nearby neighborhoods. The TPB's application would link neighborhoods to transit hubs with a comprehensive suite of cycle tracks and paths, sidewalks, lighting, bikeshare stations, wayfinding, and bike parking. By improving non-motorized access to existing transit stations, The TPB's proposal would improve transit, pedestrian, and bike mode share in the most cost effective manner possible.

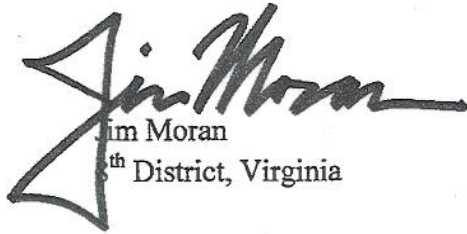
In addition to targeted pedestrian and bicycle infrastructure near Metrorail stations, The TPB's application includes multiuse trail projects to improve safety and expand non-motorized capacity at two of the busiest locations in the urban core. Construction of a cycle track near Army Navy Drive, in proximity to three Metrorail stations, will provide non-motorized access in a corridor that now is unsafe for pedestrians and cyclists. Rebuilding the Rosslyn Circle Trail crossing will reduce the incidence of automobile/bike/pedestrian accidents and fix a choke point which is unsafe and inconvenient for trail users and automobile drivers alike.


This package of projects exemplifies the goals of the TIGER program: Creating transportation choices, building more livable communities, and identifying cost-effective, multimodal transportation solutions. The success of such improvements here in the nation's capital would serve as a model for other communities. We respectfully request your support for The TPB's application for this round of TIGER grants and appreciate your consideration.

Sincerely,

  
Gerald E. Connolly  
11<sup>th</sup> District, Virginia

  
Chris Van Hollen  
8<sup>th</sup> District, Maryland

  
Jim Moran  
4<sup>th</sup> District, Virginia

  
Eleanor Holmes Norton  
At-Large, District of Columbia



Donna Edwards  
4<sup>th</sup> District, Maryland

STATE OF MARYLAND  
OFFICE OF THE GOVERNOR



March 12, 2012

MARTIN O'MALLEY  
GOVERNOR

STATE HOUSE  
100 STATE CIRCLE  
ANNAPOLIS, MARYLAND 21401-1925  
(410) 974-3901  
(TOLL FREE) 1-800-811-8336

TTY USERS CALL VIA MD RELAY

The Honorable Ray LaHood  
Secretary  
U.S. Department of Transportation  
Southeast Federal Center Building  
1200 New Jersey Avenue, SE  
Washington DC 20590

Dear Secretary LaHood:

I am writing to express my strong support for the National Capital Region Transportation Planning Board's (TPB) application for funding through the TIGER 2012 program. This project focuses on pedestrian, bicycle and streetscape improvements to 16 rail station areas and aligns perfectly with the multimodal, collaborative nature of the TIGER program.

Partners on this application include local, regional and statewide entities in Maryland, Virginia and the District of Columbia. Although the DC region has been among the most successful in the country at promoting transit-oriented development, there has been a notable disparity in growth in certain areas. By funding projects that support existing transit and multimodal infrastructure, this package of investments will help address these disparities and foster complete, livable communities in the region.

In order to strengthen the local match and express our commitment to the project, the State of Maryland is committing \$1.3 million in funds to the support the Forest Glen Metrorail Access Improvements component of the application.

Thank you for continuing to support TIGER. Knowing that this project is critical to achieving regional and national goals of improving access and mobility, increasing public safety, strengthening the environment, and promoting economic growth, I respectfully request your favorable consideration of this application.

Sincerely,

A handwritten signature in black ink, appearing to read "Martin O'Malley".

Governor





DEPARTMENT OF ENVIRONMENTAL SERVICES  
Division of Transportation

Planning Bureau 2100 Clarendon Boulevard, Suite 900, Arlington, VA 22201  
TEL 703-228-3681 FAX 703-228-7548 [www.arlingtonva.us](http://www.arlingtonva.us)

March 8, 2012

Todd Turner  
Chair, National Capital Region Transportation Planning Board  
777 North Capitol Street, NE  
Suite 300  
Washington, DC 20002

Re: TIGER IV federal grant submission

Dear Chair Turner,

As a member of the National Capital Region Transportation Planning Board (TPB), the metropolitan planning organization (MPO) for the Washington region, Arlington County has worked with MPO staff on development of the TIGER IV regional access to transit grant submitted for the Washington region by the TPB. Arlington County enthusiastically supports the region's grant application, which was approved by the TPB for submittal to the U.S. Department of Transportation.

We are looking forward to implementing the proposed project components within Arlington County.

- Army Navy Drive is an important urban arterial street, which will have to be reconceived as a more complete, multimodal facility in order to meet the growing needs of the Pentagon City Metro station and transit oriented development area. Our proposed project, which has been planned in partnership with the Federal Highway Administration (FHWA), would redesign and rebuild the street in order to serve pedestrians, cyclists, and transit users as well as it serves automobiles. This project also includes the addition of 10 bikesharing stations to the Capital Bikeshare network, which already includes over 200 existing or planned bikesharing stations in Arlington and the District of Columbia.
- The intersection of US Route 29 and Lynn Street in Rosslyn, known as Rosslyn Circle, is where two of Northern Virginia's most important regional trails converge to provide a transfer to Rosslyn Metro station. The intersection is also the primary point where Metro passengers using Rosslyn station cross onto the Key Bridge to walk into the Georgetown neighborhood of the District of Columbia, which lacks a Metro station of its own. This intersection lacks adequate facilities for bike and pedestrian users to cross safely. The proposed project will provide an improved crossing at this key regional multimodal intersection.

Arlington is committed to these projects. Upon the award of a TIGER grant, Arlington will provide a local match of \$2,622,896, on top of a private contribution of \$3,270,000. Together, these non-federal funding sources represent 54.3% of the total costs associated with our proposed projects. Requested TIGER funds represent 45.7% of the total.



The Rosslyn Circle components of this application have completed review according to the National Environmental Policy Act of 1969, as amended (NEPA). The project received a Programmatic Categorical Exclusion on July 5, 2010, in accordance with agreement VA-01, approved by the FHWA on December 29, 2004.

The Army Navy Drive project was identified by FHWA as a mitigating project for its 14<sup>th</sup> Street Bridge EIS. This may adequately fulfill NEPA documentation requirements for this aspect of the project. However, should it be determined that additional NEPA actions are necessary, Arlington is prepared to move to quickly satisfy them upon successful award of TIGER funding. The project as proposed in this application meets the definition of projects defined in: 23 CFR 771.117 C(3) Construction of bicycle and pedestrian lanes, paths, and facilities. Therefore, we believe a CE under 23 CFR 771.117 C is an appropriate level of NEPA analysis for this project, and we anticipate submitting a CE request to the appropriate modal administration once analysis has been completed, if necessary.

As project owner, Arlington County certifies it will comply with all wage rate requirements and other applicable provisions of the United States Code, Subchapter IV of Chapter 31 of Title 40.

As part of project implementation, Arlington County will comply with all applicable federal, state and local permitting requirements.

We look forward to partnering with TPB in this exciting effort.

Sincerely,

A handwritten signature in black ink, appearing to read "D. M. Leach".

Dennis Leach  
Director of Transportation  
Arlington County, Virginia

**GOVERNMENT OF THE DISTRICT OF COLUMBIA  
DEPARTMENT OF TRANSPORTATION**



**d. Office of the Director**

March 13, 2012

The Honorable Muriel Bowser, Chairperson  
National Capital Region Transportation Planning Board  
Metropolitan Washington Council of Governments  
777 North Capitol Street, N.E., Suite 300  
Washington, DC 20002-4290

Dear Chairperson Bowser:

The District Department of Transportation (DDOT) on behalf of the Mayor of the District of Columbia (District) is pleased to join the National Capital Region Transportation Planning Board (TPB) as a joint applicant for discretionary grant funds available through the Transportation Investment Generating Economic Recovery (TIGER) Competitive Grant Program. As a joint applicant and owner of components of the grant request, the District and DDOT enthusiastically support this application, understand the obligation this role confers upon us and will cooperate at all levels in carrying out the activities to be supported by the TIGER grant. The District will be providing \$834,210 in local match. DDOT's match for the federal grant, at 20 percent, would come from the District's local highway trust fund, which is largely funded by fuel tax receipts. In recent years, the District, like other jurisdictions, has seen declines in fuel tax receipts, but the District Government has indicated and demonstrated a willingness to direct other funds to the local highway trust fund if shown that such funds are essential to qualify for available federal transportation grants.

The DDOT project identified for implementation through this program will redesign 1st Place NE and Galloway Street NE in the District of Columbia to improve circulation and make the infrastructure around the Fort Totten Metrorail station safe and accessible for all modes. This project was initiated by DDOT to improve access and circulation for the confluence of pedestrians, bicyclists, buses, and vehicles at the Fort Totten Metrorail station. The final study report recommends pedestrian improvements including building missing sidewalk linkages, expanding some sidewalks to accommodate bicyclists, relocating crosswalks to safe locations, adding secure bike parking, and improving lighting. There are several major infrastructure

changes occurring in the area, including a planned intersection reconfiguration at Riggs Road NE and South Dakota Avenue NE. Additionally, several major real estate developments are in various stages of planning and construction in the immediate vicinity that will result in notable increases of residential and commercial densities. These and other projects underscore the need to provide safe and efficient multimodal traffic circulation in the project study area.

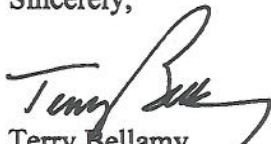
The proposed project is complying with the National Environmental Policy Act (NEPA) and has been approved as a Categorical Exclusion (CE) per 23 CFR 771.117. Under the FHWA "Environmental Impacts and Related Procedures" as described in 23 CFR 771.117 d(2), safety and traffic operations improvement projects, such as the proposed project for this application, meets the criteria to be classified as a CE under NEPA (40 CFR 1508.4 and 23 CFR 771.117a).

As project owner, DDOT certifies it will comply with all wage rate requirements and other applicable provisions of the United States Code, Subchapter IV of Chapter 31 of Title 40.

As part of project implementation, DDOT will comply with all applicable federal, state, and local permitting requirements. The proposed project location is entirely within DDOT right-of-way and DDOT anticipates that few permits will be required. DDOT will identify and obtain all required permits in accordance with our standard construction management procedures required for all capital construction projects in the District of Columbia.

We look forward to partnering with the TPB in this exciting effort.

Sincerely,

  
Terry Bellamy  
Director

Attachment: Grant Application



DEPARTMENT OF TRANSPORTATION

Isiah Leggett  
*County Executive*

Arthur Holmes, Jr.  
*Director*

March 9, 2012

The Honorable Todd Turner, Chair  
National Capital Region Transportation Planning Board  
Metropolitan Washington Council of Governments  
777 North Capital Street, NE, Suite 300  
Washington, DC 20002-4290

Dear Chairman Turner:

As a member of the National Capital Region Transportation Planning Board (TPB), the Metropolitan Planning Organization (MPO) for the Washington region, Montgomery County has worked with the MPO staff on the development of the TIGER IV Forest Glen Metro Access project grant submitted for the Washington region by the TPB. This application was approved by the TPB for submittal to the U.S. Department of Transportation. Montgomery County enthusiastically supports the grant application.

The intersection of Georgia Avenue and Forest Glen Road is one of the most congested intersections located adjacent to a WMATA subway station in the Washington Metropolitan Area. Construction of an underground passageway or bridge that separates pedestrians accessing the station from on-street traffic will make it safer and more inviting for pedestrians and bicyclists to access the Forest Glen Metro Station. In addition to the tunnel or bridge, the project includes the construction of one elevator to connect the street level directly to the mezzanine of the Forest Glen Metrorail Station to improve access for persons with disabilities, as well as the establishment of bikeshare stations at the Forest Glen Metrorail Station, Holy Cross Hospital and the surrounding areas.

The Forest Glen Metro Access project is a clear priority for Montgomery County. Project planning is funded in the Montgomery County Capital Improvement Program and is underway. The Total TIGER request is for \$10,440,000, 67 percent of the project cost of \$15,555,000. The local match from Montgomery County is \$5,111,000 million, 33 percent of the project cost. This local match will be funded by bonds programmed in the Montgomery County Capital Improvement Project "State Transportation Participation - No. 500722." Easements for bikesharing stations will be provided by Holy Cross Hospital, WMATA, and other property owners. Montgomery County will be responsible for Bikesharing operating and maintenance costs. WMATA will be responsible for the operation and maintenance of the underpass or bridge and the elevator.

**Office of the Director**

---

101 Monroe Street, 10th Floor • Rockville, Maryland 20850 • 240-777-7170 • 240-777-7178 FAX  
[www.montgomerycountymd.gov](http://www.montgomerycountymd.gov)

*Located one block west of the Rockville Metro Station*

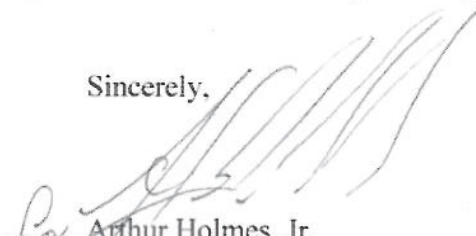
The Honorable Todd Turner  
March 9, 2012  
Page 2

The project as proposed in this application meets the definition of project defined in: 23 CFR 771.117 C (3) Construction of bicycle and pedestrian lanes, paths and facilities. Therefore, we believe a CE under 23 CFR 771.117 C is an appropriate level of NEPA analysis for this project, and we anticipate submitting in summer 2012 a Categorical Exclusion request to the appropriate modal administration.

As part of project implementation, Montgomery County will comply with all applicable Federal, State, and local permitting requirements. As with all capital construction projects in Montgomery County, all applicable Federal, State and local permits will be identified and obtained in accordance with our standard construction management procedures.

As shown in the attached project description form for the "State Transportation Participation project, the local match for the Forest Glen Metro Access project has already been approved by the County Executive, and by resolution of the County Council. I sign this letter noting this County Executive and Council Approval as part of the implementation of the Montgomery County Capital Improvement Program. We look forward to partnering with TPB in this exciting effort.

Sincerely,

  
for Arthur Holmes, Jr.  
Director

AH:tt

Attachment

## State Transportation Participation -- No. 500722

Category  
Subcategory  
Administering Agency  
Planning Area

Transportation  
Roads  
Transportation  
Countywide

Date Last Modified  
Required Adequate Public Facility  
Relocation Impact  
Status

April 06, 2011  
Yes  
None.  
On-going

### EXPENDITURE SCHEDULE (\$000)

Cost Element	Total	Thru FY10	Rem. FY10	Total 6 Years	FY11	FY12	FY13	FY14	FY15	FY16	Beyond 6 Years
Planning, Design, and Supervision	415	415	0	0	0	0	0	0	0	0	0
Land	0	0	0	0	0	0	0	0	0	0	0
Site Improvements and Utilities	0	0	0	0	0	0	0	0	0	0	0
Construction	11,249	11,249	0	0	0	0	0	0	0	0	0
Other	73,811	19,977	0	49,411	8,188	16,292	17,681	7,250	0	0	4,423
<b>Total</b>	<b>85,475</b>	<b>31,641</b>	<b>0</b>	<b>49,411</b>	<b>8,188</b>	<b>16,292</b>	<b>17,681</b>	<b>7,250</b>	<b>0</b>	<b>0</b>	<b>4,423</b>

### FUNDING SCHEDULE (\$000)

G.O. Bonds	5,881	0	0	1,458	1,000	0	0	458	0	0	4,423
Impact Tax	100	0	0	100	100	0	0	0	0	0	0
Revenue Bonds: Liquor Fund	65,031	17,178	0	47,853	7,088	16,292	17,681	6,792	0	0	0
State Aid	14,463	14,463	0	0	0	0	0	0	0	0	0
<b>Total</b>	<b>85,475</b>	<b>31,641</b>	<b>0</b>	<b>49,411</b>	<b>8,188</b>	<b>16,292</b>	<b>17,681</b>	<b>7,250</b>	<b>0</b>	<b>0</b>	<b>4,423</b>

#### DESCRIPTION

This project provides for the County's participation for the funding of State and Washington Metropolitan Area Transit Authority (WMATA) transportation projects that will add transportation capacity to the County's network, reduce traffic congestion in different areas of the County, and provide overall benefits to the public at large. Major projects to be funded will be selected from the most recent Joint priority letter signed by the County Executive and the President of the County Council and submitted to the County's Delegation in Annapolis, Maryland.

#### JUSTIFICATION

Montgomery County, as part of the Washington Region, has the third highest level of traffic congestion in the Nation. State roads carry the heaviest traffic volumes in the County; and the State has made it clear that the Transportation Trust Fund has not been growing at a rate that will allow them to complete major projects in the near future. Therefore, in order to directly address the congestion problems in Montgomery County, the County will participate in the construction of State projects; to improve the quality of life for our residents, eliminate or reduce delays at major bottlenecks in our transportation system, improve safety, and improve air quality in the immediate vicinity of the projects.

#### OTHER

Through FY09 the County contributed \$31.225 million to the State for:

- Acceleration of construction of MD 355/Montrose Parkway interchange (\$14.463 million)
- Design of the I-270/Watkins Mill Road interchange (\$2.4 million)
- Design of the MD97/Randolph Road interchange (\$14.362 million).

An additional commitment of \$26.83 million is included in the MOU's with the State for:

- Design of the Watkins Mill Road Bridge over I-270 (\$2.5 million)
- Phase II of the MD355 interchange connecting to Montrose Parkway East (\$9.0 million)
- Preliminary engineering for the Viers Mill Road Bus Rapid Transit (BRT) between Wheaton and Rockville (\$6.0 million)
- Preliminary engineering for improvements to MD97 from Forest Glen through Montgomery Hills (\$3.0 million)
- 50% of the design and construction costs of several intersection improvements (\$6.447 million).

The project also includes:

- Funding for the design and environmental analysis of the MD355 crossing associated with BRAC currently underway (\$880,000)
- Engineering design of a pedestrian tunnel beneath Georgia Avenue from the Forest Glen Metro Rail Station (\$2.0 million).

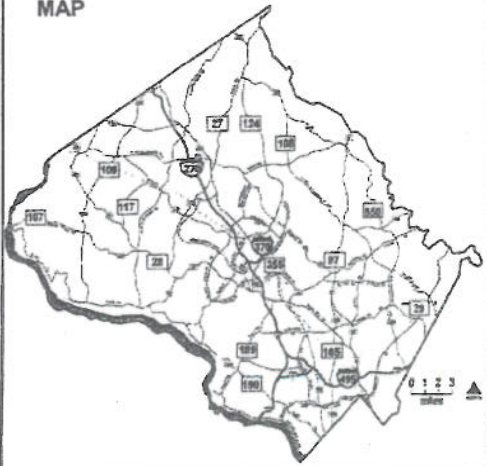
FY12 MOU's are under development by the State for:

- Final design and land acquisition of the Brookville Bypass (\$10.0 million)
- Preliminary engineering for the Georgia Avenue busway between Olney and the Glenmont Metro Rail Station (\$5.0 million),
- Design and Right-of-way acquisition and utility relocation for MD124 between Mid-County Highway and Airpark Road (\$5.0 million).

#### FISCAL NOTE

Amend expenditure and funding schedule to align with current MOU agreements with the State.

\$14,463,000 was originally advanced by the County to the State for the MD355/Montrose Parkway interchange. The County received reimbursement from the

APPROPRIATION AND EXPENDITURE DATA	COORDINATION	MAP												
<table border="1"> <tr> <td>Date First Appropriation</td> <td>FY07</td> <td>(\$000)</td> </tr> <tr> <td>First Cost Estimate</td> <td>FY11</td> <td>85,475</td> </tr> <tr> <td>Current Scope</td> <td></td> <td></td> </tr> <tr> <td>Last FY's Cost Estimate</td> <td></td> <td>85,475</td> </tr> </table>	Date First Appropriation	FY07	(\$000)	First Cost Estimate	FY11	85,475	Current Scope			Last FY's Cost Estimate		85,475	Maryland State Highway Administration Developers Maryland-National Capital Park and Planning Commission Montgomery County Fire and Rescue Service Washington Metropolitan Area Transit Authority	
Date First Appropriation	FY07	(\$000)												
First Cost Estimate	FY11	85,475												
Current Scope														
Last FY's Cost Estimate		85,475												
<table border="1"> <tr> <td>Appropriation Request</td> <td>FY12</td> <td>6,477</td> </tr> <tr> <td>Supplemental Appropriation Request</td> <td></td> <td>0</td> </tr> <tr> <td>Transfer</td> <td></td> <td>0</td> </tr> </table>	Appropriation Request	FY12	6,477	Supplemental Appropriation Request		0	Transfer		0					
Appropriation Request	FY12	6,477												
Supplemental Appropriation Request		0												
Transfer		0												
<table border="1"> <tr> <td>Cumulative Appropriation</td> <td>74,575</td> </tr> <tr> <td>Expenditures / Encumbrances</td> <td>31,671</td> </tr> <tr> <td>Unencumbered Balance</td> <td>42,904</td> </tr> </table>	Cumulative Appropriation	74,575	Expenditures / Encumbrances	31,671	Unencumbered Balance	42,904								
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<table border="1"> <tr> <td>Partial Closeout Thru</td> <td>FY09</td> <td>0</td> </tr> <tr> <td>New Partial Closeout</td> <td>FY10</td> <td>0</td> </tr> <tr> <td>Total Partial Closeout</td> <td></td> <td>0</td> </tr> </table>	Partial Closeout Thru	FY09	0	New Partial Closeout	FY10	0	Total Partial Closeout		0					
Partial Closeout Thru	FY09	0												
New Partial Closeout	FY10	0												
Total Partial Closeout		0												

## State Transportation Participation -- No. 500722 (continued)

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State in FY10.

\$2,000,000 of State Aid programmed in FY11 has been moved to the Traffic System Signal Modernization project (No. 500704) with repayment to this project in FY17.

### OTHER DISCLOSURES

- The Executive asserts that this project conforms to the requirements of relevant local plans, as required by the Maryland Economic Growth, Resource Protection and Planning Act.



Rushern L. Baker, III  
County Executive

# PRINCE GEORGE'S COUNTY GOVERNMENT



Department of Public Works and Transportation  
Office of the Director



March 9, 2012

The Honorable Todd Turner, Chair  
National Capital Region Transportation Planning Board  
Metropolitan Washington Council of Governments  
777 North Capitol Street, N.E., Suite 300  
Washington, DC 20002

Dear Chair Turner:

On behalf of the Prince George's County Department of Public Works and Transportation (DPW&T), I am pleased to support the Pedestrian Safety Measures for the New Carrollton Metro Station Project for inclusion in the TIGER III Discretionary Grants application. Prince George's County strongly supports the safety and accessibility benefits of this project.

The New Carrollton Metro Station is currently Prince George's County's only full-service intermodal transportation center. As such, it provides the region with an excellent opportunity to transform the New Carrollton Metro Station into a premier, high-intensity and livable urban center that is a regional transit-oriented destination featuring a walkable and transit friendly environment. Toward that end, the 2010 New Carrollton Approved Transit District Development Plan (TDDP) and Transit District Overlay Zoning Map Amendment included planning concepts, recommendations, and implementation steps stemming from the recommendations of the 2004 New Carrollton Transit-Oriented Development Strategy Planning Study, proposed public infrastructure investment recommendations provided by the Urban Land Institute Technical Assistance Panel convened in July 2007, and an extensive public outreach program that included intensive hands-on workshops. Subsequent to the approval of the Plan, Prince George's County's Maryland-National Capital Park and Planning Commission (M-NCPPC), through the Washington Metropolitan Council of Governments Transportation Planning Board (MWCOTG-TPB), approved the 2010 Transportation Land-Use Connection (TLC) Study for the New Carrollton Metro Station area that provided a tool box of 29 recommended capital improvements.

After a careful and exhaustive review, this grant request calls for implementation of several of the initial TLC study proposals. Included are the installation of sidewalk and crossing improvements and signal timing changes, as identified in the TLC Study, and the pedestrian and bicycle recommendations of the 2010 TDDP around the New Carrollton Metro Station, which will assist the County in attracting future economic development to this area. Further, the New Carrollton Metro Station is the Number 1 identified Transit Oriented Development (TOD) priority in the County. Ensuring that it is a safe pedestrian and bicycle friendly environment is critical to enhancing existing transit infrastructure and compounding its value as a TOD.

Inglewood Centre 3  
(301) 883-5600

9400 Peppercorn Place, Suite 300  
FAX (301) 883-5709

Largo, Maryland 20774  
TDD (301) 985-3894



The Honorable Todd Turner, Chair  
March 9, 2012  
Page 2

The Prince George's County Executive and other elected and appointed officials are very proud that the Governor announced that the Department of Housing and Community Development will be relocating to New Carrollton. The County has been working vigorously with WMATA, State and private bidders on a request for qualifications regarding the potential for developing both the North and South parcels of the New Carrollton Metro Station. With all of these exciting elements taking shape, it is even more important for vital safety infrastructure to be improved and in place, as well as to ensure the safest community possible, all of which will result in the greatest potential for economic development at this critical time.

The total project costs to provide the needed safety improvements surrounding the New Carrollton Metro Station are \$575,424, which includes design and construction. In these challenging economic times, we are pleased that Prince George's County has identified a \$172,627 local match for this project to improve our transportation system and support the request for \$402,797 as part of the TIGER III application. We support the inclusion of Pedestrian Safety Measures for the New Carrollton Metro Station into this vital grant application, which will help to foster economic development, regional equity and balance, reduce congestion, enhance safety, and generate a healthier, more vibrant and walkable community for all.

Should you have questions or comments regarding this project, please contact Victor Weissberg of my staff at 301.883.5600 or via email at [vweissberg@co.pg.md.us](mailto:vweissberg@co.pg.md.us).

Sincerely,



Haitham A. Hijazi, Ph.D., P.E.  
Director

cc: Ronald Kirby, Director of Transportation, MWCOG  
The Honorable Eric Olson, Member, Transportation Planning Board  
The Honorable Scott York, First Vice Chair, Transportation Planning Board  
Carla A. Reid, Deputy Chief Administrative Officer  
Aubrey Thagard, Assistant Deputy Chief Administrative Officer  
Donald A. Halligan, Director, Office of Planning and Capital Programming, MDOT  
Lyn Erickson, Manager, Office of Planning and Capital Programming, MDOT  
Michael Nixon, Manager, Office of Planning and Capital Programming, MDOT  
Andre' Issayans, Deputy Director, Prince George's County, DPW&T  
Victor Weissberg, Special Assistant to the Director, Prince George's County, DPW&T

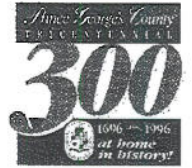


Rushern L. Baker, III  
County Executive

# PRINCE GEORGE'S COUNTY GOVERNMENT



Department of Public Works and Transportation  
Office of the Director



March 9, 2012

The Honorable Todd Turner, Chair  
National Capital Region Transportation Planning Board  
Metropolitan Washington Council of Governments  
777 North Capitol Street, N.E., Suite 300  
Washington, DC 20002

Dear Chair Turner:

Serving in my capacity as the Director of the Prince George's County Department of Public Works and Transportation (DPW&T), I am pleased to support the inclusion of Prince George's County's West Hyattsville Access Project into the Metropolitan Washington Council of Governments application for the TIGER III Discretionary Grants application. This project is very important to Prince George's County, as it will support the upgrade to and construction of "Green and Complete Roadway" elements designed to improve community safety, as well as enhance environmental benefits and access to commercial areas and the West Hyattsville Metro Station.

This project addresses key elements from WMATA's Access Improvements Study. Two of the elements from that Study included in this grant request are the completion of sidewalk gaps along Jamestown Road (heavily traveled by pedestrians walking along the shoulder), and a WMATA Secure Bike Parking Facility at the West Hyattsville Station.

The TIGER request for this project includes \$650,000 in construction costs, of which \$250,000 is for sidewalk installation along Jamestown Road, and \$400,000 for the construction of a WMATA Secure Bike Parking Facility. In addition, the County will fund \$37,500 for the design of Jamestown Road. In these challenging economic times, Prince George's County is proud that a 24% local match of the total project cost is provided.

Inglewood Centre 3  
(301) 883-5600

9400 Peppercorn Place, Suite 300  
FAX (301) 883-5709

Largo, Maryland 20774  
TDD (301) 985-3894

**New Carrollton JV, LLC**  
c/o Urban-Atlantic Development  
Suite 600  
7735 Old Georgetown Road  
Bethesda, Maryland 20814

February 13, 2012

Mr. Victor Weissberg  
Special Assistant to the Director  
Department of Public Works & Transportation  
9400 Peppercorn Place  
Suite #300  
Upper Marlboro, MD 20774

Dear Mr. Weissberg:

Thank you for forwarding your application for the Tiger Grant for bicycle/pedestrian improvements at the New Carrollton Metro Station.

As you know the team comprised of Urban Atlantic, Forest City Washington and The NAI Michael Companies has been selected as the master planner / developer for the site. We agree that no other site in the metro area or the state has the attributes that this site offers and with proper planning this station can become the hallmark of Transportation Oriented Development in the country. Of course, proper planning includes providing for and facilitating regional access but just as important is establishing methods to facilitate access from the neighboring communities. As such, we agree that a walkable and bicycle-friendly community is of the utmost importance to a multi-modal transportation hub such as New Carrollton. Enhanced signage, facilities for bicycles and sidewalk improvements will contribute to pedestrian environment and permeability so that close-in and regional circulation can be enhanced.

We're delighted to support your efforts and agree that your suggestions will contribute to the long-term success of this multi-modal transportation location.

Sincerely,



Thomas G. Archer – Forest City Washington  
Dan McCabe – Urban Atlantic





SHARON BULOVA  
CHAIRMAN

COMMONWEALTH OF VIRGINIA  
**County of Fairfax**  
BOARD OF SUPERVISORS

12000 GOVERNMENT CENTER PKWY  
SUITE 530  
FAIRFAX, VIRGINIA 22035-0071  
TELEPHONE: 703/324-2321  
FAX: 703/324-3955  
TTY: 711

[chairman@fairfaxcounty.gov](mailto:chairman@fairfaxcounty.gov)

February 29, 2012

The Honorable Ray LaHood  
Secretary  
United States Department of Transportation  
1200 New Jersey Avenue, SE  
Washington, DC 20590

Dear Secretary LaHood:

I am writing in support of Metropolitan Washington Council of Governments' (COG) FY 2012 TIGER Discretionary Grant Program Application. I strongly support the multimodal capital improvement projects identified in the application. These projects will enhance non-motorized access to transit stations throughout the region including Virginia Railway Express stations in Fairfax County.

The Fairfax County Board of Supervisors is committed to encouraging mixed use, transit-oriented development. In order for this development to succeed, pedestrians and bicyclists must have safe and convenient access to transit. The projects in this application are a very cost-effect approach to increased pedestrian and bicycle mode share by providing pedestrian and bicycle facilities including bicycle parking and storage.

In 2006 the Board of Supervisors unanimously supported the comprehensive bicycle initiative, which included development of the first bicycle route map of the county, bike racks on all Fairfax Connector buses, on-road bike routes on several roadways, and the development of the Tysons and Countywide Bicycle Master Plans.

This application meets the goals of the TIGER program by supporting affordable and environmentally sustainable modes of transportation. With the implementation of new bicycle infrastructure in the District of Columbia and Northern Virginia and the success of the Capital Bikeshare system, the National Capital area has become a leader in demonstrating the feasibility of using bicycles to supplement transit. The projects in this application will build on that success and be a showcase to the rest of the country.

Sincerely,

Sharon Bulova



# County of Fairfax, Virginia

To protect and enrich the quality of life for the people, neighborhoods and diverse communities of Fairfax County

February 29, 2012

Mr. Todd Turner  
Chair, National Capital Region Transportation Planning Board  
777 North Capitol Street, NE  
Suite 300  
Washington, DC 20002

Dear Chairman Turner:

Fairfax County is pleased to partner with the Virginia Railway Express (VRE) in joining the National Capital Region Transportation Planning Board (TPB), the metropolitan planning organization (MPO) for the Washington region, as a joint applicant of the U.S. Department of Transportation's FY2012 Transportation Investment Generating Economic Recovery (TIGER) Discretionary Grant Program.

Fairfax County is committed to improving non-motorized transportation options. In 2006, the Board of Supervisors unanimously supported the County's comprehensive bicycle initiative, a program designed to make Fairfax County bicycle friendly and safe. As part of this program, efforts are being made to improve and expand bicycle parking at our park-and-ride lots, Metrorail stations, and Virginia Railway Express stations. This grant application will provide funding to expand and improve bicycle parking at three of the VRE facilities within the County; Rolling Road, Backlick Road, and Franconia-Springfield. The addition of these improvements will address growing demand for safe and secure bike parking.

Subject to appropriation by the Fairfax County Board of Supervisors at the time that the grant is awarded, the County will provide the local match to implement these improvements at the three defined locations within Fairfax County.

We look forward to partnering with the Virginia Railway Express and Transportation Planning Board in this exciting project. If you have any questions or need additional information, please call Charlie Strunk, our Bicycle Program Coordinator at (703) 877-5600, or me at (703) 877-5663.

Sincerely,

Tom Biesiadny  
Director

Fairfax County Department of Transportation  
4050 Legato Road, Suite 400  
Fairfax, VA 22033-2895  
Phone: (703) 877-5600 TTY: 711  
Fax: (703) 877 5723  
[www.fairfaxcounty.gov/fcdot](http://www.fairfaxcounty.gov/fcdot)





## COUNTY OF PRINCE WILLIAM

1 County Complex Court, Prince William, Virginia 22192-9201  
(703)792-4640 Metro (703) 631-1703 cstewart@pwcgov.org

### BOARD OF COUNTY SUPERVISORS

Corey A. Stewart, Chairman  
Martin E. Nohe, Vice Chairman  
Maureen S. Caddigan  
Peter K. Candland  
W.S. Wally Covington III  
John D. Jenkins  
Michael C. May  
Frank J. Principi

Corey A. Stewart  
Chairman

February 27, 2012

Mr. Todd Turner  
Chair, National Capital Region Transportation Planning Board  
777 North Capitol St., NE  
Suite 300  
Washington, DC 20002

Dear Chairman Turner:

Prince William County is pleased to partner with the Virginia Railway Express (VRE) in joining the National Transportation Planning Board (TPB), the metropolitan planning organization for the Washington, DC region, as a joint applicant of the FY2012 Transportation Investments Generating Economic Recovery (TIGER) Discretionary Grant Program.

Prince William County supports the region's TIGER grant application and the opportunity it presents to improve non-motorized access for residents and visitors to the region's commuter and Metrorail stations via a healthy, non-polluting and affordable transportation option. Specifically for VRE stations within the County, the addition of bicycle lockers expands upon existing station bicycle amenities and satisfies an unmet need identified by the bicycle community which the County and VRE have been unable to address through existing funding programs. The project is a clear priority for the County which will be providing the 20% local match to implement the lockers at VRE stations within Prince William County. In cooperation with VRE, Prince William County will assist VRE in carrying out those activities and project components identified in the TIGER grant application for which the County is responsible.

We look forward to partnering with VRE and the TPB in this exciting effort.

Sincerely,

Corey A. Stewart



March 9, 2012

Chairman Todd Turner  
National Capital Region Transportation Planning Board  
777 N. Capitol Street, NE  
Suite 300  
Washington, DC 20002

Dear Chairman Turner:


The Washington Metropolitan Area Transit Authority (WMATA) is pleased to submit this letter of support to the National Capital Region Transportation Planning Board's application for TIGER Program grant funds.

The purpose of the application is to fund the construction of pedestrian and bicycle improvements that provide access to rail stations. WMATA actively promotes walking and biking as a cost-effective way for customers to access the transit system. Last year, WMATA's Board of Directors adopted goals for the agency to increase the number of patrons who arrive at Metrorail stations by walking or biking. This project supports this vision by improving the walking and biking environment around a number of WMATA's stations.

WMATA also recognizes the many other benefits that walking and bicycling offers in terms of reduced motorized vehicle congestion, improved air quality and promoting physical health. Furthermore, improving bicycle and pedestrian access to rail stations provides lower income citizens in the Washington region with an inexpensive and on-demand way to complete a trip that otherwise might cost them more in time and/or money.

Overall, the project will make the region more livable and promote balanced growth near transit. We look forward to participating in its implementation.

Sincerely,



Richard Sarles  
General Manager and  
Chief Executive Officer

Washington  
Metropolitan Area  
Transit Authority  
  
600 Fifth Street, NW  
Washington, DC 20001  
202/962-1234

By Metrorail:  
Judiciary Square—Red Line  
Gallery Place-Chinatown—  
Red, Green and  
Yellow Lines  
By Metrobus:  
Routes D1, D3, D6, P6,  
70, 71, 80, X2

A District of Columbia,  
Maryland and Virginia  
Transit Partnership



**Coalition for Smarter Growth, Piedmont Environmental Council**  
**Sierra Club - Virginia Chapter, Sierra Club - Montgomery County Maryland**

March 9, 2012

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

Re: 2012 TIGER Grants - National Capital Region Transportation Planning Board Application

Dear Secretary LaHood:

We are writing to offer our strongest possible endorsement of the National Capital Region Transportation Planning Board's 2012 TIGER discretionary grant application. The National Capital Region Council of Governments and Transportation Planning Board have demonstrated impressive regional cooperation and coordination and have adopted a regional vision focused on transit and transit-oriented development. The region, linking urban, suburban and rural jurisdictions in DC, Maryland and Virginia, has the potential to become a national model for sustainable, efficient land use and multimodal transportation.

Our region has achieved remarkable success with transit-oriented development, which allows us to grow while reducing per capita vehicle miles traveled and vehicle trips. However, many of our Metro stations still lack safe pedestrian and bicycle access and our park and ride lots at the stations are filled to capacity. Analysis by Metro indicates that significant transit ridership gains can be achieved at lower public cost through the provision of better walking and bicycling facilities including sidewalks, bike lanes and trails, bicycle parking, wayfinding and other measures. Where we have created more walkable and bike friendly environments we have seen these transportation modes boom.

A 2012 TIGER grant to the National Capital Region for this project would offer "bang for the buck," capitalizing on the progress to date and resulting in immediate and tangible mode share gains for transit, walking and bicycling, particularly in the peak hour. The package of projects

directly addresses the goals of the TIGER program to create transportation choices, build livable communities, and cost-effectively implement multi-modal transportation solutions.

Our organizations, who have worked for better transportation and land use planning in the Washington DC region, can say with certainty that investing in this project for this region could not be more timely and can be a model for the role that TIGER grants can play in achieving cost-effective and sustainable transportation solutions.

Thank you,

Sincerely,

A handwritten signature in black ink, appearing to read "Stewart Schwartz". The signature is fluid and cursive.

Stewart Schwartz  
Executive Director  
(certifying the following sign-ons)

Chris Miller  
President  
Piedmont Environmental Council

David Dickson  
Program Manager  
Sierra Club, Virginia Chapter

Alvin Carlos  
Chair  
Sierra Club, Montgomery County, MD



WASHINGTON AREA BICYCLIST ASSOCIATION

2599 Ontario Rd. NW  
Washington, DC 20009  
P: 202.518.0524 F: 202.518.0936

WWW.WABA.ORG

March 9, 2012

Secretary Ray LaHood  
United States Department of Transportation  
1200 New Jersey Ave., SE  
Washington, DC 20590

Dear Secretary LaHood:

Thank you for your continued support of multimodal transportation choices. We are writing to request your support for the National Capital Region Transportation Planning Board's (TPB) FY 2012 TIGER discretionary grant application. The TPB is the Metropolitan Planning Organization for the National Capital Region, representing urban, suburban, and exurban local governments, and has developed a comprehensive package of region-wide multimodal improvements.

The TPB's proposal would improve bicycle and pedestrian infrastructure throughout the region, with a focus on improving access to Metrorail and regional mass transit stations. Although our region has a more extensive Metrorail system than many urban centers, too many of the stations do not have safe or convenient access to nearby neighborhoods. The TPB's application would link neighborhoods to transit hubs with a comprehensive suite of cycle tracks and paths, sidewalks, lighting, bikeshare stations, wayfinding, and bike parking. By improving non-motorized access to existing transit stations, the TPB's proposal would improve transit, pedestrian, and bike mode share in the most cost effective manner possible.

In addition to targeted pedestrian and bicycle infrastructure near Metrorail stations, the TPB's application includes multiuse trail projects to improve safety and expand non-motorized capacity at two of the busiest locations in the urban core. Construction of a cycle track near Army Navy Drive, in proximity to three Metrorail stations, will provide non-motorized access in a corridor that now is unsafe for pedestrians and cyclists. Rebuilding the Rosslyn Circle Trail crossing will reduce the incidence of automobile/bike/pedestrian accidents and fix a choke point which is unsafe and inconvenient for trail users and automobile drivers alike.

This package of projects exemplifies the goals of the TIGER program: Creating transportation choices, building more livable communities, and identifying cost-effective, multimodal transportation solutions. The success of such improvements here in the nation's capital would serve as a model for other communities. We respectfully request your support for the TPB's application for this round of TIGER grants and appreciate your consideration.

Sincerely,

Shane Farthing  
Executive Director

## National Capital Region Transportation Planning Board

777 North Capitol Street, N.E., Suite 300, Washington, D.C. 20002-4290 (202) 962-3315 Fax: (202) 962-3202

### MEMORANDUM

**TO:** Transportation Planning Board

**FROM:** Eric Randall  
Department of Transportation Planning

**SUBJECT:** Regional Requests for TPB Endorsement of Federal Transit Administration (FTA) Discretionary Grant Applications

**DATE:** March 14, 2012

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The TPB has received the following requests from jurisdictions and organizations in the Washington metropolitan area requesting endorsement in their applications for Federal Transit Administration discretionary grants. FTA discretionary grant applications require metropolitan planning organization endorsement to ensure that funded projects will be incorporated into long-range plans (i.e., the CLRP) and transportation improvement programs (i.e., the TIP).

1. WMATA – State of Good Repair  
Three applications for improvements of the following:
  - Multi-modal transit center improvements - Electronic signage and bicycle improvements at a MD, DC and VA Rail Station or Transit Center;
  - Bus Garage improvements - Reconfigure Bladensburg bus garage bus bays for clean fuel articulated buses;
  - Energy/Water efficiency and ADA improvements at a MD and a VA bus garage.
2. WMATA – Clean Fuels  
An application to remediate CNG pump pressure irregularity at Bladensburg bus garage.
3. WMATA – Bus Livability  
An application to make improvements to bus stops in the District of Columbia, Maryland (Montgomery County, Prince George’s County, and City of Greenbelt), and Virginia (Arlington County and Prince William County). Funds will be used to make improvements, including prescribed combinations of improvements to sidewalks (accessibility), ramps, concrete pads, shelters, benches, trash receptacles, landscaping, lighting, bulb-outs, bus bays, static signage, and real-time signage. *Note: Revision of the 2010 application by WMATA, in partnership with the TPB and jurisdictions.*
4. Maryland Transit Administration / Charles County – State of Good Repair  
Charles County, via the MTA, is submitting an application to replace twelve buses.

# National Capital Region Transportation Planning Board

777 North Capitol Street, N.E., Suite 300, Washington, D.C. 20002-4290 (202) 962-3310 Fax: (202) 962-3202 TDD: (202) 962-3213

## MEMORANDUM

March 15, 2012

TO: Transportation Planning Board

FROM: Ronald F. Kirby  
Director of Transportation Planning

SUBJECT: Monitoring the Performance of the I-95 HOV/HOT Lanes Project

At the February 15 TPB meeting, a question was raised regarding who will monitor the performance of the I-95 HOV/HOT Lanes Project, and specifically if transit service on the facility will be negatively affected when it opens. This memorandum presents information on how to proceed to develop a scope to monitor the performance of the new HOV/HOT lanes facility .

The I -95 HOV/HOT lanes will be subject to Federal SAFETEA-LU regulations (23 U.S.C. 166(d) and (iii)) that states, in part, that a State agency that allows HOT vehicles on HOV lanes :

“shall certify to the Secretary that the agency will carry out the following responsibilities with respect to the facility:

(A) Establishing, managing, and supporting a performance monitoring, evaluation, and reporting program for the facility that provides for continuous monitoring, assessment, and reporting on the impacts that the vehicles may have on the operation of the facility....

Periodically in the core program of the UPWP, the Regional HOV Monitoring Project collects vehicle volumes by time of day, vehicle classification and auto occupancy, transit passenger volumes, and travel times during the AM and PM peak periods on all HOV facilities in the region. This project includes I-95/I-395 from Triangle, Prince William County to the south end of the 14th Street Bridge in the District of Columbia as well as the HOV facilities on I-66, I-270 and Route 50. This monitoring data was last collected for I-95/I-395 in the Spring of 2010 and is scheduled to be collected next in the Spring of 2014. The passenger and vehicle volume data and travel times on the I-95 HOV lanes collected in Spring 2010 and Spring 2014 will provide a good performance baseline before the I-95 HOT lanes open (currently scheduled for 2015).

Additionally, in the proposed FY 2013 UPWP Virginia Technical Assistance Program there is a Travel Monitoring and Surveys Project which will develop a management plan to establish a continuous travel monitoring program for major commuting routes in Northern Virginia, with a goal of sampling each route on a 2-3 year cycle. Collected data and

analysis will include volume and occupancy data, travel time data, and other information needed to assess traffic operation and travel conditions on major commuter routes. The scope of work under this program is anticipated to include monitoring travel conditions / operations along I-95/I-395. This scope will consider the information that has been collected to date, the baseline data to be collected in Spring 2014, and the vehicle and passenger data and travel time and speed information that will be available from the private operator of the facility when it opens. Funding for the activities developed under this scope will be considered by VDOT and TPB staff during the annual development of the UPWP.

GOVERNMENT OF THE DISTRICT OF COLUMBIA  
DEPARTMENT OF TRANSPORTATION



d. Policy, Planning and Sustainability Administration`

March 8, 2012

The Honorable Todd Turner, Chairperson  
National Capital Region Transportation Planning Board  
Metropolitan Washington Council of Governments  
777 North Capitol Street, N.E., Suite 300  
Washington DC 20002-4290

Dear Chairperson Turner:

The District Department of Transportation (DDOT) would like to applaud the Transportation Planning Board's efforts to use performance measures to identify challenges and potential near and long term strategies to address them in accord with the scope of work to develop a Regional Transportation Priorities Plan (RTPP). We feel that this is vitally important for the future of transportation in the region. We also believe that it is important to not only have measures that assess the performance of our transportation network, but also the connections of our transportation network to economic, health, and environmental outcomes in our region; and performance measures are essential for use in tracking our progress in these areas.

In an effort to further aid in development of performance measures for the TPB's RTPP, we provide the following comments:

- We agree with TPB staff's position that selecting the right performance measures may be one of the most challenging aspects of developing a RTPP.
- We also agree that it is important to limit the number of measures that are used in the RTPP process by selecting those that are most meaningful in evaluating the performance of our transportation network. However, we believe that good measures without currently available data shouldn't be discarded but that TPB should identify a data collection strategy.
- Many of the region's goals rely on a commitment to the concept of regional activity centers and directing growth and providing transit service to those areas. Many of the current activity centers are not near transit or are unlikely to be able to support transit in the foreseeable future. We in turn recognize the need to reconsider some of these existing activity centers and for identification of new/revised activity centers that better meet the goals of the region. We believe we need a robust and qualitative approach to identify activity centers that allow for comparison and evaluation across the region.
- TPB should ensure that the performance measures also reflect the changing nature of usage (e.g. the number of injuries or fatalities by mode should be scaled by the overall use of the mode).

- We believe there are other performance measures that should be considered by TPB staff. These include: metro and other rail transit track condition, emergency response times, miles of new bike lanes and percent of intersections with pedestrian signal heads.

We appreciate the opportunity to provide these comments and look forward to working with the TPB and TPB staff to develop the RTPP. Should you have questions regarding these comments, please contact Mark Rawlings at (202) 671-2234 or by e-mail at [mark.rawlings@dc.gov](mailto:mark.rawlings@dc.gov).

Sincerely,



Samuel Zimbabwe

Associate Director, Policy, Planning and Sustainability Administration (PPSA)

cc: Council of the District of Council – Honorable Tommy Wells, Honorable Phil Mendelson and Honorable Muriel Bowser (via e-mail)  
District Office of Planning – Harriet Tregoning and Art Rogers (via e-mail)  
District Department of Transportation – Terry Bellamy, Eulois Cleckley and Mark Rawlings (via e-mail)



District of Columbia Office of Planning



Office of the Director

March 5, 2012

Ron Kirby  
Metropolitan Washington Council of Governments  
Transportation Planning Board  
777 North Capitol St. NE, Suite 300  
Washington, DC 20002

RE: Office of Planning's Collected Comments on Performance Measures for the TPB Regional Transportation Priorities Plan (RTPB)

Dear Mr. Kirby:

I would like to thank you and your staff for the work on the draft performance measures to evaluate the region's progress on the TPB Regional Transportation Priorities Plan. This letter contains the District of Columbia, Office of Planning's comments (OP) on the Performance Measures for the RTPB. OP believes it's important the measures should relate as closely as possible to the Region Forward 2050 Vision Plan endorsed by COG and its 21 local governments as well. The proposed performances measures are an excellent start, but OP proposes the following adjustments:

- Daily VMT Per Capita – Should be reported by jurisdiction. Our region's performance is ultimately dictated by the actions of the individual jurisdictions, therefore it should be reported that way to the greatest extent possible.
- Number of Jobs Accessible within 45 minutes – In order to identify where progress has been, or needs to be made, it is important to report this accessibility measure by mode.
- Morning Rush Hour Congestion – Is too often a byproduct of other factors, most notably a thriving economy (see Detroit for counter-example), to be a good measure of transportation service. However, if this measure is included, OP would recommend vehicle counts, which measure if overall demand is higher or lower on a given corridor, or if the congestion is a result of roadway infrastructure or traffic management issues.
- % Change in Car-Share Usage – TPB staff did not select this measure in the draft; however OP urges inclusion of this measure with slight tweaks. DCOP would change the measure to "% of population living within ¼ mile of a car sharing location". Including this performance measure would inform area governments of the number of people who have the option to forego car ownership. This is also a measure that local jurisdictions can act upon by dedicating curbside

parking spaces to car-sharing, thus expanding the percentage of the population which has this option.

- Street Block Density in Activity Centers – Street Block density is an easy proxy for a neighborhood’s walkability, but there are better measures. OP would recommend using a well-regarded 3rd party tool such as WalkScore to evaluate an activity center’s walkability. The metric could be phrased “Activity Centers with a WalkScore of 70 or above”.
- % of New Commercial Construction and New Households in Activity Centers – OP would recommend changing “Households” to “Housing Units”, which is a more broadly used criteria that dis-aggregates occupancy.
- Housing and Transportation Costs as % of Income in Activity Centers - OP strongly recommends adding transportation costs. Housing and transportation are the two largest costs in household budgets and perhaps the most meaningful to the general public. While housing costs are outside TPB sphere of influence, ensuring there are low cost transportation alternatives fits right within TPB’s mission. In addition, HUD is investigating developing a nationwide measure, which means the data would be readily available in the future.
- % of New Affordable Households in Activity Centers – OP would keep this performance measure, but also change “households” to “housing units”. This is one of the few metrics related to furthering the equity of housing stock across the region. Low income people are more likely to be transit dependent.
- % of Metro Escalators Available – OP would also include elevators in this performance measure, both escalators and elevators are important for system users.
- Number of Transportation Injuries and Fatalities (all modes) – OP believes it is imperative to normalize the data as a percentage of all trips by mode. (i.e. number of injuries per 100,000 rides, trips or passenger mile) If data can’t be normalized, it shouldn’t be included.
- Hours of Delay Per Person (All Vehicles) –OP would like to see a distinction between limited access ROW (rail/BRT), and mixed access (bus/streetcar, passenger vehicle). This is important because delay on a separated ROW can be attributed to equipment or management failures, while delay on mixed access ROW is often due to excessive demand bogging down the system. They are two very different concepts, and a distinction should be made.
- Transit On-Time reliability – This metric should be judged based on variance from predicted time of arrival based on standard operating conditions. (i.e. rush-hour travel times are longer than off-peak due to traffic, alighting volume, etc)
- Stormwater Runoff – OP recommends adding this since impervious road surface is the major contributor to untreated stormwater. All COG jurisdictions have regional commitments to improve water quality, and much can be done with built infrastructure to sequester stormwater and allow it to percolate into soils rather than flush into watershed.
- Number of Passengers Arriving at Region’s Airports – OP would like to include origin data for passengers in this metric.
- Number of Passengers Arriving by Inter-City Rail –OP believes that to maintain parity of choice between modes this metric, and the origin of passengers should be added.

In addition to the list of measure developed by TPB staff OP would recommend considering the following:

- Cost Recovery by Mode - OP would also include a Cost Recovery metric by mode that compares the percentage of costs of a given mode which are paid directly by users. Recognizing that it will take time to develop a cost recovery measure acceptable to all TPB jurisdictions, we would like to see a place holder for this measure until we reach agreement on methodology.

Thank you for the opportunity to provide comment. We look forward to working with you and TPB staff on incorporating these comments into the final performance measures.

Sincerely,



Harriet Tregoning  
Director  
DC Office of Planning

cc: Honorable Tommy Wells, Council of the District of Columbia  
Terry Bellamy, District Department of Transportation  
Art Rodgers, Office of Planning  
William Handsfield, Office of Councilmember Mary Cheh



# National Capital Region Transportation Planning Board

777 North Capitol Street, N.E., Suite 300, Washington, D.C. 20002-4290 (202) 962-3310 Fax: (202) 962-3202 TDD: (202) 962-3213

February 23, 2012

The Honorable Catherine Hudgins, Chair  
Washington Metropolitan Area Transit Authority  
Board of Directors  
600 5th Street, NW  
Washington, D.C. 20001

**Subject: National Capital Region Transportation Planning Board (TPB) Access for All Advisory Committee Recommendations for the Next MetroAccess Business Model**

Dear Supervisor Hudgins:

I am writing on behalf of the TPB Access for All Advisory Committee (AFA) to provide the Board of Directors with recommendations from the committee on the next MetroAccess business model. The AFA commends WMATA for hosting town hall meetings to gather feedback from consumers of the service and for considering new paratransit business models.

The AFA met on October 26, 2011 and January 26, 2012 to discuss the recommendations being transmitted in this letter. Since 2009, one of the AFA's priority recommendations to address MetroAccess service and costs has been to restructure the contract to a multi-year, multi-contract structure. This recommendation is based upon the TPB's Independent Review of MetroAccess in 2009.

The AFA continues to be concerned about timely, reliable and courteous MetroAccess service, as well as the increasing cost of paratransit services to both the user and WMATA. A multi-year, multi-contract structure ensures that a more stable and experienced workforce would contribute to better service and lower costs. This contract structure could also lessen the impact on customers when transitioning to new MetroAccess contract(s).

On December 1, 2011 the WMATA Board's Finance and Administrative Committee discussed an agenda item on the MetroAccess Business model.<sup>1</sup> The materials from this agenda item indicate that WMATA staff is strongly considering the paratransit business model that involves "Multiple Contractors with a Broker." However, such a model has not been tested in the U.S. and most major metropolitan areas use a multiple contract structure without a broker, including Seattle, Portland, OR, Denver, East Bay Paratransit, Houston, Dallas, Philadelphia, and Miami. The potential issue with using a broker is how independent that broker will be, especially if the broker operates service as well. A model without an independent broker, such as the single contractor model used by WMATA now, sets up a potential conflict of interest between the operator and the entity that monitors the service.

For these reasons, the AFA recommends that:

1. WMATA use the paratransit business model that other metropolitan areas have the most experience with: a multi-year, multi-contract structure without a broker, and does not

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<sup>1</sup> WMATA Finance and Administration Committee. Information Item IV-A. December 1, 2011. "MetroAccess Business Model". [http://www.wmata.com/about\\_metro/board\\_of\\_directors/board\\_docs/120111\\_4AMetroAccessBusinessModel.pdf](http://www.wmata.com/about_metro/board_of_directors/board_docs/120111_4AMetroAccessBusinessModel.pdf)

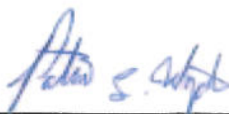
concentrate all responsibilities and operating functions in any one company. Another benefit to WMATA is that if one contractor fails to perform adequately, other contractors can expand to cover the shortfall.

2. WMATA hire the appropriate level of quality assurance staff to monitor the multiple contractors and ensure all ADA and contract requirements are being met; if the quality assurance function is contracted out, the contract should not operate any of the service.
3. The MetroAccess contract(s) should be structured in such a way to ensure clear lines of communication, reporting and responsibility between scheduling, dispatching, the call center and the transportation vendors.
4. If the "Multiple Contractor with a Broker" model is utilized, the contract should be written so that broker is truly independent of conflicting considerations and acts on behalf of Metro. The broker should not operate any MetroAccess service.
5. WMATA should not limit taxi usage in the new contract structure and take advantage of the lower costs and greater trip-assignment flexibility that taxis can provide compared to dedicated providers.<sup>2</sup>

The AFA looks forward to the joint meeting between WMATA's Accessibility Advisory Committee (AAC) and the AFA on March 5 to discuss these critical topics, and continued discussions about the challenges of providing accessible transportation to traditionally-disadvantaged population groups.

Thank you for your consideration of these concerns and recommendations.

Sincerely,



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Patrick Wojahn  
Chair, TPB Access for All Advisory Committee  
City of College Park Councilmember

cc: Richard Sarles, General Manager  
Carol Kissal, Chief Financial Officer  
Christian Kent, Assistant General Manager, Department of Access Services  
Patrick Sheehan, Chair, Accessibility Advisory Committee

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<sup>2</sup> TCRP Report 121 "Toolkit for Integrating Non-Dedicated Vehicles in Paratransit Service" found ADA paratransit taxi costs to be approximately \$14.00 to \$16.00 per trip.



U.S. Department  
of Transportation

Federal Transit Administration  
Region III  
1760 Market Street, Suite 500  
Philadelphia, PA 19103  
215-656-7100  
215-656-7260 (fax)

Federal Highway Administration  
DC Division  
1990 K Street, N.W., Suite 510  
Washington, DC 20006  
202-219-3570  
202-219-3545 (fax)

February 17, 2012

The Honorable Tom M. Turner, Chairman  
National Capital Region Transportation Planning Board  
c/o Mr. Ronald Kirby, Director of Transportation Planning  
Metropolitan Washington Council of Governments  
777 North Capital Street, NW, Suite 300  
Washington, D.C. 20002-4201

Dear Chairman Turner:

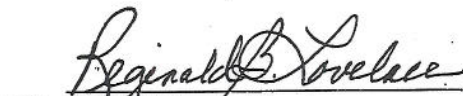
The Federal Highway Administration (FHWA) and Federal Transit Administration (FTA) have completed our review of the 2011 Constrained Long Range Plan (CLRP) for the Washington Metropolitan Region.


The Environmental Protection Agency (EPA), in a letter to FHWA's District of Columbia Division dated February 13, 2012 for the review of the 1997 8-hour Ozone, Carbon Monoxide and Fine Particulate Matter (PM 2.5) conformity (enclosure), acknowledges its review and includes technical documentation that supports the conformity finding of the region's 2011 CLRP. It is our finding that the analytical results provided by the TPB to demonstrate conformity is consistent with EPA's Transportation Conformity Rule (40 CFR Part 93), as amended.

We find that the 2011 CLRP conform to the region's State Implementation Plans, and that the conformity determination has been performed in accordance with the Transportation Conformity Rule (40 CFR Part 93), as amended.

Any questions concerning this approval action should be directed to Sandra Jackson, of the FHWA District of Columbia Division, at (202) 219-3521 or Melissa Barlow, of the FTA DC Metropolitan Office, at (202) 219-3565.

Sincerely,

  
Bridget Hynes-Cherin  
Regional Administrator  
Federal Transit Administration

  
Joseph C. Lawson  
Division Administrator  
Federal Highway Administration

Enclosure

cc: Maurice Keys,, District Department of Transportation, DDOT  
Rene'e Hamilton, Northern Virginia District Office, VDOT  
Kwame Arhin, FHWA Maryland Division  
Ivan Rucker, FHWA Virginia Division  
Edward Sundra, FHWA Virginia Division





UNITED STATES ENVIRONMENTAL PROTECTION AGENCY  
REGION III  
1650 Arch Street  
Philadelphia, Pennsylvania 19103-2029

COPY

Mr. Joseph C. Lawson  
Division Administrator  
Federal Highway Administration,  
District of Columbia Division  
1900 K Street, NW, Suite 510  
Washington, D.C. 20006-1103

FEB 13 2012

Dear Mr. Lawson:

The United States Environmental Protection Agency (EPA), Region III has reviewed the July 2011 amended 8-Hour Ozone, Carbon Monoxide, and Fine Particulate Matter (PM<sub>2.5</sub>) Conformity Determination for the 2010 Constrained Long-Range Plan and the Fiscal Year 2011-2016 Metropolitan Washington Transportation Improvement Program (TIP) as adopted by the National Capital Region Transportation Planning Board (TPB) and submitted to us by the Federal Highway Administration (FHWA) on October 28, 2011. EPA has reviewed the Conformity Determination in accordance with the procedures and criteria of the Transportation Conformity Rule contained in 40 CFR part 93.

Our review of the conformity determinations for the Washington, D.C. Metropolitan Area indicates that the determinations meet the requirements of the Clean Air Act and the applicable regulations promulgated thereunder at 40 CFR part 93. Enclosed, please find EPA's detailed evaluation titled "Technical Support Document for the Review of the 1997 8-Hour Ozone, Carbon Monoxide, and 1997 Fine Particulate Matter (PM<sub>2.5</sub>) Conformity Determinations of the Amended 2010 Constrained Long Range Plan and the Fiscal Year (FY) 2011-2016 Transportation Improvement Program for the Washington Metropolitan Region." It should be noted that in our technical support document, we are again deferring to the FHWA on the question of whether the Constrained Long-Range Plan and TIP are fiscally constrained. Therefore, our concurrence on the overall conformity determination is predicated upon FHWA determining that the Plan and TIP are fiscally constrained.

Please feel free to call Ms. Cristina Fernandez, Associate Director, Office of Air Program Planning at (215) 814-2178 or Mr. Martin Kotsch, at (215) 814-3335 to discuss this review.

Sincerely,

Diana Esher, Director  
Air Protection Division

Enclosure





UNITED STATES ENVIRONMENTAL PROTECTION AGENCY  
REGION III  
1650 Arch Street  
Philadelphia, Pennsylvania 19103

January 26, 2012

**SUBJECT:** Technical Support Document for the Review of the 1997 8-Hour Ozone, Carbon Monoxide, and 1997 Fine Particulate Matter (PM<sub>2.5</sub>) National Ambient Air Quality Standard (NAAQS) Conformity Determination of the 2011 Constrained Long Range for the Washington Metropolitan Region

**FROM:**  Martin T. Kotsch (3AP30)

**THRU:** Cristina Fernandez, Associate Director  
Office of Air Program Planning (3AP30)

**TO:** Administrative Record of the Environmental Protection Agency (EPA) Review of the 1997 8-Hour Ozone, Carbon Monoxide, and 1997 PM<sub>2.5</sub> NAAQS Conformity Determination of the 2011 Constrained Long Range Plan

The purpose of this document is to review the November 2011, 1997 8-hour ozone, carbon monoxide, and 1997 PM<sub>2.5</sub> NAAQS Conformity Determination of the 2011 Constrained Long Range Plan (CLRP) prepared by the Metropolitan Washington Council of Governments, National Capital Region Transportation Planning Board (TPB). The 2011 CLRP conformity determination was submitted to the EPA on January 12, 2012 by the District of Columbia Division of the United States Federal Highway Administration (FHWA).

The Metropolitan Washington, District of Columbia (DC) Area is a moderate 8-hour nonattainment area for the 1997 ozone NAAQS. For the 8-hour conformity analysis for ozone, under section 93.109 of the Federal conformity rule, the existing 1997 8-hour ozone standard reasonable further progress plan volatile organic compounds (VOCs) and nitrogen oxides (NOx) emission budgets for 2008 which EPA declared adequate on September 21, 2009 are applicable to the ozone conformity determinations. The area is also a carbon monoxide (CO) maintenance area with an emissions budget which requires a conformity determination.

The Metropolitan Washington, DC Area is a nonattainment area for 1997 PM<sub>2.5</sub> annual standard. Since there are no current PM<sub>2.5</sub> budgets, the TPB used its transportation model to develop the necessary vehicle miles traveled (VMT) and related emission factors to complete the conformity analysis and determination using the less than base year test.

The conformity determination was reviewed in accordance with the procedures and

criteria of the Transportation Conformity Rule, 40 CFR part 93, sections 93.102(b)(1), 93.102(b)(2)(iv), 93.102(b)(2)(v), 93.102(b)(3), 93.106, 93.108, 93.110, 93.111, 93.112, 93.113(b), 93.113(c), 93.118, and 93.119.

**EVALUATION OF THE 2011 CLRP**

**GENERAL CRITERIA APPLICABLE TO THE CLRP**

SECTION of 40 CFR Part 93	CRITERIA	Y/N	COMMENTS
93.106(a) (1)	Are the horizon years correct?	Y	The horizon years chosen, 2016, 2020, 2030, and 2040 represent appropriate horizon years for the 8-hour ozone, CO, and PM <sub>2.5</sub> conformity determination. 2016 is within the first 5 years of the transportation plan.
93.110	<p>Is the conformity determination based upon the latest planning assumptions?</p> <p>(a) Is the conformity determination, with respect to all other applicable criteria in §93.111 - 93.118, based upon the most recent planning assumptions in force at the time of the conformity determination?</p> <p>(b) Are the assumptions derived from the estimates of current and future population, employment, travel, and congestion most recently developed by the Metropolitan Planning Organization (MPO) or other designated agency? Is the conformity determination based upon the latest assumptions about current and future background concentrations?</p>	Y	<p>(a) &amp; (b) The conformity determination is based upon latest planning assumptions in force and approved by the TPB at the time of the determination. The assumptions include:</p> <p><b>1) Travel Demand Modeling Assumptions:</b>                      - Use of newer Version 2.2 travel demand model process.                      -New travel forecasts incorporated.</p> <p><b>2) Emissions Model Assumptions:</b>                      MOBILE6.2 modeled emissions factors were developed for years; 2016, 2020, 2030, and 2040 for all pollutants.</p> <p><b>3)Emissions Factor Assumptions</b>                      -Enhanced I/M was assumed in DC, Maryland, Virginia.                      -Low emission vehicle program was modeled. (Maryland only)                      -No oxygenated fuels were assumed for wintertime. (all areas)                      -Tier 2 / low sulfur vehicle controls were modeled. (all areas)</p> <p><b>4) Vehicle Registration Data:</b> 2005 data for Maryland, DC, and Virginia.</p>

	<p>(c) Are any changes in the transit operating policies (including fares and service levels) and assumed transit ridership discussed in the determination?</p> <p>(d) The conformity determination must include reasonable assumptions about transit service and increases in transit fares and road and bridge tolls over time.</p> <p>(e) Does the conformity determination use the latest existing information regarding the effectiveness of the Transportation Control Measures (TCMs) and other implementation plan measures which have already been implemented?</p> <p>(f) Are key assumptions specified and included in the draft documents and supporting materials used for the interagency and public consultation required by §93.105?</p>	<p>Y</p> <p>Y</p> <p>Y</p> <p>Y</p>	<p><b>5) Land Activity Assumptions (growth forecasts):</b> In January, 2010 round 8.0 forecasts were added by the TPB for use in the conformity determination. As a result, household data as well as employment data have been updated. New growth figures between 2002 and 2040 used in this determination are shown below:</p> <p>-Household: 43% increase -Employment: 47% increase</p> <p>(c) Transit policies such as frequency and hours of operation were updated from the last conformity determination.</p> <p>(d) Transit ridership and services were adjusted to reflect increased fares from several providers within the affected region. No changes in bridge tolls are anticipated at this time. However revised highway tolls have been incorporated including the Inter County Connector project.</p> <p>(e) All of the TCMs listed in the previous 2005 1-Hour Ozone Attainment Plan for the Metropolitan Washington, DC area were implemented. The latest information regarding TCMs and other implementation plan measures effectiveness has been used.</p> <p>(f) Appendix A of the conformity determination provided the key assumptions for this conformity determination. This document and its earlier drafts were developed through the interagency and public consultation process detailed in Appendix C.</p>
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**EVALUATION OF THE 2011 CLRP**

**GENERAL CRITERIA APPLICABLE TO THE CLRP**

93.111	Is the conformity determination based upon the latest emissions model?	Y	This conformity determination used the mobile emissions model: MOBILE6.2, the latest EPA emissions model available to do the emissions analysis.
93.112	Did the MPO make the conformity determination according to the consultation procedures of the conformity rule or the state's conformity State Implementation Plan (SIP)?	Y	<p>Consultation procedures were followed in accordance with the TPB consultation procedures. These procedures are based on the procedures of the state Conformity SIP.</p> <p><u>Interagency Consultation</u> The TPB has consulted with all appropriate agencies. This includes the District of Columbia Department of the Environment, Maryland Department of the Environment, Maryland Department of Transportation, Maryland Office of Planning, Virginia Department of Environmental Quality, Virginia Department of Transportation, Federal Highway Administration, EPA, and county representatives of the counties of the Metropolitan Washington, DC area.</p> <p><u>Public Consultation</u> The TPB has provided opportunities for public comment on the Conformity Determination. On October 11, 2011, the TPB released for public comment for 30 days, the draft air conformity analysis for the TIP and CLRP. There were no comments relevant to air quality on the Conformity Determination.</p>

**EVALUATION OF THE 2011 CLRP**

**SPECIFIC CRITERIA APPLICABLE TO THE CLRP**

93.102(b)(2)(iv)	Has the EPA and the State made a finding that NO <sub>x</sub> is an insignificant contributor to the direct mobile PM emissions or does any applicable implementation plan (or implementation plan submission) fail to establish an approved (or adequate) NO <sub>x</sub> budget as part of a PM <sub>2.5</sub> reasonable further progress, attainment or maintenance strategy?	N	NO <sub>x</sub> is included in the PM emission analysis.
93.102(b)(2)(v)	Has the EPA or State made a finding that VOCs, Sulfur Oxides (SO <sub>x</sub> ) or Ammonia (NH <sub>3</sub> ) as precursors are a significant contributor to the mobile PM emissions or has an applicable implementation plan (or implementation plan submission) established an approved (or adequate) budget for VOCs, SO <sub>x</sub> or NH <sub>3</sub> as part of a PM <sub>2.5</sub> reasonable further progress, attainment or maintenance strategy?	N	VOCs, SO <sub>x</sub> and NH <sub>3</sub> as precursors are not included in the emissions analysis.



**EVALUATION OF THE 2011 CLRP**

**SPECIFIC CRITERIA APPLICABLE TO THE CLRP**

93.102(b)(3)	Has the EPA or the State made a finding that re-entrained road dust is a significant contributor to the PM mobile emissions or has an applicable implementation plan (or implementation plan submission) established an approved (or adequate) budget that includes re-entrained road dust as part of a PM <sub>2.5</sub> reasonable further progress, attainment or maintenance strategy?	N	Re-entrained road dust is not included in the emissions analysis.
93.106(a) (2)(i)	Does the plan quantify and document the demographic and employment factors influencing transportation demand?	Y	Pages 16-18 of the conformity determination summarizes; population, employment, and households for the Metropolitan Washington, DC area. These forecasts were based upon the Round 8.0 forecast.
93.106(a) (2)(ii)	Is the highway and transit system adequately described in terms of the regionally significant additions or modifications to the existing transportation network which the transportation plan envisions to be operational in the horizon years?	Y	Appendix B of the conformity determination lists the projects and provides a description of the projects anticipated to be completed during the evaluation period of the conformity analysis.
93.108	Is the transportation plan fiscally constrained?	N/A	EPA is deferring to TPB and the States of Maryland and Virginia and the District of Columbia's transportation agencies who have determined that the plan is fiscally constrained.

93.113(b)	Are TCM's being implemented in a timely manner?	Y	All the TCMs listed in the Phase II Attainment Plan for the Metropolitan Washington, DC area were implemented. The latest information regarding TCMs and other implementation plan measures effectiveness has been used.																								
93.118	For areas with SIP Budgets: is the Transportation Plan consistent with the motor vehicle emissions budget(s) in the applicable SIP?	Y	<p>On April 4, 2005 (70 FR 16958) EPA approved the new CO maintenance plan for the Washington, D.C. metropolitan area. The mobile budgets contained therein are applicable to this conformity determination.</p> <p>On September 21, 2009, EPA declared adequate mobile emissions budgets for 2008 contained in the reasonable further progress plans for Maryland, Virginia, and the District of Columbia. Therefore, those mobile budgets are the applicable budgets to be used in this conformity determination. All three of these attainment mobile budgets are identical.</p> <p><u>2008 Mobile Budget: 2016 Analysis</u> tons/day (T/D)</p> <table data-bbox="867 940 1273 1024"> <tr> <td>70.8 T/D (VOC)</td> <td>41.7 T/D (VOC)</td> </tr> <tr> <td>159.8 T/D (NOx)</td> <td>64.6 T/D (NOx)</td> </tr> <tr> <td>1671.5 T/D (CO)</td> <td>515.0 T/D (CO)</td> </tr> </table> <p><u>2008 Mobile Budget 2020 Analysis</u></p> <table data-bbox="867 1094 1273 1178"> <tr> <td>70.8 T/D (VOC)</td> <td>35.9 T/D(VOC)</td> </tr> <tr> <td>159.8 T/D (NOx)</td> <td>43.7 T/D (NOx)</td> </tr> <tr> <td>1671.5 T/D (CO)</td> <td>496.0 T/D (CO)</td> </tr> </table> <p><u>2008 Mobile Budget 2030 Analysis</u></p> <table data-bbox="867 1268 1273 1352"> <tr> <td>70.8 T/D (VOC)</td> <td>34.3 T/D(VOC)</td> </tr> <tr> <td>159.8 T/D (NOx)</td> <td>31.9 T/D (NOx)</td> </tr> <tr> <td>1671.5 T/D (CO)</td> <td>507.2 T/D (CO)</td> </tr> </table> <p><u>2008 Mobile Budget 2040 Analysis</u></p> <table data-bbox="867 1442 1273 1526"> <tr> <td>70.8 T/D (VOC)</td> <td>36.9 T/D(VOC)</td> </tr> <tr> <td>159.8 T/D (NOx)</td> <td>32.4 T/D (NOx)</td> </tr> <tr> <td>1671.5 T/D (CO)</td> <td>528.2 T/D (CO)</td> </tr> </table>	70.8 T/D (VOC)	41.7 T/D (VOC)	159.8 T/D (NOx)	64.6 T/D (NOx)	1671.5 T/D (CO)	515.0 T/D (CO)	70.8 T/D (VOC)	35.9 T/D(VOC)	159.8 T/D (NOx)	43.7 T/D (NOx)	1671.5 T/D (CO)	496.0 T/D (CO)	70.8 T/D (VOC)	34.3 T/D(VOC)	159.8 T/D (NOx)	31.9 T/D (NOx)	1671.5 T/D (CO)	507.2 T/D (CO)	70.8 T/D (VOC)	36.9 T/D(VOC)	159.8 T/D (NOx)	32.4 T/D (NOx)	1671.5 T/D (CO)	528.2 T/D (CO)
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## EVALUATION OF THE 2011 CLRP

### SPECIFIC CRITERIA APPLICABLE TO THE CLRP

93.119	<p>For areas without emission budgets:</p> <p>Does the Transportation Plan demonstrate contribution to emission reductions?</p>	Y	<p>There are no PM<sub>2.5</sub> SIP budgets for the area, therefore an interim test of using the less than base year (2002) test analysis was conducted and the results are shown below. Under 40 CFR 93.109 (e), this interim test is permissible as the area had a choice of either the less than base year test or build/no greater than build analysis for the area. The base year emissions are based on emissions modeling done by the TPB and agreed upon by the air agencies in the three jurisdictions and are shown as tons per year below. The analysis shows that the PM<sub>2.5</sub> nonattainment area passes the interim emissions test.</p> <table style="margin-left: auto; margin-right: auto;"> <tr> <td style="text-align: center;"><u>2002 Base Year</u></td> <td style="text-align: center;"><u>2016 Analysis</u></td> </tr> <tr> <td style="text-align: center;">Tons per year (tpy)</td> <td></td> </tr> <tr> <td style="text-align: center;">1693 tpy (Direct PM)</td> <td style="text-align: center;">758 tpy (Direct PM)</td> </tr> <tr> <td style="text-align: center;">100,000 tpy (NOx)</td> <td style="text-align: center;">23,000 tpy (NOx)</td> </tr> <tr> <td style="text-align: center;"><u>2002 Base Year</u></td> <td style="text-align: center;"><u>2020 Analysis</u></td> </tr> <tr> <td style="text-align: center;">1693 tpy (Direct PM)</td> <td style="text-align: center;">703 tpy (Direct PM)</td> </tr> <tr> <td style="text-align: center;">100,000 tpy (NOx)</td> <td style="text-align: center;">15,000 tpy (NOx)</td> </tr> <tr> <td style="text-align: center;"><u>2002 Base Year</u></td> <td style="text-align: center;"><u>2030 Analysis</u></td> </tr> <tr> <td style="text-align: center;">1693 tpy (Direct PM)</td> <td style="text-align: center;">725 tpy (Direct PM)</td> </tr> <tr> <td style="text-align: center;">100,000 tpy (NOx)</td> <td style="text-align: center;">11,000 tpy (NOx)</td> </tr> <tr> <td style="text-align: center;"><u>2002 Base Year</u></td> <td style="text-align: center;"><u>2040 Analysis</u></td> </tr> <tr> <td style="text-align: center;">1693 tpy (Direct PM)</td> <td style="text-align: center;">769 tpy (Direct PM)</td> </tr> <tr> <td style="text-align: center;">100,000 tpy (NOx)</td> <td style="text-align: center;">12,000 tpy (NOx)</td> </tr> </table>	<u>2002 Base Year</u>	<u>2016 Analysis</u>	Tons per year (tpy)		1693 tpy (Direct PM)	758 tpy (Direct PM)	100,000 tpy (NOx)	23,000 tpy (NOx)	<u>2002 Base Year</u>	<u>2020 Analysis</u>	1693 tpy (Direct PM)	703 tpy (Direct PM)	100,000 tpy (NOx)	15,000 tpy (NOx)	<u>2002 Base Year</u>	<u>2030 Analysis</u>	1693 tpy (Direct PM)	725 tpy (Direct PM)	100,000 tpy (NOx)	11,000 tpy (NOx)	<u>2002 Base Year</u>	<u>2040 Analysis</u>	1693 tpy (Direct PM)	769 tpy (Direct PM)	100,000 tpy (NOx)	12,000 tpy (NOx)
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## **CONCLUSION**

Pursuant to FHWA's January 12, 2012 request, EPA has reviewed the 1997 8-hour ozone, carbon monoxide, and 1997 PM<sub>2.5</sub> conformity determinations for the 2011 Constrained Long Range Plan prepared by the Metropolitan Washington Council of Governments, National Capital Region Transportation Planning Board. EPA has determined that the 2011 CLRP meets the requirements of the federal conformity rule.

# National Capital Region Transportation Planning Board

777 North Capitol Street, N.E., Suite 300, Washington, D.C. 20002-4290 (202) 962-3310 Fax: (202) 962-3202 TDD: (202) 962-3213

February 10, 2012

Steve Heminger  
President  
Association of Metropolitan Planning Organizations  
1029 Vermont Avenue NW  
Suite 710  
Washington, DC 20005

Dear Mr. Heminger:

I am writing on behalf of the National Capital Region Transportation Planning Board (TPB), the metropolitan planning organization (MPO) for this region, to share lessons learned from our experience in administering the FTA Job Access Reverse Commute (JARC) and New Freedom Programs. The TPB has been the Designated Recipient of JARC and New Freedom funding since 2006, and since that time has awarded over \$10 million to 50 projects to promote specialized transportation in the region. The TPB recently completed an Assessment of its JARC and New Freedom program and projects. Given the interest in streamlining program structures and administrative requirements, we are sharing these lessons learned from the Assessment in the hope that they will be useful in your advocacy in the reauthorization that is now taking place, or possibly, in subsequent regulatory development.

## **What Has Worked Well: Coordinated Planning, Active Stakeholder Participation, and Competitive Project Selection**

TPB applauds the coordinated and stakeholder driven planning process provided in SAFETEA to set regional priorities for JARC and New Freedom funds. In addition, the competitive project selection process has spurred innovative thinking and non-traditional partnerships that have improved mobility for people with disabilities, older adults and low-income job seekers.

## **Fix Cumbersome Requirements to Improve Program Efficacy**

The TPB's experience has shown that the administrative requirements of the programs unduly constrain the ability of agencies to propose and implement projects to meet the purposes of the programs. TPB provides the following recommendations in this regard:

1. Build on the success of SAFETEA's mobility management category of project that allows a 20 percent match (instead of 50 percent for operating projects), and expand this lower level of matching funds to all JARC, New Freedom, and Section 5310 project types.
2. Streamline and reduce administrative requirements designed for larger program structures (such as procuring transit capital) on focused programs. The FTA requirements related to the procurement of a small number of accessible vehicles, and the non-applicable FTA certification and assurances, hamper the ability of implementing agencies to meet the purposes of the program.

3. Expand the eligible activities for JARC and New Freedom funding:

Eligible JARC activities are limited, and do not adequately address the transportation concerns of lower-income workers, particularly those with young children. Transportation costs related to childcare for low-income workers should be allowable as an eligible expense.

Additionally, neither JARC nor New Freedom funding can be used to purchase transit passes, a rule which limits agencies' ability to support direct access to existing transportation services. The restriction on using JARC and/or New Freedom funds to purchase transit passes should be eliminated.

The full report on the Assessment of the Job Access Reverse Commute (JARC) and New Freedom Programs in the National Capital Region can be found on our program website at [http://www.mwcog.org/tpbcoordination/documents/Assessment\\_Report\\_DraftFinal.pdf](http://www.mwcog.org/tpbcoordination/documents/Assessment_Report_DraftFinal.pdf).

Should you have any questions or wish to discuss this in detail, please do not hesitate to contact me or the Director of Transportation Planning for TPB, Mr. Ron Kirby at (202) 962-3310 or [rkirby@mwkog.org](mailto:rkirby@mwkog.org).

Sincerely,



Todd M. Turner  
Chair  
National Capital Region  
Transportation Planning Board

# National Capital Region Transportation Planning Board

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February 9, 2012

Gary C. Thomas  
Chair  
American Public Transportation Association  
1666 K Street, NW  
Suite 1100  
Washington, DC 20006

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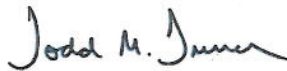
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