



NATIONAL CAPITAL REGION

TRANSPORTATION PLANNING BOARD

Item #5

MEMORANDUM

October 9, 2014

To: Transportation Planning Board

From: Kanathur Srikanth
Director, Department of Transportation Planning

Re: Steering Committee Actions

At its meeting on October 3, 2014, the TPB Steering Committee approved the following resolutions:

- SR3-2015: Resolution on an amendment to the FY 2013- 2018 Transportation Improvement Program (TIP) that is exempt from the air quality conformity requirement to add funding for the Battlefield Parkway Extension project, as requested by the Virginia Department of Transportation (VDOT)
- SR4-2015: Resolution to approve funding for a project to improve Sligo Creek Trail in Montgomery County using funding from the Transportation Alternatives Program of the Federal Highway Administration (FHWA) for FY 2014 in Maryland
- SR5-2015: Resolution to approve funding for projects in the District of Columbia using funding from the Transportation Alternatives Program of the FHWA for FY 2015 in the District of Columbia
- SR6-2015: Resolution on an amendment to the FY 2013- 2018 TIP that is exempt from the air quality conformity requirement to add funding for the Freight Delivery Pilot Project, as requested by the District Department of Transportation (DDOT)

The TPB Bylaws provide that the Steering Committee “shall have the full authority to approve non-regionally significant items, and in such cases it shall advise the TPB of its action.”

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

**RESOLUTION ON AN AMENDMENT TO THE FY 2013-2018 TRANSPORTATION
IMPROVEMENT PROGRAM (TIP) THAT IS EXEMPT FROM THE AIR QUALITY
CONFORMITY REQUIREMENT TO ADD FUNDING FOR THE BATTLEFIELD
PARKWAY EXTENSION PROJECT AS REQUESTED BY THE VIRGINIA
DEPARTMENT OF TRANSPORTATION (VDOT)**

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 Moving Ahead for Progress in the 21st Century (MAP-21) for developing and carrying out a continuing, cooperative and comprehensive transportation planning process for the Metropolitan Area; and

WHEREAS, the TIP is required by the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) as a basis and condition for all federal funding assistance to state, local and regional agencies for transportation improvements within the Washington planning area; and

WHEREAS, on July 18, 2012 the TPB adopted the FY 2013-2018 TIP; and

WHEREAS, in the attached letter of September 23, 2014 VDOT has requested an amendment to the FY 2013-2018 TIP to add \$9.725 million in bond funding and \$274,000 in state funding to FY 2014 for the construction of the Battlefield Parkway Extension from US 15, South King Street to VA 267, Dulles Greenway, as described in the attached materials; and

WHEREAS, this project is already included in the air quality conformity analysis of the 2013 CLRP and FY 2013-2018 TIP;

NOW, THEREFORE, BE IT RESOLVED THAT the Steering Committee of the National Capital Region Transportation Planning Board amends the FY 2013-2018 TIP to add \$9.725 million in bond funding and \$274,000 in state funding to FY 2014 for the construction of the Battlefield Parkway Extension from US 15, South King Street to VA 267, Dulles Greenway, as described in the attached materials.

Adopted by the Transportation Planning Board Steering Committee at its regular meeting on October 3, 2014.



COMMONWEALTH of VIRGINIA

DEPARTMENT OF TRANSPORTATION

4975 Alliance Drive
Fairfax, VA 22030

CHARLES A. KILPATRICK, P.E.
COMMISSIONER

September 23, 2014

The Honorable Patrick Wojahn, Chairman
National Capital Region Transportation Planning Board
Metropolitan Washington Council of Governments
777 North Capitol Street, N.E., Suite 300
Washington, DC 20002-4201

RE: National Capital Region FY 2013-2018 Transportation Improvement Program Amendment
for Battlefield Parkway Extension, UPC 100518

Dear Chairman Wojahn:

The Virginia Department of Transportation (VDOT) requests an amendment to the FY 2013-2018 Transportation Improvement Program (TIP) to construct a segment of Battlefield Parkway Extension (Route 267E) between South King Street and Dulles Greenway in Leesburg, VA. The amendment is needed to reflect the latest planned funding obligations for this project.

The project is funded with capital project revenue bonds and residual parcel revenues and will be locally administered. Although the project is not federally funded, it must be included in the TIP because it is regionally significant for air quality conformity. This highway improvement is already included in the approved regional air quality conformity analysis for the CLRP, and has been entered in the iTIP database.

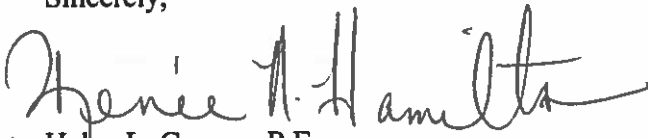
The amendment adds approximately \$10 million to FY 2014 of the TIP, in addition to \$1 million in prior year funds from FY 2012. The proposed funds are included as previous allocations by the Commonwealth Transportation Board as part of VDOT's FY 2015-2020 Six Year Improvement Program. While the proposed funds are new to the TIP, they are part of the total revenue estimates included in VDOT's financial plans for the 2010 and 2014 CLRP updates.

The Honorable Patrick Wojahn
September 23, 2014
Page 2

VDOT requests that this TIP Amendment be approved by the Transportation Planning Board's Steering Committee at its meeting on October 3, 2014. VDOT's representative will attend the meeting and be available to answer any questions about the amendments.

Thank you for your consideration of this request.

Sincerely,

for 
Helen L. Cuervo, P.E.
District Administrator
Northern Virginia District

cc: Ms. Dianne Mitchell, VDOT
Ms. Renée N. Hamilton, VDOT-NoVA
Ms. Maria Sinner, P.E., VDOT-NoVA
Mr. Farid Bigdeli, P.E., VDOT-NoVA

**NORTHERN VIRGINIA
TRANSPORTATION IMPROVEMENT PROGRAM
CAPITAL COSTS (in \$1,000)**

	Source	Fed/St/Loc	Previous Funding	FY 2013	FY 2014	FY 2015	FY 2016	FY 2017	FY 2018	Source Total																																																							
Urban																																																																	
Battlefield Parkway, Construct																																																																	
TIP ID: 6407		Agency ID: 100518		Title: Battlefield Parkway Extension				Cost: \$10,999		Complete: 2015																																																							
Description: Completion of the last missing segment of the Battlefield Parkway corridor .																																																																	
<table style="width: 100%; border-collapse: collapse;"> <tr> <td style="width: 25%;">Facility: VA 267E Battlefield Parkway Extension</td> <td style="width: 5%;">BD</td> <td style="width: 10%;">0/100/0</td> <td style="width: 10%;">1,000 a</td> <td style="width: 10%;"></td> <td style="width: 10%;">650 b</td> <td style="width: 10%;"></td> <td style="width: 10%;"></td> <td style="width: 10%;"></td> <td style="width: 10%;"></td> <td style="width: 10%; text-align: right;">9,725</td> </tr> <tr> <td>From: US 15 South King Street</td> <td></td> <td></td> <td></td> <td></td> <td>9,075 c</td> <td></td> <td></td> <td></td> <td></td> <td></td> </tr> <tr> <td>To: VA 267 Dulles Greenway</td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> </tr> <tr> <td></td> <td>State</td> <td>0/100/0</td> <td></td> <td></td> <td>274 c</td> <td></td> <td></td> <td></td> <td></td> <td style="text-align: right;">274</td> </tr> <tr> <td colspan="10" style="text-align: right;">Program Total:</td> <td style="text-align: right;">9,999</td> </tr> </table>											Facility: VA 267E Battlefield Parkway Extension	BD	0/100/0	1,000 a		650 b					9,725	From: US 15 South King Street					9,075 c						To: VA 267 Dulles Greenway												State	0/100/0			274 c					274	Program Total:										9,999
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	State	0/100/0			274 c					274																																																							
Program Total:										9,999																																																							

Description: Completion of the last missing segment of the Battlefield Parkway corridor .

Amendment: Add New Project **Requested on: 10/3/2014**
 Amend this project into the FY 2013-2018 TIP with \$9.725 million in bond funding and \$274,000 in state funding in FY 2014.

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

**RESOLUTION TO APPROVE FUNDING FOR A PROJECT TO IMPROVE SLIGO
CREEK TRAIL IN MONTGOMERY COUNTY USING FUNDING UNDER THE
TRANSPORTATION ALTERNATIVES PROGRAM OF THE FEDERAL HIGHWAY
ADMINISTRATION (FHWA) FOR FY 2014 IN MARYLAND**

WHEREAS, the National Capital Region Transportation Planning Board (TPB), the metropolitan planning organization (MPO) for the Washington Region, has the responsibility under the provisions of the Moving Ahead for Progress in the 21st Century Act (MAP- 21) for developing and carrying out a continuing, cooperative and comprehensive transportation planning process for the Metropolitan Area; and

WHEREAS, under MAP-21's Transportation Alternatives (TA) Program (Title 23 U.S.C. sections 213(b), and 101(a)(29)), a portion of funding based on the relative share of the total State population is sub-allocated to large urbanized areas and "the MPO, through a competitive process, selects the TA Program projects in consultation with the State"; and

WHEREAS, the TA Program provides funding for programs and projects defined as transportation alternatives, including on- and off-road pedestrian and bicycle facilities, infrastructure projects for improving non-driver access to public transportation and enhanced mobility, community improvement activities, and environmental mitigation; recreational trail program projects; safe routes to school projects; and projects for planning, designing, or constructing boulevards and other roadways largely in the right-of-way of former Interstate System routes or other divided highways; and

WHEREAS, the TA Program offers an opportunity to fund regional priorities and complement regional planning activities, and is a complementary component of the TPB's Transportation/Land-Use Connections (TLC) Program, which provides technical assistance for small planning studies to TPB member jurisdictions; and

WHEREAS, the TPB's Unified Planning Work Programs (UPWP) for FY 2015 explicitly authorizes the use of Transportation/ Land-Use Connections (TLC) Program funds to support TA Program activities; and

WHEREAS, a solicitation for TA Program applications to expend remaining FY2014 funding for Maryland was conducted from April 15 to May 15, 2014 during which more than 1,000 organizations and agencies received email notices announcing the availability of transportation funds; and

WHEREAS, an application workshop was conducted during the solicitation period for interested organizations and agencies to receive information on the application process and eligibility requirements; and

WHEREAS, the Maryland National Capital Park and Planning Commission submitted an application for Transportation Alternatives Program funding for \$584,000 for improvements to Sligo Creek Trail around Park Valley in Montgomery County; and

WHEREAS, this was the only eligible application submitted for the National Capital Region in response to the recent solicitation; and

WHEREAS, the TPB's TA Program selection panel, with input from the state departments of transportation, concurs that this application should be funded based upon project eligibility and the project's alignment with regional selection criteria; and

WHEREAS, the remaining funding for the TA Program in Maryland will be carried over to a solicitation for FY 2015 coordinated with the Maryland Department of Transportation; and

WHEREAS, the project recommended for funding is described in the attached description;

NOW, THEREFORE, BE IT RESOLVED THAT the STEERING COMMITTEE OF THE NATIONAL CAPITAL REGION TRANSPORTATION PLANNING BOARD approves the projects described in the attached memorandum for funding under the Transportation Alternatives Program of the Federal Highway Administration.

Adopted by the Transportation Planning Board Steering Committee at its regular meeting on October 3, 2014.

National Capital Region (MWCOG) Transportation Alternatives Application

Please complete both the MDOT portion of this application as well the National Capital Region Application for maximum potential to receive an award.

ALL applications for projects within the National Capital Region jurisdiction may be submitted via the submit button at the end of this application to:

Mrs. Jessica Silwick
Transportation Alternatives Program Liaison
Regional and Intermodal Planning Division
Maryland State Highway Administration
707 N. Calvert Street
Mail Stop C-502
Baltimore, MD 21202
410.545.5673 (phone)
410.209.5025 (fax)
jsilwick@sha.state.md.us

MWCOG Contact:
Sarah Crawford
Department of Transportation Planning
777 North Capitol Street, N.E., Suite 300
Washington, D.C. 20002
Phone: 202-962-3237
Fax: 202-962-3202
www.mwcog.org



REGIONAL APPLICATION FOR THE NATIONAL CAPITAL REGION TRANSPORTATION ALTERNATIVES PROGRAM

Project: Improvements of Sligo Creek Trail around Park Valley Road

Jurisdiction: Montgomery County

TAP Funding Request: \$ 584,000

APPLICANT

Project Manager: Greg Hwang, Montgomery County Department of Transportation

Phone: 240-777-7279

Email: Greg.Hwang@montgomerycountymd.gov

ACCESSIBILITY FOR ALL USERS

1. Describe how the project addresses the TPB's goal of broadening regional mobility choices and improving the accessibility of transportation facilities for pedestrians, bicyclists, and other non-drivers.

The 10.2-mile Sligo Creek Trail is one of the oldest recreational hiker/biker hard surface trail in Montgomery County running along the side of Sligo Creek inside Sligo Creek Stream Valley Park. The Trail, starting from Wheaton Regional Park in Montgomery County, through the Silver Spring area and the City of Takoma Park and ending at the North Branch Stream Valley Park in Prince George's County, is a heavily used facility providing recreation for persons of all ages and abilities. The trail at the project site around Park Valley Road does not comply with ADA requirements, and runs through an existing parking lot and the narrow Park Valley Road Bridge over Sligo Creek. As part of the Replacement of Park Valley Road Bridge No. MPK-03, the proposed improvements of Sligo Creek Trail around Park Valley Road will enhance pedestrian/bicycle safety and accessibility of Sligo Creek Trail by providing a new off-road trail and a new separate pedestrian bridge over Sligo Creek in compliance with ADA requirements and AASHTO criteria, and reconfiguring the Park Valley Road/Sligo Creek Pkwy intersection with a new marked crosswalk and a refuge median on Park Valley Road.

2. Describe how the project makes the region's transportation facilities safer and less intimidating for pedestrians, bicyclists, and other non-drivers.

The existing trail at the project site is not considered as a safe pedestrian/bicycle facility as it runs through a parking lot for approximately 140' from north to south, crosses Park Valley Road at mid-block without a marked crosswalk, continues on a 20' wide roadway without shoulders or the 5' wide south sidewalk on the Park Valley Road Bridge for approximately 70' from west of to east, and follows a 12.5% slope path for approximately 40' at the southeast of the bridge. The proposed new off-road trail will provide a safe access for pedestrians/bicyclists as it meets AASHTO and ADA requirements. The proposed trail will run through a separate new 12' wide pedestrian bridge over Sligo Creek and crosses Park Valley Road via a new marked crosswalk at the Sligo Creek Pkwy intersection. A 6' wide refuge median will be provided on Park Valley Road at the proposed crosswalk. Pedestrians/bicyclists at the proposed crosswalk can be more visible to motor vehicles, and motor vehicles approaching the proposed crosswalk either from Sligo Creek Pkwy turning to Park Valley Road or from Park Valley Road turning to Sligo Creek Pkwy must slow down at the intersection.

3. Describe how this project enhances transportation facilities for those with special needs, pursuant to Americans with Disabilities Act requirements.

The existing trail at the project site does not comply with Americans with Disabilities Act (ADA) requirements as it has an 12.5% slope for approximately 40' at the south of the Park Valley Road Bridge, does not have a marked crosswalk at a proper location to provide a safe access crossing over Park Valley Road, and does not have ADA ramps on both sides of the Park Valley Road. The proposed off-road trail will comply with ADA requirements, and will provide a marked crosswalk over Park Valley Road at the Sligo Creek Parkway intersection that pedestrians with disabilities crossing the roadway can be more visible to motor vehicles. The proposed 6' wide median on Park Valley Road at the intersection will function as a refuge for pedestrians and bicyclists with disabilities crossing the roadway. Motor vehicles approaching the proposed crosswalk either from Sligo Creek Parkway turning to Park Valley Road or from Park Valley Road turning to Sligo Creek Parkway must slow down. ADA ramps will also be provided on both side of the Park Valley Road at the proposed crosswalk.

SAFE ROUTES TO SCHOOL

1. Does this project meet the federal eligibility requirements outlined for Safe Routes to School? Yes No



REGIONAL APPLICATION FOR THE NATIONAL CAPITAL REGION TRANSPORTATION ALTERNATIVES PROGRAM

ACCESSIBILITY TO TRANSIT AND EMPLOYMENT

1. As a regional policy, the TPB seeks to promote the development of transportation alternatives in Regional Activity Centers. Is any portion of the project located within a [Regional Activity Center](#)?

Yes No Center: _____

2. Is the project located within 3/4 of a Metrorail (existing or under construction) or commuter rail station?

Yes No Station: _____

3. Describe how the project creates linkages for users to transit and/or employment, as well as how the project fills a gap in the existing non-automobile transportation infrastructure.

PROJECT COORDINATION

1. Describe project coordination with other agencies and jurisdictions.

This project requires coordination with agencies as follows: 1) MSHA/FHWA: funding, design review, traffic maintenance during construction, and environmental documents; 2) M-NCPPC: design review, forest conservation, stream stabilization and diversion, geotechnical investigation, landscaping, and public outreach; 3) USFWS/MDNR-Wildlife and Heritage Services/MDNR-Environmental Review Unit: trilogy letters; 4) MHT: historic resource inventory; 5) MDE/USACE: joint permit for floodplain, waterway and nontidal wetland; 6) Montgomery County Department of Permitting Services: stormwater management permit, erosion/sediment control permit, and flood district permit; and 7) Police Department/Fire and Rescue Department/MC Public School: emergency response and traffic maintenance during construction.

2. Describe how the project fits within local adopted master plans and specific goals of other organizations and local government agencies. Describe how the project originates from planning work conducted in the jurisdiction. Note if the project is included in any official planning documents and how it supports the local land use plan.

Both the 2005 Countywide Bikeways Functional Master Plan and the 2008 Countywide Park Trails Plan designate Sligo Creek Trail for an existing hard surface recreational trail as part of Eastern County Park Trail Corridor. The proposed off-road trail connection will enhance recreational function of the Sligo Creek Trail and will continue to accommodate the Master Plans.

3. Describe all public participation activities to date on the proposed project and what has been done to obtain public and community support.

To date two public newsletters (November 2012 and May 2013) have been distributed to the community and two public meetings (December 11, 2012 and June 12, 2013) have been conducted to present the proposed scope and alternatives and obtain public feedback. The community overwhelmingly supports the project and has been fully involving in the development of the aesthetic and design of the proposed trail improvements and the replacement roadway bridge to preserve the existing character of the community.

APPLICATION DEADLINE FOR THE FY 2013/2014 ROUND OF TAP FUNDING: May 15, 2013

MARYLAND DEPARTMENT OF TRANSPORTATION (MDOT) TRANSPORTATION ALTERNATIVES PROGRAM (TAP) APPLICATION

GENERAL INSTRUCTIONS: Projects sponsors seeking Transportation Alternatives Program funding for eligible projects must complete this application for consideration. Please review the **TAP Application Manual, Chapter III - How to Apply** for explanations and other supplementary information that will assist in completing the application.

If applying for a planning project, please only complete the sections specified as required for planning projects (see section headings). Complete the full application for all other projects.

Technical Instructions: The size and format of text fields has been limited; please keep answers concise. To check a checkbox, click the box using the mouse.

Applicant Submission Date: Thursday, May 8, 2014

Section 1 - APPLICANT INFORMATION - (Required for Planning Projects)

Applicant: Montgomery County Department of Transportation
Address: 100 Edison Park Drive, 4th Floor
City: Gaithersburg **State:** Maryland **Zip:** 20878
Contact Person: Greg Hwang **Title:** Capital Projects Manager
Phone: 240-777-7279 **E-mail:** Greg.Hwang@montgomerycountymd.gov

Project Sponsor/Governor Sponsor (if different from Applicant): _____
Address: _____
City: _____ **State:** _____ **Zip:** _____
Contact Person: _____ **Title:** _____
Phone: _____ **E-mail:** _____

Section 2 - GENERAL PROJECT INFORMATION - (Required for Planning Projects)

Project Title: Improvements of Sligo Creek Trail around Park Valley Road
Project Location: Vicinity of the intersection of Park Valley Road and Sligo Creek Parkway
County: Montgomery County **City:** Silver Spring
MD Legislative Districts: 20 **Project Length/Area:** 564 Feet
Project Limits: Approx. 210 feet north of C/L Park Valley Rd to approx. 110 feet south of C/L Park Valley Rd
Metropolitan Planning Organization (MPO): National Capitol Region Transportation Planning Board

Section 3 - TRANSPORTATION ALTERNATIVES ELIGIBILITY - (Required for Planning Projects)

Each project must meet the criteria of one of the following qualifying categories and relate to surface transportation. Check the category that best addresses the proposed project. For detailed requirements for each qualifying category, see the MDOT Transportation Alternatives Program Manual, Chapter II - Transportation Alternatives Program Eligibility.

A. Construction, planning, and design of on-road and off-road trail facilities for pedestrians, bicyclists, and other nonmotori:

How does the project support the six transportation goals and the state wide goals of Maryland's Intermodal Transportation System? For more information- http://www.mdot.maryland.gov/Planning/Plans_Programs_Reports/Reports/MTP/2009MTP.pdf (see page 8 of the 2009 Maryland Transportation Plan). Briefly explain:

1) Quality of Service/Safety & Security/System Preservation & Performance:

The project will enhance recreational function of the trail to improve quality of life by providing a off-road trail with a separate pedestrian bridge and a marked crosswalk in compliance with AASHTO and ADA requirements

2) Environmental Stewardship:

The project will reduce impervious pavement at the project site by 24% to improve environment by replacing the paved existing parking lot with a natural surface pedestrian path and reconfiguring the substandard mini circle roadway intersection to a T-intersection.

Section 4 - DETAILED PROJECT DESCRIPTION - (For Planning Projects complete A - G only/Location Map)

Describe all work necessary for the project by filling in the requested information. The information presented here will be used to determine the project's eligibility or readiness for Transportation Alternatives Program funding, to evaluate its consistency with the program rules, and to make ranking decisions. These items pertain to most proposed projects, regardless of the eligibility category.

a) What is the purpose and goal of the project?

The purpose and goal of the project is to improve safety and accessibility of the Sligo Creek Hiker/Biker Trail around Park Valley Road for pedestrians and bicyclists, and enhance the trail in compliance with ADA requirements for those with disability.

b) Provide description of the project scope

1) Construct approximately 213' long 8' wide off-road hard surface trail and a new 12' wide approximately 65' long pedestrian bridge over Sligo Creek; 2) Reconfigure the existing substandard mini circle intersection to a T-intersection to provide a marked crosswalk and a refuge median on Park Valley Road; and 3) Remove the pavement of the existing parking lot and construct a 5' wide approximately 186' long natural surface pedestrian path.

c) Past and Current uses of the project site

The 10.2-mile Sligo Creek Trail is one of the oldest recreational hiker/biker hard surface trail in Montgomery County running along Sligo Creek Stream Valley Park that starts from Wheaton Regional Park in Montgomery County, passes through the Silver Spring area and the City of Takoma Park and ends at the North Branch Stream Valley Park in Prince George's County. The trail is a heavily used facility providing recreation for persons of all ages and abilities.

d) How does this project provide or support the community, including economic, tourism, recreational, historic, environmental, safety, scenic, and/or cultural ?

The project will provide a safer off-road hiker/biker trail for recreation, reduce impervious pavement, and still maintain pedestrian/bicycle access for the nearby community to the trail.

e) Specific activities proposed for TAP funding, if applicable

The activities proposed for TAP funding includes the construction of the Sligo Creek Hiker/Biker Trail Improvements near Park Valley Road and associated mobilization, construction management, inspection and material testing.

f) Description of how Americans with Disabilities Act requirements will be met

The proposed off-road trail will comply with ADA requirements, and will provide a marked crosswalk over Park Valley Road at the Sligo Creek Parkway intersection. The proposed 6' wide median on Park Valley Road at the intersection will provide refuge function for pedestrians and bicyclists with disabilities crossing the roadway. ADA ramps will also be provided on both side of the Park Valley Road at the proposed crosswalk.

g) Does this project require professional consultant or contractor services? Yes

If so, list the type of services required and the corresponding activities.

Trail alignment design, pedestrian bridge, crosswalk and ADA ramps, hydrology and hydraulic analysis, SWM, ESD, stream stabilization, geotechnical analysis, utility, test pit. landscaping.

Please Note: Additional category-specific questions and/or information **must** be addressed below. See **TAP Application Manual, Chapter III - How to Apply** for the questions that apply to projects in each qualifying category.

- 1) The 10.2-mile Sligo Creek Trail starts from Wheaton Regional Park in Montgomery County and ends at the North Branch Stream Valley Park in Prince George's County.
- 2) The Sligo Creek Trail is a heavily used facility providing recreation for persons of all ages and abilities.
- 3) The proposed pedestrian/bicycle facilities include a 12' wide 65'-span pedestrian bridge, 8' wide 213' long off-road hard surface trail, a 10 wide 30' long crosswalk over Park Valley Rd, and a 5' wide 186' long natural surface pedestrian path.
- 4) The proposed pedestrian bridge will be a wooden deck, the proposed off-road trail will be asphalt hard surface, and the proposed pedestrian path will be natural surface.
- 5) The proposed pedestrian bridge is about 65' long and the bridge surface is about 9' above the stream bed.
- 6) The proposed pedestrian bridge is designed for 2-year storm flood.
- 7) Public information newsletters will be distributed to the community and posted on the Montgomery County DOT's event calendar to inform the public, and signs will be installed at the project site prior to the commence of the construction.
- 8) _____
- 9) _____

What will be the useful life of the project?

The anticipated service life for the proposed trail and pedestrian bridge is in a range of 20 years.

What is the maintenance plan for the completed project? Include the agency responsible for the continued maintenance of the project and the anticipated maintenance and staffing needs over the economic or useful life of the project.

The Sligo Creek Hiker/Biker Trail is owned and maintained by the Maryland-National Capital Park and Planning Commission, Montgomery County Department of Parks (Parks). The Parks will be responsible for the continued maintenance of the new off-road trail after the completion of the project.

ATTACH PROJECT LOCATION MAP - (Required for Planning Projects)

If appropriate, please provide an 8 1/2 x 11 map of the project area showing as many details of the project as possible. The map must have a north arrow, scale, and title of the project. It should clearly show the project location, property lines, public facilities, state roads, and any other relevant information. **Map must clearly identify the proposed project site with beginning and ending points.**

Section 5 - PROJECT IMPACTS

Identify the environmental impacts of the proposed project by completing the environmental review checklist below. Describe how the proposed project would impact any applicable environmental resources.

IMPACT		ENVIRONMENTAL RESOURCE	DESCRIPTION OF IMPACT
Yes	No		
<input type="checkbox"/>	<input checked="" type="checkbox"/>	Agricultural lands	
<input checked="" type="checkbox"/>	<input type="checkbox"/>	Recreational or Parklands	The project site is located inside Sligo Creek Stream Valley Park.
<input type="checkbox"/>	<input checked="" type="checkbox"/>	Historic sites - archeological areas or standing structures	
<input type="checkbox"/>	<input checked="" type="checkbox"/>	Wetlands or Waters of the US	
<input type="checkbox"/>	<input checked="" type="checkbox"/>	Floodplains	
<input checked="" type="checkbox"/>	<input type="checkbox"/>	Forests	Minimal impact with removal of three trees. Permit obtained.
<input type="checkbox"/>	<input checked="" type="checkbox"/>	Critical Areas/Coastal Zones	
<input type="checkbox"/>	<input checked="" type="checkbox"/>	Endangered Species	
<input type="checkbox"/>	<input checked="" type="checkbox"/>	Hazardous Waste Sites/ Hazardous Materials	
<input type="checkbox"/>	<input checked="" type="checkbox"/>	Inconsistency with Local Development Plans	
<input type="checkbox"/>	<input checked="" type="checkbox"/>	Community Cohesion/ Quality of Life/Displacements	
<input type="checkbox"/>	<input checked="" type="checkbox"/>	Air quality	
<input type="checkbox"/>	<input checked="" type="checkbox"/>	Noise	
<input type="checkbox"/>	<input checked="" type="checkbox"/>	Economic	
<input type="checkbox"/>	<input checked="" type="checkbox"/>	Other	

Would the proposed project impact any utilities? If so, please list the owners and describe the impacts.

The proposed trail improvements will not impact any existing utilities.

Would drainage patterns be altered as a result of this project?

Yes

If so, please describe.

The proposed trail improvements will result in changes of drainage patterns due the proposed work as follows:

1) grading for the proposed new off-road trail; 2) reconfiguration of the Park Valley Road/Sligo Creek Parkway intersection; and 3) removal of the impervious pavement of the existing trail within the project limits.

How would the project benefits be measured?

The proposed work will benefit pedestrians, bicyclists and motor vehicle drivers by providing a safe off-road trail; and will benefit environment by reducing the impervious pavement at the project site by approximately 3,200 square feet (a 24% of reduction) due to the reconfiguration of the roadway intersection and the removal of the existing parking lot.

Section 6 - PROJECT DESIGN STATUS

All proposed projects that require construction activities, research, or publications must complete this section. Projects that would not require design such as the Inventory, Control, and Removal of Outdoor Advertising, may skip this section.

Will the project result in a publication?

What activities have begun and what is the status?

The engineering for the project started in February 2012 and is currently at approximately 60% level of completion.

If the project involves environmental mitigation or the construction, rehabilitation, or preservation of a structure, approximately what percentage of the design plans is complete? See the 30 Percent Design Plan Guidelines for Mitigation and Construction Projects tables in the TAP Application Manual - Appendix to help determine the status of the construction plans.

- | | |
|-------------------------------------|------------------------------------------------|
| <input type="checkbox"/> 0 percent | <input checked="" type="checkbox"/> 60 percent |
| <input type="checkbox"/> 15 percent | <input type="checkbox"/> 90 percent |
| <input type="checkbox"/> 30 percent | <input type="checkbox"/> 100 percent |

Was the design consultant obtained using the federal process?

Fill in the table to indicate the status of each type of design required for the project.

Yes	No	N/A	DESIGN TYPE	STATUS OF DESIGN
<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Project development/ Preliminary design	Complete
<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Pedestrian trail design	60% complete
<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Structural design	60% complete
<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Foundation design	60% complete
<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Landscape design	60% complete
<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	Mitigation design	N/A
<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Stormwater Mgmt design	60% complete
<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Maintenance of traffic	60% complete
<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	Other	N/A

Include one full scale set of the most recent design plans.

Section 7 - PROJECT RIGHT-OF-WAY AND ACCESS INFORMATION

Does the proposed project require the acquisition of any right-of-way?

List the owners and value of each parcel of right-of-way in the project area. If the right-of-way is not owned or encumbered with an easement by the public agency sponsoring or co-sponsoring the project, insert the status of any required right-of-way acquisition or easement obtainment in the appropriate column.

OWNER	PARCEL	VALUE	STATUS OF ACQUISITION/EASEMENT	TITLE SEARCH	APPRAISAL

If the right-of-way is owned by another public agency, has there been any coordination with the agency?
 The right-of-way is owned by Maryland-National Capital Park and Planning Commission which is in the project team.

What is the overall status of acquiring required right-of-way or obtaining easements? Have there been any negotiations with property owners about purchase price?
 N/A. The proposed project does not require the acquisition of any right-of-way.

NOTE: The acquisition of right-of-way must follow federal rules and procedures beginning from the date that the TAP application is submitted, and all negotiations with property owners must cease upon submission of this application.

Section 8 - PROJECT SCHEDULE - (Required for Planning Projects)

The following tables are provided as guides to developing a realistic project schedule. Use the first table as a guide for projects that would require construction, and use the second table for other kinds of non-construction projects. Insert realistic dates for each proposed project milestone in month-day-year format. Do not use seasons or number of months from a start date. SHA monitors projects based on these activities and dates.

For construction projects, insert estimated start and complete dates for each applicable milestone. If the proposed project would require a milestone not listed on the table, it may be inserted at the end of the table. See **TAP Application Manual, Chapter III - How to Apply** for more information regarding milestones.

TABLE 1 - Construction Projects

MILESTONE	ANTICIPATED TIME FRAME	EXPECTED START DATE	EXPECTED COMPLETION DATE
TAP funding award letter	4 months after Application Submittal	09/16/14	10/15/14
Project kickoff meeting	2 months after TAP funding award letter	11/16/14	12/15/14
Design	Varies by project, maybe on-going after application submission	01/30/13	12/31/14
Memorandum of Understanding Process	4 months after kickoff meeting	03/16/15	04/15/15
Environmental or NEPA Documentation	4 months to obtain environmental clearance	06/01/14	09/30/14
Right-of-way acquisition	Varies by project	N/A	N/A
Right-of-Way Certification	2-4 weeks after right-of-way acquisition	N/A	N/A
Scour Analysis	4-5 weeks for SHA review	09/30/13	06/30/14
TS&L & Foundation Design review	4-5 weeks for SHA review	09/30/13	06/30/14
Structural plans and Final Design review	4-5 weeks for SHA review	08/01/14	08/31/14
Final review (95% plans, specifications, & estimates)	4 weeks for SHA review	08/01/14	08/31/14
Final review meeting	Anytime following SHA final review	09/01/14	09/30/14
Obtaining permits	Varies by permit	10/01/14	11/30/14
Request to Advertise & 100% Plans, Specifications, and Estimates (PS&E) submittal to SHA	5 weeks for review; additional time may be required if the submittal is incomplete	12/01/14	12/31/14
Advertisement for construction	21 calendar days minimum; within 24 months of TAP funding award letter	05/01/15	05/31/15
Bid Opening	3-4 weeks after advertisement date	06/01/15	06/30/15
Concurrence in Award package submission to SHA	1 month after Bid Opening; 4-5 weeks for SHA review	07/01/15	07/31/15
Notice to Proceed for construction	Varies by project, but a reasonable estimate is required	09/01/15	09/30/15
Expected duration of construction	Varies by project, but a reasonable estimate is required	10/01/15	09/30/16
Project Closeout	Varies by project, but a reasonable estimate is required	10/01/16	09/30/17

TABLE 2 - Other Planning Projects

MILESTONE	ANTICIPATED TIME FRAME	EXPECTED START DATE	EXPECTED COMPLETION DATE
TAP funding award letter	4 months after Application Submittal		
Project kickoff meeting	2 months after TAP funding award letter		
Memorandum of Understanding Process	4 months after kickoff meeting		
Environmental or NEPA Documentation	4 months to obtain environmental clearance		
Procurement of Design Consultant and required activities	Varies by project, but a reasonable estimate is required		
Design Documents	Varies by project, but a reasonable estimate is required		
Identify Right-of-Way	Varies by project		
Project Closeout	Varies by project, but a reasonable estimate is required		

Section 9 - PROJECT COSTS - (Required for Planning Projects)

See the **TAP Application Manual, Chapter III - How to Apply for Transportation Alternatives Program funding requirements.**

Funding Summary:

A. Proposed project's Total Costs?	\$ <u>685,000</u>
B. TAP Funding request?	\$ <u>548,000</u>
C. Total Project Sponsor Cash Match?	\$ <u>137,000</u>
D. Total Project Sponsor Match?	\$ _____

List all sources and amounts of the Local Match.

SOURCE	AMOUNT
Maryland Montgomery County Government	\$137,000.00

Attach any financial commitment letters to the application and all engineering or other professional estimates.

Itemize ALL project activities and costs as they count towards the total project costs. The types of activities on the following schedule will vary and can be modified for specific projects, but the general format should be followed. Be sure to have as complete and accurate a cost estimate as possible for all phases of the work.

NOTE: More advanced projects with very detailed cost estimates should only list the major activities on this table, but should include the details in the Engineer's Estimate appendix.

TABLE 1 - Engineers Estimate - (Required for Planning Projects)

ACTIVITIES/ITEMS	TOTAL COSTS	TAP FUNDING	CASH MATCH	SOFT MATCH
NON-CONSTRUCTION ACTIVITIES				
Project Development Activities				
Right-of-Way				
Research				
Design Activities				
Environmental Studies				
Procurement of Design Consultant				
Permits				
Other Costs				
Subtotal Non-Construction Items				
CONSTRUCTION RELATED ACTIVITIES				
Mobilization	\$50,000.00	\$40,000.00	\$10,000.00	
Project Management				
Construction Activities (see the TAP Application Instructions for examples of construction related activities)				
Site Preparation/Engineers Office/Construction Stakeout	\$35,000.00	\$28,000.00	\$7,000.00	
Maintenance of Traffic	\$38,000.00	\$30,400.00	\$7,600.00	
Excavation/Select Borrow	\$25,000.00	\$20,000.00	\$5,000.00	
Stormwater Management/Drainage/Erosion Control	\$5,000.00	\$4,000.00	\$1,000.00	
Pedestrian Bridge	\$300,000.00	\$240,000.00	\$60,000.00	
Trail Pavement	\$22,000.00	\$17,600.00	\$4,400.00	
Intersection Reconfiguration	\$10,000.00	\$8,000.00	\$2,000.00	
Landscaping	\$22,000.00	\$17,600.00	\$4,400.00	
ACTIVITIES/ITEMS	TOTAL COSTS	TAP FUNDING	CASH MATCH	SOFT MATCH

TABLE 1 - Engineers Estimate (continued)

Total Construction Related Costs	\$507,000.00	\$405,600.00	\$101,400.00	
Contingencies	\$101,000.00	\$80,800.00	\$20,200.00	
Project Inspections	\$30,000.00	\$24,000.00	\$6,000.00	
Materials Testing	\$10,000.00	\$8,000.00	\$2,000.00	
Project Management	\$7,000.00	\$5,600.00	\$1,400.00	
Construction Management	\$30,000.00	\$24,000.00	\$6,000.00	
Total Contingency, Inspection, Materials Testing, & Management	\$178,000.00	\$142,400.00	\$35,600.00	
TOTALS (PROJECT COSTS, TAP FUNDING AND MATCH)	\$685,000.00	\$548,000.00	\$137,000.00	

Section 10 - PROJECT SUPPORT - (Required for Planning Projects)

Describe all public participation to date on the proposed project and what has been done to obtain public and community/organizational support.

To date two public newsletters (November 2012 and May 2013) have been distributed to the community and two public meetings (Dec. 11, 2012 and Jun. 12, 2013) have been conducted to present the proposed scope and alternatives and obtain public feedback. The community overwhelmingly supports the project and has been fully involving in the development of the aesthetic and design of the proposed trail improvements and the replacement roadway bridge.

Describe local government support and commitments for the proposed project.

The Maryland-National Capital Park and Planning Commission who is the owner of Sligo Creek Stream Valley Park supports the project and is a member of the project team.

Describe how the project fits within local adopted master plans and specific goals of other organizations and local government agencies. Also note if the project listed is in any official planning documents.

Both the 2005 Countywide Bikeways Functional Master Plan and the 2008 Countywide Park Trails Plan designate Sligo Creek Hiker/Biker Trail for an existing hard surface recreational trail as part of Eastern County Park Trail Corridor. The proposed off-road trail connection will enhance recreational function of the Sligo Creek Trail and will continue to accommodate the Master Plans.

Are all appropriate MPO representative and local, state, and federal elected officials aware of the proposed project?

 Yes

Do they support the project? Yes

The project is supported by the Montgomery County Executive and County Council. A stand-alone Capital Improvement Project has been recommended by the County Executive and approved by the County Council to provide funding for the project.

Is the proposed project in the MPO's Transportation Improvement Program?

 No

Is there any known opposition to the proposed project?

The community overwhelmingly supports the proposed project. Montgomery County Department of Transportation has not received any opposition to the proposed off-road trail.

Will the project help support or is it supported by other community projects?

The proposed off-road trail will allow pedestrian/bicycle access be maintained during the construction of the replacement of Park Valley Road Bridge over Sligo Creek which will be implemented under the same construction contract with the proposed trail improvements.

A letter of support from the Chief Elected Official prioritizing potential TAP projects in their jurisdiction is required. Excluding projects within the Baltimore Metropolitan Council, Wilmington Area Planning Council, and Metropolitan Washington Council of Governments areas, letters of support from MPO transportation representative are also required. In addition, letters of support or commitment from financial partners, local government officials, community groups, regional organizations, and/or state agencies are recommended.

NOTE: Letters should be addressed to the project sponsor, not to SHA.

Attach evidence of public involvement, such as informational brochures, public meeting minutes, or newspaper articles.

Section 11 - ATTACHMENTS/APPENDICES

Please provide any necessary supplemental information in separate appendices. The following attachments are required for all proposed projects:

- Project location maps and/or photographs
- Financial commitments
- Letters of support, including letter from the Chief Elected Official of the jurisdiction
- Evidence of public/community involvement
- Drainage area mapping (mitigation projects only)
- Concept drawing (planning projects only)

Other acceptable appendices include:

- Project plan sheets (on a separate roll)
- Engineer's estimate
- Property ownership information
- Structural evaluations and/or reports
- Environmental evaluations and/or reports
- Historical documentation, evaluations, and/or reports
- Project renderings

Section 12 - APPLICATION SUBMISSION

Transportation Alternatives Program application packages should be submitted between March 1 and May 15, 2013. Please refer to the following checklist to help ensure that your application package is complete.

Submit 1 electronic version of complete application package and 1 unbound copy of the completed application package, as well as 4 half size sets of plans to:

Ms. Jessica Silwick
 Transportation Alternatives Program Liason
 Regional and Intermodal Planning Division
 Maryland State Highway Administration
 707 N. Calvert Street
 Mail Stop C-502
 Baltimore, MD 21202
 410.545.5653 (phone)
 410.209.5025 (fax)
 JSilwick@sha.state.md.us

NOTE: SHA email is limited to 8MB. If your application, attachments, and plans total to greater than 8MB, you may submit attachments and plans on a CD with the hard copy submittal.

Any questions regarding the application submittal process may also be directed to Jessica.

APPLICATION CHECKLIST

The following checklist should be used to ensure that your application package is complete.

Yes	No	N/A	
<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	The project is sponsored or co-sponsored by a public agency
<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	The project is eligible for TAP funding (review the TAP Manual or the TAP Application Instructions for detailed eligibility guidelines of each TAP category)
<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	There is a clear relationship to surface transportation
<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	Affected historic sites are listed on or eligible for the National Register of Historic Places
<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	The SHPO was informed of all projects involving historical sites
<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Project location mapping, project boundary mapping, and/or photographs are included
<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Effects on environmental resources and utilities were identified
<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	All project elements are represented in the project cost list
<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Cost estimates are complete and accurate for all project elements
<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	The dates for each project milestone are realistic
<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	The advertisement date is no more than 24 months after the TAP award date
<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	At least 30% design plans, for construction projects, are included
<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	All sources for matching funds and amounts are listed
<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	Ownership of all right-of-way and, if property is to be acquired, the value of the property is identified
<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	Letter of support for the project are included MCDOT is in the process of obtaining.
<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Documentation of public/community involvement is included
<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Long-term maintenance plan is established and included
<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Project conforms to the ADA
<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Potential project problems were taken into account i.e., asbestos abatement, hazardous wastes, right-of-way acquisition issues.

APPLICATION SUBMISSION

When you have answered all of the applicable questions within this application form please click the Submit button below route this form via e-mail to Jessica Silwick. ****Please note that your application will not be considered complete unless you attach ALL required supplemental materials listed in Section 11 to your email submission to Jessica Silwick.**

Submit This Application Form

(I will attach all required supplemental materials to this e-mail)

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

RESOLUTION TO APPROVE FUNDING FOR PROJECTS IN THE DISTRICT OF COLUMBIA USING FUNDING FROM THE TRANSPORTATION ALTERNATIVES PROGRAM OF THE FEDERAL HIGHWAY ADMINISTRATION (FHWA) FOR FY 2015

WHEREAS, the National Capital Region Transportation Planning Board (TPB), the metropolitan planning organization (MPO) for the Washington Region, has the responsibility under the provisions of the Moving Ahead for Progress in the 21st Century Act (MAP- 21) for developing and carrying out a continuing, cooperative and comprehensive transportation planning process for the Metropolitan Area; and

WHEREAS, under MAP-21's Transportation Alternatives (TA) Program (Title 23 U.S.C. sections 213(b), and 101(a)(29)), a portion of funding based on the relative share of the total State population is sub-allocated to large urbanized areas and "the MPO, through a competitive process, selects the TA Program projects in consultation with the State"; and

WHEREAS, the TA Program provides funding for programs and projects defined as transportation alternatives, including on- and off-road pedestrian and bicycle facilities, infrastructure projects for improving non-driver access to public transportation and enhanced mobility, community improvement activities, and environmental mitigation; recreational trail program projects; safe routes to school projects; and projects for planning, designing, or constructing boulevards and other roadways largely in the right-of-way of former Interstate System routes or other divided highways; and

WHEREAS, the TA Program offers an opportunity to fund regional priorities and complement regional planning activities, and will be a complementary component of the TPB's Transportation/Land-Use Connections (TLC) Program, which provides technical assistance for small planning studies to TPB member jurisdictions; and

WHEREAS, the TPB's Unified Planning Work Program (UPWP) for FY 2015 explicitly authorizes the use of Transportation/ Land-Use Connections (TLC) Program funds to support TA Program activities; and

WHEREAS, a solicitation for TA Program applications for FY2015 funding for the District of Columbia was conducted from DATE to DATE, 2014 during which more than 1,000 organizations and agencies received email notices announcing the availability of transportation funds; and

WHEREAS, the District Department of Transportation submitted applications for Transportation Alternatives Program funding for the following projects and funding amounts:

- 19th Street NW Green Infrastructure for \$1,569,573 in TAP funding
- Capital Bikeshare Pad Improvements for \$123,952 in TAP funding
- Union Station – Rostral Column and Balustrade Restoration for \$407,435 in TAP funding

WHEREAS, the Washington Metropolitan Area Transit Authority (WMATA) submitted an application for Transportation Alternatives Program funding for the following project and funding amounts:

- Chevy Chase Bus Station Renewal and Improvements for \$1,313,666 in TAP funding

WHEREAS, these four projects represent the only eligible applications submitted for the District of Columbia in response to the recent solicitation; and

WHEREAS, members of the TA Program selection panel, with input from affected state departments of transportation, concur that these applications should be funded based upon project eligibility and the projects' consistency with regional selection criteria; and

WHEREAS, the remaining funding from FY 2015 for the TA Program in District of Columbia will be carried over to a future solicitation coordinated with the District Department of Transportation; and

WHEREAS, the projects recommended for funding are described in the attached description;

NOW, THEREFORE, BE IT RESOLVED THAT the STEERING COMMITTEE OF THE NATIONAL CAPITAL REGION TRANSPORTATION PLANNING BOARD approves the projects described in the attached memorandum for funding under the Transportation Alternatives Program of the Federal Highway Administration.

Adopted by the Transportation Planning Board Steering Committee at its regular meeting on October 3, 2014.



District Department of Transportation

Transportation Alternatives Program Project Application

Instructions

Complete application in the space provided. Applicants should consult the Transportation Alternatives Program Summary and Application Guide while completing this form. Applicants are limited to the application form and ten pages of attachments. Submit completed application and attachments electronically to stephen.hurst@dc.gov. You will receive an e-mail confirmation within one business day of submittal. If you do not receive confirmation or have questions about the application contact Stephen Hurst at 202.671.4580.

General Information

Project Name: 19th Street NW Green Infrastructure Project

Project Location: 19th Street NW between K and M Streets

Project Length (if applicable): Oct 2014-Dec 2016 Start Location: 19th & M St., NW End Location: 19th & K St., NW

Project Sponsor

Name of Project Manager: Meredith Upchurch Title: LID Team Lead

Organization: DDOT

Address: 55 M Street SE City: Washington State: DC ZIP: 20003

Telephone: 202-671-4663 Email: meredith.upchurch@dc.gov

Project Advocate

Name: David Suls Title: Director of Planning & Economic Development

Organization: Golden Triangle Business Improvement District (BID)

Project Type

Check all that apply.

- Facilities for pedestrians, bicyclists, and other non-motorized forms of transportation
- Safe routes for non-drivers
- Conversion and use of abandoned railroad corridors for trails
- Community improvement activities
- Environmental mitigation or pollution prevention
- Safe Routes to School
- Recreational Trail

Purpose and Need

Describe the goals of the proposed project and the existing need which it intends to address.

The proposed 19th Street NW Green Infrastructure Project builds on the success of the recently-implemented bioretention cells at the four corners of 19th Street and L Street, NW. 19th Street is the quintessential site of the expansion of this project for a few reasons. Geographically, this area of the city is in a natural valley, meaning that large amounts of runoff will naturally flow into these bioretention cells, making the impact of this project even greater. This section of the city lies within the Combined Sewer System and, this project will fully capture the 1.2 inch rain event within the designed drainage areas. 19th Street is a highly-volume pedestrian and automobile corridor, so the project will have a high level of exposure to the general public. As this is an LID demonstration project, its purpose is to not only be highly sustainable, but also to demonstrate that this area of the sidewalk – even in a dense, urban area – can be modified to maximize green infrastructure without sacrificing other uses of the sidewalk for restaurants and ground-floor retailers. The existing bioretention cells serve as a guide and model for the expansion, so as to create a sense of coherence and community between the existing and the proposed bioretention cells. The new bioretention cells will be designed using DDOT's new Green Infrastructure (GI) Standards and feature a variety of sustainable plants and trees, designed to provide both aesthetic and environmental benefits to the area.

Project Status

Provide a brief project history, including all actions taken and other state or federal agencies involved. If preliminary plans, survey work, 30% design, or other work has been completed, mention it here.

The 19th Street NW Green Infrastructure Project began in 2012, during the design phase of the four recently-installed bioretention cells at 19th and L Streets. These bioretention cells have a collective square footage of 570 feet, and capture stormwater from the surrounding street and sidewalk. The installation of this project, which was completed in May of 2014, was done in collaboration with DDOT and DDOE, and funded through a grant from the Environmental Protection Agency's 319 program.

Official plans to extend the existing rain gardens began in February of 2014, when the DC Office of Planning (OP) received a technical assistance grant from the Metropolitan Washington Council of Governments to complete 30% designs for new green spaces along 19th Street from K to M Street. Since then, the Golden Triangle BID has coordinated with property management companies along the corridor to gather feedback and support for the project. Many have expressed support, given the popularity of the existing bioretention cells.

In April of 2014, the BID worked with DDOT to apply for the Clean Water Act State Revolving Fund Nonpoint Source Construction Grants through the DDOE. After the evaluation process, the project had the highest rating on the project priority list for the fiscal year 2015-2016. However, given that the project would not receive funding to complete the following project phases until October of 2015, DDOT is looking for additional funding opportunities to ensure that the project is completed expeditiously.

Project Manager Background

Describe the project manager's level of experience including knowledge of federal procurement processes and regulations, oversight of past federal-aid projects, and experience with TAP's forerunner, Transportation Enhancements.

The project will be jointly managed by DDOT's IPMA/Stormwater LID Team Lead, Meredith Upchurch, and DDOT's IPMA Team 1 Program Manager, Richard Kenney. Ms. Upchurch has been with DDOT 6 years and is experienced in DDOT's federal procurement process. She has managed two Transportation Enhancement projects, the Q St Green Alley which is entering the construction phase and LID Standards, which is completed, and she is managing the current TAP project for Green Alleys which is in progress. Mr. Kenney has been with DDOT for two years and has managed numerous federally funded DDOT projects in Wards 1 and 2 area of the city.

Project Phase

Indicate which phase of the project will be funded under this application.

Design Construction

Cost Summary

Total cost is limited to the project described in this application based on the beginning and ending termini provided. This should not include costs for a larger multi-phased project outside the scope of the segment in this application.

Project Phase	Start Date	TAP Funds	Other Funds	Total Cost
Design (PE)	October 2014	\$ 301,835.00	\$ 61,166.00	\$ 363,000.00
Construction Engineering (CE)	October 2015	\$ 298,509.00	\$ 60,492.00	\$ 359,000.00
Construction (CO)	October 2015	\$ 969,231.00	\$ 196,411.00	\$ 1,165,641.00
Totals		\$ 1,569,574.00		\$ 1,887,641.00

Feasibility & Project Readiness

If awarded TAP funding, the project must be completed within two years of obligating federal funds or approximately August 2016. Would the proposed project be able to meet this time line?

The project would be able to complete the design phase and the construction phase within two years of receiving federal funds. The 30% plans have already been completed through a grant from the Metropolitan Council of Governments. Additionally, the project coordination between DDOT and the BID will ensure that the project progresses according to the time line. Project design is planned to begin as soon as funding is awarded, planned for October 2014. DDOT/IPMA has shown success in progressing LID projects in the District with the release of Green Infrastructure Standards and completion of Great Streets projects, Green Alleys projects, and progression of the RiverSmart Washington project. An experienced design consultant team will be hired to design the project details and obtain permits.

If yes, are there any known contingencies that may delay the schedule (property acquisition, another project, assembly of additional funding, etc.)? Please explain.

There are no known contingencies that will delay the schedule.

In some cases projects may only be partially funded. Describe how you will bring this project to completion if awarded less than the requested amount.

If only partially funded, the project will use awarded funds from FY 2015-2016 DDOE Clean Water State Revolving Fund to complete the project. DDOT, the BID, and their relevant stakeholders, are committed to ensuring that the project is completed in a timely and efficient manner.

Maintenance Planning

TAP funds cannot be used for maintenance activities. Please describe how your organization will maintain the project. If the project is approved for funding, a signed maintenance agreement will be required.

DDOT will be the project lead throughout the design and construction phases of the project and the Golden Triangle BID will play an integral role in the coordination of all project phases, including outreach. The BID will act as a liaison to ensure that BID members are informed of the project activities and will gather feedback about the project plans. The BID will work with DDOT to develop a maintenance covenant to transfer the maintenance responsibility to the BID or adjacent property owners. Furthermore, the BID will coordinate the publicity of the installation and hold educational meetings with property managers in the BID to explain the purpose of installing bioretention cells in an urban environment and demonstrate the feasibility of adding sustainable projects in and around their buildings.

Selection Criteria

- A. Describe the extent to which the project improves transportation choices or enhances the travel experience for users.

The 19th Street corridor is one of the most heavily-trafficked sections of the city, given the high number of workers in the area and the proximity to multiple bus and metro stations. The 19th Street Green Infrastructure Project will be aimed at improving the pedestrian experience through sidewalk improvements that will facilitate water drainage into the bioretention cells that will line the street. These bioretention cells will capture runoff and reduce puddling along the street and sidewalk. Additionally, the design plans call for additional bike racks to be installed along the sidewalk, making it so those who use bike as their form of transportation have short-term parking conveniently located along the corridor.

- B. Describe how the project provides a connection between modes or improves access for non-drivers to jobs and essential services. Include how the project will meet ADA requirements.

The 19th Street Green Infrastructure Project will improve access conditions for disabled persons by providing a smooth permeable pavement that is ADA compliant in areas adjacent to the bioretention cells.

- C. Describe all public participation activities to date on the proposed project and the existing level of community support. If any District agencies, other government entities, or non-profits have been involved in coordinating the project, please explain their level of commitment and support as well.

The BID has already worked extensively to educate the public on the existing rain gardens at the four corners of 19th and L Streets, NW through their social media platforms and website. BID staff members have done outreach with individuals sitting at the existing rain garden's benches on how they work and plans for more facilities. The BID has met with most of the property management companies that own the buildings along the street that will front the rain gardens. Management companies are supportive of the installations of more rain gardens and for maintenance to be a shared responsibility between the BID and the property managers. DDOT and the BID have worked together thus far to coordinate additional funding applications and will continue to work together to ensure the project is properly funded. During project design, DDOT and the BID will meet with property owners and the public to share design plans and solicit feedback.

- D. Does the project address a missing linkage in the District's transportation system or resolve an existing safety issue? Please explain.

The project looks to improve the overall pedestrian experience along the 19th Street corridor through adding amenities and green space in the public right of way.

- E. How does this project support or enhance existing plans such as the Office of Planning's Comprehensive Plan and Sustainable DC? List any existing transportation plans or other relevant studies which include the project.

The project will capture and infiltrate stormwater using bioretention adjacent to curb, permeable pavement and increased soil volumes for street trees. The 19th Street NW Green Infrastructure project supports goals in the Sustainable DC Plan to increase green infrastructure in the public right-of-way. This project in conjunction with separate bike rack and bike share installations demonstrate the harmony of DDOT's Complete Streets policy and Sustainability Plan.

- F. Describe any environmental benefits of the proposed projects. Will the project result in reduced vehicle miles traveled, particulate matter, greenhouse gas emissions, or water pollution?

The 19th St NW Green Infrastructure project will be used to demonstrate stormwater retention practices in the dense urban core to the maximum extent practicable. The project will use green infrastructure techniques (bioretention, permeable pavement, and street trees) to capture stormwater runoff, which has been proven to reduce volume through absorption by plants and soil, storage in soil and gravel layers and infiltration into soil. GI techniques improve water quality by filtering water through layers of pavement and stone to remove metals, nutrients, and other pollutants. The project will assist DC in meeting local watershed and Chesapeake Bay Program goals by reducing stormwater runoff volume to the Potomac River and filtering the water to improve water quality. The project also supports DC Water's Green Infrastructure project for the combined sewer area. The bioretention cells will have a total stormwater retention volume of 63,725 gallons and will be designed to retain 1.2 inches of runoff.

Required Attachments

Attachment A - Detailed Project Budget

All applicants must enclose a detailed project budget. It should include individual line items, unit costs, and project phasing. Budget projections should reflect the total project cost and delineate federal from non-federal costs. If the project takes place in public right-of-way, the budget should reflect the costs of implementing a traffic control plan. Likewise, projects in public space should include the cost of all required public space permits. More information can be found on [DDOT's Public Space Management website](#).

Attachment B - Detailed Site Map

All applicants must enclose a detailed site map. It should include ownership information for any right-of-way included as part of the project. Beginning and ending termini of the project should be clearly illustrated.

Attachment C - Letter of Commitment

All applicants must enclose a letter of commitment. The letter should articulate their support for the project, detail involvement in project development to this point, and commit to implementing the project.

Attachment D - TPB Regional Application

All applicants must enclose an application for Regional TAP funds. This allows projects to be jointly considered for funds administered by DDOT and sub-allocated funds administered by the Transportation Planning Board (TPB). The application can be found on the [DDOT TAP webpage](#) or at www.mwcog.org/tap.

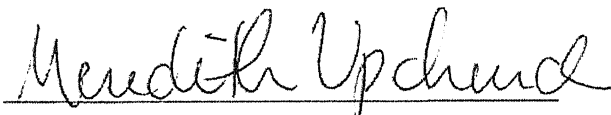
Other Attachments

When e-mailing the application, be sure to include any supportive documentation as separate file attachments. This can include preliminary plans, sketches or 30% plus design plans, photographs, and letters of support which provide additional detail on the project location, public involvement, planned improvements, or existing conditions and need.

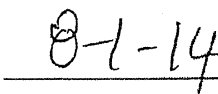
Sponsor Certification

Project Manager certifies the following: (Read and check each statement below).

- We will provide technical guidance and oversight throughout project development
- Budget accurately reflects cost of proposed project
- Project development will comply with all state and federal regulations
- We understand these funds must be expended within (2) years of obligation
- We will be responsible for ensuring future maintenance and operating costs of the completed project

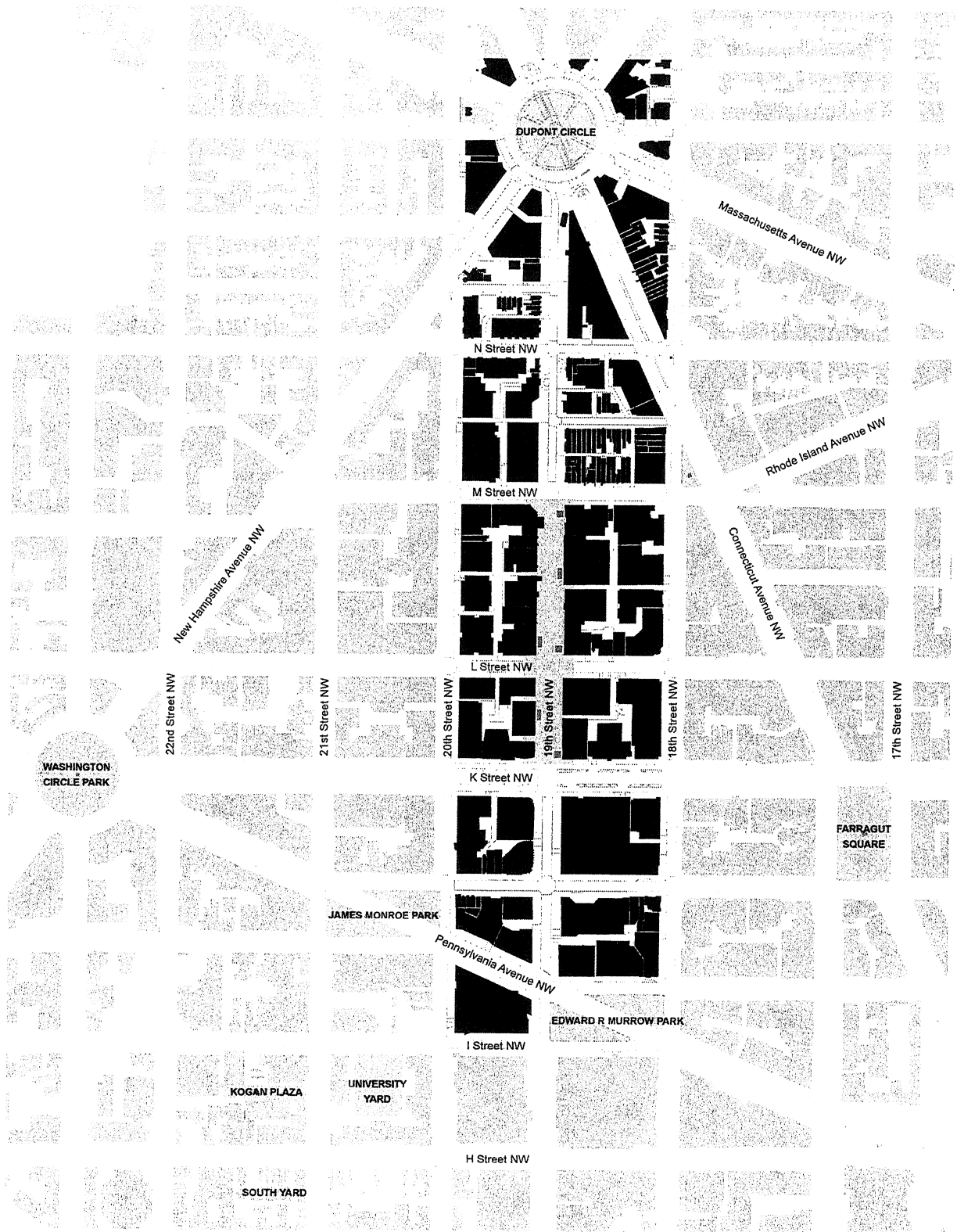


Project Manager






Date

Item	Qty	Unit	Unit Cost	Total Cost	Federal Funds (83.15%)	Local Match (16.85%)
Design						
Design Consultant	1500	Hour	\$180	\$270,000	\$224,505	\$45,495
Geotechnical Testing	1	Lump	\$30,000	\$30,000	\$24,945	\$5,055
Survey & Utility Location	1	Lump	\$50,000	\$50,000	\$41,575	\$8,425
Direct Costs (printing, mailing, presentation)	1	Lump	\$3,000	\$3,000	\$2,495	\$506
Permit Fees	1	Lump	\$10,000	\$10,000	\$8,315	\$1,685
DDOT Staff Project Management & Review	1200	Hour	\$100	\$120,000	\$99,780	\$20,220
DESIGN TOTAL				\$363,000	\$301,835	\$61,166
Construction						
Permeable Pavement (cut throughs)	47	SY	\$250	\$11,667	\$9,701	\$1,966
Excavation (3ft paving, 4ft bioretention)	1144	CY	\$45	\$51,500	\$42,822	\$8,678
Aggregate Base (28 in)	310	CY	\$70	\$21,716	\$18,056	\$3,659
Bioretention Soil (30 in)	686	CY	\$120	\$82,333	\$68,460	\$13,873
Mulch	823	SY	\$5	\$4,117	\$3,423	\$694
Bioretention Railings	1902	LF	\$60	\$114,120	\$94,891	\$19,229
Plants	823	SY	\$100	\$82,333	\$68,460	\$13,873
Geotextile	1131	SY	\$7	\$7,917	\$6,583	\$1,334
Underdrain	983	LF	\$25	\$24,575	\$20,434	\$4,141
Sewer Infrastructure Connections		Lump Sum		\$120,000	\$99,780	\$20,220
Bioretention Planter Walls	352	CY	\$500	\$176,111	\$146,436	\$29,675
Maintenance of Traffic		Lump Sum		\$50,000	\$41,575	\$8,425
Soil Erosion & Sediment Control		Lump Sum		\$5,000	\$4,158	\$843
Miscellaneous Construction Items (20%)		Lump Sum		\$150,278	\$124,956	\$25,322
Contingency (20%)		Lump Sum		\$178,000	\$148,007	\$29,993
Contractor Mobilization (per DDOT spec 612.02)		Lump Sum		\$85,975	\$71,488	\$14,487
CONSTRUCTION TOTAL				\$1,165,641	\$969,231	\$196,411
Construction Engineering						
Construction Management	1200	Hour	\$150	\$180,000	\$149,670	\$30,330
DDOT Staff Project Management	1200	Hour	\$100	\$120,000	\$99,780	\$20,220
DDOT QA/QC	470	Hour	\$100	\$47,000	\$39,081	\$7,920
As-Built Drawings		Lump Sum		\$12,000	\$9,978	\$2,022
CONSTRUCTION ENGINEERING				\$359,000	\$298,509	\$60,492
PROJECT TOTAL COST				\$1,887,641	\$1,569,574	\$318,068



4 Project Location/Context

-  Project Area
-  Public Open Space
-  Proposed 'Green' Public Space

Project will take place in the public right-of-way.

GOLDEN TRIANGLE

July 28, 2014

**LETTER OF SUPPORT FOR FUNDING THE 19TH STREET NW GREEN INFRASTRUCTURE PROJECT
THROUGH THE TRANSPORTATION ALTERNATIVES PROGRAM**

To the DDOT grant selection committee:

Throughout my time with the Golden Triangle BID we have worked frequently with the District Department of Transportation (DDOT) on a broad range of streetscape and public space initiatives. More recently the BID has worked with both DDOT and the District Department of the Environment (DDOE) on a series of initiatives related to green infrastructure with the goal of supporting the District's goal of becoming the healthiest, greenest, and most livable city in the nation. This partnership has been very fruitful for all parties involved and most importantly for the city as a whole; we believe that the grant application that DDOT is submitting to facilitate an expansive low-impact-development (LID) project along 19th St. NW would be a great way to continue this public-private collaboration.

LID initiatives, such as the one that the DDOT is proposing, have a direct and measurable impact on reducing stormwater runoff and, as a result, on filtering pollutants and keeping our rivers and watersheds clean and healthy. The project that DDOT has proposed along 19th Street NW would capture a significant amount of stormwater, while also serving as a prominent public showcase for the District's investment in, and commitment to, green infrastructure.

Should the DDOT receive funding to proceed with the 19th Street LID initiative, the Golden Triangle BID will serve as a project partner in charge of stakeholder outreach. The Golden Triangle will also work with DDOT to ensure that the new green infrastructure is properly maintained.

As a partner agency of DDOT's with a shared commitment to green infrastructure, and as a project partner of DDOT's on their 19th Street LID initiative, I would strongly support DDOT's application for funding for this project.

Best Regards,



Leona Agouridis
Executive Director
Golden Triangle BID



REGIONAL APPLICATION FOR THE NATIONAL CAPITAL REGION TRANSPORTATION ALTERNATIVES PROGRAM

Project: 19th Street NW Green Infrastructure Project

TAP Funding Request: \$ 1,887,641

Project Manager:

Phone: 202-671-4663

Email: meredith.upchurch@dc.gov

ACCESSIBILITY FOR ALL USERS

Describe how the project addresses the TPB's goal of broadening regional mobility choices and improving the accessibility of transportation facilities for pedestrians, bicyclists, and other non-drivers.

The 19th Street corridor is one of the most heavily-trafficked sections of the city, given the high number of workers in the area and proximity to multiple bus and metro stations. The 19th Street Green Infrastructure Project aims to improve the pedestrian experience through sidewalk improvements that will facilitate water drainage into the bioretention cells along the street. These bioretention cells will capture runoff and reduce puddling along the street and sidewalk. The design plans call for additional bike racks to be installed along the sidewalk, creating short-term bike parking conveniently located along the corridor.

Describe how the project makes the region's transportation facilities safer and less intimidating for pedestrians, bicyclists, and other non-drivers.

This project aims to make the 19th Street corridor between K and M Street less intimidating for pedestrians by creating a comfortable and calming atmosphere with the addition of green space in an urban environment. In doing so, the corridor will inevitably become a more pedestrian-oriented sidewalk, with amenities aimed at individuals who walk along the sidewalk. The project will build upon the success of the previously installed bioretention cells at the four corners of 19th and L Streets, which have been praised by local workers, residents, and tourists.

ACCESSIBILITY TO TRANSIT AND EMPLOYMENT

As a regional policy, the TPB seeks to promote the development of transportation alternatives in Regional Activity Centers. Is any portion of the project located within a Regional Activity Center?

Yes No Center: Farragut Square

Is the project located within 3/4 of a Metrorail (existing or under construction) or commuter rail station?

Yes No Station: Farragut North, Farragut West, Dupont (South)

PROJECT COORDINATION

Describe how the project supports regional planning documents, including the TPB Vision and Regional Transportation Priorities Plan for the National Capital Region.

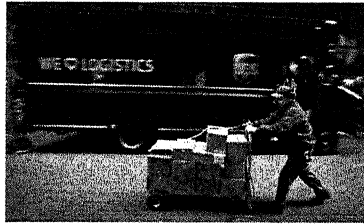
The 19th Street Green Infrastructure Project aligns with the TPB's second goal of making an "...interconnected transportation system that enhances quality of life..." The bioretention cells that will line the street will provide an aesthetic enhancement to the corridor and the region for workers, pedestrians, and tourists. The project directly supports the goal of using the "best available technology to maximize system effectiveness", given the use of bioretention cells to capture 90% of stormwater runoff from the street and sidewalk. The installation of the bioretention cells along the street will "enhance and protect the region's natural environmental quality" through the sustainable plants and trees that will not only help capture rainwater, but will also attract wildlife, despite the urban setting.

SAFE ROUTES TO SCHOOL

Does this project meet the federal eligibility requirements outlined for Safe Routes to School? Yes No

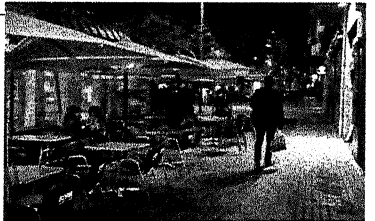
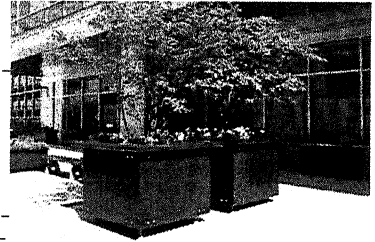
loading

Between openings of planters along west side of 19th Street NW., and all public alley ways



outdoor dining

Outdoor dining occupies almost the entire west side of street, opportunity to unify outdoor dining extent, and materials to bring forth a consistent 'look' without compromising the uniqueness of each restaurant.



vending

Potential location for vending, 10'x8'

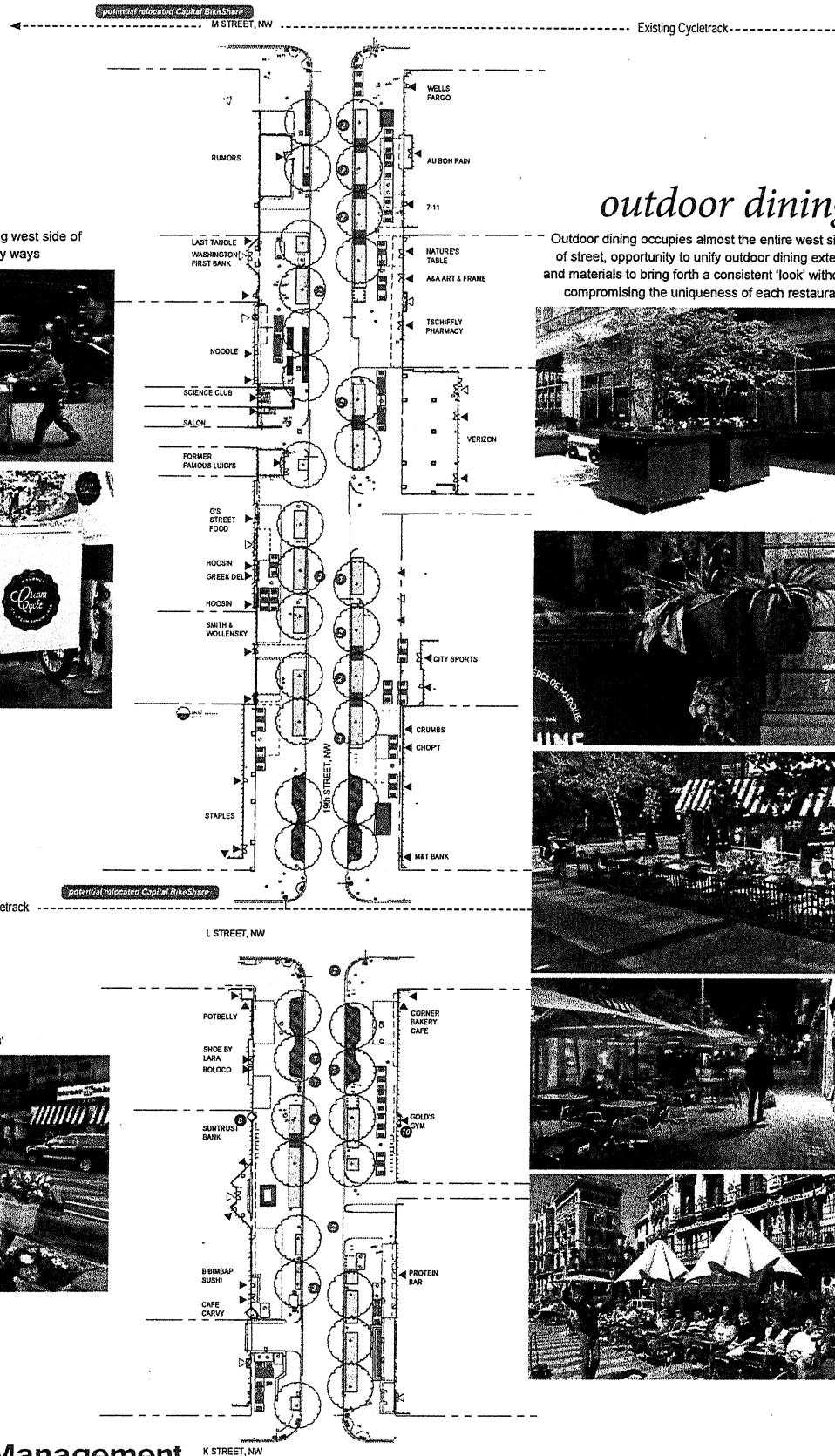


Right-Of-Way Management

- | | | |
|----------------------------------------|---------------------------------------|-----------------------------------------|
| ▲ Existing Building Entry | ▨ Existing Planter | ⋯ Potential Vending Area |
| ⋯ Existing Outdoor Dining Area | ⊙ Bioretention Stormwater Planter LID | 2 Existing Bike Rack Location & Number |
| ⋯ Potential Future Outdoor Dining Area | ▨ Proposed Planter | ⊙ Proposed Bike Rack Location & Number |
| | ▨ Continuous LID with Paver Tray | ⊙ Proposed Bike Rack Adj. to Bldg. Face |

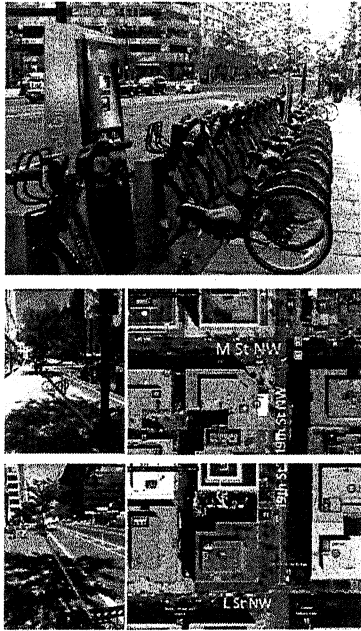
General Note:

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2. Potential relocation of the Capital Bikeshare racks from 19th Street between K and L Street NW will be based on feasibility and is pending approval by DDOT. Refer to page 9 for potential locations.



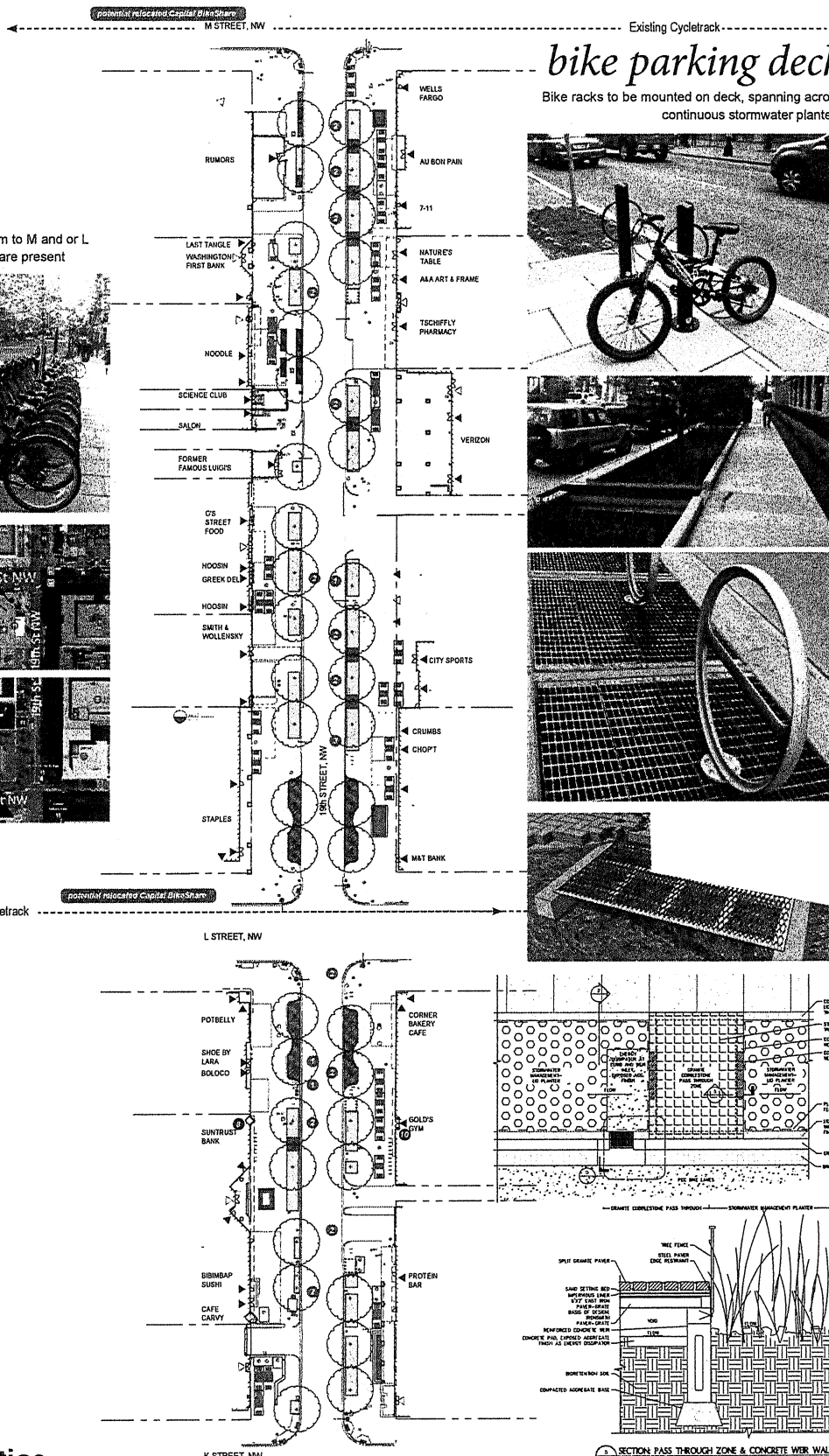
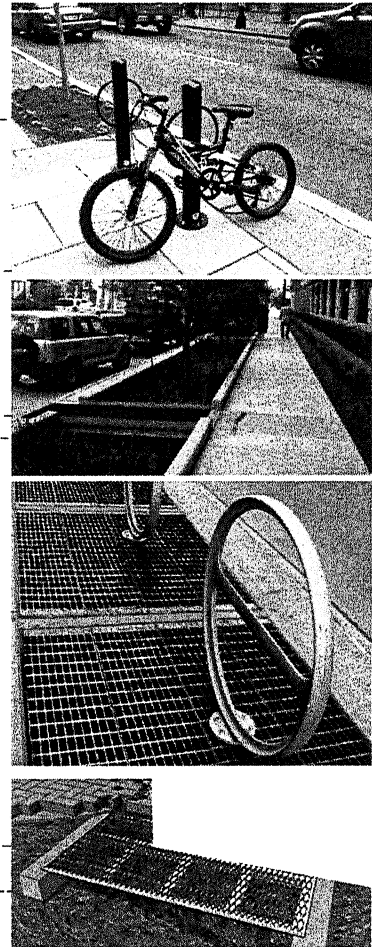
bikeshare

Relocate Capital Bikeshare Program to M and or L street, where dedicated bike lanes are present



bike parking deck

Bike racks to be mounted on deck, spanning across continuous stormwater planters



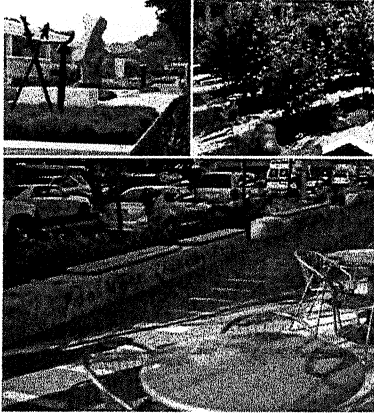
- ▲ Existing Building Entry
- ▭ Existing Outdoor Dining Area
- ▭ Potential Future Outdoor Dining Area
- ▨ Existing Planter
- ▨ Bioretention Stormwater Planter LID
- ▨ Proposed Planter
- ▨ Continuous LID with Paver Tray
- ▭ Potential Vending Area
- 2 Existing Bike Rack Location & Number
- ⊕ Proposed Bike Rack Location & Number
- ⊕ Proposed Bike Rack Adj. to Bldg. Face

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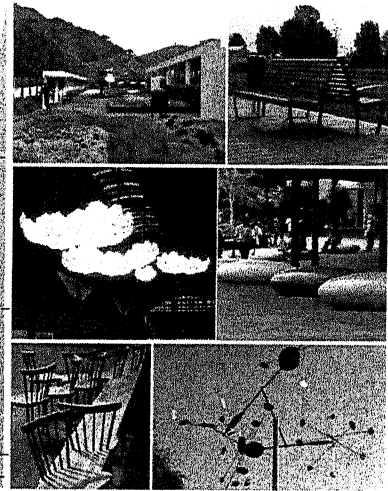
'green' public space

Opportunity for art, signage, plantings and minimal seating improvements

1. WELLS FARGO - Opportunity for placemaking and art, on-grade landscape improvements and continuous/segmented seating



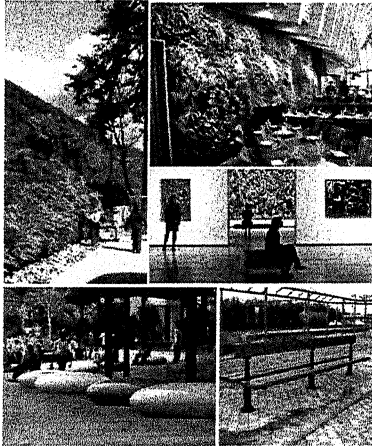
2. VERIZON - Opportunity for placemaking and art under the tall overhang of this entryway, a public-private partnership



3. M&T BANK - Opportunity for placemaking and art, above-grade landscape improvements, and seating



5. STAPLES - Greenwall on blank walls as 'backdrop' for outdoor dining and spontaneous seating



4. Corner of 19&K - Opportunity for placemaking and art, above-grade landscape improvements, and step seating



10 Public Realm Character

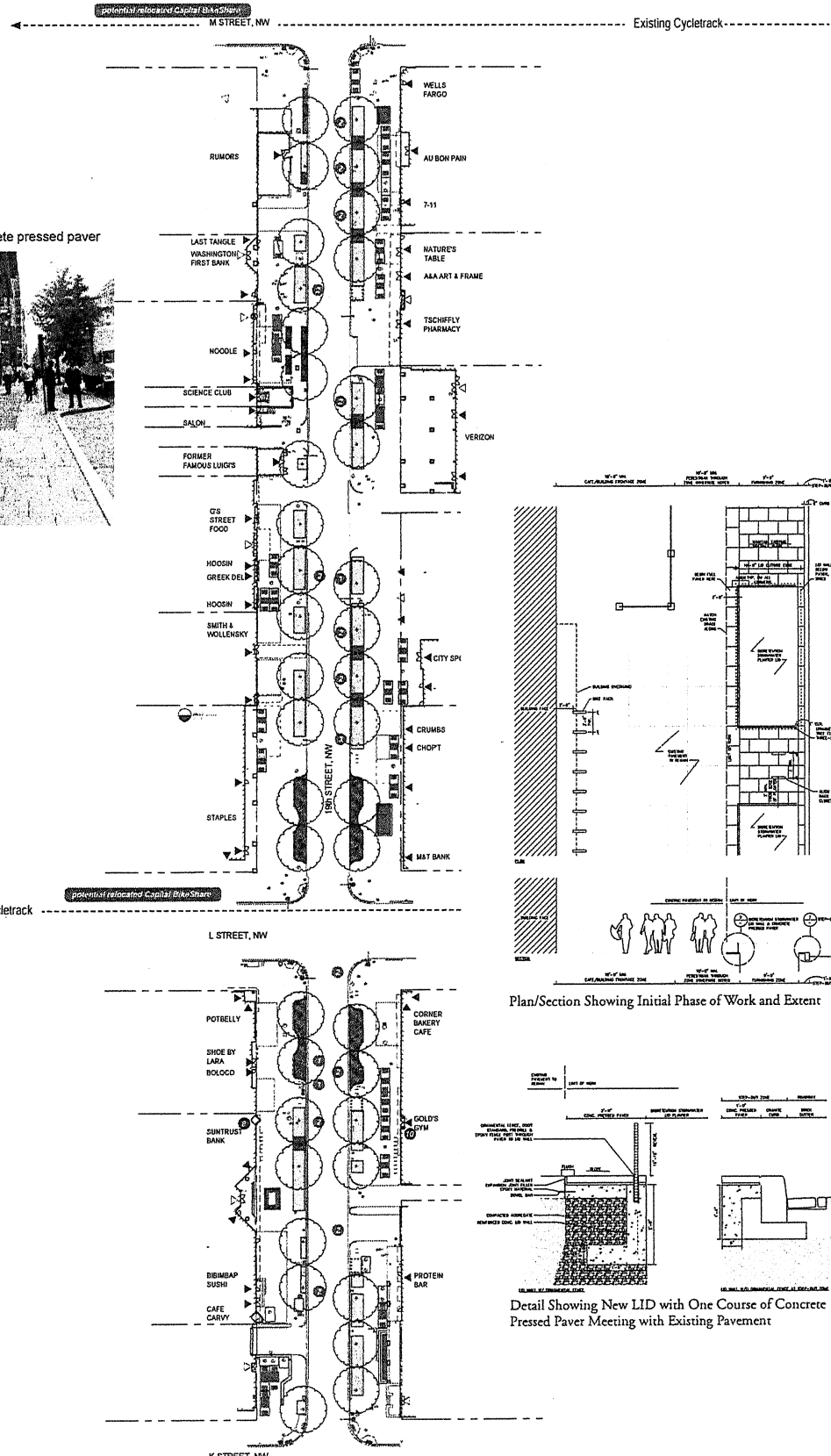
- | | | |
|--------------------------------------|-------------------------------------|----------------------------------------|
| ▲ Existing Building Entry | Existing Planter | Potential Vending Area |
| Existing Outdoor Dining Area | Bioretention Stormwater Planter LID | 2 Existing Bike Rack Location & Number |
| Potential Future Outdoor Dining Area | Proposed Planter | Proposed Bike Rack Location & Number |
| | Continuous LID with Paver Tray | Proposed Bike Rack Adj. to Bldg. Face |

General Note:

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pavement

unify sidewalk with modular concrete pressed paver



1.4 Pavement

- ▲ Existing Building Entry
- Existing Outdoor Dining Area
- Potential Future Outdoor Dining Area
- Existing Planter
- Bioretention Stormwater Planter LID
- Proposed Planter
- Continuous LID with Paver Tray
- Potential Vending Area
- 2 Existing Bike Rack Location & Number
- Proposed Bike Rack Location & Number
- Proposed Bike Rack Adj. to Bldg. Face

General Note:

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Transportation Alternatives Program Project Application

Instructions

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General Information

Project Name: Capital Bikeshare Pad Improvement Project

Project Location: City Wide

Project Length (if applicable): _____ Start Location: _____ End Location: _____

Project Sponsor

Name of Project Manager: Joseph Burckle Title: Urban Forester

Organization: Urban Forestry Administration

Address: 55 M Street City: Washington State: DC ZIP: 20003

Telephone: 202-671-5133 Email: joseph.burckle@dc.gov

Project Advocate

Name: Kimberly Lucas Title: Bicycle Program Specialist

Organization: Policy, Planning and Sustainability Administration

Project Type

Check all that apply.

- Facilities for pedestrians, bicyclists, and other non-motorized forms of transportation
- Safe routes for non-drivers
- Conversion and use of abandoned railroad corridors for trails
- Community improvement activities
- Environmental mitigation or pollution prevention
- Safe Routes to School
- Recreational Trail

Purpose and Need

Describe the goals of the proposed project and the existing need which it intends to address.

The goal of the project is to ensure that all current bike share stations and any bike share station proposed over the next 2 years is located on an improved pad.

Currently 13 of the over 200 capital bike share locations are located on unimproved pads of either dirt, grass, gravel or mulch, and many potential future locations are limited because the the existing sidewalk infrastructure does not provide ample space for station location. Locating the bike share stations on an unimproved pad is proving problematic in terms of maintenance of the site, maintenance of the station, and easy of use for the rider. Where located on grass, the mowing of the grass around docked bikes is difficult and damaging to the bikes. Station located on unimproved pads are corroding more than stations on improved sites, and environmental degradation through soil compaction and erosion is an issue in other areas. Stations that are located in mud, dirt, unmowed grass or weeds are much less likely to be utilized than bikes located on an improved pad.

This project would create an improved pad for all bike share that currently lack one. The pads would all be constructed of a porous flexible paving material so no additional impervious surfaces would be created, the stations will be located on a dry surface, and the rooting space of any nearby street trees will be protected.

Project Status

Provide a brief project history, including all actions taken and other state or federal agencies involved. If preliminary plans, survey work, 30% design, or other work has been completed, mention it here.

Project coordination between Urban Forestry Administration and Policy, Planning and Sustainability Administrations Bicycle Program has been completed and all current locations that require an improved station pad identified. Estimates of the quantities of porous flexible paving have been made for all locations that lack an improved pad and for proposed stations. Work with porous flexible paving around tree spaces by UFA has been ongoing, and it is expected that the current Federal Aid paving restoration contract will be utilized to implement this project.

Locations listed below:

- 39th & Calvert St NW: 38.922649 -77.077271
- 36th & Calvert St NW: 38.922581 -77.070334
- Ward Circle/American University/Massachusetts Ave & Nebraska Ave NW: 38.938736 -77.087171
- 14th & Harvard St NW: 38.9268 -77.0322
- 19th St & Constitution Ave NW: 38.8923 -77.0436
- Florida Ave & R St NW/200-block of R St NW: 38.9126 -77.0135
- 8th & Eye St SE: 38.8792 -76.9953
- Randle Cir & Minnesota Ave SE: 38.878 -76.9607
- Alabama & Martin Luther King Jr Ave SE: 38.843222 -76.999388
- Maryland & Independence Ave SW: 38.887299 -77.018939
- Jefferson Dr & 12th St SW: 38.888767 -77.02858
- John McCormack Dr & Michigan Ave NE: 38.9346 -76.9955
- 19th & E St NW: 38.8952 -77.0436

Project Manager Background

Describe the project manager's level of experience including knowledge of federal procurement processes and regulations, oversight of past federal-aid projects, and experience with TAP's forerunner, Transportation Enhancements.

Current Projects:
 Green Infrastructure Enhancements: FY13 CWASRF grant. \$2,272,000.00 (\$1,249,600.00 CWSRF and \$1,022,400.00 Local Match)
 This project is being implemented during the FY14-FY15 planting season.
 Transportation Alternatives
 Hazard Tree Removal: \$500,300.66
 Porous Flexible Pavement: \$479,004.16
 Tree Space Creation and Expansion: \$394381.24

Transportation Enhancements
 Impervious Pavement Removal Project: \$1,000,000.00

Project Phase

Indicate which phase of the project will be funded under this application.

Design Construction

Cost Summary

Total cost is limited to the project described in this application based on the beginning and ending termini provided. This should not include costs for a larger multi-phased project outside the scope of the segment in this application.

Project Phase	Start Date	TAP Funds	Other Funds	Total Cost
Design (PE)				
Construction Engineering (CE)				
Construction (CO)		\$ 149,070.00		\$ 149,070.00
Totals		\$ 149,070.00		\$ 149,070.00

Feasibility & Project Readiness

If awarded TAP funding, the project must be completed within two years of obligating federal funds or approximately August 2016. Would the proposed project be able to meet this time line?

Yes, once the project is obligated, construction will be able to be quickly completed. Improving the bike share station locations does not require any design beyond utilizing the standard specifications in the Green Infrastructure Standards.

If yes, are there any known contingencies that may delay the schedule (property acquisition, another project, assembly of additional funding, etc.)? Please explain.

The only know contingency is for locations on rights of way bordering national park property or on national park property where rights of entry and/or other agreements must be made for construction of the pad to occur.

In some cases projects may only be partially funded. Describe how you will bring this project to completion if awarded less than the requested amount.

If less than the requested amount is provided, the locations requiring an improved pad will be prioritized and those that are located on the worst substrate improved first until funding is expended. Any unimproved sites will remain as such until local funding or additional grants are acquired.

Maintenance Planning

TAP funds cannot be used for maintenance activities. Please describe how your organization will maintain the project. If the project is approved for funding, a signed maintenance agreement will be required.

All maintenance of the pads will be conducted by the contractor that maintains the bike share stations, Alta, Bicycle Share Inc.

Selection Criteria

- A. Describe the extent to which the project improves transportation choices or enhances the travel experience for users.

This project will enhance the travel experience for users of the Capital Bikeshare Program. Improving the public space infrastructure on which the stations are located will make docking and un-docking bicycles an easier and more convenient experience since the bicycles will not be located in grass, mud, gravel or on other unimproved surfaces.

- B. Describe how the project provides a connection between modes or improves access for non-drivers to jobs and essential services. Include how the project will meet ADA requirements.

Capital Bikeshare provides an important link between many other modes of transportation in the District of Columbia. By providing links between pedestrian, bus, metro and other transportation modes, the Capital Bikeshare program increases the number of transportation options for the residents and visitors to the District of Columbia.

By improving the pads beneath the bikeshare stations, these stations will meet ADA requirements.

- C. Describe all public participation activities to date on the proposed project and the existing level of community support. If any District agencies, other government entities, or non-profits have been involved in coordinating the project, please explain their level of commitment and support as well.

External organizations including business improvement districts, and the contractor who maintains the bikeshare stations have commented on the difficulty of maintaining stations that are located on unimproved pads. This project is a result of these comments and the observations by UFA and PPSA of the difficulty in not only the maintenance of the stations, but the difficulty in using the stations when located in high grass or mud.

- D. Does the project address a missing linkage in the District's transportation system or resolve an existing safety issue? Please explain.

This project will improve the safety and accessibility of the bikeshare stations by providing a uniform surface from which to access a bike from the station. Any of the potential hazards associated with having the bikeshare stations located on an unimproved pad will be mitigated.

- E. How does this project support or enhance existing plans such as the Office of Planning's Comprehensive Plan and Sustainable DC? List any existing transportation plans or other relevant studies which include the project.

This plan supports Sustainable DC by providing a porous pad that will intercept and infiltration stormwater and will not damage any adjacent street trees. This plan also supports Move DC by making alternate modes of transportation more desirable, and eliminating barriers to use of this alternate transportation mode.

- F. Describe any environmental benefits of the proposed projects. Will the project result in reduced vehicle miles traveled, particulate matter, greenhouse gas emissions, or water pollution?

By building these bikeshare station pads out of a porous material there will be no increase to the impervious surface of the district and storm water will have an opportunity to infiltrate into the soil beneath these pads. Water pollution will be either reduced or at least not increased. This project will support MS4 permit goals of reducing impervious surfaces and increasing permeable surfaces within the public right of way.

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Joseph Burckle

July 31, 2014

Project Manager

Date



District Department of Transportation

Transportation Alternatives Program Project Application

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General Information

Project Name: Washington Union Station - Rostral Column and Balustrade Restoration

Project Location: Washington Union Station, 40-60 Massachusetts Ave., Washington, DC

Project Length (if applicable): NA Start Location: NA End Location: NA

Project Sponsor

Name of Project Manager: Steve Strauss Title: Deputy Associate Director, PTSA

Organization: District Department of Transportation

Address: 55 M Street SE; 5th fl. City: Washington State: DC ZIP: 20003

Telephone: (202) 671-1357 Email: steve.strauss@dc.gov

Project Advocate

Name: Beverley Swaim-Staley Title: President and CEO

Organization: Union Station Redevelopment Corporation

Project Type

Check all that apply.

- Facilities for pedestrians, bicyclists, and other non-motorized forms of transportation
- Safe routes for non-drivers
- Conversion and use of abandoned railroad corridors for trails
- Community improvement activities
- Environmental mitigation or pollution prevention
- Safe Routes to School
- Recreational Trail

Purpose and Need

Describe the goals of the proposed project and the existing need which it intends to address.

Daniel Burnham designed Union Station to be a grand and inspiring portal for travelers of all types—from workers and soldiers to U.S. presidents and tycoons. Mr. Burnham created a grand facade of granite complete with carved inscriptions and monumental statuary. Framing this magnificent facade were two "gateways" comprised of pairs of large classical rostral columns mounted on stone balustrades. Each column was decorated with lights and topped with gold eagles poised to take flight. Train passengers from all walks of life who passed these impressive gateways must have truly felt that they were arriving or departing Washington, D.C. in grand style.

In 2014, the rostral columns and balustrades in front of Union Station were included as part of the conditions assessment contained in the Union Station Historic Preservation Master Plan. That assessment determined that, while the columns have a high degree of structural integrity, they have "areas of deterioration and conditions requiring repair, some of which can be considered significant."

While the lighting and wiring of the columns and standards was recently replaced during the Columbus Plaza project, the columns and balustrades have not been rehabilitated since 1988. The paint is worn and faded, there is rust at locations where water collects, and the gold leaf on the eagles has worn off. The granite balustrades are in need of crack repairs, cleaning, and repointing.

The goal of this project is to implement the necessary rehabilitation efforts on the historic rostral columns and balustrades to restore these historic icons to their original splendor, including new durable paint finishes, re-gilding of the eagles, and restoration of the granite balustrades.

Project Status

Provide a brief project history, including all actions taken and other state or federal agencies involved. If preliminary plans, survey work, 30% design, or other work has been completed, mention it here.

The rostral columns and balustrades were built as part of the original construction of Washington Union Station, completed in April 1908. Early photographs show two light standards on either side of each rostral column, installed on long balustrades. The space between the rostral columns is open and appears to be part of the roadway. Photographs from the 1970's show shortened balustrades with only one light standard on either side, and the space between the columns now raised up as part of pedestrian islands and no longer part of the roadway.

In 1964, the District of Columbia designated Washington Union Station an historic landmark and in 1969 it was listed in the National Register of Historic Places. Columbus Plaza, located in the front of the station, was listed in 1980.

In 1981, Congress passed the Union Station Redevelopment Act. It stated that, "the Secretary of Transportation shall provide for the rehabilitation and redevelopment of the Union Station complex primarily as a multiple-use transportation terminal serving the Nation's Capital, and secondarily as a commercial complex." In 1988, a comprehensive rehabilitation of Union Station was completed, included restoration of the rostral columns and balustrades.

The Union Station Redevelopment Corporation recently completed a building-wide condition assessment and an Historic Preservation Master Plan is currently being prepared as part of the planning efforts for Union Station. Both studies identified the need for rehabilitation of these iconic elements that frame the grand facade of the building. As part of the Historic Preservation Plan, a thorough condition assessment was conducted and recommendations for treatment were prepared for the Rostral Columns and balustrades. A complete copy of the report is attached.

Project Manager Background

Describe the project manager's level of experience including knowledge of federal procurement processes and regulations, oversight of past federal-aid projects, and experience with TAP's forerunner, Transportation Enhancements.

DDOT's project manager is currently overseeing a \$4.27 million grant from the Federal Railroad Administration to DDOT and the Union Station Redevelopment Corp. for the replacement of ten escalators in the parking garage at the station.

The PM submitted the successful application for the discretionary FRA grant along with an ARRA grant application for \$2.9 million in FRA funds for the Long Bridge study.

The PM has over 30 years of transportation work experience including several years of full-time budget analysis and preparation work. He has no direct prior experience with Transportation Enhancement programs in federal transportation law. If USRC wins the grant award, the PM may use another staff member within PTSA to assist on grant management and oversight.

Project Phase

Indicate which phase of the project will be funded under this application.

Design Construction

Cost Summary

Total cost is limited to the project described in this application based on the beginning and ending termini provided. This should not include costs for a larger multi-phased project outside the scope of the segment in this application.

Project Phase	Start Date	TAP Funds	Other Funds	Total Cost
Design (PE)	10/1/14	\$ 60,000.00		\$ 60,000.00
Construction Engineering (CE)				
Construction (CO)	4/1/15	\$ 430,000.00		\$ 430,000.00
Totals		\$ 490,000.00		\$ 490,000.00

Feasibility & Project Readiness

If awarded TAP funding, the project must be completed within two years of obligating federal funds or approximately August 2016. Would the proposed project be able to meet this time line?

Yes. We anticipate design and procurement activities to be completed October 1, 2014, through March 31, 2015, and construction to be completed April 1, 2015, through November 15, 2015.

If yes, are there any known contingencies that may delay the schedule (property acquisition, another project, assembly of additional funding, etc.)? Please explain.

No. The project is entirely within USRC/DOT property limits. The rostral columns and balustrades are located on pedestrian islands that receive only foot traffic that can easily be accommodated or slightly detoured, if necessary. Work can be performed with very little disturbance, if any, to station operations and virtually no impact on vehicle traffic.

In some cases projects may only be partially funded. Describe how you will bring this project to completion if awarded less than the requested amount.

USRC would be willing and able to provide a partial funding match of up to 25% from its reserves if necessary.

Maintenance Planning

TAP funds cannot be used for maintenance activities. Please describe how your organization will maintain the project. If the project is approved for funding, a signed maintenance agreement will be required.

USRC has an established Capital Maintenance Reserve Fund (CMRF) that is used to perform regular assessments and make capital repairs to Union Station. It is jointly funded by USRC and Union Station Invesco (USI), the entity that leases and operates the commercial spaces in the station. USI, under the lease terms, is also responsible for routine maintenance and cleaning, with oversight from USRC. USRC and USI will continue to commission regular building-wide assessments every 3-5 years to assist in identifying new capital projects and any maintenance deficiencies. The rostral columns have been, and will continue to be an important element that is surveyed during those assessments.

Selection Criteria

- A. Describe the extent to which the project improves transportation choices or enhances the travel experience for users.

Union Station is a major multi-modal transportation facility that serves 37 million passengers a year using intercity trains, regional commuter trains, Metro's Red Line, regional and intercity bus lines, tour bus operators, taxis, cars and bicycles. Soon, the DC Streetcar will be added to that list. The retail shops and restaurants also attract neighborhood foot traffic from Capitol Hill, NOMA, and the Northeast neighborhoods.

Restoring the rostral columns and balustrades will greatly enhance the passenger experience as they arrive and depart Union Station. The restored gateways will instill a sense of grandeur and pride as first envisioned by Daniel Burnham. While they are currently looking old and worn, the freshly restored columns will send a welcoming message that the people of Washington, D.C. take great pride in their magnificent train station and consider this multi-modal facility to be the premier transportation hub in the region.

- B. Describe how the project provides a connection between modes or improves access for non-drivers to jobs and essential services. Include how the project will meet ADA requirements.

While the pedestrian islands where the rostral columns and barricades are located are currently fully accessible per ADA requirements and will remain so, the restoration project will not add or modify any existing connections between modes of transportation. It will, however, improve the path for drivers, pedestrians and bicyclists, aesthetically, as they travel to and from Union Station.

- C. Describe all public participation activities to date on the proposed project and the existing level of community support. If any District agencies, other government entities, or non-profits have been involved in coordinating the project, please explain their level of commitment and support as well.

At this time, there have been no public participation activities associated with this specific project, however, USRC is committed to working with all stakeholders and relevant agencies on future plans for the station and especially those involving the preservation of the historic Union Station building and its appurtenances. The project design documents will be submitted for approval of the District's State Historic Preservation Office and also submitted to the U.S. Commission of Fine Arts. USRC and DDOT have cooperated in the preparation of this application and DDOT will act as project sponsor.

USRC is especially proud of its reinvigorated relationships with local and national preservation organizations. Several of these organizations have come together to form the Union Station Preservation Coalition, including the National Trust for Historic Preservation, which has named Union Station a "National Treasure." The Trust has helped secure several grants to assist USRC in preserving and educating the public about this historic building.

- D. Does the project address a missing linkage in the District's transportation system or resolve an existing safety issue? Please explain.

No.

- E. How does this project support or enhance existing plans such as the Office of Planning's Comprehensive Plan and Sustainable DC? List any existing transportation plans or other relevant studies which include the project.

Chapter 10 of The Comprehensive Plan for the National Capital: District Elements (DC Office of Planning, 2006), "recognizes historic preservation as an important government responsibility." The plan identifies several assumptions that the District's historic preservation program is based on, including:

- > Historic properties are finite, non renewable community resources, the preservation, protection and enjoyment of which are essential to the public welfare
- > Historic properties are living assets that were built for use. The goal is to encourage vitality by continuing to use and adapt historic properties for modern needs...
- > Historic preservation is a source of economic development and growth. Preservation conserves usable resources, stimulates tourism and investment in the local economy, and enhances the value of the civic environment.

- F. Describe any environmental benefits of the proposed projects. Will the project result in reduced vehicle miles traveled, particulate matter, greenhouse gas emissions, or water pollution?

As part of the project, all painted surfaces will be tested for lead content. If found, the lead will be managed using current industry best practices, and in compliance with environmental and other regulations as they pertain to the protection of workers and the public.

Required Attachments

Attachment A - Detailed Project Budget

All applicants must enclose a detailed project budget. It should include individual line items, unit costs, and project phasing. Budget projections should reflect the total project cost and delineate federal from non-federal costs. If the project takes place in public right-of-way, the budget should reflect the costs of implementing a traffic control plan. Likewise, projects in public space should include the cost of all required public space permits. More information can be found on [DDOT's Public Space Management website](#).

Attachment B - Detailed Site Map

All applicants must enclose a detailed site map. It should include ownership information for any right-of-way included as part of the project. Beginning and ending termini of the project should be clearly illustrated.

Attachment C - Letter of Commitment

All applicants must enclose a letter of commitment. The letter should articulate their support for the project, detail involvement in project development to this point, and commit to implementing the project.

Attachment D - TPB Regional Application

All applicants must enclose an application for Regional TAP funds. This allows projects to be jointly considered for funds administered by DDOT and sub-allocated funds administered by the Transportation Planning Board (TPB). The application can be found on the [DDOT TAP webpage](#) or at www.mwcog.org/tap.

Other Attachments

When e-mailing the application, be sure to include any supportive documentation as separate file attachments. This can include preliminary plans, sketches or 30% plus design plans, photographs, and letters of support which provide additional detail on the project location, public involvement, planned improvements, or existing conditions and need.

Sponsor Certification

Project Manager certifies the following: (Read and check each statement below).

- We will provide technical guidance and oversight throughout project development
- Budget accurately reflects cost of proposed project
- Project development will comply with all state and federal regulations
- We understand these funds must be expended within (2) years of obligation
- We will be responsible for ensuring future maintenance and operating costs of the completed project

Steve Strauss

August 1, 2014

Project Manager

Date

Transportation Alternatives Program Project Application

Instructions

Complete application in the space provided. Applicants should consult the Transportation Alternatives Program Summary and Application Guide while completing this form. Applicants are limited to the application form and ten pages of attachments. Submit completed application and attachments electronically to stephen.hurst@dc.gov. You will receive an e-mail confirmation within one business day of submittal. If you do not receive confirmation or have questions about the application contact Stephen Hurst at 202.671.4580.

General Information

Project Name: Chevy Chase Bus Station
Project Location: 5720 Connecticut Avenue, NW
Project Length (if applicable): _____ Start Location: _____ End Location: _____

Project Sponsor

Name of Project Manager: James Hamre Title: Director, Office of Metrobus Planning, Scheduling and Customer Facilities
Organization: Washington Metropolitan Area Transit Authority
Address: 600 Fifth Street NW City: Washington State: DC ZIP: 20001
Telephone: 202-962-2870 Email: jhamre@wmata.com

Project Advocate

Name: _____ Title: _____
Organization: _____

Project Type

Check all that apply.

- Facilities for pedestrians, bicyclists, and other non-motorized forms of transportation
- Safe routes for non-drivers
- Conversion and use of abandoned railroad corridors for trails
- Community improvement activities
- Environmental mitigation or pollution prevention
- Safe Routes to School
- Recreational Trail

Purpose and Need

Describe the goals of the proposed project and the existing need which it intends to address.

The proposed project comprises capital renewals and improvements to an historic transportation facility at 5720 Connecticut Ave, NW to return the facility to a safe condition and state of good repair.

The Chevy Chase "bus waiting station," just south of Chevy Chase Circle, is one of three similar Metrobus facilities serving the District of Columbia. All are sited within WMATA-owned bus turnout facilities that serve to relieve arterial congestion during service layovers and to accommodate operator switch-outs and safety rest breaks. WMATA intends to work with the District of Columbia to rehabilitate all of these facilities over time. WMATA had an evaluation of the three Metrobus facilities as to their eligibility for listing in the National Register of Historic Places (See Attachment E). It was determined that the Chevy Chase facility is eligible. This property is included in the "Streetcar and Bus Resources" report (as amended in 2005) which is archived with its National Register Multiple Property Documentation. This facility, dating from the 1940s, is a small but integral component of the Metrobus system. At present, major elements of the facility are beyond their useful life. The interior requires rehabilitation to adequately accommodate bus operator needs, and the exterior is in a state of disrepair. WMATA has temporarily closed portions of the facility because deteriorated architectural elements are posing a safety hazard. A grant award for this project would complete the funding required for critical reconstruction and improvements to restore the facility, and provide safe and comfortable facilities for transit passengers and WMATA staff. In addition, the community has expressed interest in working with WMATA to improve the appearance of the facility and to better integrate it into the community. This project will advance such collaboration to identify opportunities for ancillary amenities. The project, in its entirety, will be delivered in a manner that ensures, for the purpose of historic preservation, that the integrity of the existing structure will be retained.

The primary goals of the project are:

Project Status

Provide a brief project history, including all actions taken and other state or federal agencies involved. If preliminary plans, survey work, 30% design, or other work has been completed, mention it here.

WMATA has blocked pedestrian access in the vicinity of the facility's canopy due to safety concerns over its state of disrepair. In addition, staff has conducted various inspections to assess current rehabilitation needs in light of ADA compliance requirements for a rehabilitated bus operator bathroom. WMATA also contracted with AECOM to conduct a visual condition assessment and develop the prioritized list of recommended actions which was used to develop the project goals and priorities included in the Purpose and Need and the Project Feasibility and Readiness Sections of this application.

Project Manager Background

Describe the project manager's level of experience including knowledge of federal procurement processes and regulations, oversight of past federal-aid projects, and experience with TAP's forerunner, Transportation Enhancements.

Aaron W. Overman, P.E. (reporting through Jim Hamre, project sponsor) will be the project manager for the design of the facility improvements. He is a licensed civil engineer in the State of Maryland (#33956) and has a Bachelor of Science in civil engineering from the University of Delaware and a Master of Science in civil engineering from the University of Texas at Austin. He has led and managed numerous planning, design and construction projects over his 13 years of directly applicable experience in the transit industry. Mr. Overman has extensive experience working in the Washington region with management experience in both the District Department of Transportation and the Prince George's County Department of Public Works and Transportation. Regarding federal processes, he is familiar with and has complied with FHWA and FTA requirements for projects under CMAQ (FHWA), New Freedom (FTA), Bus and Bus Facilities (FTA), TIGER (DOT) and Section 5310 capital grants (FTA) including successful completion of two FTA triennial reviews.

Project Phase

Indicate which phase of the project will be funded under this application.

Design Construction

Cost Summary

Total cost is limited to the project described in this application based on the beginning and ending termini provided. This should not include costs for a larger multi-phased project outside the scope of the segment in this application.

Project Phase	Start Date	TAP Funds	Other Funds	Total Cost
Design (PE)	Attachment A			
Construction Engineering (CE)				
Construction (CO)				
Totals	n/a			

Feasibility & Project Readiness

If awarded TAP funding, the project must be completed within two years of obligating federal funds or approximately August 2016. Would the proposed project be able to meet this time line?

Based on the schedule (Attachment E) the project can be designed and constructed within two years.

If yes, are there any known contingencies that may delay the schedule (property acquisition, another project, assembly of additional funding, etc.)? Please explain.

Portions of the project might require a review by the District of Columbia State Historic Preservation Officer. Stormwater regulations may impact schedule.

In some cases projects may only be partially funded. Describe how you will bring this project to completion if awarded less than the requested amount.

If awarded less than the requested amount, WMATA would apply available funding according to the following list of priorities:

Priority 1: Essential Project Elements

- 1a. Reconstruction of the exterior canopy structures to make them safe for public use;
- 1b. Stabilization of the building exterior envelope to halt deterioration and limit further damage due to water infiltration;
- 1c. Reconstruction of the employee rest area, including reconfiguration of toilet facilities to be accessible to disabled

Maintenance Planning

TAP funds cannot be used for maintenance activities. Please describe how your organization will maintain the project. If the project is approved for funding, a signed maintenance agreement will be required.

Routine maintenance of the subject facility will continue to be funded from WMATA's operating budget on an annual basis. Facility maintenance budgets are developed with reference to asset management systems and plans which systematically consider life-cycle cost requirements, as well as unforeseen needs that must be met to maintain the assets in a state of good repair.

Selection Criteria

- A. Describe the extent to which the project improves transportation choices or enhances the travel experience for users.

The Chevy Chase facility serves as a terminal (endpoint) for buses that quite literally cross the entire District. Its current state is highly deficient, failing to meet minimal standards or customer needs and expectations. In its current condition, this once charming structure could be considered a neighborhood eyesore. Attractive, secure bus customer facilities require ample lighting; seating; shelter from the sun and rain; safe places to get on and off the bus; accessible pathways to and from the bus stop; trash receptacles; and maps and other customer information. Such a facility is required to reduce barriers to transit access and encourage more people to consider buses as a trusted transportation option. Buses begin and end their routes at this facility; when it functions as intended, it supports, rather than complicates, the delivery of safe and reliable bus service. For example, driver switch-outs and rest breaks are nearly invisible to the customer, but they contribute critically to successful operation. As the driver relief facilities at these locations are currently substandard, improving them will positively impact performance of the transit system citywide in terms of safety and reliability.

- B. Describe how the project provides a connection between modes or improves access for non-drivers to jobs and essential services. Include how the project will meet ADA requirements.

As stated in Section A, this facility serves as the endpoint of bus services and many bus customers must use the Chevy Chase bus turnout facility as a transfer point, getting off one bus and waiting for another to arrive. Providing customers with a safe and comfortable place to wait for their transferring bus helps to connect people who may be transferring or continuing a trip they began by bicycle, walking or Metrorail. The services that utilize these turnouts cover a citywide network (See Attachments G.A and G.B). This particular turnout facility is served by Metrobus routes L1 and L2, connecting to jobs and housing along the entire Connecticut Avenue corridor including the University of the District of Columbia, Cleveland Park, Woodley Park, Dupont Circle, Adams Morgan, and Downtown. Metrobus customers at Chevy Chase also may connect to Metrobus route L8 and Montgomery County Ride-On buses to continue their trip into Maryland, or to Metrobus routes E2, 3, 4, or 6 to Friendship Heights by making a short walk. This project will construct ADA facilities within the bus turnout as needed. Such improvements will include upgraded curb ramps with detectable warning surfaces and stable, flat surfaces at the bus stops for a bus ramp to

- C. Describe all public participation activities to date on the proposed project and the existing level of community support. If any District agencies, other government entities, or non-profits have been involved in coordinating the project, please explain their level of commitment and support as well.

Over the years, WMATA participated in discussions with Councilmember Mary Cheh and the Chevy Chase community about refurbishing the facility and creating a community amenity. Most recently, WMATA met with Advisory Neighborhood Commission 3/4G regarding an unsolicited proposal to restore the facility and explore use of the surrounding grounds as a commercial garden center. WMATA determined that the proposed garden center was incompatible with the requirements for the facility. ANC 3/4G and the Chevy Chase Citizens Association agreed with the decision and encouraged WMATA to repair the facility and explore alternative uses for the site. (See Attachment H - Letter from the Chevy Chase Citizens Association)

Community engagement will be an integral component of this project. In collaboration with DDOT, WMATA will continue meetings with community stakeholders to explore community amenities such as bike-share and fare media vending.

- D. Does the project address a missing linkage in the District's transportation system or resolve an existing safety issue? Please explain.

Safety is an essential component of these projects. The current facilities are aged beyond their useful life and as such have deteriorated structural components and pavements. At the Chevy Chase bus turnout facility, part of the overhead canopy has been closed off due to safety concerns and requires substantial rehabilitation.

- E. How does this project support or enhance existing plans such as the Office of Planning's Comprehensive Plan and Sustainable DC? List any existing transportation plans or other relevant studies which include the project.

This project fits well within the goals and targets outlined in Sustainable DC:

- Goal: "Improve connectivity and accessibility through efficient, integrated, and affordable transit systems" - This project will increase the use of buses citywide by improving customer amenities at the bus stops located at the Chevy Chase bus turnout facility, as well as improving on-time performance by enhancing the rest area facilities required for bus drivers to change out and take reliefs at the beginning and ending of their bus trips.
- Goal: "Expand provision of safe, secure infrastructure for cyclists and pedestrians." - Every bus customer is a pedestrian before they get on the bus and after they leave the bus, so pedestrian infrastructure providing access to bus stops is a critical component of the transit system. This project will ensure accessible pathways to the bus stops located in the turnout facility, and improve safety by upgrading pavements where needed to reduce tripping.

- F. Describe any environmental benefits of the proposed projects. Will the project result in reduced vehicle miles traveled, particulate matter, greenhouse gas emissions, or water pollution?

- Providing safe and comfortable passenger facilities would promote transit ridership and potentially reduce vehicle miles traveled.
- Upgrading the lighting to a more sustainable technology would be more energy efficient.
- The proposed rain garden would reduce rain runoff by allowing greater quantities of stormwater to be absorbed by plants, or soak into the ground rather than run across paved areas into storm drains. This measure would improve water quality by reducing the amount of pollution reaching creeks and streams.

Required Attachments

Attachment A - Detailed Project Budget

All applicants must enclose a detailed project budget. It should include individual line items, unit costs, and project phasing. Budget projections should reflect the total project cost and delineate federal from non-federal costs. If the project takes place in public right-of-way, the budget should reflect the costs of implementing a traffic control plan. Likewise, projects in public space should include the cost of all required public space permits. More information can be found on [DDOT's Public Space Management website](#).

Attachment B - Detailed Site Map

All applicants must enclose a detailed site map. It should include ownership information for any right-of-way included as part of the project. Beginning and ending termini of the project should be clearly illustrated.

Attachment C - Letter of Commitment

All applicants must enclose a letter of commitment. The letter should articulate their support for the project, detail involvement in project development to this point, and commit to implementing the project.

Attachment D - TPB Regional Application

All applicants must enclose an application for Regional TAP funds. This allows projects to be jointly considered for funds administered by DDOT and sub-allocated funds administered by the Transportation Planning Board (TPB). The application can be found on the [DDOT TAP webpage](#) or at www.mwcog.org/tap.

Other Attachments

When e-mailing the application, be sure to include any supportive documentation as separate file attachments. This can include preliminary plans, sketches or 30% plus design plans, photographs, and letters of support which provide additional detail on the project location, public involvement, planned improvements, or existing conditions and need.

Sponsor Certification

Project Manager certifies the following: (Read and check each statement below).

- We will provide technical guidance and oversight throughout project development
- Budget accurately reflects cost of proposed project
- Project development will comply with all state and federal regulations
- We understand these funds must be expended within (2) years of obligation
- We will be responsible for ensuring future maintenance and operating costs of the completed project

Aaron Overman

August 1, 2015

Project Manager

Date

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

**RESOLUTION ON AN AMENDMENT TO THE FY 2013-2018 TRANSPORTATION
IMPROVEMENT PROGRAM (TIP) THAT IS EXEMPT FROM THE AIR QUALITY
CONFORMITY REQUIREMENT TO ADD FUNDING FOR THE OFF-HOURS
FREIGHT DELIVERY PILOT PROJECT AS REQUESTED BY THE
DISTRICT DEPARTMENT OF TRANSPORTATION (DDOT)**

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 Moving Ahead for Progress in the 21st Century (MAP-21) for developing and carrying out a continuing, cooperative and comprehensive transportation planning process for the Metropolitan Area; and

WHEREAS, the TIP is required by the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) as a basis and condition for all federal funding assistance to state, local and regional agencies for transportation improvements within the Washington planning area; and

WHEREAS, on July 18, 2012 the TPB adopted the FY 2013-2018 TIP; and

WHEREAS, in the attached letter of October 2, 2014 DDOT has requested an amendment to the FY 2013-2018 TIP to add \$300,000 in Highway Research and Development Program (HRDP) and District funding between fiscal years 2015-2017 for the Off-Hours Freight Delivery Pilot Project, as described in the attached materials; and

WHEREAS, this project is exempt from the air quality conformity requirement, as defined in Environmental Protection Agency (EPA) regulations "40 CFR Parts 51 and 93 Transportation Conformity Rule Amendments: Flexibility and Streamlining; Final Rule," issued in the May 6, 2005, *Federal Register*;

NOW, THEREFORE, BE IT RESOLVED THAT the Steering Committee of the National Capital Region Transportation Planning Board amends the FY 2013-2018 TIP to add \$300,000 in HRDP and District funding between fiscal years 2015-2017 for the Off-Hours Freight Delivery Pilot Project, as described in the attached materials.

Adopted by the Transportation Planning Board Steering Committee at its regular meeting on October 3, 2014.

GOVERNMENT OF THE DISTRICT OF COLUMBIA
DEPARTMENT OF TRANSPORTATION



d. Policy, Planning and Sustainability Administration

October 2, 2014

The Honorable Patrick Wojahn, 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 Chairman Wojahn,

The District Department of Transportation (DDOT) requests that the FY 2013-2018 Transportation Improvement Program (TIP) be amended to include DDOT's Off-Hours Freight Delivery Pilot Project. The Federal Highway Administration (FHWA) awarded the District a \$150,000 grant under the Highway Research and Development Program (HDRP) for the project. FHWA and the Environmental Protection Agency (EPA) have been encouraging states to conduct similar projects under the program.

The purpose of the project is to reduce traffic congestion and improve the efficiency of freight movement in the District. The proposed amendment would add \$79,629 in FY 2015, \$80,609 in FY 2016 and \$139,768 in FY 2017 using HRDP grant funds. The total project cost is \$300,000 and includes a 50% local match.

The project does not add additional capacity for motorized vehicles and does not require conformity analysis or public review and comment. The funding sources have been identified, and the TIP will remain fiscally constrained. Therefore, DDOT requests that the TPB Steering Committee approve this amendment at its October 3, 2014 meeting.

We appreciate your cooperation in this matter. Should you have questions regarding this amendment, please contact Mark Rawlings at (202) 671-2234 or by e-mail at mark.rawlings@dc.gov. Of course, feel free to contact me directly.

Sincerely,

A handwritten signature in blue ink, appearing to read 'S. Zimbabwe', is written over the name Samuel Zimbabwe.

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

**DISTRICT OF COLUMBIA
TRANSPORTATION IMPROVEMENT PROGRAM
CAPITAL COSTS (in \$1,000)**

Source	Fed/St/Loc	Previous Funding	FY	FY	FY	FY	FY	FY	Source Total
			2013	2014	2015	2016	2017	2018	
Freight									
Off-Hours Freight Delivery Pilot Project									
TIP ID: 6408 Agency ID: Title: Off-Hours Freight Delivery Pilot Project Complete: 2017									

Facility: HRDP 50/50/0 80 a 80 a 140 a 300
 From: **Program Total: 300**

Description: The DDOT Off-Hours Freight Delivery Pilot Project will focus on improving the management of curbside loading zones in the city by incentivizing businesses to shift to off-hour deliveries. The District has a constrained infrastructure with multiple modes competing for use of the same space and DDOT believes that a focus on encouraging off-hour deliveries would contribute significantly to reducing congestion.

Amendment: Add New Project Requested on: 10/3/2014
 Amend project into FY 2013-2018 TIP with \$79,629 in FY 2015, \$80,609 in FY 2016 and \$139,768 in FY 2017 using Highway Research and Development Program (HRDP) funds.