

METROPOLITAN WASHINGTON  COUNCIL OF GOVERNMENTS

One Region Moving Forward

January 6, 2012

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Prince William County

*Adjunct Member

Christopher Lawson
Federal Highway Administration
D.C. Division Office
1990 K Street, NW, Suite 510
Washington, DC 20006-1103

Dear Mr. Lawson:

The Metropolitan Washington Council of Governments (MWCOG) is pleased to submit the attached application for grant funding under the Transportation, Community, and System Preservation (TCSP) Program administered by the U.S. Department of Transportation. This application is being submitted on behalf of the National Capital Region Transportation Planning Board (TPB), the metropolitan planning organization (MPO) for the Washington region, which will serve as the lead agency for this application.

The proposed project in this application is to develop an inventory of high-impact multimodal transportation improvements that will improve access to regional rail stations in order to promote employment and housing development close to stations with untapped potential. The project will seek to moderate demand pressures on the transportation system by encouraging rail ridership in reverse-commute directions on trains that are currently operating with plenty of available capacity. The TPB endorsed the project concept at its meeting on May 18, 2011.

Should you or your staff have any questions regarding our application, please contact Ronald Kirby, Director, Department of Transportation Planning, at (202) 962-3310 or by e-mail at rkirby@mwkog.org.

Sincerely,



David J. Robertson
Executive Director

Attachment: Grant Application

777 North Capitol Street, NE, Suite 300, Washington, D.C. 20002
202.962.3200 (Phone) 202.962.3201 (Fax) 202.962.3213 (TDD)

www.mwkog.org

High-Impact Complete Streets Access Improvements for Rail Station Areas in the Washington Region

January 6, 2012

Application for Funding from the 2012 Transportation, Community, and
System Preservation (TCSP) Discretionary Grant Program
Administered by the U.S. Department of Transportation

Submitted by

Metropolitan Washington Council of Governments

on behalf of

National Capital Region Transportation Planning Board

Transportation, Community, and System Preservation Program (TCSP)**PROGRAM FY 2012 GRANT APPLICATION****PART A. PROJECT INFORMATION**

Project Title:	High-Impact Complete Streets Access Improvements for Rail Station Areas in the Washington Region
Project Location (Include City/County, State):	Rail station areas in the National Capital Region (District of Columbia, Suburban Maryland, and Northern Virginia)
State Priority (to be completed by State DOT):	
GRANTEE CONTACT INFORMATION	
Grantee Contact Name:	Ronald F. Kirby, Director
Agency/Tribal Government:	National Capital Region Transportation Planning Board (MPO for the Washington Region)
Mailing Address (Street/P.O. Box):	MWCOG 777 North Capitol St., NE, Suite 300
City, State, Zip code:	Washington, DC 20002
Phone:	(202) 962-3310
Fax:	(202) 962-3202
E-Mail:	rkirby@mwkog.org
STATE DOT CONTACT INFORMATION	
State Contact Person:	
Phone:	
Fax:	

E-Mail:	
FHWA DIVISION OFFICE CONTACT INFORMATION	
Division Contact Person:	Sandra Jackson
Phone:	(202) 219-3521
Fax:	(202) 219-3545
E-Mail:	sandra.jackson@dot.gov
CONGRESSIONAL INFORMATION	
Congress Member:	Eleanor Holmes Norton
Congressional District No.:	District of Columbia At-Large
Congress Member:	Donna Edwards
Congressional District No.:	Maryland District 4
Congress Member:	Chris Van Hollen
Congressional District No.:	Maryland District 8
Congress Member:	Steny Hoyer
Congressional District No.:	Maryland District 5
Congress Member:	Roscoe Bartlett
Congressional District No.:	Maryland District 6
Congress Member:	James Moran
Congressional District No.:	Virginia District 8
Congress Member:	Gerald Connolly
Congressional District No.:	Virginia District 11
Congress Member:	Frank Wolf
Congressional District No.:	Virginia District 10
Congress Member:	Robert Wittman
Congressional District No.:	Virginia District 1
TCSP Program Funds:	\$160,000.00
Matching Funds/In-kind Services Value:	\$40,000.00
Matching Funds/In-kind Services Source:	MWCOG Membership Contributions
Total TCSP-Related Project Costs:	\$200,000.00
TO BE COMPLETED BY THE FHWA DIVISION OFFICE	
State Administered?	<input type="checkbox"/> Yes <input type="checkbox"/> No
Division Administered?	<input type="checkbox"/> Yes <input type="checkbox"/> No

"Transfer" TCSP funding for Project Administration?		Yes		No
If yes, which Federal Agency				
Will the project be obligated by September 30, 2012?		Yes		No
Date grant application approved by FHWA Division Office				

Part B. Project Abstract

The Washington region has over 100 rail stations with varying levels of development, including inner core stations surrounded by high density mixed use development, suburban commuter rail stations with nearby housing, and underutilized station areas with significant potential for both housing and employment development. The National Capital Region Transportation Planning Board (TPB), the metropolitan planning organization (MPO) for the Washington region is seeking TCSP funding to identify strategic recommendations for bicycle and pedestrian access improvements using a complete street approach that will complement housing and employment development close to rail. The project will seek to moderate demand pressures on the transportation system by identifying improvements around stations that will encourage rail ridership in reverse-commute directions on trains that are currently operating with plenty of available capacity, or by selling the same seat twice in peak commute directions (where one group of commuters alights at a mixed-use suburban location and another group boards). The final product of the TCSP project will be an inventory of up to 25 rail stations with high promise for housing and employment development, and an accompanying list of high-impact transportation capital projects to improve complete streets access to these stations that could be quickly implemented.

Part C. Project Narrative

The 126 rail station areas in the National Capital Region are critical regional assets. The TPB's scenario planning over the last decade has emphasized the value of promoting development closer to transit station areas, locating jobs and housing closer together, and improving multimodal transportation options. The TPB has also found that local, small-scale, actions are often necessary to make these principles truly come to life. The TPB's Transportation/Land-Use Connections (TLC) Program was established in 2006 to help jurisdictions plan small improvements – such as pedestrian facilities, safety and access improvements, or multimodal concepts for intersections or streets – to make activity centers function more effectively as vibrant, mixed-use places. Many of the planning efforts

completed under the TLC Program have suggested capital improvements that would further the ability of all modes to support dense areas with both jobs and housing. However, the TLC Program has not had the resources to conduct a comprehensive study of all of the region's rail station areas to identify opportunities for access improvements that could support additional development and best utilize the regional rail system.

The TPB is seeking \$160,000 in TCSP funding to develop a list of small-scale, multimodal transportation projects, such as pedestrian/bicycle or other complete streets improvements, around rail stations with underutilized transit capacity. This inventory of improvements will provide local planners, local and state departments of transportation, and developers with a "go-to" list of small-scale, low-cost, high-impact transportation improvements that jurisdictions may reference when working with developers, preparing grant applications, or allocating local funding with the ultimate goal of increasing rail connectivity within the Washington region.

The TCSP project will build on previous planning efforts, particularly the "Metrorail Bicycle and Pedestrian Access Improvements Study," which the Washington Metropolitan Area Transit Authority (WMATA) recently conducted. The study identified strategies to enhance pedestrian and bicycle access and connectivity in and around Metrorail stations. It also provides recommendations for a range of physical infrastructure improvements, as well as policies and programs to encourage multimodal trips. The TPB will work in close partnership with WMATA during the implementation of this TCSP project.

The project will serve a variety of regional goals that are grounded in the *TPB Vision*, the region's transportation policy framework, and recently reaffirmed in MWCOG's *Region Forward* comprehensive policy plan. These goals include reducing auto dependency, supporting multi-modal travel options, and promoting the development of employment centers and housing in locations already served by transit. In particular, the project will seek to relieve demand pressures on the transportation system by focusing capital recommendations around stations with additional ridership potential, encouraging rail ridership in reverse-commute directions on trains that are currently operating with plenty of available capacity, or by selling the same seat twice in peak commute directions (where one group of commuters alights at a mixed-use suburban location and another group boards).

Looking beyond transportation measures, this project will recommend small-scale transportation improvements that will improve flexibility of existing infrastructure to support and encourage a more balanced allocation of job and household growth that will benefit the entire region in numerous other ways – for example, by promoting robust economic development in all jurisdictions, inner and outer, east and west. The project will also emphasize the need to provide access for people of all income levels. The findings in a recent Brookings study "Missed Opportunity: Transit and Jobs in Metropolitan America," which measured the effectiveness of transit in helping workers reach jobs within their regions, demonstrates that it is not sufficient to have significant regional transit coverage. In

order for the transit system to be effective, the transit network must provide connections to jobs for a population with varying levels of job skills.

Work Scope Elements

The project will include the following components:

1. **Conduct employment and household analysis for rail station areas** – The project will conduct an analysis of employment and housing opportunities for each Metrorail and commuter rail station area in the National Capital Region. The data will provide a breakdown of the varying skill levels of jobs within a half-mile of each station, household income levels of workers who can fill jobs in targeted growth areas, and review and consideration of environmental justice and other equity issues.
2. **Identify rail capacity** – For each rail station area, the project will identify where there is capacity on trains during peak commute times. The regional analysis will review projected rail capacity figures and indicate where capacity exists on the region's rail systems, including off-peak reverse commute opportunities and opportunities to "sell the same seat twice" in the peak.
3. **Identify up to 25 most opportune locations** – Drawing from the entire list of regional rail stations, the study will identify station areas that present the greatest opportunities to support housing and employment development which can take advantage of existing rail capacity. The identification of these locations will be based upon: a) the regional technical analysis conducted under steps 1 & 2 above, and b) input from the TPB's member jurisdictions.
4. **Identify high-impact complete streets access improvements** – For each opportune location, the project will identify challenges that commuters face in walking or bicycling from rail stations to their jobs or from their homes to rail stations, and opportunities for improvement. Many rail station areas around the region have been studied extensively and already have a list of capital improvements for access improvement. For those opportune areas that have not yet undergone this level of analysis, this project will conduct that analysis. Area plans and development proposals for each location will be reviewed to assess how local jurisdictions are planning to address these challenges. The project will also identify regional success stories in creating public-private partnerships to implement accessibility improvements.
5. **Develop a regional inventory of projects** – The final product will comprise a list of small, high-impact capital projects that would improve pedestrian and bicycle access to the opportune rail station areas throughout the region, taking advantage of existing rail infrastructure. The recommended improvements will also be presented in station area, jurisdiction and regional maps. Among other things, this product will provide a resource

for future funding opportunities, including private investment and federal, state, and local public funding.

Project Schedule

It is anticipated that work on the project would commence in June 2012 and that the project would be completed within one year.

Work Scope Elements:

1. Conduct employment and household analysis for rail station areas (months 1-2)
2. Identify rail capacity (month 3)
3. Identify up to 25 most opportune locations (month 4)
4. Identify high-impact complete streets access improvements (months 5-8)
5. Develop a regional inventory of projects (months 9-10)

It is anticipated that work scope elements one through three would be completed by COG/TPB staff and that the services of a consultant would be procured for elements four and five. Based on this schedule, a presentation of results to the TPB likely would occur in June 2013.

Project Administration

The project will be implemented by the TPB. Project implementation will occur through the structure of the TPB's Transportation/Land-Use Connections Program, which has an established administrative system and staffing plan, including over 30 pre-qualified consultants specializing in multimodal transportation and planning specialties.

TPB member agencies will be included in the project process and will be asked to provide insight at several points in the process, including the development of the list of opportune rail station areas. Members of the TPB include representatives of the transportation agencies of the State of Maryland, Commonwealth of Virginia, and the District of Columbia; local governments, the Washington Metropolitan Area Transit Authority (WMATA), and non-voting members from the Metropolitan Washington Airports Authority, National Park Service, and other federal agencies. Many of the state, regional, and local governments and agencies directly involved in decision-making for these systems are already represented on the TPB.

Through the TCSP project effort, the TPB will work closely with WMATA and complement the work completed under the "Metrorail Bicycle and Pedestrian Access Improvements Study."

Amount of Federal TCSP Funds Requested

The TPB's proposal will cost a total of \$200,000. The TPB is requesting \$160,000 in TCSP funding for this project concept.

Commitment of Other Funds

\$40,000 will be provided from the MWCOG local membership contributions. These dues are collected annually from COG member jurisdictions based on population.

Previous TCSP Funding

The TPB received a TCSP funding grant for \$380,000 in FY 1999. The project was to implement the adopted transportation vision for Metropolitan Washington by developing circulation systems and green space. The total project budget was \$480,000.

Part D. Project Eligibility

The TPB's TCSP proposal to identify High-Impact Complete Streets Access Improvements for Rail Station Areas in the Washington Region falls within the purview of Chapter 53 of Title 49 of the United States Code. The inventory developed through the proposal would promote safer access to regional rail stations, leading to more efficient use of the existing transportation infrastructure. Not only will the product serve the mobility needs of residents, but it will support economic development around underutilized rail stations, thus minimizing transportation-related fuel consumption and air pollution.

Application Support Letters

District of Columbia Department of Transportation
Washington Metropolitan Area Transit Authority

GOVERNMENT OF THE DISTRICT OF COLUMBIA
DEPARTMENT OF TRANSPORTATION



d. Office of the Director

June 3, 2011

Victor M. Mendez

Federal Highway Administrator
Federal Highway Administration
1200 New Jersey Avenue, SE
Washington, DC 20590

Dear Mr. Mendez:

The District of Columbia Department of Transportation (DDOT) is pleased to submit this letter of support for the National Capital Region Transportation Planning Board's application for Transportation, Community, and System Preservation (TCSP) Program funds.

The National Capital Region Transportation Planning Board (TPB), the metropolitan planning organization (MPO) for the Washington region, is seeking TCSP funding to promote employment and housing development close to rail stations by identifying small-scale multimodal transportation improvements which will improve walk and bike access to and from the stations using a "complete streets" approach.

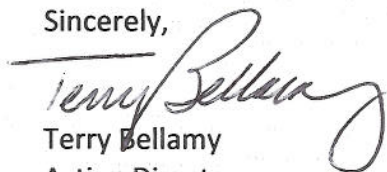
DDOT is committed to achieving an exceptional quality of life in the nation's capital through more sustainable travel practices, safer streets, and outstanding access to goods and services. Central to this vision is improving energy efficiency and modern mobility by providing next generation alternatives to single occupancy driving in the city. The TPB's proposal will provide opportunities to create enhanced access to Metrorail facilities in the District, giving residents and commuters greater flexibility when choosing transit and alternatives to single occupant vehicles.

DDOT is taking up the challenge to implement livability practices in day to day operations and making it a goal to translate that idea into actual actions. Outcomes will be aimed at on the ground changes such as enhanced pedestrian crossings, more accessible bus stops, geometric adjustments that support intersection safety, increased green spaces, attractive streetscapes, signage for better driver information, updates to traffic signal timing, and speed controls in sensitive areas. DDOT will be better positioned to address livability principles through an

inventory of small-scale, high-impact transportation capital improvements developed through the TCSP grant.

We believe the product of the TPB's proposal can make a significant contribution to the quality of life in the District and look forward to participating in its implementation.

Sincerely,

A handwritten signature in black ink, appearing to read "Terry Bellamy". The signature is written in a cursive style with a large, sweeping flourish at the end.

Terry Bellamy
Acting Director



June 2, 2011

Chairwoman Muriel Bowser
 National Capital Region Transportation Planning Board
 777 North Capitol Street, NE
 Suite 300
 Washington, DC 20002

Dear Chairwoman Bowser,

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

The purpose of the project is to identify challenges that commuters face in walking or bicycling to rail stations in the region, and opportunities for improvement. WMATA actively promotes walking and biking as a way for customers to access the transit system. In fact, this past February, WMATA's Board of Director's adopted goals for the agency aimed at increasing the number of patrons who arrive at Metrorail stations by walking or bicycling.

Improving bicycle and pedestrian access to Metro stations provides lower income citizens in the Washington region with an inexpensive and on-demand way to complete a trip that otherwise might cost them more in time and/or money. WMATA also recognizes the many other benefits that walking and bicycling offers in terms of physical health, decreased air emissions and motorized vehicle congestion, and cost-effectiveness as a mode of station access.

We believe this project can make a significant contribution to the quality of life in our region and look forward to participating in its implementation.

Sincerely,

Nat Bottigheimer
 Assistant General Manager
 Department of Planning & Joint Development

**Washington
 Metropolitan Area
 Transit Authority**

600 Fifth Street, NW
 Washington, DC 20001
 202/962-1234

By Metrorail:
 Judiciary Square—Red Line
 Gallery Place-Chinatown—
 Red, Green and
 Yellow Lines

By Metrobus:
 Routes D1, D3, D6, P6,
 70, 71, 80, X2