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

Item #5

MEMORANDUM

October 14, 2010

TO: Transportation Planning Board

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

RE: Letters Sent/Received Since the September 15th TPB Meeting

The attached letters were sent/received since the September 15th TPB meeting. The letters will be reviewed under Agenda #5 of the October 20th TPB agenda.

Attachments

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

October 7, 2010

Dear Colleague:

As you know, I chair the TPB's Human Service Transportation Coordination Task Force, which guides the annual solicitation for Job Access Reverse Commute (JARC) and New Freedom projects. I am writing to: 1) inform you of the funding opportunities available in the 2011 solicitation, and to recommend that you encourage the agencies in your jurisdiction to take advantage of these opportunities; and 2) ask that you encourage transportation and human service agencies in your jurisdiction to participate in the work of the Task Force this fall; attached you will find the membership list.

The solicitation, which will occur from January through April of next year, will provide $2.5 million in JARC funds and $1.9 million in New Freedom funds to support projects that meet the transportation needs of low-income workers and individuals with disabilities. The federal funds must be matched with either 20 or 50 percent matching funds, depending on the type of project.

The Task Force is focusing its activities this fall on identifying ideas for significant regional projects to put forward in the upcoming solicitation, and to generate interest among local agencies in collaborating on applications to implement regional projects. Recognizing that access to jobs is an important issue in many of our local jurisdictions, the Task Force is reaching out to workforce development agencies throughout the region and asking them to attend the October 14 Task Force meeting to discuss the most pressing unmet transportation needs facing their clients. Subsequent meetings this fall will focus on other ideas for regional projects.

The advantages of collaborating on regional projects are numerous, and benefit both implementing agencies and consumers. Partners implementing projects in multiple jurisdictions can broaden the impacts of a project, and enable a greater number of people to be served more cost effectively than several small projects. Additionally, the local matching share of a regional project can be distributed among multiple partners, allowing agencies to achieve maximum impact for their scarce dollars. This is especially advantageous given the tight budget environment in which many jurisdictions and nonprofit agencies currently find themselves operating.

I encourage you to underscore the availability of these transportation funds as well as the benefits of participating in the Task Force's planning efforts. I would be happy to answer any questions you may have about the solicitation, the Task Force or its activities.

Sincerely,

Muriel Bowser
D.C. Councilmember, Ward 4
TPB First Vice Chair
Chair, Human Service Transportation Coordination Task Force
Attachment

TPB Human Service Transportation Coordination Task Force Membership

First	Last	Organization	Address_1	Address_2	City	ST	Zip	Phone	e-mail
Deanna	Archey	Montgomery County Department of Public Works & Transportation	101 Monroe Street	Fifth Floor	Rockville	MD	20850	240-777-5828	deanna.archey@montgomerycountymd.gov
Michael	Artson	Fastran	12011 Government Center Parkway		Fairfax	VA	22035	703-324-7075	michael.artson@fairfaxcounty.gov
Carolyn	Bellamy	MV Transportation	2328 Georgian Woods Place		Wheaton	MD	20902	(240) 461-7543	Crbel2@aol.com
Muriel	Bowser, Chair	District of Columbia Councilmember, Ward 4	1350 Pennsylvania Avenue, NW	Suite 110	Washington	DC	20004	202-724-8052	mbowser@dccouncil.us
Daria	Cervantes	The Arc of Montgomery County	603 Southlawn Lane		Rockville	MD	20850	301-294-6840 x2212	danac@arcmontmd.org
Courtney	Clyatt	DC Cancer Consortium	5225 Wisconsin Avenue, NW	Suite 503	Washington	DC	20015	202-821-1920	cclyatt@dccancerconsortium.org
Amy	Cole	Jewish Council on Aging	12320 Parklawn Drive		Rockville	MD	20852	301-255-4207	acole@accessjca.org
Eunice	Copeland	Arlington STAR	2300 9th Street South, M3		Arlington	VA	22204		ecopeland@arlingtonstar.com
Richard	Coward	D.C. Office on Aging, Aging & Disability Resource Center	1134 11th Street NW		Washington	DC	20001	202-535-1444	richard.coward@dc.gov
Robert	Coward	DC ADAPT	4136 East Capitol Street NE		Washington	DC	20019	301-518-5654;	ablebutdisable@verizon.net
Elizabeth	DeBarros	DC Department of Employment Services	609 H Street NE	Suite 521	Washington	DC		202-698-5810	elizabeth.debarros@dc.gov
Rikki	Epstein	Washington Metropolitan Area Transit Authority (WMATA)	600 Fifth Street, NW		Washington	DC	20001	202-962-1125	repstein@wmata.com
Pam	Forshee	VA Regional Transit Association (VRTA)	109 North Lane		Purcellville	VA	20132	540-338-1610	pam@vatransit.org
Anthony	Foster	Potomac and Rappahannock Transportation Commission (PRTC)	14700 Potomac Mills Road		Woodbridge	VA	22192	(703) 580-6147	afoster@omniride.com
Robert	Fulk	Alexandria Specialized Transit	301 King Street	Room 5100	Alexandria	VA	22314	(703) 746-4079	Robert.Fulk@alexandriava.gov
Judi	Gold	Councilmember Bowser's Office	1350 Pennsylvania Avenue, NW	Suite 110	Washington	DC	20004	202-724-8052	jgold@dccouncil.us
MaryAnn	Griffin	Alexandria Office of Aging and Adult Services	2255 Mount Vernon Avenue	Unit 5	Alexandria	VA	22301	703 838-0921	MaryAnn.Griffin@alexandriava.gov
Jay	Guy	Fairax County DOT	12055 Government Center Parkway	Suite 1034	Fairfax	VA	22035	(703) 324-1163	Jay.Guy@fairfaxcounty.gov
Mary Alice	Hager	Department of Family Services	8350 Richmond Highway		Alexandria	VA	22309	(703) 704-6305	matthew.copsey@fairfaxcounty.gov
Ed	Harrison	Prince William County Area Agency on Aging	5 County Complex Court	Suite 240	Woodbridge	VA	22192		eharrison@pwcgov.org
Shelby	Holley	Prince William County Department of Social Services	7987 Ashton Avenue	Suite 200	Manassas	VA	20109	(703) 792-4072	sholley@pwcgov.org
Tom	Howarth	Father McKenna Center	19 Eye Street NW		Washington	DC	20001	202-842-1112	tomhowarth@fathermckennacenter.org
Charlie	King	Red Top Cab Company	3251 Washington Boulevard		Arlington	VA	22201	(703) 525-0900	cking@redtopcab.com
Jane	King		118 East Randolph Avenue		Alexandria	VA	22301	(703) 519-7843	jmcking@netscape.com
Elaine	Lancaster	Tri-County Council of Southern Maryland	P. O. Box 745		Hughesville	MD	20637	(301) 870-2520	elancaster@tccsmd.org
Thornette	Leacock	Prince George's County Department of Public Works & Transportation	9400 Peppercorn Place	Suite 300	Largo	MD	20774	301-883-5656	tleacock@co.pg.md.us
Sharon	LeGrande	Northern Virginia Family Service	10455 White Granite Drive		Oakton	VA	22124	(703) 219-2134	slegrande@nvfs.org
Joann	Lowe	D.C. Department of Transportation (DDOT)	2000 14th Street, N.W.		Washington	DC	20012	(202) 673-1746	Joann.Lowe@dc.gov
Terri	Lynch	Area Agency on Aging	3033 Wilson Boulevard	Suite 700B	Arlington	VA	22201	703-228-1726	Cdvorin@arlingtonva.us
Peggy	Maher	Veolia Transportation	2100 Huntingdon Avenue		Baltimore	MD	21211	(443) 573-3442	peggy.maher@veoliatransportation.com
Greg	McFarland	Northern Virginia Transportation Commission (NVTC)	4350 North Fairfax Drive	Suite 720	Arlington	VA	22203	(703) 524-3322 x 102	greg@nvtdc.org
Paul	Meyer	Montgomery County Commission on Persons with Disabilities	5809 Nicholson Lane	Suite 116	Rockville	MD	20852	301-231-5235	pcmeyer@verizon.net
Michael	Muse	Stafford County	1300 Courthouse Road		Stafford	VA	22555	(540) 658-8720	mjm179@dss.state.va.us
Nancy	Norris	TransIT Services of Frederick County	1040 Rocky Springs Road		Frederick	MD	21702	(301) 600-3538	nnorris@frederickcountyMD.gov
Oliver	Parker	DC Department on Disability Services	1125 15th Street NW	8th Floor	Washington	DC	20005	202-730-1564	oliver.parker@dc.gov
Yolandra	Plummer	MTM, Inc.	2300 N Street, NW	Suite 720	Washington	DC	20037	866-787-0601	yplummer@mtm-inc.net
David	Remick	Workforce Organizations for Regional Collaboration (WORC)	10 South Glebe Road	Second Floor	Arlington	VA	22204	(703) 769-0717	remick@worconline.org
Brenda	Richardson	TPB Access for All Advisory Committee	3008 24th Place SE		Washington	DC	20020	(202) 678-1978	Brendarichardson7@yahoo.com
Gwen	Rubinstein	Washington Area Womens Foundation	1411 K Street, NW	Suite 400	Washington	DC	20005	202.347.7737 x215	grubinstein@wawf.org
Patricia	Sanders	Department of Family Services	North, Community Services Building	5012 Rhode Island Ave	Hyattsville	MD	20781	301-985-3834	pvsanders@co.pg.md.us
David	Sharp	Spinal Cord Injury Network, Inc.	51 Monroe Place	Plaza 9 West	Rockville	MD	20850	(301) 672-8836	dcsharp1@comcast.net
Neil	Sherman	VA Department of Rail and Public Transportation (DRPT)	PO Box 590		Richmond	VA	23218	(804) 786-1154	neil.sherman@drpt.virginia.gov
Karen	Smith	The Arc of Greater Prince William	13505 Hillendale Drive		Woodbridge	VA	22193	(703) 670-4800	ksmith@arcgpw.org
Roy	Spooner	Yellow Cab Co. of D.C.	1636 Bladensburg Road, NE		Washington	DC	20002	202-546 7902	rspooner@dcyellowcab.com
Rev. Gloria	Swieringa	ACORN of Prince George's County, MD	PO Box 441543		Fort Washington	MD	20749	(301) 292-6234	none
Trina	Trotman	MD Transit Administration (MTA)	6 St. Paul Street, 9th floor		Baltimore	MD	21202	410-767-7272	LTrotman@mtamaryland.com
Robbie	Werth	Chair of TPB Private Providers Task Force	Diamond Transportation Services	7311-B Highland Street	Springfield	VA	22150	703-912-7606	rmw5264@aol.com
Steve	Yaffe	Arlington County Department of Environmental Services, Transit Div.	2100 Clarendon Boulevard	Suite 900	Arlington	VA	22201	703-228-3690	syaffe@arlingtonva.us

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

TO:	Transportation Planning Board
FROM:	Monica Bansal Rex Hodgson Department of Transportation Planning
SUBJECT:	Grant Proposal to the Kaiser Permanente Healthy Eating/Active Living Grant Program to Advance Regional Bicycle-Sharing
DATE:	October 14, 2010

On August 23, 2010, the TPB submitted an application for regional bike-sharing and bicycle access improvements under the U.S. DOT TIGER II discretionary grant program. This memo discusses an opportunity to take a first step toward implementation of the proposal submitted under TIGER II.

In support of the Capital Bikeshare program that was launched on September 19, and in light of the fact that competition for TIGER II funding is expected to be very high, TPB staff has been actively seeking corporate sponsors for the expansion of the bike-sharing system. On September 27 Kaiser Permanente, through their Health Eating/Active Living (HEAL) grant program, invited TPB staff to submit a proposal to expand the Capital Bikeshare program in the region, with a submission deadline of October 8.

Given the scope of the HEAL grant program and detailed advice from Kaiser staff, TPB staff submitted the attached proposal requesting up to $500,000 in order to add 80-130 bicycles and 10-20 stations to the newly established Capital Bikeshare program. The proposal also expressed interest in seeking grant funding for three additional years, contingent on the success and outcomes of the initial grant period. Under the proposal, grant funds would be distributed via a yearly call-for-projects solicitation where jurisdictions in the metropolitan Washington region would submit bike-sharing capital projects that meet one of two objectives:

- Densify and expand the current system in DC and Arlington, with a focus on extending the system to jurisdictional borders to facilitate regional expansion.
- Expand the system regionally into locations in other jurisdictions in the TPB region, with a focus on locations for expansion that will ensure system effectiveness.

Similar to other grant programs conducted by the TPB, a call for projects solicitation with detailed program priorities would be disseminated and a project selection panel would be formed to select projects each year. The small amount of yearly funding would be focused into one or two grants per year in order to best concentrate the yearly number of stations and ensure that the grant money has the greatest impact possible. Additionally, in order to augment the impact of HEAL grant funding, local jurisdictions will be encouraged to seek a variety of funding sources for a 20% match, including funding from other corporate sponsors and private sources.

The HEAL grant proposal represents an opportunity to advance the goal of the "TIGER II" proposal approved by COG and TPB by building on the regional coordination achieved through that process to expand bike-sharing in the region. On October 13 the COG Board adopted a resolution to allow COG to apply for and administer grant funding awarded from the HEAL grant program on behalf of the TPB. Award decisions by Kaiser Permanente are expected to be announced on December 8.

Kaiser Permanente of the Mid-Atlantic States
2010 Q4 Grant Application

Online Submission Process

Submission Deadline is 5:00 PM EST, October 8, 2010

Your Proposal

Program/Project Title

Please keep this to 10 words or less

Promoting Regional Expansion of Capital Bikeshare

Brief Program Description

In 25 words or less, please describe your program in laymen's terms that can be shared with external audiences

This project adds 80-130 bicycles and 10-20 stations to the newly established Capital Bikeshare program, allowing the system to expand from DC/Arlington into neighboring jurisdictions.

Total Program Budget

$618,750

Amount of funding you are requesting from Kaiser Permanente

Please enter whole dollar amounts

$500,000

Project Start Date

You can change the start date as needed. Please know that project start dates cannot go past June 1, 2011.

01/03/2011

Project End Date

Please enter a date that is no more than 1 year from the start date above.

01/02/2012

Type of Support

Please select "Project Support"

Project Support

Project/Proposal Description

Please provide the following information for the project or program you are proposing

Community Need to be Addressed

In 300 words or less, please describe the community need this project will address.

The National Capital Region has an extensive highway network and the second largest public transit system in the country; however, congestion and crowding on the regions roadways and transit system is increasing, meeting the travel demands of a growing population and workforce bring difficult challenges, air quality and greenhouse gases are a concern, and funding constraints for all surface modes translates into an inability to keep up with rapidly rising demand.

Other pressing transportation-related issues include human health concerns related to overweight, obesity, and related diseases (e.g. diabetes, cardiovascular disease) and social concerns about providing affordable transportation options. The CDC finds that 25% of the population does not meet their recommended 30 minutes of physical activity per day and a COG study found that over 22% of adults in Washington DC reported no leisure-time physical activity or exercise over the past month and over 21% were obese (BMI > 30). There is a measurable health care cost differential between those that do meet the CDC activity requirements and those that do not by between $20 and $330 per year.

Undoubtedly, the area's roadways and transit system will continue to play an important role in the region, but it's also clear that addressing these various challenges will require thinking differently about the way we plan, fund, and build our future transportation system.

Goals to complete this project

In 300 words or less, describe what your goals are for completing this project.

Capital Bikeshare is "bicycle transit", a new and innovative transportation option which is convenient, affordable, non-polluting, and allows people to build physical activity into their daily lives through the promotion of active transportation. The bike-sharing system consists of bike-sharing stations interspersed in the region, allowing the region's residents and visitors to take a bike from one station to any other in the region, with major connections to transit, employment centers, and residential centers. Bike-sharing is designed to increase bicycle ridership for utilitarian trips and increase transit

ridership, going beyond minimum requirements for bicycle and pedestrian infrastructure to provide an innovative, intermodal service for people of all ages.

In order to support the growth and success of the Capital Bikeshare program and share its benefits across the metropolitan Washington region, this proposal consists of two main objectives:

1) Provide capital funding to densify and expand the current system in DC and Arlington with a focus on extending the system to jurisdictional borders to facilitate regional expansion, and

2) Provide capital funding to expand the system regionally into locations in other jurisdictions in the TPB region. The preferred locations for expansion will be based on the proximity to existing bike-sharing locations to ensure system effectiveness.

The proposed project would allow for expansion of the newly established Capital Bikeshare system, and broaden its impact and reach in the region by making bike-sharing available to more people in DC, northern Virginia and suburban Maryland. Increasing the rate of bicycling through expanding the bikeshare program will help people meet CDC's physical activity requirements by building incidental physical activity into their commutes and daily travel, since they may not be meeting this requirement through leisure-time physical activity.

Project Activities

In 300 words or less, describe in detail what your project activities will be.

TPB seeks to establish a four-year program that would distribute grant funds via a yearly call-for-projects solicitation where jurisdictions in the metropolitan Washington region would submit bike-sharing capital projects that meet the objectives above. This grant proposal is for $500,000 (scalable to $250,000) for one year of funding. TPB would like to apply for continued funding on a contingency basis for up to three additional years, based on the success and outcomes of the first grant period.

The grant request will purchase 10-20 new bikeshare stations per year, depending on the size of the stations installed, which will vary by location. One to two grants will be awarded each year in order to best concentrate the yearly number of stations and ensure that the grant money has the greatest impact possible.

The grant amount will pay for capital costs of new bikeshare stations and bicycles and jurisdictions will pay for the operating expenses, which are roughly $155/month/bike. The total cost is based on an average station capital and installation cost of $44,000. This cost averages the station costs for extra small (4bikes/7docks), small (7bikes/11docks), medium (10bikes/15docks), and large (13bikes/17docks) stations.

The sub-grant approach is also intended to encourage jurisdictions to provide local investment in a permanent bikeshare service by requiring a 20% match. Local jurisdictions will be encouraged to supply a variety of funding sources for the 20% match, including funding from corporate sponsors and other private sources.

Scalable Option: Since grant funding is for a capital project comprised of smaller components (i.e. bikeshare stations) the grant amount is scalable; however, to expand the system into new areas a minimum threshold of stations is necessary to ensure system effectiveness and reliability. As such, a minimum per-year grant amount of $250,000 is identified, which would provide 5-10 new stations each year.

Expected Outcomes

In 300 words or less, please describe what are the expected outcomes from the project.

Assuming full funding of $500,000, the project is expected to expand the current 1100-bike system by around 80-130 bikes and 10-20 stations, which is a 10-15% increase in the size of the system. The exact outcome will depend on the result of the call for projects solicitation that will be issued upon award of this grant; however, it is known that the grant will enable the expansion of the current bike-sharing system into a new part of the region. These locations could be along the Rosslyn-Ballston corridor in Arlington County, along the red line corridor in DC connecting to Bethesda and Silver Spring in Montgomery County, the green line corridor and National Harbor in Prince George's County, and several parts of the City of Alexandria, such as Del Ray and Old Town. TPB staff will develop location criteria, ensuring that the outcome of this project will be expansion of the system into one or two location where there is a local commitment to furthering active transportation as a serious transportation mode by providing infrastructure like paths, bike lanes, lighting, and signage and there is access to transit, enabling residents and visitors to use the linked bike-sharing and transit system to access more of the region.

It is expected that if the grant is continued for four years (contingent upon success in the preceding years), over 500 bicycles could be added to the system, increasing the size by 50% and enabling robust regional coverage of the system into not just one or two of the aforementioned locations, but all of them.

Measurable Change

In 300 words or less, please describe how will this project make a positive measurable change that addresses the community need stated above.

The regional expansion of bike-sharing is expected to make active transportation options more accessible to more people in the region. Specifically, the project is expected to grow the number of people willing and able to choose a bicycle for a commute trip. A benefit cost analysis was done for the full regional expansion of Capital Bikeshare as planned for a USDOT TIGER II grant and was modified for this application based on the full $500,000 funding amount and with the assumption that the program will continue for four years. Based on this analysis, the project is expected to result in approximately 22 million new bicycle trips over the four-year project period. All outcomes stated here are for the four-year project period and are for the existing system plus the highest level of expansion requested under this grant. It is important to look at the system as a whole, as the expansion is not simple adding an increment of benefit, but instead will increase the entire system's reach and effectiveness.

This increase in bicycle trips is expected to generate other benefits. Capital Bikeshare and its expansion will enable over 2 million new transit trips by increasing access to existing stations. Transit is rightly promoted as an environmentally sustainable mode, but it is increasingly being understood as a catalyst for healthy living, as evidenced by a study in Charlotte, NC where obesity rates declined in areas that received new transit services. Additionally, the system is expected to shift over 2.5 million trips from cars to bikes, which will result in monetized congestion benefits of $685,000, reduced air pollution benefits of $1.3 million, accident reduction benefits of $280,000 and direct

health care savings of over $150,000 by enabling more residents to meet daily activity requirements.

Program Sustainability

In 300 words or less, please describe how will the program and/or its impact be sustained beyond the grant period.

The Capital Bikeshare system that is currently on the ground (1110 bikes in Arlington County and the District of Columbia) represents years of public buy-in and support for bike-sharing. It also represents a financial commitment by participating jurisdictions to invest heavily in active transportation. Although the current system has been planned to operate seamlessly across jurisdictions and to be expanded regionally, each jurisdiction owns and operates the stations and bikes within its boundaries. Therefore, all planning to date has emphasized the requirement that jurisdictions identify long-term operating funds to sustain the system over time (a 20-year horizon was used for federal grant planning activities), assuming very conservative "fare-box" recovery and advertising revenue. Nevertheless, revenues are expected from corporate sponsorships and user fees and based on other bike-sharing systems, it is projected that annual revenues will exceed annual O&M costs after four years. User fees are paid through yearly ($80) or monthly ($30) memberships or non-member day passes ($5). Similar to other bike-sharing models, corporate sponsorships from companies looking to advance sustainability initiatives, obtain advertising opportunities, or provide bike-sharing for their employees or visitors are expected at various levels, ranging from support for the overall program to support for individual stations.

The program is also being supported by other planning initiatives across the region, such as the provision of bicycle and pedestrian infrastructure to enable safe use of the Capital Bikeshare system. For instance, in conjunction with their investments in bike-sharing, DC is also investing heavily in bicycle infrastructure by going from 45 miles of bike lanes to 80 miles in the next two years, including 5 miles of separated lanes (European-style cycletracks) and 100 bike boxes.

Number of People you expect to reach with this proposal

20,000

Measure of Success

In 300 words or less, please describe what methods and metrics will be used to determine the success of the project. Please explain how you will obtain your baseline measurements. What standards of measurement are you using?

In order to initiate the Capital Bikeshare program in DC and Arlington County, a joint contract that can be picked up by any additional jurisdictions in the COG region was drafted and used. The contract includes a plan for monitoring the program for usage and success, safety, financial viability, customer service, and condition of infrastructure over time. This information, which will be delivered by the contractor monthly, can be used to determine the system's success in achieving some of the expected outcomes identified above. The specific measures used will include usage statistics, such as daily miles traveled, daily number of trips, average time duration per trip, number of

existing and new subscriptions, analysis of ridership trends, operational problems, and recommendations for service improvements. It will also include crash statistics, such as the number of each type of crash outcome (traffic violation, property damage, personal injury, hospital visit), a financial summary, such as revenue generated from subscriptions, user fees, and advertising and sponsorships, as well as other metrics.

The usage statistics can be used to determine how much the program is increasing physical activity in the region and how many new people are choosing bicycles as a preferred mode of travel. Additional surveys and supplementary information can be used to determine mode shifts from less environmentally sustainable and more sedentary modes of travel, such as personal automobile, to mass transit and bicycle.

There is also room to do more in depth measuring of specific public health indicators, such as obesity rates. Although this is not within the current contract, there is potential to partner with KP on integrating these types of considerations into our transportation performance measures and evaluation.

Evaluation

In 300 words or less, please describe how your organization will evaluate the program results.

Based on the monthly data on the indicators described in the previous section, COG and the participating local jurisdictions will evaluate results and compare to other bike-sharing services nationally and internationally. This data will enable COG and local staff to better tailor the system to meet regional needs and to achieve regional goals of promoting environmental quality and healthy living. For instance the usage data will enable planners to determine where additional locations and/or marketing will be needed. The safety data can be used to determine where additional infrastructure or traffic enforcement measures may be necessary. Lastly, the monthly financial summary data will be used to allow planners to modify financial plans if necessary.

Visibility

In 300 words or less, please describe your organization's plans to communicate about this project/program.

The primary vehicles for program visibility to date has been public involvement in the planning process, the regional website, and other information technology tools, such as a mobile device application enabling users to monitor bike availability.

Community input has been an integral component of project planning for the existing system and will likely continue for planning system expansions. For instance, the District Department of Transportation used crowdsourcing as a method of getting public input on the specific placement of their initial 100 bike sharing stations throughout DC. Surveys to determine desired locations were disseminated via partners, such as WABA, blogs, and other media tools. This type of public involvement not only assisted in the planning of the system, but it publicized the project to its potential and likely users and to the media at large. The program has required no paid marketing yet as free publicity has been abundant with the recent launch. In just a few weeks of operation, the system has already attracted more than 2,000 members. As initial buzz dies down, the program will be marketed through brochures, events, blogs, and local bike shops. It should also be noted that the stations themselves serve as important publicity for the system; therefore, expansion of the system will serve to increase program visibility.

Involvement

In 300 words or less, please describe opportunities for Kaiser Permanente to be involved with the development and/or execution of this project/program?

In addition to providing financial support for the capital costs associated with implementation of this proposal to expand the Capital Bikeshare program in the Washington metropolitan area, as noted under "Measures of Success", the project could benefit from partnering with Kaiser Permanente for technical assistance to do more in depth measuring of specific health indicators that are relevant and would be positively influenced by the promotion of increased physical activity through bike-sharing.

Kaiser Permanente could help promote the Capital Bikeshare system through its website and in other marketing materials it produces, in order to help get the word out about bike-sharing in the Washington, DC area.

Also, as bike-sharing in the United States crops up in other cities, Kaiser Permanente can play a role in helping to share information about the benefits of bike-sharing and lessons learned to guide the successful implementation of new bike-share programs.

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

TO: Transportation Planning Board

FROM: Catherine M. Hudgins
Chair, TPB Access for All (AFA) Advisory Committee
Supervisor, Fairfax County Board of Supervisors

SUBJECT: AFA Comments on 2010 Financially-Constrained Long-Range Transportation Plan and General Transportation-Related Concerns of the Committee

DATE: October 20, 2010

The TPB Access for All Advisory (AFA) Committee received a presentation on the significant changes to the Draft 2010 Financially Constrained Long Range Transportation Plan (CLRP) at its July 8, 2010 meeting. During a roundtable discussion, the AFA provided a few comments on projects in the plan, and raised several other concerns about how the needs of people the AFA represents – low-income communities, minority communities and people with disabilities – can be better accounted for in the transportation planning process at the regional and local levels. The AFA is submitting the following comments based on discussion at the July 8, 2010 AFA meeting and recent AFA reports.

Specific Comments on New Projects and Significant Changes in the CLRP

Given that transportation funding is so tight, the AFA expressed concern that funding for some of the new CLRP projects could be spent in more efficient ways.

- The AFA wanted to know how implementing agencies take into consideration the cost and benefits of investing in construction projects with ongoing maintenance costs versus investing in facility enhancements (i.e., the D.C. Streetcars and the I-270 extension).

- The AFA expressed concern that Maryland is proposing to extend highway improvements as part of a $3.4 billion project on I-270/US 15 from Shady Grove Metro Station to Biggs Ford Rd and recommended that transportation demand management (TDM) strategies be considered before expensive expansions are proposed.

This document is available in an alternative formats upon request.
Email: accommodations@mwcog.org, or phone: (202) 962-3275 or (202) 962-3213 (TDD).
Please allow up to seven working days for preparation of the material.

- The AFA would like to see more pedestrian, bicycle and transit improvements in the CLRP and urges local jurisdictions to make use of the Regional Bus Stop Inventory to improve bus stops for people with disabilities.

General Comments on Transportation-Related Concerns

The AFA recommended that the D.C., Maryland and Virginia Departments of Transportation (DOTs) be more cognizant of how construction projects can block pedestrian access for persons with disabilities.

- For example, people with disabilities are having difficulty navigating 14th Street NW due to construction in the Columbia Heights neighborhood of Washington, DC.

The AFA is very concerned about the MetroAccess fare increase, service reductions and eligibility changes and continues to recommend changes to the contract structure to address long-standing inefficiencies.

- On September 16, the AFA held a special meeting on concerns with MetroAccess eligibility changes, including conditional eligibility, trip-by- trip denials, the appeals process and long call center hold times. The AFA recommends that;
    - WMATA implement eligibility changes judiciously, while both tailoring customer assessments and ensuring fairness in the new process;
    - WMATA improve communications with customers on all program changes so customers have a clearer understanding about what to expect; and
    - The AFA follow-up on the implementation on the changes in six to nine months.

- MetroAccess customers will likely find it more difficult to meet their daily transportation needs given the recent fare increases, service reductions and eligibility changes.
    - The AFA recommends that an independent study be conducted in one year on how these changes impacted MetroAccess customers and persons with disabilities.

- Since 2008 one of the AFA's priority MetroAccess recommendations is that WMATA restructure the contract to lessen the concentration of responsibilities and operating functions in any one \company. Most recently, this recommendation was made via an AFA letter to the WMATA Board in April.
    - The AFA requests a briefing from WMATA about plans for the current MV Transportation contract which expires in January 2011 and plans for the next contract.

The AFA supports coordinated land use and transportation planning.

- AFA members support the coordination of transportation and land use planning across the region so that transit and walking are viable options to satisfy more of the travel needs of people with disabilities, low-income communities and minority communities.

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

M E M O R A N D U M

TO: Transportation Planning Board

FROM: Eric Randall
Department of Transportation Planning

SUBJECT: Response to TPB Request for Information on Local and Regional Transit Services in the National Capital Region

DATE: September 15, 2010
Revised October 20, 2010

Background

At the March 17, 2010 Transportation Planning Board (TPB) meeting, the TPB asked for a report on transit data, focusing on ridership and costs, for all bus transit services operating within the metropolitan area. The TPB asked that this information be compiled to provide a better understanding of the role that local bus transit service provided in each of the jurisdictions plays in supporting the region's overall transit network.

TPB Regional Bus Subcommittee
The Regional Bus Subcommittee (RBS) was formed by resolution of the TPB in January 2007 and it represents one of the ways that the TPB engages transit providers in the regional transportation planning process. Its mission is to provide a permanent process for the coordination of bus planning throughout the Washington region, and for incorporating regional bus plans into the long-range transportation plan. Participation is encouraged by all members of TPB to support the planning processes and activities related to public transportation in the National Capital Region. Participating subcommittee members are ideally principal transit planners for local, state, and regional agencies.

A Regional Perspective

Bus services are an important part of the region's transit and overall transportation systems, though the functions served by transit in the region have changed over the past 40 years. First, private operators provided local bus service to and around the regional core. Those services were then folded into Metrobus in 1973, which provided distributor services within the District and ran radial routes into the core from the suburban jurisdictions. In 1975, this was followed by the inauguration of Ride On in Montgomery Country, the first local public bus system to provide new service in the suburbs. The opening and gradual expansion of the Metrorail system between 1976 and 2001 resulted in the restructuring of many Metrobus lines to feed into the rail system, and Metrobus continues to operate largely within its historic service area today. Over the past 35 years, local jurisdictions established their own transit agencies, providing local/circulator service to suburban downtowns as well as feeder service to Metrorail stations. Commuter bus services now operate from fast growing outer suburban areas, and provide direct access between park-and-ride lots and the regional core or Metrorail stations.

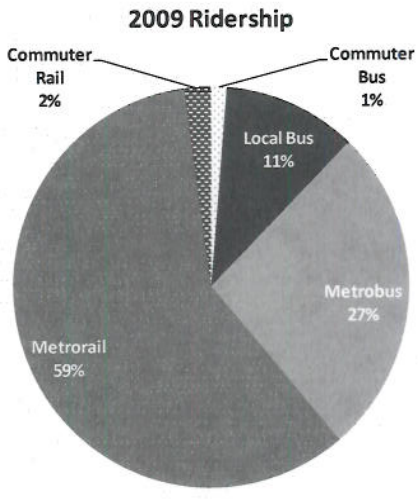
Commuter rail service connects outer-suburban jurisdictions with the inner-suburbs and core of the region. In addition to public systems, there are private providers of service, both bus and vanpool. There are also other fixed route systems such as the University of Maryland shuttle service. Finally, the Washington Metropolitan Region has many paratransit operators.

Today, there are 16 public transit operators providing service in the region, and they include:

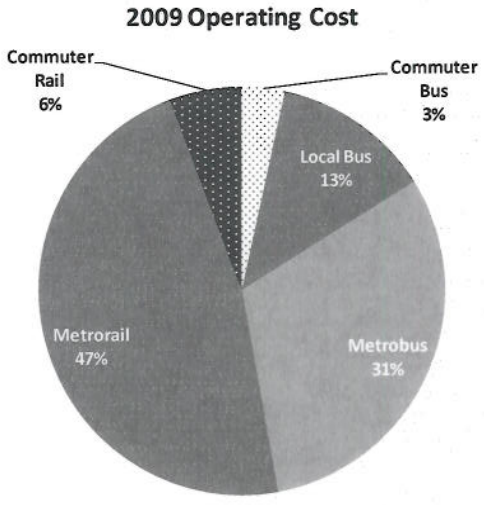
Jurisdiction	Transit Service	Type of Service
WMATA Compact Area	Metrorail	heavy rail
WMATA Compact Area	Metrobus	express, local/feeder
District of Columbia	Circulator	local/feeder
State of Maryland	MTA Commuter Bus	express
Montgomery County	Ride-On	express, local/feeder
Prince George's County	TheBus	express, local/feeder
Frederick County	TransIT	local/feeder
Laurel/Columbia MD	Connect-a-Ride	local/feeder
Arlington County	ART	local/feeder
Fairfax County	Connector	local/feeder
Loudoun County	LC Transit	express
Prince William	PRTC (OmniRide, OmniLink)	express, local/feeder
The City of Alexandria	DASH	local/feeder
The City of Fairfax	CUE	local/feeder
Northern Virginia	Virginia Railway Express (VRE)	commuter rail
Suburban Maryland	Maryland Area Rail Commuter (MARC)	commuter rail

Transit Service in the National Capital Region

While WMATA Metrorail and Metrobus service provide many of the transit trips occurring in the region, there are clearly a number of other public transit operators providing a substantial amount of service within local jurisdictions and to commuters. In 2009, Metrorail provided over half of all transit trips in the region, with Metrobus serving almost one-third of the total trips[1]; however, other public operators provided over 61 million transit trips on local and commuter buses, playing a significant role in meeting the mobility needs of residents and reducing congestion on area roadways.



494 million trips (2009)

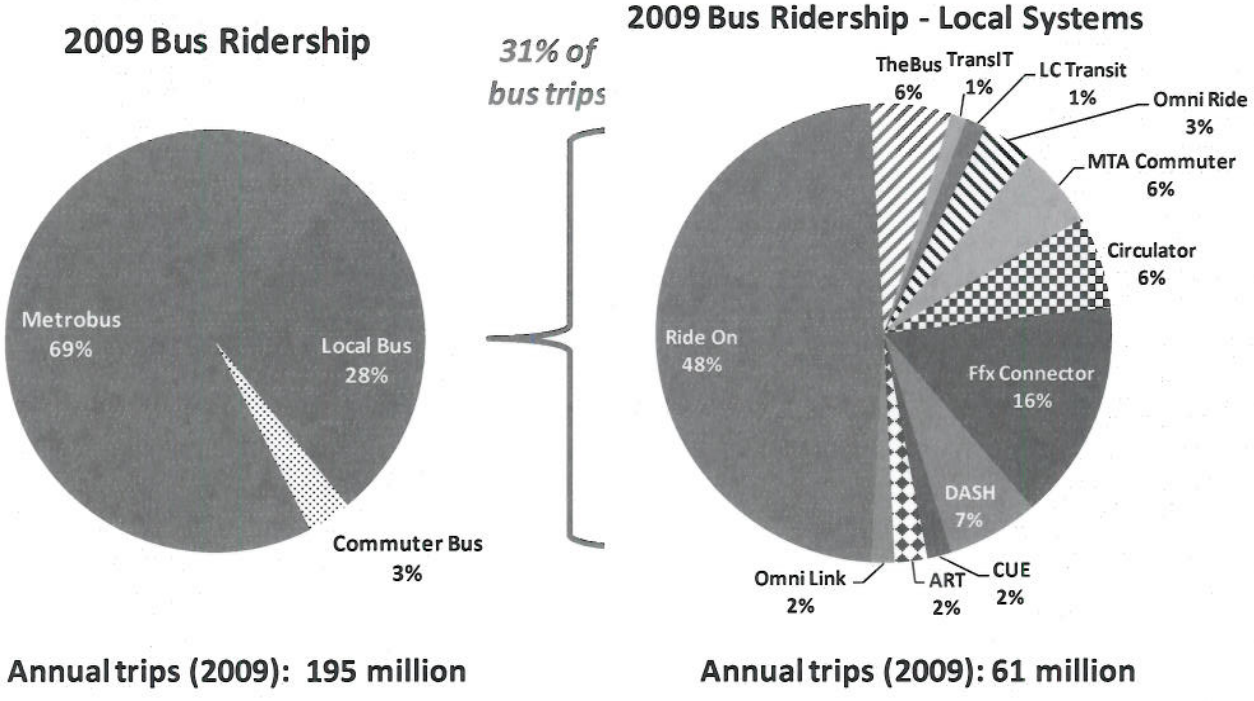


$1.6 billion (2009)

[1] Transit trips represent unlinked passenger trips, as defined in and collected for the FTA's National Transit Database. Unlinked trip data may differ from the ridership statistics also reported by some systems.

Locally Provided Transit Service

Many of the jurisdictions within the metropolitan area provide their own locally operated transit service to provide additional transportation options to serve the needs of their residents and workers. An average of 650,000 bus trips was taken daily in 2009, with 210,000 of those being provided by local and commuter bus systems. Montgomery County's Ride On is by far the largest locally operated transit service, providing nearly 30 million trips and accounting for almost half of all locally provided transit trips in the region in 2009. Fairfax County's Connector service provided about 9.6 million trips during 2009, while DC's Circulator, Alexandria's DASH, and Prince George's County's TheBus served 3.5 - 4 million trips each.



Ridership and Cost Changes over Time

Based on data from the FTA's National Transit Database, both Metrorail and overall bus ridership have grown over the past 10 years (2000 to 2009): 36% for Metrorail and 29% for overall bus. Specifically examining bus service, Metrobus ridership has gone up by 14% and local bus service ridership has gone up by 72%. Commuter bus – starting from a smaller base – has grown the most percentage-wise, more than tripling (increasing by 211%) over the past ten years. This can be explained, at least partially, by demographic changes and where growth is occurring in the metropolitan area. Obviously there are many other factors at play too – the price of gasoline, the economy, service available, etc., affect transit ridership. The tables on pages 5 and 6 provide additional detail for more recent annual ridership, cost, and passenger fare revenue for each bus service.

Operating costs have also increased for both Metrorail and bus services over the past 10 years, by 86% and 87% respectively (data from FTA's NTD). However, this is in year of expenditure figures, which does not account for inflation; cumulative inflation over the past ten years (2000 to 2009) is 30% for the region. Besides inflation, other factors in cost increases include the cost of service expansion to meet increased ridership, changes in energy costs, and – an especially important factor for bus service – the negative impact of traffic congestion, which has slowed operating speeds and increased service costs.

Bus System Accomplishments
The bus systems in the region have made significant investments in providing newer, cleaner, more accessible, and smarter service to transit customers. Fleet renewal has brought in newer buses using alternative fuels such as CNG, clean diesel, and hybrid engines, and improving service quality and reliability. The integrated SmarTrip® fare card is now accepted across most bus services. Commuter bus service has expanded significantly, while limited stop, express services have been introduced. Investments in customer information technology now provide real-time information on bus schedules via web services, text messages, automated voice response and information displays (e.g., NextBus, SmartTraveler). Finally, agencies have inventoried bus stops and improved them with ADA access and more shelters. Many of these improvements were recommendations of the 1999 Regional Mobility Panel report to Congress, which have been implemented to improve the coordination of transit in the Metropolitan Washington area.

Moving Forward with Bus Planning

Current Challenges for Bus Systems
The bus systems in the region also face common challenges, especially as the demand for bus service continues to grow. Several operators, especially Ride On and Metrobus, are facing capacity constraints in fleet size as current garage space is at maximum occupancy and many old garages need to be rehabilitated. Other infrastructure also needs repair and expansion, such as transit centers and bus bays at Metrorail stations. Meanwhile worsening traffic congestion continues to reduce service quality and increase operating costs, even as systems must contend with tight budgets that have led to recent and proposed service cuts, recent fare increases, and proposed staff reductions. Yet ridership continues to grow, including unmet customer demand in the outer suburbs which have little or no transit services (including reverse commute).

Trends indicate that locally provided bus service will likely continue to grow and play an even greater role in the regional transit mix. Future growth of bus service is being planned for at the regional level and at local levels across the metropolitan area. From the TPB's award of nearly $60 million in USDOT TIGER Program funding, to WMATA's Priority Corridor Network Study and implementation of its recommendations, as well as various local studies to identify opportunities for bus rapid transit, bus service in the region is moving forward.

Subcommittee Activities
The Regional Bus Subcommittee (RBS) will continue to work to address the common challenges and objectives of bus operators in the Metropolitan Washington region. Specific tasks include the development of bus service planning input to the CLRP and programs to improve the regional coordination of bus services. Current projects include development of coordinated priority bus treatments, such as Transit Signal Priority, bus lanes, and queue jumpers, for application to the WMATA Priority Corridor Network, the projects of the TIGER Priority Bus grant, and other regional BRT and Transitway projects.

In 2008, the RBS issued *Moving Forward: Status of the Bus Systems in the National Capital Region* to highlight operational issues and long-range planning needs that were identified for bus transit in the metropolitan area. The subcommittee is currently working to produce an updated version of this document for the current state of bus transit in the region and to highlight existing and emerging issues. The RBS will continue to work to coordinate bus planning throughout the region and support the efforts of the TPB.

Table 1: Overview of Ridership and Cost Information for Local and Regional Transit Services in the National Capital Region

Source: FTA National Transit Database, Operator Figures Revised October 20, 2010

	Weekday		Annual								
	Bus Fleets VOMS (1)	Passenger Boardings (2)	Passenger Trips (millions)					Operating Cost (millions)			
	FY2009	FY2009	FY2006	FY2007	FY2008	FY2009	FY06-09 % Chg	FY2006	FY2007	FY2008	FY2009
WMATA											
Metrorail		971,490	274.767	276.441	288.040	296.857	8%	597.600	636.400	648.000	761.100
Metrobus	1,285	441,452	128.416	131.490	132.849	133.770	4%	398.800	437.300	453.500	501.900
subtotal		1,412,942	*403.183*	*407.931*	*420.889*	*430.627*	*7%*	*996.400*	*1,073.700*	*1,101.500*	*1,263.000*
Local Bus											
Circulator	24	13,338	1.540	2.206	2.635	3.120	93%	5.318	5.710	6.547	9.713
Ffx Connector (3)	145	**30,278**	9.529	9.717	9.810	9.577	0%	31.341	36.796	46.870	45.016
DASH	49	14,033	3.556	3.743	3.979	4.007	13%	8.682	9.864	10.645	10.826
CUE (4)	8	3,651	1.094	1.136	1.047	1.032	-6%	2.683	2.721	2.787	2.766
ART	23	**4,936**	0.927	1.060	1.225	1.429	54%	4.546	4.432	4.964	5.259
Omni Link	22	3,821	0.843	0.945	1.009	1.026	22%	6.971	7.951	8.743	9.254
Ride On	375	100,053	27.294	28.220	29.673	29.627	9%	82.602	88.842	97.579	99.778
TheBus	66	13,239	2.837	2.922	3.389	3.510	24%	13.511	15.412	17.133	18.239
TransIT	18	2,334	0.580	0.635	0.665	0.709	22%	3.057	3.445	3.718	3.944
subtotal	*730*	*185,683*	*48.733*	*50.784*	*53.596*	*54.918*	*13%*	*158.711*	*175.174*	*198.987*	*204.795*
Commuter Bus											
LC Transit	30	3,614	0.602	0.652	0.777	0.890	48%	3.820	3.834	4.875	5.963
Omni Ride	98	8,817	1.609	1.739	1.841	2.147	33%	11.201	12.408	14.116	16.328
MTA Commuter (5)	149	12,353	2.842	3.014	3.336	3.592	26%	26.704	29.295	32.777	33.807
subtotal	*277*	*24,784*	*5.053*	*5.405*	*5.954*	*6.629*	*31%*	*41.725*	*45.538*	*51.768*	*56.098*
Commuter Rail											
VRE		15,754	3.640	3.454	3.629	3.868	6%	41.039	46.192	47.656	50.793
MARC (5)		26,534	6.184	6.379	6.713	6.869	11%	28.818	29.509	35.821	41.667
subtotal		*42,288*	*9.824*	*9.833*	*10.342*	*10.737*	*9%*	*69.857*	*75.701*	*83.476*	*92.460*
total (all transit)	*2,292*	*1,665,697*	*466.260*	*473.754*	*490.617*	*502.031*	*8%*	*1,266.692*	*1,370.112*	*1,435.731*	*1,616.353*

Notes: (1) Vehicle Operated in Maximum Service (VOMS) is the maximum number of vehicles in regular scheduled operation daily. Shown for for buses only.

(2) Weekday passenger boardings in this document shows unlinked passenger trips. An unlinked passenger trip is recorded each time a passenger boards a vehicle, no matter how many vehicles they use to travel from their origin to their destination. Unlinked trip data may differ from the ridership statistics also reported by some systems, which are linked trips from origin to destination. Bolded weekday boardings for ART and Fairfax Connector correct the transposition of these figures in the September 15, 2010 memorandum.

(3) Fairfax Connector experienced a strike in 2009 that reduced ridership.

(4) CUE ridership decreased in 2009 when George Mason University started its own shuttle service.

(5) Data for MARC and MTA Commuter Bus are estimated to show Washington DC area ridership and costs only.

Table 2: Overview of Fare Revenue Information for Local and Regional Transit Services in the National Capital Region

Source: FTA National Transit Database

October 20, 2010

	Annual Passenger Fare Revenue (2)				Fare Revenue to Operating Cost Ratio
	FY2006	FY2007	FY2008	FY06-08 % Chg	FY2008
WMATA					
Metrorail	$398,547,775	$404,837,785	$458,304,931	15%	71%
Metrobus	$104,846,639	$105,727,177	$106,588,703	2%	24%
subtotal	*$ 503,394,414*	*$ 510,564,962*	*$ 564,893,634*	*17%*	*45%*
Local Bus					
Circulator	$823,431	$1,106,094	$1,339,485	63%	20%
Ffx Connector	$5,306,628	$5,129,383	$5,719,074	8%	12%
DASH	$2,095,620	$2,172,607	$2,283,101	9%	21%
CUE	$549,298	$581,435	$681,260	24%	24%
ART	$510,793	$553,733	$764,401	50%	15%
OmniLink	$602,755	$739,606	$797,285	32%	9%
Ride On	$13,406,988	$13,856,117	$13,794,238	3%	14%
TheBus	$960,020	$959,273	$1,113,985	16%	7%
TransIT	$832,460	$1,132,936	$916,271	10%	25%
subtotal	*$ 25,087,993*	*$ 26,231,184*	*$ 27,409,100*	*9%*	*14%*
Commuter Bus					
LC Transit	$2,273,040	$2,631,451	$3,732,615	64%	77%
OmniRide	$5,230,928	$5,641,332	$5,636,772	8%	40%
MTA Commuter (1)	$10,215,256	$10,415,678	$10,920,648	7%	33%
subtotal	*$ 17,719,224*	*$ 18,688,461*	*$ 20,290,035*	*15%*	*39%*
Commuter Rail					
VRE	$19,453,438	$19,685,561	$21,688,092	11%	46%
MARC (1)	$25,624,164	$26,194,394	$27,719,610	8%	77%
subtotal	*$ 45,077,602*	*$ 45,879,955*	*$ 49,407,702*	*10%*	*59%*
total (all transit)	*$ 591,279,233*	*$ 601,364,562*	*$ 662,000,471*	*12%*	*41%*

Notes:

(1) Data for MARC and MTA Commuter Bus is estimated to show Washington DC area ridership and costs only.

(2) Other sources of revenue (e.g., advertizing fees, charter service, developer contributions) are not included. Also not included for local bus services is any fare revenue from sales of regional fare products accepted by the service, such as the regional bus pass.