

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

April 18, 2012

TO: Transportation Planning Board

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

RE: Additional Letters Sent/Received

The attached additional letters sent/received will be reviewed along with other letters sent/received under item #5 of the April 18th TPB agenda.

Attachment

speaker bios:

Tyler Duvall is an Associate Principal with McKinsey and Company. At McKinsey, Mr. Duvall has helped develop infrastructure and public sector practices, including assisting a major North American transit operator reduce costs and helping a Latin American country develop an economic growth strategy with a major infrastructure focus.

Robert E. Buchanan is a third generation builder/developer involved in office, retail, flex/industrial, residential, and large mixed-use planned communities. He is Principal of Buchanan Partners, a full service real estate development company, and is the President of The 2030 Group.

George S. Hawkins has been General Manager of the District of Columbia Water and Sewer Authority (DC Water) since September 2009. He has launched an agenda at DC Water that complements a 10-year program to improve aging infrastructure.

Jacques Gansler is the Director of the Center of Public Policy and Private Enterprise at the University of Maryland. He previously served as the Under Secretary of Defense for Acquisition, Technology and Logistics and as Executive Vice President for TASC, Incorporated, an applied information technology company, in Arlington.

Janet Kavinsky is the Executive Director of Transportation & Infrastructure for the U.S. Chamber of Commerce and a nationally recognized expert in transportation policy, fundings and finance and leads the U.S. Chamber's efforts related to maintaining, modernizing, and expanding transportation and infrastructure.

Damon Silvers is an Associate General Counsel for the AFL-CIO. His responsibilities include bankruptcy, corporate governance, and pension and general business law issues and he is a member of the Public Company Accounting Oversight Board Standing Advisory Group and the Financial Accounting Standards Board User Advisory Council.

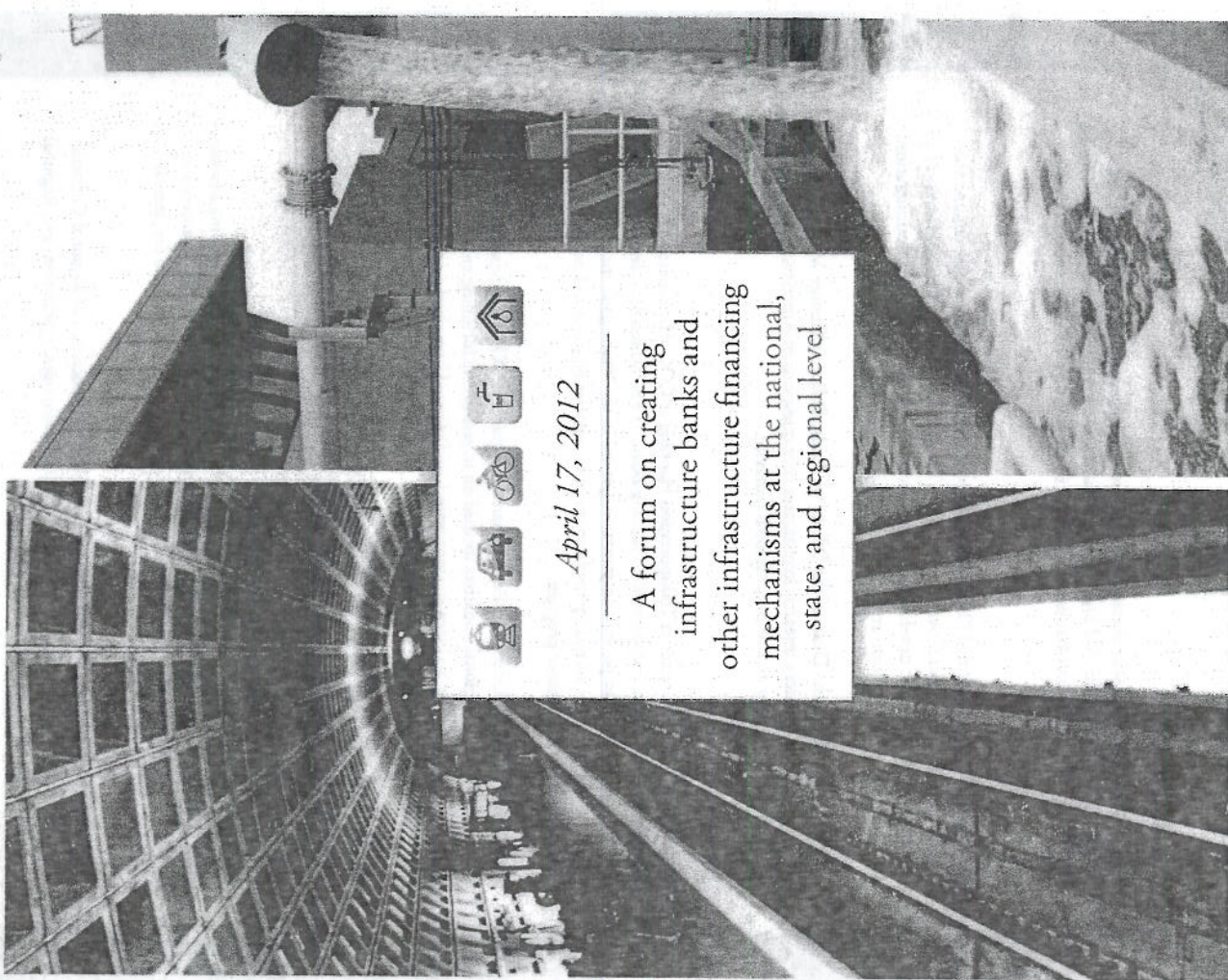
David J. Robertson is the Executive Director of COG, the association of 22 local governments in the Washington area that provides a focus for action and develops regional responses to such issues as the environment, affordable housing, economic development, public safety, and transportation.

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Our Nation's Capital

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George Mason University School of Public Policy
Metropolitan Council AFL-CIO
Metropolitan Washington Council of Governments
The 2030 Group

University of Maryland Center for Public and Private Enterprise

INFRASTRUCTURE BANKS *and* FINANCING



April 17, 2012

A forum on creating infrastructure banks and other infrastructure financing mechanisms at the national, state, and regional level

An Initiative of OUR NATION'S CAPITAL

agenda:

10:00 am: Welcome & Opening Remarks

*Edward Rhodes, Dean, GMU School of Public Policy
Richard Suisman, Chair, Our Nation's Capital*

10:10 am: Regional Transportation Infrastructure Needs

Ron Kirby, Director of Transportation Planning, COG

10:20 am: Regional Water & Wastewater Infrastructure Needs

Stuart Freudberg, Director of Environmental Programs, COG

10:30 am: Potential Funding Solutions: Infrastructure Banks

Jonathan Gifford, Director of Research, GMU

10:50 am: Goals, Needs, and Funding Potential for Metro

Mort Downey, Vice Chair, WMATA Board of Directors

11:20 am: Best Practices for Funding Water & Sewer Projects

Fred Abouseiman, Executive Director, NARC

11:40 am: Funding Mechanisms & Public-Private Partnerships

Tyler Duwall, Associate Principal, McKinsey & Company

12:00 pm: Keynote Address & Lunch

U.S. Rep. Rosa DeLauro (D-CT)

12:50 pm: The Regional Perspective

Bob Buchanan, President, The 2030 Group

1:00 pm: DC Water's Infrastructure Capital Investment Needs

George Hawkins, General Manager, DC Water

1:30 pm: Next Steps

Panel: Jacques Gansler, Director, University of Maryland School of Public Policy and Private Enterprise; Jonathan Gifford, Associate Director of Research, GMU; Janet Kavinsky, Executive Director of Transportation & Infrastructure, U.S. Chamber of Commerce; Damon Silvers, Associate General Counsel, AFL-CIO

Moderator: Dave Robertson, Executive Director, COG

2:20 pm: Forum Summary & Wrap Up

*Richard Suisman, Chair, Our Nation's Capital
Dave Robertson, Executive Director, COG*

speaker bios:

Keynote Speaker

Rep. Rosa DeLauro was elected to the House of Representatives in 1990 and has represented Connecticut's 3rd District since. She has been a leading voice in the Congress in proposing infrastructure banks as a solution to the nation's infrastructure problems.

Hosts

Richard Suisman founded Our Nation's Capital in 2003. He previously chaired the Capital Region Council of Governments in the Hartford area and founded Hartford's first non-profit economic development corporation. During the Clinton administration, he served in a senior position at the U.S. Department of Transportation.

Edward Rhodes is the Dean of the School of Public Policy at George Mason University. Dean Rhodes's research investigates core questions of American foreign and national security policy and of international behavior.

Speakers

Ronald F. Kirby is the Director of Transportation Planning at COG. His department staffs the National Capital Region Transportation Planning Board (TPB), which provides long-range planning for highway and public transportation systems in the Washington metropolitan region, assessment of the air quality implications of transportation plans and programs, and a regional commuter assistance program.

Stuart Freudberg is the Director of Environmental Programs at COG. His department supports many major regional initiatives focused on infrastructure including energy, water resources (drinking water, wastewater, stormwater), and regional homeland security Critical Infrastructure Protection.

Jonathan L. Gifford is a professor and the Director of the Master's in Transportation Policy, Operations and Logistics at George Mason University's School of Public Policy. He specializes in transportation policy research and education, with a particular emphasis on planning, finance and institutional issues.

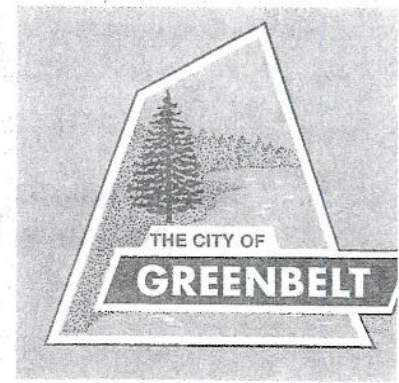
Mortimer L. Downey, III serves as a Senior Advisor to Parsons Brinckerhoff, providing advisory and management consulting services to public and private owners, developers, financiers and builders of infrastructure projects worldwide. He was recently appointed as the first federal member of the WMATA Board.

Fred Abouseiman is the Executive Director of the National Association of Regional Councils (NARC), which represents the interests of Metropolitan Planning Organizations and Regional Councils, large and small, urban and rural.

Speaker bios continued on back cover of program

CITY OF GREENBELT

25 CRESCENT ROAD, GREENBELT, MD. 20770-1886



April 10, 2012

Mr. Victor Mendez, Administrator
Federal Highway Administration
1200 New Jersey Avenue, SE
Washington, DC 20590

CITY COUNCIL
Judith F. Davis, Mayor
Emmett V. Jordan, Mayor Pro Tem
Konrad E. Herling
Leta M. Mach
Silke I. Pope
Edward V.J. Putens
Rodney M. Roberts

Dear Administrator Mendez:

At its meeting of March 12, 2012, the Greenbelt City Council voted unanimously to oppose any widening of the Baltimore-Washington Parkway.

The City appreciates the work that the Federal Highway Administration and its consultants have done over the past year in conducting a study of the feasibility of widening the Baltimore-Washington Parkway. Many Greenbelt residents and most of the City Council participated in the three public meetings.

Based on the study's outcomes presented at the February 16, 2012, meeting, the Council found that:

1. The projected cost is too high at between \$343 and \$565 million depending on the alternative.
2. The environmental impacts are too great. Again, depending on the alternative, widening could impact up to 35% of the adjacent 678 acres of woodland.
3. While widening may provide short-term relief, the traffic analysis done as part of the study indicates congestion will return to current levels in a matter of years.
4. The historic, aesthetic and natural values of the Parkway will be destroyed.

In the City Council's view, these impacts are too great. Any funds for such a project would be better used for enhancing and developing other forms of public transit to serve the area. These could include enhanced train service between Baltimore and Washington and the communities in between, extending the Metrorail system north from Greenbelt, expanding bus service in the corridor, etc.



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75th Anniversary — 1937-2012
PHONE: (301) 474-8000 www.greenbeltmd.gov



The City requests that it receive a copy of the report that is to be submitted to Congress and appreciates the opportunity to have participated in this study.

Sincerely,



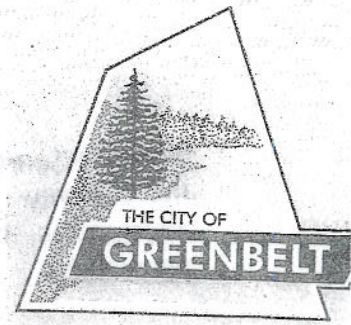
Judith F. Davis
Mayor

/amb

cc: City Council
Honorable Steny Hoyer
Honorable Barbara Mikulski
Honorable Benjamin Cardin
Honorable Paul Pinsky
Honorable Tawanna Gaines
Honorable Anne Healey
Honorable Justin Ross
Honorable Rushern Baker
Honorable Ingrid Turner
Honorable Mary Lehman
Honorable Cheye Calvo, Berwyn Heights
Honorable Walter James, Jr., Bladensburg
Honorable Michael H. Callahan, Cheverly
Honorable Andrew M. Fellows, College Park
Honorable Lee P. Walker, Landover Hills
Honorable Craig A. Moe, Laurel
Honorable Andrew Hanko
Honorable Vernon Archer, Riverdale Park
Celia Craze, Director of Planning &
Community Development
Ron Kirby, Metropolitan Washington
Council of Governments
Lewis G. Grimm, P.E., FHA
Greer Gillis, P.E., Parson Brinkerhoff
Joseph Spence, BARC
Fred Cunningham, NPS, Greenbelt Park
Greenbelt News Review

CITY OF GREENBELT

25 CRESCENT ROAD GREENBELT, MD 20770-9800



December 21, 2010

Mr. Victor Mendez, Administrator
Federal Highway Administration
1200 New Jersey Avenue, SE
Washington, DC 20590

CITY COUNCIL
Mayor
Council Members
Mayor Pro Tem
Council Members
Council Members
Council Members
Council Members
Council Members

Dear Administrator Mendez:

The City of Greenbelt has recently learned that \$1 million has been approved for the Federal Highway Administration (FHWA) for a to determine the feasibility of adding a third lane to both the northbound and southbound directions of Maryland Route 295/Baltimore-Washington Parkway between Interstate 695 and New York Avenue.

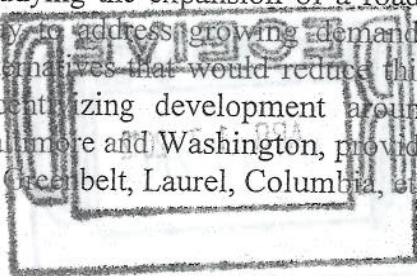
The City recognizes that the Parkway is crowded, but believes there are alternatives other than building new or expanding existing roadways to address congestion. The City also strongly believes that widening the Parkway will change the very nature of the roadway from a parkway to an interstate.

The Baltimore-Washington Parkway is currently an important part of the region's green space, as well as part of its transportation network.

Besides the change in the character of the roadway, the City has other concerns about expanding the Parkway which include:

- ♦ Enabling further regional sprawl and reliance on motor vehicles rather than reinvesting in existing neighborhoods and existing mass transit infrastructure;
- ♦ Additional noise and pollution created by the vehicles utilizing the additional capacity; and
- ♦ Underutilization of available developable areas such as around Metrorail stations that could provide both smart-growth and transit oriented projects.

Studying the expansion of a roadway such as the Baltimore-Washington Parkway is only one way to address growing demands to move about the region. Will this study look at other alternatives that would reduce this demand? Alternatives could include, but not be limited to, incentivizing development around existing infrastructure, expanding mass transit between Baltimore and Washington, providing commuter shuttle service from key residential centers such as Greenbelt, Laurel, Columbia, etc., and enhancing bicycle and pedestrian opportunities.



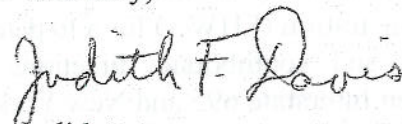
The City Council of Greenbelt is very concerned that a feasibility study will not look at whether the Parkway should even be considered for expansion at all and whether there are viable alternatives, but only whether it can be expanded from an engineering and construction perspective.

The Council requests that the FHWA come to Greenbelt in late January to conduct a public meeting to explain:

- ♦ Why the study has been requested;
- ♦ What the study's purpose is; and
- ♦ If the study will examine the feasibility of alternatives other than widening the Parkway to achieve the same purpose.

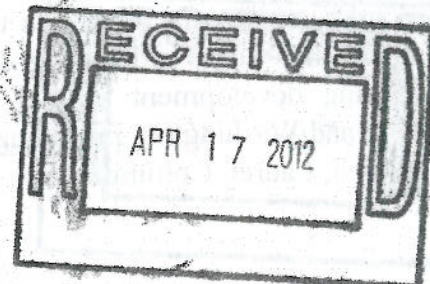
Please have someone contact Cindy Murray, City Clerk, at 301.474.8000 or cmurray@greenbeltmd.gov to schedule the meeting.

Sincerely,


Judith F. Davis
Mayor

JFD:amb

cc: City Council *By 12-23-10*
Honorable C.A. Dutch Ruppensberger
Honorable Steny Hoyer
Honorable Barbara Mikulski
Honorable Benjamin Cardin
Honorable Paul Pinsky
Honorable Tawanna Gaines
Honorable Anne Healey
Honorable Justin Ross
Honorable Ingrid Turner
Honorable Mary Lehman
Honorable Rushern Baker
Honorable Cheye Calvo
Honorable Andrew Fellows
Honorable Andrew Hanko
Celia Craze, Director of Planning &
Community Development
Ron Kirby, Metropolitan Washington
Council of Governments



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COMMUNITY LEADERSHIP INSTITUTE

March 29 & 31, 2012

Metropolitan Washington Council of Governments

777 North Capitol St, NE

Washington, DC 20002

FINAL AGENDA

Thursday, March 29, 5:45–9:00 p.m.

- | | |
|-------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| 5:45-6:15 | Registration and Dinner |
| 6:15-6:45 | Opening Remarks
Hon. Todd Turner, Chair, Transportation Planning Board and City of Bowie Councilmember |
| 6:45 – 7:15 | Activity: Transportation Prioritization Exercise
A pyramid exercise based on participants' priority transportation projects will help simulate the complexity of regional transportation decision making. |
| 7:15 – 7:45 | Overview of the TPB and Regional Transportation Challenges
Transportation funding is tight. Congestion is growing. And the challenges facing our regional transportation system are expected to get worse. This session will begin with a short overview presentation, and will be followed by an interview with Ron Kirby, Director of Transportation Planning at MWCOG. |
| 7:45 – 8:00 | BREAK |
| 8:00 – 8:10 | Presentation: What if the Washington Region Grew Differently – Part I: Regional Challenges
A presentation on the challenges of growth in the region and the factors that influence travel congestion. |
| 8:10 – 8:50 | Activity: What if the Washington Region Grew Differently?
Working in table groups, participants will create transportation and land-use scenarios that address regional challenges. |
| 8:50 – 9:00 | Wrap Up and Prep for Saturday |

Saturday, March 31, 8:30 a.m. – 3:00 p.m.

8:30 – 9:00	Breakfast
9:00 – 9:05	Welcome
9:05 – 10:45	Activity: Strategizing for Change This role-playing exercise will guide participants through the process of gathering information on local projects in order to experience the relationships among different agencies, officials and community leaders. Participants will work in groups to develop community action plans and recommendations for a locally elected official.
10:45 – 11:00	Break
11:00 – 11:25	Presentation: Transportation Project Development A basic overview of the regional transportation planning process.
11:25 – 11:45	Q&A on Morning Activity and Process Presentations Participants will share their experiences from the role-play activity, have an opportunity to ask questions, and engage in a facilitated discussion.
11:45 – 12:30	Lunch
12:30 – 12:50	Presentation: What If the Washington Region Grew Differently – Part II: Exploring Solutions A presentation summarizing recent and ongoing efforts by the TPB to analyze options for funding transportation improvements.
12:50 – 1:20	Activity: Transportation Revenue and Spending in the Washington Region – What Would You Do? Participants will be able to make their own decisions about how transportation dollars are spent and how revenues should be generated over the next 30 years.
1:20 – 2:00	Group Reports and Discussion on Growth and Spending Activities
2:00 – 2:45	Learnings, Take-Aways, and Group Evaluation Participants will have the opportunity to share feedback on the CLI.
2:45 – 3:00	Closing and Evaluations

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

Honorable Phil Mendelson
Chairman
Metropolitan Washington Air Quality Committee
777 North Capitol Street, NE, Suite 300
Washington, DC 20002

March 21, 2012

Dear Chairman Mendelson:

At its meetings of February 15 and March 21, 2012, the National Capital Region Transportation Planning Board (TPB) was briefed on the development by the Metropolitan Washington Air Quality Committee (MWAQC) of a request to EPA for redesignation of the Washington DC-MD-VA non-attainment area to attainment status for fine particle pollution (PM 2.5), along with a maintenance plan demonstrating compliance with PM 2.5 standards through 2025. TPB staff has worked closely with MWAQC staff in preparing the motor vehicle emissions inventories for this maintenance plan for the base year (2002), attainment year (2007), interim year (2017), and out year (2025) using EPA's MOVES model.

The TPB understands that the PM 2.5 maintenance plan will include motor vehicle emissions budgets for precursor NOx and primary PM 2.5 emissions, developed in accordance with the March 2010 update of the EPA Transportation Conformity Regulations. Once these budgets are found adequate by EPA, which could occur as early as September of this year, the TPB will be required to use them in demonstrating conformity of future updates to the region's Constrained Long Range Plan (CLRP) and Transportation Improvement Program (TIP). The TPB is anticipating that motor vehicle emissions budgets will be established for precursor NOx and primary PM 2.5 for the attainment year (2007), the interim year (2017) and the out year (2025). In order to demonstrate conformity for the CLRP and TIP, and ensure that major new transit and highway improvements supported by the region can move forward, the TPB will be required to show that projected motor vehicle emissions for 2007 through 2016 are less than or equal to the 2007 budgets; emissions for 2017 through 2024 are less than or equal to the 2017 budgets; and emissions for 2025 through 2040, the out year of the CLRP, are less than or equal to the 2025 budgets.

In developing the NOx and PM 2.5 inventories for 2017 and 2025, the TPB noted that while motor vehicle emissions are projected to decline much faster from 2007 levels than the other emission sources (non-road, point, and area), there are significant uncertainties in these 2017 and 2025 projections due to potential future changes in the age and composition of the vehicle fleet and possible revisions to EPA's emissions estimation model. In order to reflect the

Honorable Phil Mendelson

March 21, 2012

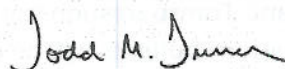
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uncertainties associated with the future vehicle fleet mix in the establishment of motor vehicle emissions budgets for 2017 and 2025, the TPB recommends that safety margins of 20 percent of the 2017 inventory levels and 30 percent of the 2025 inventory levels be included in the budgets for both precursor NOx and primary PM 2.5, as detailed in the attached PowerPoint presentation. Because of the significant declines projected in both precursor NOx and primary PM 2.5 emissions from motor vehicles over the 2007 through 2025 period of the maintenance plan, these recommended safety margins can be included in the plan while still ensuring maintenance of the PM 2.5 standard for the region. Safety margins are explicitly defined and provided for in EPA's Conformity Regulations, and the use of such safety margins is common practice in maintenance plans approved by EPA.

The TPB's analysis of the impact on emissions estimates of the recent update of EPA's emissions estimation model from MOBILE 6.2 to MOVES suggests that such impacts may be significantly greater than can be anticipated through the use of safety margins. The TPB therefore recommends that if EPA mandates changes to its emissions estimation model in the future which result in significant changes in emissions inventories, MWAQC should undertake a formal update to the region's approved air quality plans and motor vehicle emissions budgets.

TPB staff would be pleased to provide any additional technical information or answer any questions that MWAQC members may have concerning these recommendations. The TPB is pleased to support the development and submission of the PM 2.5 redesignation request and maintenance plan, which represent significant steps forward in the region's efforts to attain and maintain national ambient air quality standards. Be assured we would be happy to participate in further discussions to reach the most appropriate resolution for this region.

Sincerely,



Todd M. Turner
Chairman
National Capital Region
Transportation Planning Board

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

Mr. Peter Rogoff
Administrator, Federal Transit Administration
US Department of Transportation
1200 New Jersey Ave, SE
Washington DC, 20590

Dear Administrator Rogoff:

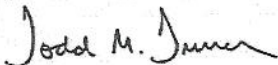
I am writing to express the support of the National Capital Region Transportation Planning Board (TPB) for the Maryland Transit Administration's application for funding to complete the Alternatives Analysis for fixed route high-capacity transit service in the MD Route 5/U.S. 301 corridor from the Washington Metropolitan Area Transit Authority's (WMATA) Branch Avenue Metrorail Station to Waldorf and White Plains, Maryland. This application for Section 5339 discretionary funds will be a welcomed first step toward providing improved transit services and needed traffic relief to the citizens of one of the metropolitan region's most congested areas.

The completion of the Alternatives Analysis will be a significant milestone in the Federal Transit Administration's evaluation process for bringing high capacity transit service to the southeastern portion of the Washington Metropolitan Region. This project further supports our "Region Forward" initiative which creates a vision for sustainable communities through the integration of mixed use, transit-oriented development with supporting infrastructure.

The TPB has long supported the investment of transportation dollars to support the extension of transit service, increasing public access to more efficient modes of transportation, reducing roadway congestion, and improving air quality. This project will facilitate the growth management strategies of both Charles and Prince George's Counties, provide a catalyst for new investment and the redevelopment of older urban communities, complement local infrastructure enhancement plans, and stimulate local and regional employment and economic growth.

This project is a regional priority and addresses a significant transportation need. Prior to the utilization of discretionary grant funds, this Alternatives Analysis will be documented in the Unified Planning Work Program (UPWP) of the MPO, and included in the fiscally Constrained Long Range Plan (CLRP).

Sincerely,



Todd M. Turner
Chair, National Capital Region Transportation Planning Board

cc: Ms. Brigid Hynes-Cherin, FTA Regional Administrator for Region III

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

March 30, 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 Comments on Metro Fare Changes

Dear Supervisor Hudgins:

At the January 26, 2012 meeting of the TPB Access for All (AFA) Advisory committee, members reviewed and discussed the proposed changes to WMATA's fare policy for fiscal year 2013 and made a number of recommendations. The AFA committee advises the TPB on transportation services and issues important to low-income communities, minority communities and those with disabilities. I am transmitting the AFA's comments and recommendations to the WMATA Board in this letter. WMATA's Accessibility Advisory Committee (AAC) endorsed the recommendations at a joint meeting of the AAC and AFA that took place on March 5, 2012.

1. Fixed Route Fare Changes:

The AFA opposes increasing the surcharge for using paper fare-cards on MetroRail because this could significantly disadvantage people with limited incomes throughout the region.

- The surcharge and flat-fare proposals on paper fare cards impose an excessive penalty to those that choose to use this method to access the MetroRail system. Paper fare cards are often used by low-income MetroRail riders who either cannot afford a SmarTrip® card or are not able to afford the lost card replacement fee if the card is misplaced. Applying an increased surcharge on those who use the paper fare card system will unfairly increase the cost of transit services for low-income individuals.
- The AFA understands that WMATA would like to discourage the use of paper fare cards by apply a higher surcharge, but economic incentives have already proven inadequate to entice a significant number of low-income riders to switch to using SmarTrip®. Many riders with limited incomes already have foregone the free bus-to-bus transfer, preferring to pay full fare twice. Many have also already foregone the \$15 7-Day Regional Bus Pass, which is the least expensive way to use transit services. Imposing more stringent economic incentives on MetroRail fares is not likely to influence this.
- In addition this proposed increase significantly disadvantages those that do not use the SmarTrip® system for either lack of trust in the system or lack of understanding. There is a significant population of un-documented immigrant residents in the region that simply do not trust SmarTrip® due to concerns with their immigration status. In addition there is a significant portion of the population that is unfamiliar with the technology and do not understand how the SmarTrip® system works.

The AFA opposes increasing the cash payment surcharge on MetroBus because this will significantly disadvantage riders who are reliant on cash payments, as well as low-income and minority populations throughout the region.

- The proposed \$0.40 surcharge for cash payments on MetroBus imposes an excessive penalty that will significantly disadvantage riders that are reliant on cash payments to access the bus system. Cash fares are often used by low-income MetroRail riders who either cannot afford a SmarTrip® card or are not able to afford the lost card replacement fee if the card is misplaced. Applying an increased surcharge on those who pay with cash will unfairly increase the cost of transit services for low-income individuals.
- The surcharge increase will have significant impacts specifically on low-income and minority riders. According to the WMATA's 2011 Title VI Equity Evaluation, nearly half of MetroBus riders who pay with cash are low-income residents, and a majority are minority residents. This indicates that an increase in the surcharge will be felt more by riders from these population groups.
- In addition, the benefits of using a SmarTrip® card on MetroBus are only available to those with the resources and knowledge of the system to purchase one ahead of time. SmarTrip® cards are not available for purchase at the point of service on the MetroBus system and are only available for purchase at a limited number of retail locations throughout the region. In addition, WMATA does not currently have a quality control system to ensure that retail outlets selling SmarTrip® cards allow users to add value to them. Acquiring a SmarTrip® card and adding value to it requires extra time and effort on the part of the rider.

The AFA is concerned that an increase in the charge for senior and disabled passengers on MetroRail and MetroBus will create a greater burden on these population groups.

- The proposed fares for senior and disabled Metro passengers will increase based on increases in the regular fares system-wide. The resulting senior and disabled fare increases may negatively impact users, many of whom have significant constraints on their income. The incomes of many MetroBus riders will not increase at the same rate as the fare increases.

The AFA recommends that WMATA increase the availability of SmarTrip® cards to the low-income population and the general public so that more Metro riders can experience the benefits that these cards provide.

- WMATA should include provisions in the FY 2013 budget that would increase the ability of all Metro users to obtain a SmarTrip® card.

This can be accomplished by:

1. Making SmarTrip® cards available for purchase at all MetroRail stations
2. Distributing free SmarTrip® cards to low-income, senior, limited English proficiency populations and to those with disabilities
3. Reducing or eliminating the cost of a SmarTrip® card, and
4. Reducing or eliminating the cost of replacing a lost card
5. Making the SmarTrip® registration process simpler and culturally appropriate for those with limited education, limited English proficiency, and especially immigrant populations.
6. Implementing a sliding fee scale for low-income Metro users

2. Paratransit (MetroAccess) Fare Changes:

The AFA opposes raising MetroAccess fares, and is concerned that this increase will negatively impact the most vulnerable populations in the region.

- The current MetroAccess fares are making it difficult for people reliant on paratransit service to meet their daily transportation needs and the increase will exacerbate the problem. With the fare increase implemented last year, many MetroAccess users have found it difficult to pay for the much needed service. Currently 52% of all MetroAccess trips are taken by low-income individuals. Some of these riders are living on fixed-incomes with very little wiggle room in their budgets. Whereas today the maximum fee per trip is \$7, increasing this maximum to \$7.40 will pose a larger burden on those that depend on paratransit services every day. By our observation, at least one-third of the public testimony at the recent fare hearings discussed the personal impact that the high MetroAccess fares have had on people with disabilities.

The AFA recommends that WMATA should restructure the MetroAccess fare system to simplify and lower rates, not raise them.

- Currently MetroAccess prices are set at a rate that is twice the fastest comparable fixed route price. This system is complex and unpredictable to users, and prices have become too high for many paratransit users to sustain. While some paratransit users would choose alternative destinations or times for some trips to reduce their MetroAccess fares, this fare system makes that task very difficult.

Thank you for your consideration of these concerns and recommendations.

Sincerely,



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