National Capital Region Transportation Planning Board

777 North Capitol Street, NE, Suite 300, Washington, D.C. 200052-4290 – Phone 202/962-3310 – Fax 202/962-3202

Item #5

MEMORANDUM

February 17, 2010

TO: Transportation Planning Board

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

Re: Letters Sent/Received Since the January 20th TPB Meeting

The attached letters were sent/received since the January 20th TPB meeting. The letters will be reviewed under Agenda #5 of the February 17th TPB agenda.

Attachments

THE SECRETARY OF TRANSPORTATION

WASHINGTON, D.C. 20590

January 13, 2010

Dear Transportation Leader:

I am writing to let you know that, effective immediately, the U.S. Department of Transportation's Federal Transit Administration (FTA) is restoring the statutorily prescribed process for recommending New Starts and Small Starts projects for discretionary Federal funding assistance. We will also be initiating some additional steps to further improve the process for rating and evaluating such projects.

As you may recall, on March 9, 2005, the FTA Administrator issued a "Dear Colleague" letter announcing that the Administration would limit its New Starts funding recommendations to projects that achieved a "medium" or higher rating for cost-effectiveness. As of today, that letter is no longer in effect, and the Administration will no longer use it in making funding recommendations.

Instead, we will rely on the statutory framework contained in Sections 5309(d) and (e) of Title 49, United States Code, as amended. Thus, in order to be recommended for funding, a project must receive an overall rating of at least "medium." To achieve this rating, as provided for in the law and its implementing regulations, a project must receive a rating of at least "medium" on both project justification and local financial commitment.

We are making this change in order to give meaningful consideration to the full range of benefits that transit can provide. These include not only mobility-oriented benefits such as transit travel time, but also important economic development, environmental, social, and congestion relief benefits. By taking all these factors into account, we will more fully realize the livability and sustainability goals of the Obama Administration.

Consistent with this change in policy, I am also announcing our intention to change our regulatory framework so that it more fully and accurately reflects the wide range of benefits that result from major transit investments. This effort will include a revised cost effectiveness measure that will recognize these benefits. Shortly, FTA will initiate a rulemaking process to accomplish this goal. As the Administration works to develop measures to appropriately capture the full range of public benefits that transit projects provide, I encourage you to participate and comment on our new proposed approaches through the rulemaking process.

We very much appreciate your continued support of our efforts to make the New Starts program a model for a local, State, and Federal partnership. We look forward to working with all of you to continue to demonstrate transit's valuable contribution to our environment and to the accessibility, mobility, and economic vitality of our communities.

Sincerely yours,

Ray LaHood

U.S. Department
Of Transportation
Federal Transit Administration

Headquarters

1200 New Jersey Avenue S.E.
Washington DC 20590

January 13, 2010

Today, the Federal Transit Administration (FTA) announced a change to the process for recommending New Starts and Small Starts projects for discretionary Federal funding assistance and described additional steps FTA would be taking to further improve the process for rating and evaluating such projects.

Please see:

- Press Release http://www.fta.dot.gov/news/news_events_11036.html

Below are questions and answers about this change in process. If you have further questions, please contact Susan Borinsky or Beth Day in the FTA Office of Planning and Environment at 202-366-4033.

QUESTIONS AND ANSWERS

Q: How will FTA now determine which projects to recommend in the annual President's budget for Full Funding Grant Agreements (FFGAs) and Project Construction Grant Agreements (PCGAs)?

A: The Administration will no longer target its funding recommendations only to projects that receive a Medium or better cost-effectiveness rating. Instead, FTA will rely on the statutory framework contained in Sections 5309(d) and (e) of Title 49, United States Code, as amended. Thus, in order to be eligible for a funding recommendation, a project must receive an overall rating of at least Medium and be expected to be ready for an FFGA or PCGA in the fiscal year for which the President's Budget is being developed. To receive an overall project rating of Medium or better, a project's justification and the local financial commitment ratings both must be Medium or better. Cost-effectiveness will continue to be evaluated as one of the six statutory project justification criteria.

Q: Will FTA be changing how cost-effectiveness is calculated?

A: In the near term, the New and Small Starts evaluation and rating process, including the calculation of cost-effectiveness, will remain as it is. However, FTA will soon put out a rulemaking for public comment that will propose ideas for better measuring and quantifying the benefits provided by transit projects including environmental, economic development, congestion relief, and other social benefits.

FTA will propose a revised cost-effectiveness calculation that more fully takes into account this wider range of benefits. FTA encourages active participation by the transit industry on this rulemaking and looks forward to hearing input from our grantees and stakeholders.

Q: When will these changes take effect?

A: The rescission of the budget decision principle requiring at least a Medium rating on cost-effectiveness for a funding recommendation takes effect immediately. Changes to the New and Small Starts evaluation and rating process will take effect upon completion of the rulemaking process.

Q: How will the rescission of the requirement for at least a Medium cost-effectiveness rating for a funding recommendation affect projects already in the New/Small Starts pipeline?

A: Most of the projects currently in the New Starts pipeline have a cost-effectiveness rating of Medium or better. The few that do not could be affected favorably by this change, as long as an overall project rating of at least Medium is maintained. The change also benefits those projects close to the threshold between a Medium and Medium-low cost-effectiveness rating since projects in this situation in the past sometimes have had to select sub-optimal design options to remain at a Medium rating for cost-effectiveness.

Q: How does this affect FTA's New and Small Starts approval process for entry into preliminary engineering, final design, or project development?

A: Previously, FTA did not prohibit new projects from entering into New Starts preliminary engineering or Small Starts project development if they had a cost-effectiveness rating less than Medium as long as the overall project rating was at least Medium. However, FTA did previously prohibit New Starts projects from moving into final design if they had a cost-effectiveness rating of less than Medium. With this new change, all projects will be allowed to advance through the various phases of project development as long as they receive a Medium or better overall rating and have met the other readiness requirements associated with advancement into that stage.

Q: How does this change affect National Environmental Policy Act (NEPA) approvals of New and Small Starts projects?

A: Existing FTA New and Small Starts policy guidance related to NEPA approvals does not address the previous cost effectiveness policy specifically. Instead, it

states that the environmental decision document for a New or Small Starts project with an overall project rating of less than Medium must include a statement as to how the New or Small Starts process may affect the ability of the project to advance to implementation. This does not change.

Q: Will this alter FTA's process for reviewing ridership estimations, calculation of transportation system user benefits, or comparison of the proposed project with a baseline alternative?

A: In the near term, the evaluation and rating process will remain as is, including FTA's review of ridership estimations, calculation of user benefits, and comparison with a baseline alternative. Changes in one or more of these areas may occur as a result of regulatory changes.

Q: Does this change affect the projects considered eligible for funding under the Urban Circulator notice of funding availability?

A: This change does not affect the Urban Circulator program in any way. Because they will receive less than $25 million in Section 5309 Major Capital Investment funds, Urban Circulator projects will be exempt from the evaluation criteria and rating process pursuant to Section 5309(e)(1)(B). As stated in the notice of funding availability, Urban Circulator projects will be evaluated solely on the livability criteria listed in the Federal Register notice. The Federal Register notice does not mention cost-effectiveness as a criterion.

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Martin O'Malley, *Governor*
Anthony G. Brown, *Lt. Governor*

State Highway Administration
Maryland Department of Transportation

Beverley K. Swaim-Staley, *Secretary*
Neil J. Pedersen, *Administrator*

January 14, 2010

Mr. Richard Steeg, VDOT
Mr. Mark Miller, WMATA
Mr. Soumya Dey, District of Columbia DOT
Mr. Ron Kirby, COG / TPB

Re: MATOC's Financial Support

Dear Steering Committee Members,

I am glad to inform you that the Maryland Department of Transportation, through the Maryland State Highway Administration, has allocated a sum $400,000 as its share of its financial commitment to the Metropolitan Area Transportation Operations Coordination (MATOC) Program for fiscal year 2011. There is no doubt that MATOC has been a success since its inception in 2005, and especially since the fall of 2008 when it started ramping up real time operations. It is my hope and belief that MATOC will continue to be even more successful in the very near and long-term futures in its effort to continue to improve the collective ability of the National Capital Region's transportation agencies to coordinate and share information when incidents with regional impacts occur.

Thank you and please do not hesitate to contact me if you have any questions or comments.

Sincerely,

Michael J. Zezeski, Director
Office of CHART & ITS Development
Current Chair of MATOC

Cc: Mr. Andrew Meese, COG / TPB
Mr. Gary Euler, Telvent Farradyne
Mr. Alvin Marquess
Mr. Tom Jacobs, Univ of MD

U.S. Department
of Transportation
**Federal Highway
Administration**

Office of the Administrator

1200 New Jersey Ave., SE
Washington, D.C. 20590

January 21, 2010

In Reply Refer To:
HOTM-1

The Honorable Richard Madaleno
Chair, Montgomery County Senate Delegation
The Maryland General Assembly
Montgomery County Delegation
Annapolis, MD 21401

Dear Mr. Madaleno:

Thank you for your letter of January 4 to Secretary LaHood expressing your support of the National Capital Region Transportation Planning Board Proposal entitled "Public Acceptability of Regional Road-Use Pricing" submitted to the Value Pricing Pilot (VPP) Program.

The applications are currently being reviewed, and we anticipate that the process will be concluded in late January, with selection announcements occurring sometime in February. We received a total of 19 proposals from 7 States requesting a total of $27 million in VPP Program funds. Approximately $5.1 million is available to support funding these projects. I can assure you that the National Capital Region Transportation Planning Board proposal will be given every consideration.

An identical response is being sent to Mr. Brian Feldman, Chair, Montgomery County House Delegation.

Sincerely,

Victor M. Mendez
Administrator

cc: Mr. Ron Kirby
Metropolitan Washington Council of Governments

Ms. Lisa Fadden
Montgomery County Chamber of Commerce

A Century of Service

10411 Hall Industrial Drive
Fredericksburg, VA 22408
540-898-6959
800-777-6902
Fax 540-898-2675

January 21, 2010

Mr. Ronald Kirby, Director
National Capital Region Transportation Planning Board
777 N Capitol Street N.E.
Washington, DC 20002

RE: Federal Assistance for Commuter Bus Service from Fredericksburg to Washington, DC provided by Martz National Coach Works Inc. of VA

Mr. Kirby,

I am writing on behalf of Martz Group, d/b/a Martz National Coach Works Inc. of VA, to ask for your support for a proposal to direct FTA Section 5307 funding for Martz Group's Commuter services. We provide service from the Fredericksburg, VA area, to the Pentagon and to Washington, DC. We make numerous stops in the District.

We carry approximately 200,000 annual riders, and operate 500,000 annual revenue vehicle miles in this service. This service is a convenience to its commuter riders, and contributes to reduction of congestion and carbon footprint, and to air quality improvement. It is an example of "extreme commute" services. Studies have identified growing national trends of commuting over extremely long distances (and time). It is good public policy to direct as many of these commuters as possible to public transit.

However, Martz receives no state or federal assistance that could benefit its riders by maintaining the capital fleet, and by keeping fares at reasonable levels. Such funding may be available to other providers in the region.

Martz has been determined to be a commuter operator by FTA National Transportation Data Base. We are proposing to report to NTD. Our operations generate about $250,000 in annual FTA Section 5307 funding, an amount that is expected to increase in future years by growth in the 5307 program. We estimate that these funds would be sufficient to replace the 12+ over-the-road coaches used in this service on a 12 year cycle. If we continue to report this data, it would generate additional 5307 allocations to the urbanized area, and would not reduce the funds to any other transit operation in the Region. This is a win-win proposal.

It is our understanding that 5307 funds made available to the Washington, DC Urbanized Area are split among WMATA, Maryland Mass Transit Administration, and PRTC, by agreement among these parties, to support WMATA, MARC, VRE, and various PRTC and FRED services outside the WMATA Compact area. Because our service is similar to the VRE and PRTC/FRED services outside the compact area, we have asked the signatories to the split letter to consider making the 5307 funding "earned" by the Martz service be made available to PRTC to support this service.

In turn, we ask that the TPB support a project in its TIP to benefit "Commuter Bus Service from the Fredericksburg Area." The TIP would need to direct these funds to a sub recipient that can apply for an FTA grant on Martz' behalf, and to contract with Martz to implement the project. The project could be bus procurement, Preventive Maintenance, or Capital Cost of Contracting, as described in the appropriate FTA circulars.

Martz has begun reporting to NTD for Report Year 2008. Its report was accepted by NTD. Therefore, the FFY 2010 5307 allocation will reflect its service. If you can support this proposal, we respectfully request that the TIP for 2010 be amended to identify a capital project for this service, or that these funds be set aside for a future TIP.

If this strategy is successful and of mutual benefit, as we believe it will be, there may be opportunities for additional 5307 funding to the Region to support other long distance commuter transit services.

Our consultant, Barry Hecht, has already spoken to you, or to a member of your staff, about this proposal. He is available to answer any additional questions that you have, and to identify the funds that the subject service generates. We are also prepared to meet with you to further explain this proposal. His contact information is on the attachment.

Thank you for considering this request.

Sincerely,

Craig Smith
CEO
Martz Group

Note: A substantially similar letter has been sent to TPB, to FAMPO, and to other parties to the Split Letter.

Contact Information for Barry Hecht

Barry M Hecht
26 McKinley Drive
Delmar NY 12054

518-439-2836
(cell) 518-461-8803
(fax) 413-383-5239

bmh48@aol.com

U.S. Department
of Transportation

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

Federal Highway Administration
DC Division
1990 K Street, N.W., Suite 510
Washington, DC 20006
202-219-3536
202-219-3545 (fax)

JAN 28 2010

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

Dear Chairman Snyder:

The Federal Highway Administration (FHWA) and Federal Transit Administration (FTA) have completed our review of the amendments to the 2009 Constrained Long Range Plan (CLRP) and FY 2010-2015 Metropolitan Transportation Improvement Program (MTIP) for the Washington Metropolitan Area adopted by the Transportation Planning Board (TPB).

The Environmental Protection Agency (EPA), in a letter to FHWA's District of Columbia Division dated January 22, 2010 for the 8-Hour Ozone, Carbon Monoxide and PM 2.5 air quality amended conformity (enclosure), acknowledges its review and includes technical documentation that supports the conformity finding of the region's 2009 CLRP and FY 2010-2015 MTIP. It is our finding that the analytical results provided by the TPB to demonstrate conformity is consistent with EPA's Transportation Conformity Rule (40 CFR Part 93), as amended.

We find that the amended 2009 CLRP and the FY 2010-2015 MTIP conform to the region's State Implementation Plans, and that the conformity determination has been performed in accordance with the Transportation Conformity Rule (40 CFR Part 93), as amended. The findings are based (in part) on the self-certification statement submitted by the MPO under 23 CFR 450.316(b) (1) and activities by FHWA, FTA, and the State Transportation agencies in accordance with the Federal and State oversight responsibilities.

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

Sincerely,

Letitia A. Thompson
Regional Administrator
Federal Transit Administration

Pamela S. Stephenson
Acting Division Administrator
Federal Highway Administration

Enclosure

cc: Karina Ricks, District of Columbia Division of Transportation
Jason Harrington, Washington Metropolitan Area Transit Authority
JoAnne Sorenson, Northern Virginia District Office, VDOT
Kellie Gaver, Maryland Department of Transportation
Kwame Arhin, FHWA Maryland Division
Ivan Rucker, FHWA Virginia Division
Brian Glenn, FTA Washington DC Metropolitan Office

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

JAN 22 2010

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

Dear Mr. Kehrli:

The United States Environmental Protection Agency (EPA), Region III has reviewed the 8-Hour Ozone, Carbon Monoxide and Fine Particulate Matter ($PM_{2.5}$) Amended Conformity Determination for the 2009 Constrained Long-Range Plan and the Fiscal Year 2010-2015 Metropolitan Washington Transportation Improvement Program (TIP) as adopted by the National Capital Region Transportation Planning Board (TPB) and submitted to us by the Federal Highway Administration (FHWA) on December 15, 2009. EPA has reviewed the Conformity Determination in accordance with the procedures and criteria of the Transportation Conformity Rule contained in 40 CFR Part 93.

Our review of the conformity determinations for the Washington, D.C. Metropolitan Area indicates that the determinations meet the requirements of the Clean Air Act and the applicable regulations promulgated thereunder at 40 CFR Part 93. Enclosed, please find EPA's detailed evaluation titled Technical Support Document for Review of the 8-Hour Ozone, Carbon Monoxide and $PM_{2.5}$ Conformity Determination of the Amended 2009 Constrained Long-Range Plan and the FY 2010-2015 Metropolitan Washington Transportation Improvement Program. It should be noted that in our technical support document, we are again deferring to the FHWA on the question of whether the Plan and TIP are fiscally constrained. Therefore, our concurrence on the overall conformity determination is predicated upon FHWA determining that the Plan and TIP are fiscally constrained.

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

Sincerely,

David Arnold, Acting Director
Air Protection Division

Enclosure

cc: Kwame Arhin (FHWA, MD)
Sandra Jackson (FHWA, DC)
Ed Sundra (FHWA, VA)
Howard Simons (MDOT)
Diane Franks (MDE)
Ron Kirby (TPB)
Gail McFadden-Roberts (FTA)

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

January 14, 2009

SUBJECT: Technical Support Document for Review of the Amended 8-Hour Ozone, Carbon Monoxide and Fine Particulate Matter ($PM_{2.5}$) Conformity Determinations of the 2009 Constrained Long Range Plan and the Fiscal Year 2010-2015 Metropolitan Washington Transportation Improvement Program

FROM: Martin T. Kotsch, (3AP30)

TO: Administrative Record of the Environmental Protection Agency's (EPA's)Review of the 8-Hour Ozone, Carbon Monoxide and $PM_{2.5}$ Conformity Determinations of the Amended 2009 Constrained Long Range Plan and the FY 2010-2015 Metropolitan Washington Transportation Improvement Program

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

The purpose of this document is to review the October 2009 8-Hour Ozone, Carbon Monoxide and $PM_{2.5}$ conformity determinations of the Amended 2009 Constrained Long Range Plan (CLRP) and the FY 2010-2015 Metropolitan Washington Transportation Improvement Program (TIP) prepared by the Metropolitan Washington Council of Governments, National Capital Region Transportation Planning Board (TPB). The TIP and CLRP conformity determinations were submitted to the EPA on December 15, 2009 by the District of Columbia Division of the United States Federal Highway Administration (FHWA). The Amended TIP and CLRP were the result of the addition of two regionally significant projects to the previously approved TIP and CLRP.

The Metropolitan Washington D.C. Area is a nonattainment area for $PM_{2.5}$ annual standard. Since there are no current $PM_{2.5}$ budgets, the TPB developed used its transportation model to develop the necessary vehicle miles traveled (VMT) and related emission factors to complete the conformity analysis and determination.

The conformity determination was reviewed in accordance with the procedures and criteria of the Transportation Conformity Rule, 40 CFR Part 93, Sections 93.102(b)(1), 93.102 (b)(2)(iv), 93.102(b)(2)(v), 93.102(b)(3), 93.106, 93.108, 93.110, 93.111, 93.112, 93.113(b), 93.113(c), 93.118 and 93.119.

Evaluation of the Amended 2009 Constrained Long Range Plan and the FY2010-2015 Metropolitan Washington Transportation Improvement Program			
GENERAL CRITERIA APPLICABLE TO THE TIP AND CLRP			
SECTION of 40 CFR Part 93	**CRITERIA**	**Y/N**	**COMMENTS**
93.110	Is the conformity determination based upon the latest planning assumptions? (a) Is the conformity determination, with respect to all other applicable criteria in §93.111 - 93.118, based upon the most recent planning assumptions in force at the time of the conformity determination? (b) Are the assumptions derived from the estimates of current and future population, employment, travel, and congestion most recently developed by the MPO or other designated agency? Is the conformity determination based upon the latest assumptions about current and future background concentrations?	Y	(a) & (b) The conformity determination is based upon latest planning assumptions in force and approved by the TPB at the time of the determination. The assumptions include: **1) Travel Demand Modeling Assumptions:** - Use of newer Version 2.2 travel demand model process. -New travel forecasts incorporated. **2) Emissions Model Assumptions:** MOBILE6.2 modeled emissions factors were developed for years; 2010, 2020, 2030 for all pollutants. **3)Emissions Factor Assumptions** -Enhanced I/M was assumed in DC, MD, VA. -Low emission vehicle program was modeled. -No oxygenated fuels were assumed for wintertime. -Tier 2 / low sulfur vehicle controls were modeled. **4) Vehicle Registration Data:** 2005 data for Maryland, DC and Virginia.

			5) Land Activity Assumptions (growth forecasts): In June, 2009 Round 7.2a forecasts were added by the TPB for use in the conformity determination. As a result, household data as well as employment data have been updated. New growth figures between 2002 and 2030 used in this determination are shown below: -Household: 43% increase -Employment: 45% increase
	(c) Are any changes in the transit operating policies (including fares and service levels) and assumed transit ridership discussed in the determination?	Y	(c) Transit policies such as frequency and hours of operation were updated from the last conformity determination.
	(d) The conformity determination must include reasonable assumptions about transit service and increases in transit fares and road and bridge tolls over time.	Y	(d) Transit ridership and services were adjusted to reflect increased fares from several providers within the affected region. No changes in bridge tolls are anticipated at this time.
	(e) Does the conformity determination use the latest existing information regarding the effectiveness of the Transportation Control Measures (TCMs) and other implementation plan measures which have already been implemented?	Y	(e) All of the TCMs listed in the Phase II Attainment Plan for the Metropolitan Washington D.C. area were implemented. The latest information regarding TCMs and other implementation plan measures effectiveness has been used.
	(f) Are key assumptions specified and included in the draft documents and supporting materials used for the interagency and public consultation required by §93.105?	Y	(f) Appendix A of the previous conformity determination provided the key assumptions for this conformity determination. This document and its earlier drafts were developed through the interagency and public consultation process detailed in Appendix C.

Evaluation of the Amended 2009 Constrained Long Range Plan and the FY2010-2015 Metropolitan Washington Transportation Improvement Program			
GENERAL CRITERIA APPLICABLE TO THE TIP AND CLRP			
93.111	Is the conformity determination based upon the latest emissions model?	Y	This conformity determination used the mobile emissions model: MOBILE6.2, the latest EPA emissions model available to do the emissions analysis.
93.112	Did the MPO make the conformity determination according to the consultation procedures of the conformity rule or the state's conformity SIP?	Y	Consultation procedures were followed in accordance to the TPB consultation procedures. These procedures are based on the procedures of the Federal Conformity Rule. **Interagency Consultation** The TPB has consulted with all appropriate agencies. This includes the District of Columbia Department of the Environment, Maryland Department of the Environment, Maryland Department of Transportation, Maryland Office of Planning, Virginia Department of Environmental Quality, Virginia Department of Transportation, Federal Highway Administration, EPA, and county representatives of the counties of the Metropolitan Washington D.C. area. **Public Consultation** The TPB has provided opportunities for public comment on the Conformity Determination. On September 10, 2009 the TPB released for public comment for 30 days, the draft air conformity analysis for the TIP and CLRP. There were no comments relevant to air quality on the Conformity Determination.

Evaluation of the Amended 2009 Constrained Long Range Plan and the FY2010-2015 Metropolitan Washington Transportation Improvement Program			
GENERAL CRITERIA APPLICABLE TO THE TIP AND CLRP			
93.106(a) (1)	Are the horizon years correct?	Y	The horizon years chosen, 2010, 2020 and 2030 represent appropriate horizon years for the 8-Hour Ozone and $PM_{2.5}$ conformity determination. 2010 is within the first 5 years of the transportation plan.
93.102(b)(2)(iv)	Has the EPA and the State made a finding that NOx is an insignificant contributor to the direct mobile PM emissions or does any applicable implementation plan (or implementation plan submission) fail to establish an approved (or adequate) NOx budget as part of a $PM_{2.5}$ reasonable further progress, attainment or maintenance strategy?	N	NOx is included in the PM emission analysis.
93.102(b)(2)(v)	Has the EPA or State made a finding that VOCs, Sulfar Oxides (SOx) or Amonia (NH(3)) as precursors to be a significant contributor to the mobile PM emissions or has an applicable implementation plan (or implementation plan submission) establish an approved (or adequate) budget for VOCs, SOx or NH(3) as part of a $PM_{2.5}$ reasonable further progress, attainment or maintenance strategy?	N	VOCs, SOx and NH(3) as precursors are not included in the emissions analysis.

Evaluation of the Amended 2009 Constrained Long Range Plan and the FY2010-2015 Metropolitan Washington Transportation Improvement Program			
CRITERIA APPLICABLE ONLY TO THE CLRP			
93.102(b)(3)	Has the EPA or the State made a finding that re-entrained road dust is a significant contributor to the PM mobile emissions or has an applicable implementation plan (or implementation plan submission) establish an approved (or adequate) budget that includes re-entrained road dust as part of a $PM_{2.5}$ reasonable further progress, attainment or maintenance strategy?	N	Re-entrained road dust is not included in the emissions analysis.
93.106(a)(2)(i)	Does the plan quantify and document the demographic and employment factors influencing transportation demand?	Y	Pages 5-8 of the conformity determination summarizes; population, employment, and households for the Metropolitan Washington D.C. area. These forecasts were based upon the Round 7.2a forecast.
93.106(a)(2)(ii)	Is the highway and transit system adequately described in terms of the regionally significant additions or modifications to the existing transportation network which the transportation plan envisions to be operational in the horizon years?	Y	Appendix A and B of the conformity determination lists the two amended projects and provides a description of the projects anticipated to be completed during the evaluation period of the conformity analysis.
93.108	Is the transportation plan fiscally constrained?		EPA is deferring to TPB and the States of Maryland and Virginia and the District of Columbia's transportation agencies who have determined that the plan is fiscally constrained.

93.113(b)	Are TCM's being implemented in a timely manner?	Y	All the TCMs listed in the Phase II Attainment Plan for the Metropolitan Washington D.C. area were implemented. The latest information regarding TCMs and other implementation plan measures effectiveness has been used.
93.118	For areas with SIP Budgets: is the Transportation Plan, TIP or Project consistent with the motor vehicle emissions budget(s) in the applicable SIP?	Y	On September 21, 2009, EPA declared adequate mobile emissions budgets contained in the 2008 Reasonable Further Progress Plans for Maryland, Virginia and the District of Columbia. Therefore, those mobile budgets are the applicable budgets to be used in this conformity determination. All three of these attainment mobile budgets are identical. 2008 Mobile Budget: 2010 Analysis 70.8. T/D (VOC) 65.8 T/D (VOC) 159.8 T/D (NOx) 137.6 T/D (NOx) 2008 Mobile Budget 2020 Analysis 70.8. T/D (VOC) 40.0 T/D(VOC) 159.8 T/D (NOx) 45.4 T/D (NOx) 2008 Mobile Budget 2030 Analysis 70.8. T/D (VOC) 37.3 T/D(VOC) 159.8 T/D (NOx) 32.7 T/D (NOx)

Evaluation of the Amended 2009 Constrained Long Range Plan and the FY2010-2015 Metropolitan Washington Transportation Improvement Program			
CRITERIA APPLICABLE ONLY TO THE CLRP			
93.119	For areas without emission budgets: Does the Transportation Plan, TIP or Project demonstrate contribution to emission reductions?	Y	There are no $PM_{2.5}$ SIP budgets for the area, therefore an interim test of using the less than base year (2002) test analysis was conducted and the results are showed below. Under 93.109 (e), this interim test is permissible as the area had choice of either the less than base year test or build/no greater than build analysis for the area. The base year emissions are based on emissions modeling done by the TPB and agreed upon by the air agencies in the three jurisdictions and are shown as tons per year below. The analysis shows that the $PM_{2.5}$ non-attainment area passes the interim emissions test. 2002 Base Year: 1693 tpy (Direct PM), 100,000 tpy (NOx) — 2010 Analysis: 1030 tpy (Direct PM), 48,382 tpy (NOx) 2002 Base Year: 1693 tpy (Direct PM), 100,000 tpy (NOx) — 2020 Analysis: 710 tpy (Direct PM), 15,997 tpy (NOx) 2002 Base Year: 1693 tpy (Direct PM), 100,000 tpy (NOx) — 2030 Analysis: 719 tpy (Direct PM), 11,686 tpy (NOx)

Evaluation of the Amended 2009 Constrained Long Range Plan and the FY2010-2015 Metropolitan Washington Transportation Improvement Program			
CRITERIA APPLICABLE ONLY TO THE TIP			
93.102(b)(2)(iv)	Has the EPA and the State made a finding that NOx is an insignificant contributor to the direct mobile PM emissions or does any applicable implementation plan (or implementation plan submission) fail to establish an approved (or adequate) NOx budget as part of a $PM_{2.5}$ reasonable further progress, attainment or maintenance strategy?	N	NOx is included in the PM emission analysis.
93.102(b)(2)(v)	Has the EPA or State made a finding that VOCs, SOx or NH(3) as precursors to be a significant contributor to the mobile PM emissions or has an applicable implementation plan (or implementation plan submission) establish an approved (or adequate) budget for VOCs, SOx or NH(3) as part of a $PM_{2.5}$ reasonable further progress, attainment or maintenance strategy?	N	VOCs, SOx and NH(3) as precursors are not included in the emissions analysis.
93.102(b)(3)	Has the EPA or the State made a finding that re-entrained road dust is a significant contributor to the PM mobile emissions or has an applicable implementation plan (or implementation plan submission) establish an approved (or adequate) budget that includes re-rentrained road dust as part of a $PM_{2.5}$ reasonable further progress, attainment or maintenance strategy?	N	Re-entrained road dust is not included in the emissions analysis.

93.113(b)	Are TCM's being implemented in a timely manner?	Y	All the TCMs listed in the Phase II Attainment Plan for the Metropolitan Washington D.C. area were implemented. The latest information regarding TCMs and other implementation plan measures effectiveness has been used.
93.118	For areas with SIP Budgets: is the Transportation Plan, TIP or Project consistent with the motor vehicle emissions budget(s) in the applicable SIP?	Y	On September 21, 2009, EPA declared adequate mobile emissions budgets contained in the 2008 Reasonable Further Progress Plans for Maryland, Virginia and the District of Columbia. Therefore, those mobile budgets are the applicable budgets to be used in this conformity determination. All three of these attainment mobile budgets are identical. 2008 Mobile Budget: 2010 Analysis 70.8. T/D (VOC) 65.8 T/D (VOC) 159.8 T/D (NOx) 137.6 T/D (NOx) 2008 Mobile Budget 2020 Analysis 70.8. T/D (VOC) 40.0 T/D(VOC) 159.8 T/D (NOx) 45.4 T/D (NOx) 2008 Mobile Budget 2030 Analysis 70.8. T/D (VOC) 37.3 T/D(VOC) 159.8 T/D (NOx) 32.7 T/D (NOx)

93.119	For areas without emission budgets: Does the Transportation Plan, TIP or Project demonstrate contribution to emission reductions?	Y	There are no $PM_{2.5}$ SIP budgets for the area therefore, an interim test of using the less than base year (2002) test analysis was conducted and the results are showed below. Under 93.109 (e), this interim test is permissible as the area had choice of either the less than base year test or build/no greater than build analysis for the area. The base year emissions are based on emissions modeling done by the TPB and agreed upon by the air agencies in the three jurisdictions and are shown as tons per year below. The analysis shows that the $PM_{2.5}$ nonattainment area passes the interim emissions test. 2002 Base Year — 2010 Analysis 1693 tpy (Direct PM) — 1030 tpy (Direct PM) 100,000 tpy (NOx) — 48,382 tpy (NOx) 2002 Base Year — 2020 Analysis 1693 tpy (Direct PM) — 710 tpy (Direct PM) 100,000 tpy (NOx) — 15,997 tpy (NOx) 2002 Base Year — 2030 Analysis 1693 tpy (Direct PM) — 719 tpy (Direct PM) 100,000 tpy (NOx) — 11,686 tpy (NOx)

CONCLUSION

Pursuant to FHWA's December 15, 2009 request, we have reviewed the 8-Hour Ozone, Carbon Monoxide and $PM_{2.5}$ conformity determinations for the Amended 2009 Constrained Long Range Plan and the FY2010-2015 Metropolitan Washington Transportation Improvement Program prepared by the Metropolitan Washington Council of Governments, National Capital Region Transportation Planning Board. We have determined that the Amended 2009 Constrained Long Range Plan and the FY2010-2015 Metropolitan Washington Transportation Improvement Program meet the requirements of the federal conformity rule.

A PROPOSAL FOR A METROPOLITAN WASHINGTON REGIONAL BUS STOP IMPROVEMENT PROGRAM

Application for Funding from the Federal Transit Administration (FTA) Section 5309 Bus and Bus Facilities Livability Initiative Program Grants ("Livability Bus Program")

Submitted by
Washington Metropolitan Area Transit Authority (WMATA)

February 9, 2010

Artwork Credit: Easter Seals Project ACTION

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Available at
www.mwcog.org/transportation/committee/committee/documents.asp?COMMITTEE_ID=98)

1.0 EXECUTIVE SUMMARY

The Washington Metropolitan Area Transit Authority (WMATA) is submitting this grant application for a new Regional Bus Stop Improvement Program in the Washington, DC, metropolitan region. WMATA developed the application to respond to the Federal Transit Administration (FTA) Section 5309 Bus and Bus Facilities Livability Initiative Discretionary Program Grants ("Livability Bus Program") that was announced on December 8, 2009 in the Federal Register. The proposed Regional Bus Stop Improvement program would provide a direct infusion of needed funds for capital improvements to improve accessibility and provide additional transportation options for traditionally transportation disadvantaged populations in the metropolitan Washington area, including the economically disadvantaged people, older adults, people with disabilities, limited English speaking persons, and those with limited access to vehicles.

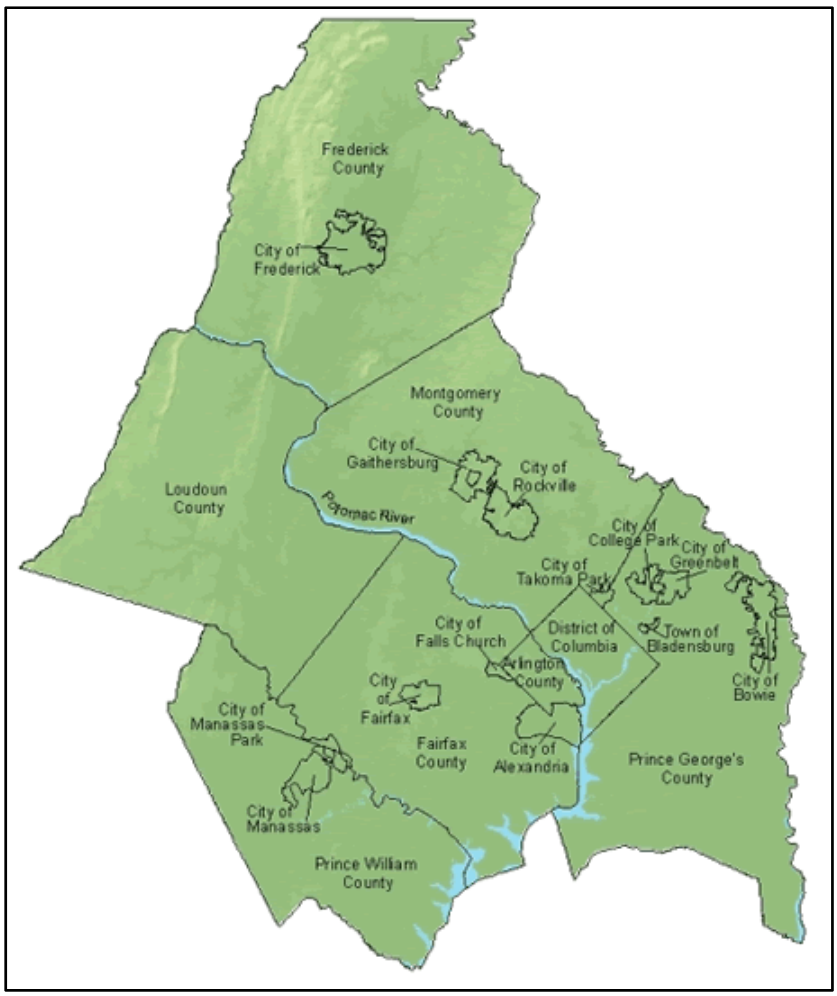
This proposal is requesting **$13,387,446** in federal funding from the Livability Bus program, for a total program cost of **$16,734,307**which WMATA will provide to local governments to implement the bus stop improvements.

1.1 Regional Context

The Washington, DC metropolitan area encompasses the District of Columbia and the surrounding suburbs in Northern Virginia and Suburban Maryland. The region is home to more than 5 million residents and nearly 3.5 million jobs, making it the 9th largest metropolitan area in the nation, according to 2008 census population estimates[1]. The seat of the national government, the District of Columbia alone receives 22 million visitors annually.

The Washington Metropolitan Area Transit Authority (WMATA) serves a population of 3.4 million within a 1,500-square mile jurisdiction. Metrorail serves 86 stations, has 106 miles of track and serves over 200 million passenger trips annually. Metrobus serves the nation's capital 24 hours a day, seven days a week with 1,500 buses providing over 130 million passenger trips annually. WMATA began its ADA paratransit service, MetroAccess, in 1994;

Figure 1.1 The Metropolitan Washington Region



it provides approximately 1.5 million trips per year to people with disabilities. WMATA has over 10,000 employees operating a heavy rail fleet of over 1,100 rail cars, over 1,500 buses and over 300 vans and sedans to serve MetroAccess customers.

The Washington region has a comprehensive bus transit system including Metrobus, operated by WMATA, and 13 local bus systems operated by city and county governments. These 13 bus transit operators in the region provide approximately forty-five percent of all the region's transit trips.[2] Bus systems have a much greater reach than Metrorail, and provide lower-cost, flexible service that can be implemented quickly. Furthermore, bus services complement the Metrorail system by providing feeder service to stations, and by serving as a substitute for Metrorail in highly congested rail corridors.

Transportation planning at the regional level is coordinated in the Washington area by the National Capital Region Transportation Planning Board (TPB), which is composed of representatives of the transportation agencies of the State of Maryland, the Commonwealth of Virginia, and the District of Columbia, local governments, WMATA, the Maryland and Virginia General Assemblies, and members from the Metropolitan Washington Airports Authority (MWAA) and federal agencies. Established in 1965, the TPB is the official Metropolitan Planning Organization (MPO) designated by the federal government to carry out the comprehensive regional transportation planning process.

1.2 Project Overview

Environmental barriers prevent persons with disabilities from using the bus. Also important is the placement of the schedule, which this passenger cannot read from his wheelchair.

WMATA and TPB have collaborated with local city and county governments to put together a comprehensive program to improve bus stops in economically distressed areas. These improvements are needed to help persons with disabilities, those with limited-income, and people with limited English skills access the bus system in the metropolitan Washington region. The TPB worked closely with city and county government staff to identify bus stop locations that met livability criteria based on principles from the DOT-HUD-EPA Partnership for Sustainable Communities. The criteria included locations of public housing, enterprise zones, Community Development Block Grants (CDBG), state/local economic development projects and improvements that will lessen the dependency on the single-occupancy vehicles.

Bus stops are a critical but often overlooked component of a successfully integrated transit system. On an average weekday, 630,000 boardings occur on the bus system, which is significant considering that the Metrorail average weekday ridership is approximately 750,000 boardings. MetroAccess, the ADA paratransit system, provides trips for persons with disabilities who are unable to use bus or rail, is experiencing significant growth in customers and trips. This increasing demand is occurring in a time of shrinking revenues,

resulting in mounting concerns in the ability of MetroAccess to sustain current service levels. One of the reasons some people with disabilities are unable to use the fixed route system is the presence of environmental barriers that prevent them from getting to a bus stop. Environmental barriers include the lack of connecting sidewalks, pedestrian ramps, landing pads, or trash receptacles and newspaper boxes that block access to the bus entrance. Twenty-two percent of riders access the Metrorail system via bus.[3] Therefore, inaccessible bus stops can also make Metrorail inaccessible for people with disabilities. By removing these environmental barriers, MetroAccess customers will have more transportation choices – both the Metrobus and Metrorail system – and the opportunity for greater levels of freedom and mobility.

Furthermore, bus stop amenities draw passengers of all abilities to ride the bus. Bus stop improvements and their benefits include (1) lighting, which improves safety, (2) shelters, which provide protection and comfort, (3) benches, which provide comfort and convenience, and (4) real-time information, which provides convenience, predictability, and decision-making support. All of these improvements individually and collectively provide substantial enhancements to the bus riding experience, and promote the use of bus as an attractive, safe and convenient form of transportation for users of all ages, abilities, and incomes.

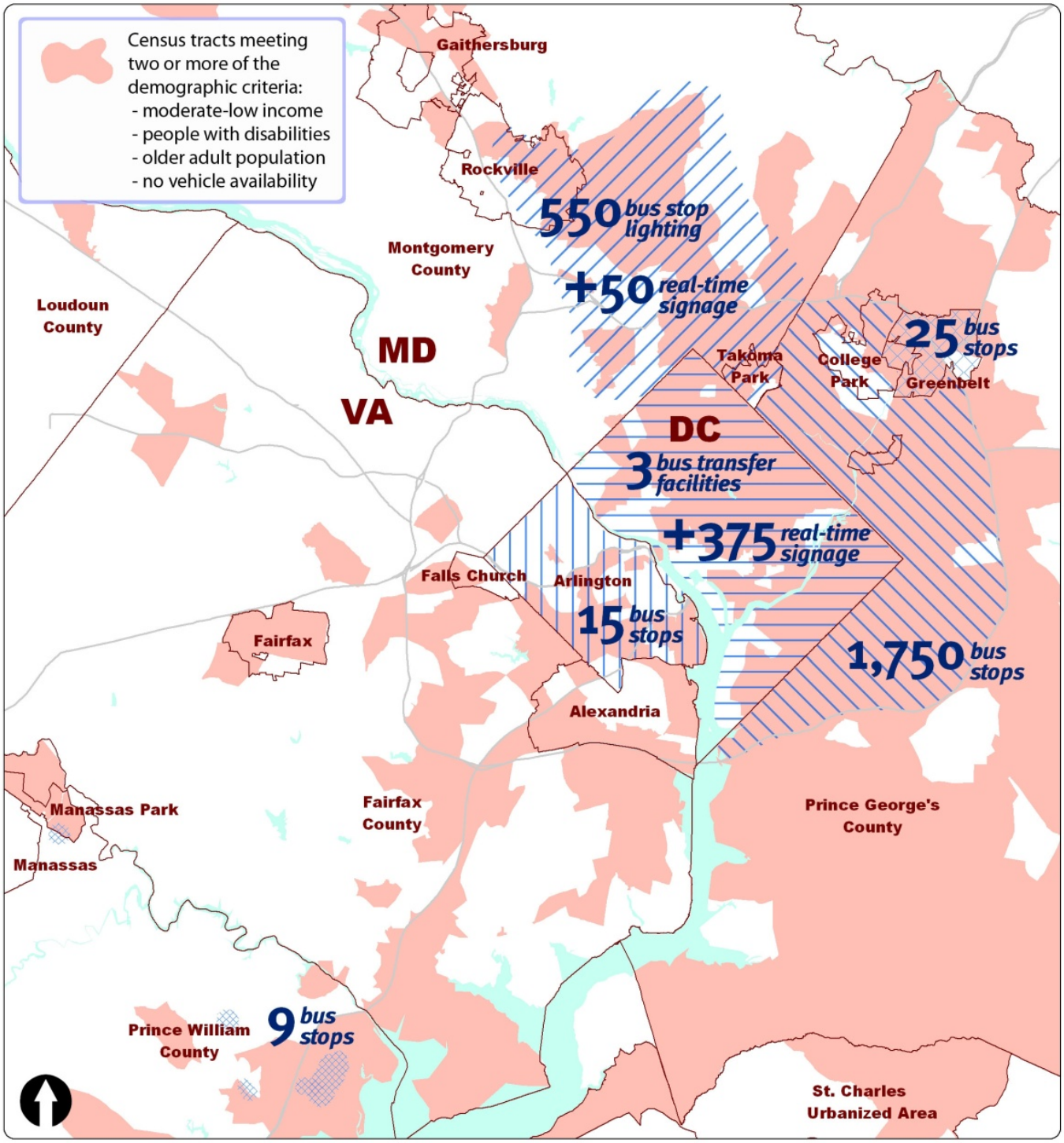
Myth: Only a small percentage of users will benefit from bus stop accessibility improvements.

Fact: Accessibility improvements enhance bus usability for all riders including people with a range of disabilities, people carrying packages or luggage, or pushing children in strollers.

-From the "*Toolkit for the Assessment of Bus Stop Accessibility and Safety". Easter Seals Project ACTION.*

Local governments are key partners in the project proposed in this grant application. The majority of the 20,000 bus stops in the metropolitan region are owned by local governments (WMATA owns and maintains the shelters and stops located at Metrorail stations as well as a small number in various jurisdictions). As a result, local agencies are the best vehicle for implementing the bus stop improvements. This program proposes site improvements at approximately **2,800** bus stops. Figure 1.2 identifies the general location of the proposed improvements to be made within six jurisdictions– Washington, DC; Arlington and Prince William counties in Virginia; and Montgomery and Prince George's counties and the City of Greenbelt in Maryland. Table 3.1 provides more details on the improvements. The proposed Regional Bus Stop Improvement Program totals **$16,734,307**, with a federal grant request of **$13,387,446.**

Figure 1.2: Locations and Improvements in the Regional Bus Stop Program



2.0 APPLICANT INFORMATION

The applicant is the Washington Metropolitan Area Transit Authority (WMATA), which was created by an interstate compact in 1967 to plan, develop, build, finance and operate a balanced regional transportation system in the metropolitan Washington area. The Recipient ID is 1398.

2.1 Points of Contact

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2.2 Description of Capacity to Implement the Project

WMATA has a strong technical, legal and financial capacity to implement the Regional Bus Stop Improvement Program. WMATA will draw from many different departments within the agency as well as work closely with the local city and county government agencies that will implement the various components of the project

WMATA is a regional body, corporate and politic, organized pursuant to Public Law 89-774, 80 Stat. 1324; Maryland Acts of General Assembly, Chapter 869-1965; Virginia Acts of Assembly, Chapter 2-1966; and Resolution of D.C. Board of Commissioners adopted November 15, 1966. WMATA has the legal capacity to implement the projects described in this application and is eligible and authorized under Section 12 of the WMATA Compact to request, receive and spend FTA funds to administer FTA-assisted projects.

The staff of WMATA's Bus Planning office (BPLN) is composed of professionals in bus service planning and bus stop amenities. BPLN has individuals who possess the knowledge and ability to work with jurisdictional civil and construction engineers to bring projects to completion in a timely manner and within the overall intent and in accordance with grant requirements. The office is divided into three functional areas, one of which is specifically charged with enhancing the customer experience and bus stop amenities. For additional support, the office will also hire a bus stop manager position with the direct task of overseeing the grants implementation.

Effective Grants Management is the vehicle for administering all federal and local grants that the Authority receives, including formula and discretionary programs. WMATA Grants Management staff is well versed in the federal process and regulations, and will provide legal, financial, and technical guidance from FTA to all potential subrecipients. The subrecipient agreements will be

written to affirm that all parties agree to adhere to FTA grant execution and reporting requirements.

3.0 PROPOSED PROJECT

The project proposed in this grant application is a Regional Bus Stop Program in the Washington, DC, metropolitan area. The grant would provide a direct infusion of needed funds for capital improvements at approximately 2,800 bus stops to improve accessibility and provide additional transportation options for traditionally transportation disadvantaged populations in the metropolitan Washington area, including economically disadvantaged people, older adults, people with disabilities, limited English speaking persons, and those with limited access to vehicles.

3.1 Project Need

The bus system provides an essential, affordable service to the region's residents, evidenced by spikes in service during times of soaring gas prices and economic uncertainty. It has also provided a viable alternative for travelers as roadways have become increasingly congested. This proposed Regional Bus Stop Improvement Program seeks to augment this already successful system with an even greater ability to provide an increasing numbers of residents, particularly those in need, with affordable, accessible and high quality travel options.

Of the 20,000 bus stops in the metropolitan Washington region, at least one-third of the stops are not accessible to people with disabilities. A recently-completed study by WMATA identified at least 6,500 bus stops in the WMATA service area that are not accessible to people with disabilities. These bus stops may be missing sidewalk connections, curb ramps, landing pads for wheelchairs or have slope issues making them unusable for people with disabilities.

The Regional Bus Stop Improvement Program will target bus stops such as this one in Prince George's County, MD and replace or add shelters, signage and improve sidewalk connectivity and install pedestrian ramps for people in wheelchairs.

Directly related to this need, the TPB Access for All (AFA) Advisory Committee – the committee responsible for advising the TPB on transportation issues, programs, policies, and services that are important to low-income communities, minority communities, and people with disabilities – has stated that many people with limited incomes, including people with disabilities and older adults, rely solely on bus

service to meet their daily travel needs because (1) Metrorail fare is simply too expensive for them, and (2) other modes of travel are not feasible options for them. Therefore, it is crucial that the bus system be fully accessible to accommodate these people who depend so heavily on this system for their work and other daily travel needs.

The AFA recognized that this proposed Regional Bus Stop Improvement Program will enable important improvements that ensure bus riders have access to bus stops, shelters, and better information about bus service, including real-time arrival information.

The benefits of this project will be shared across the region, with significant improvements planned for the region's core, as well as inner and outer suburban jurisdictions. Region-wide accessibility improvements to bus stops that are identified as a priority, and are relatively low cost and easily scalable, have the potential to make permanent, placemaking improvements in areas of need.

3.2 Project Components

This application for a Regional Bus Stop Improvement Program includes eight components that work together to enhance the accessibility of the region's bus stops and improve the livability of the communities where they would be implemented. Each component focuses on necessary improvements identified in the given jurisdiction, but taken collectively these eight components will improve the accessibility of the region's bus system.

The eight proposed components fall within six jurisdictions in the metropolitan Washington region – Washington, DC; Arlington and Prince William County, VA; and Montgomery and Prince George's County and the City of Greenbelt, MD. Specific improvements include creating accessible pathways and sidewalks; installing bus shelters; improving lighting; providing signage, benches and trash receptacles; and providing real-time bus arrival information for riders. The proposed Regional Bus Stop Improvement Program totals **$16,734,307 and** identifies approximately **2,800 sites** for improvements, with a federal grant request of **$13,387,446.** Below is a description of each component.

Component 1: Rehabilitation of Bus Transfer Facilities (Washington, DC)
This component focuses on the rehabilitation of bus transfer facilities at three Metrorail stations – Anacostia, Brookland and Fort Totten – sponsored by the District of Columbia Department of Transportation (DDOT) and constructed by WMATA. The bus transfer facilities at these stations have had few improvements and little rehabilitation work in the last 10 years. DDOT proposes spending roughly $250,000 per station to replace and add bus shelters, replace and add seating, install energy efficient lighting, install NextBus real time bus information screens, provide trash receptacles, install updated bus route maps, replace and improve bus signage, repair sidewalks and repaint crosswalks. This project includes the rehabilitation of 14 bus bays at Anacostia, 9 bus bays at Brookland and 9 bus bays at Fort Totten.

Table 3.1 Project Components

	Project Component	Congressional District	Total	Federal Request	# of Stops	Description
1	Rehabilitation of Bus Transfer Facilities *Washington, DC*	DC 1st	$750,000	$600,000	3+	Rehabilitation of bus transfer facilities at 3 Metrorail stations.
2	Pathway Accessibility to Transit *Arlington County, VA*	VA 8th	$275,000	$220,000	15	Provide accessible sidewalks, ramps, concrete pad, shelter, bench, trash receptacle, landscape improvements.
3	Shelter and Sidewalk Enhancements *Prince William County, VA*	VA 1st VA 11th	$103,000	$82,400	9	Provide bus shelters to 7 stops; extend sidewalks to 2 stops.
4	Lighting Enhancements *Montgomery County, MD*	MD 4th MD 8th	$4,125,000	$3,300,000	550	Provide lighting to improve pedestrian safety.
5	Bus Stop Reinvestment and Upgrades *Prince George's County, MD*	MD 4th MD 5th MD 8th	$7,947,500	$6,358,000	1,750	Bus stop signage, shelters, trash can placement, benches, improved lighting and sidewalk and curb access improvements.
6	Upgrade to ADA Standards *Greenbelt, MD*	MD 5th	$96,400	$77,120	25	Installation of bus shelters, concrete pads, and ramps.
7	ITS - NextBus Technology *Washington, DC*	DC 1st	$1,500,000	$1,200,000	375	Installation of real time bus arrival signs in District-owned bus shelters.
8	ITS - Automated Transit Information System Technology *Montgomery County, MD*	MD 4th MD 8th	$1,450,000	$1,160,000	50	Real time bus arrival information will become available to the Ride-On passengers on signs, the web, and cell phones.
	Project Administration , *WMATA (3.0%)**		$487,407	$389,926	--	
	Total		**$16,734,307**	**$13,387,446**	**2,777**	
	Local Match (20% of Project Total)			**$3,346,861**		

*This item includes 0.97% for project management costs and 2.03% for program administration costs. Appendix 7 includes the FTA Indirect Cost Rate Approval letter.

Component 2: Pathway Accessibility to Bus Transit (Arlington County, VA)

Arlington Transit will make improvements including the creation of accessible pathways to 15 existing high-priority bus stops at various locations throughout Arlington County, VA. Based on ridership, safety and accessibility, the County previously identified 100 high-priority bus stops for improvements. The improvements to these stops are currently undergoing environmental review in accordance with the requirements of the National Environmental Policy Act (NEPA),

but the County lacks sufficient funds to make improvements to all 100 high priority stops. The 15 bus stops improved by this component will be selected from the existing pool of priority stops based upon the proximity to origins and destinations for MetroAccess and STAR paratransit users and other targeted criteria. Pathway accessibility to bus stops will provide paratransit users the choice of independently using fixed route transit while increasing the attractiveness of transit to the general public. Improvements will include new bus shelters, benches, trash receptacles, signs, concrete pads, sidewalks, curb ramps, bulb outs and bus bays.

Component 3: Shelter and Sidewalk Enhancements (Prince William County, VA)
The Potomac and Rappahannock Transportation Commission (PRTC) proposes to improve 9 bus stops in areas of Prince William County, VA with high concentrations of transit dependent and limited English speaking populations. Improvements include the installation of 7 new bus shelters and extended sidewalks to 2 existing bus shelters to enhance their accessibility.

Component 4: Lighting Enhancements (Montgomery County, MD)
Montgomery County has a bus stop improvement program that has been successful in making approximately 1,500 stops more accessible, convenient and attractive to users. Bus stop enhancements have included items such as sidewalk connections, improved pedestrian access, pedestrian refuge island and other crossing safety measures, and paved passenger standing areas and other safety upgrades; however, the current bus stop improvement program does not include adding bus stop lighting. This component will add lighting to 550 bus stops to improve the safety and comfort of transit users in target priority areas and corridors where bus stop improvements will best enhance livability. These include areas with high concentrations of both low income residents and crime, and also where bus use is high.

Component 5: Bus Stop Reinvestment and Upgrades (Prince George's County, MD)
This component represents a complete reinvestment in bus stop and shelter improvements in targeted urban areas within Prince George's County, MD, including bus stop signage, shelters at high usage stops, trash can placement, benches at medium usage stops, improved lighting and complementary sidewalk and curb access improvement. The County has approximately 4,200 bus stops and approximately 40 percent or 1,750 will be targeted for some type of improvement.

Component 6: Upgrading Bus Stops for Accessibility (City of Greenbelt, MD)
The City of Greenbelt has approximately 150 bus stops located within its boundaries, and of those, only 34 have bus shelters; most of these are not fully accessible. This component proposes the upgrade of 25 high-usage bus stops located in various areas of the city that are not currently accessible. Proposed improvements include new bus shelters, new concrete landing pads, accessibility improvements to existing bus shelters and landing pads, and new curb ramps.

Component 7: ITS – NextBus Technology (Washington, DC)
The WMATA NextBus system is fully in place, but currently only available to those riders with computers, cell phones, or internet-enabled smartphones. The installation of real-time signage within District bus shelters (which are all pre-wired for NextBus sign installation) will enable persons without access to mobile technology to know when buses will arrive and reduce their out-of-vehicle wait times, thus making riding the bus a more convenient and attractive option. Under this component, NextBus signs are proposed for installation at 375 bus shelters in the District of Columbia.

Component 8: ITS – Automated Transit Information System (Montgomery County, MD)
Real time bus arrival information allows the public to make informed decisions concerning their mode of transportation as well as increase satisfaction with public transit. This component will enhance integration of Automated Transit Information System (ATIS) subsystems into Ride-On's Computer Aided Dispatch/Automatic Vehicle Location (CAD/AVL) system by providing information technology solutions to allow for better operations of the transportation network and information dissemination to all Ride On passengers. As a result of these upgrades, real-time bus arrival information will be made available to Ride On passengers on signs, the internet, on cell phones and through the use of the phone system utilizing voice integrated response. ATIS signs are proposed for installation at 50 bus stops in areas that benefit transit-dependent and limited-English speaking communities.

4.0 HOW THE PROJECT MEETS THE EVALUATION CRITERIA

4.1 Demonstrated Need for Resources

The proposed Regional Bus Stop Improvement Program would provide needed funds for capital improvements at approximately 2,800 bus stops to enhance accessibility and provide additional travel options for traditionally transportation-disadvantaged populations in the metropolitan Washington area.

Improvements to create functionally accessible bus stops will allow some MetroAccess and other paratransit users to utilize fixed route bus service to accomplish some of their travel needs, instead of relying solely on paratransit service. Therefore, not only do these proposed accessibility improvements provide a greater level of independence to some current paratransit users, but they also allow paratransit providers to focus more of their limited resources on providing high-quality service for paratransit users who cannot use fixed service transit. This is important because the cost of providing paratransit service is relatively high compared with the cost of providing fixed route service, therefore these accessibility improvements would relieve some of the financial strain placed on paratransit service providers. In the metropolitan Washington region, this is particularly significant because MetroAccess use has been rising steadily and is forecast to increase substantially in the years to come.

From within their strained budgets, jurisdictions participating in this grant application have identified local and state funds to be used in conjunction with the federal funds available through the FTA Livability Bus Grant Program to provide major improvements to the accessibility of the region's bus system, signaling that the improvement of bus stops in the metropolitan Washington region is a high priority. Importantly, these improvements will facilitate access to work and school, as well as other daily travel destinations, including doctor's appointments, grocery shopping and other errands. Increasing the accessibility of bus stops across the region will promote greater independence for people with disabilities, while also providing benefit to all bus users, and improving the livability of communities across the region.

4.2 Project is a Regional Planning Priority

4.2.1 *Access for All Advisory Committee and the Coordinated Human Service Transportation Plan*

The TPB established the Access for All (AFA) Advisory committee to provide input in the metropolitan transportation planning process on issues and services important to low-income communities, minority communities, and persons with disabilities. The AFA has identified bus stop improvements as a regional need for low-income communities and persons with disabilities. Specifically, the AFA has made the following recommendations:

- Prioritize bus stop improvements in areas with the highest concentrations of poverty and where bus use is also high;
- Redesign existing bus stops in a way that safely accommodates the widest range of potential users, including people with disabilities and limited-English speakers; and
- Provide comprehensive information (i.e. maps and schedules) at bus stops that is easy to understand for both English and non-native English speakers.

Member organizations of the AFA submitted letters of support for this proposed Regional Bus Stop Improvement Program exhibiting the importance of this project to the AFA. Appendix 6 includes letters from the Coalition for Smarter Growth, the Association for the Advancement of Retired Persons (AARPs) of Maryland, Virginia and Washington, DC, Multicultural Community Service, DC Language Access Coalition, and the National Multiple Sclerosis Society National Capital Chapter, and the ENDependence Center of Northern Virginia.

In addition, the TPB's Coordinated Human Service Transportation Plan[4], the document that guides the annual solicitation for Job Access Reverse Commute (JARC) and New Freedom projects, identified improved pedestrian access and infrastructure at rail stations and bus stops as an unmet transportation need. The Regional Bus Stop Improvement Program is designed to address these unmet needs identified by both the AFA and the Coordinated Human Service Transportation Plan.

4.2.2 *Regional Bus Stop Inventory*

Over the past several years, WMATA and its local partners have collected information for the nearly 20,000 bus stops served by multiple operators in the region. Data collected includes information on safety, accessibility, maintenance, operations and amenities, as well as photos of each stop. Each stop also received a unique identification number that ties together different data sets maintained by each operating entity. The data is housed in an Access database, with ongoing maintenance occurring at the regional and jurisdictional level. WMATA staff routinely uses the data in planning activities, and is able to identify stops with infrastructure deficiencies.

Locally, jurisdictions use the WMATA database to identify and prioritize improvements as well. For example, Prince George's County recently received a grant to prioritize stop improvements near rail stations; Arlington County has created a Top 100 list that identifies the highest priority stop locations; the City of Alexandria is using data to guide stop replacement when development

occurs; and, the District of Columbia Mayor's Office on Disability Rights has used the information to identify bus stop improvement needs around government-owned buildings.

4.2.3 *MPO Endorsement*

The National Capital Region Transportation Planning Board (TPB), the Metropolitan Planning Organization (MPO) for the Washington D.C. region, endorsed the proposed Regional Bus Stop Improvement Program on January 20, 2010. The resolution with the endorsement is included in Appendix 2.

4.3 Livability

4.3.1 *Transportation Benefits*

Improving Existing Transportation Options*:* The Regional Bus Stop Improvement Program emphasizes accessibility improvements to bus stops in key areas where there are high concentrations of older adults, persons with disabilities, persons with limited access to vehicles, and low-income individuals. For these populations, relying on public transportation is in many ways a necessity of daily life. At the same time, according to a Bus Stop Inventory conducted recently by WMATA, many of the bus stops identified in these key areas are not functionally accessible. Consequently, accessing public transit presents a significant challenge.

To address these regional challenges with a coordinated approach, this bus stop improvement program identifies accessibility improvements to approximately 2800 stops in key areas that serve these identified populations, including areas with affordable housing, public housing and accessibility improvements. The program will include improvements such as adding sidewalks and pedestrian paths; installing concrete landing pads, ramps, bus shelters and seating; enhancing lighting and signage; and providing real-time bus arrival information. Making bus stops more accessible will significantly improve existing transportation options for people who may have previously had difficulty accessing the bus at all, and will result in less reliance on other modes of travel

Providing More Convenient Transportation Options: This program also enhances user mobility by offering convenience for users through the installation of real-time information displays at 425 bus stops with high ridership. These improvements – Automated Transit Information System (ATIS) and NextBus technology – will provide real-time bus arrival information to passengers through signage at bus stops, the internet, and cell phones. Straightforward access to this information reduces the mystery of headway timing for passengers, allowing passengers to more accurately plan trip time. As a result, riding the bus will become more predictable, thereby making it a more convenient transportation option for users.

***Advancing Mobility*:** By enhancing intermodal connections between residential and commercial areas, this Regional Bus Stop Improvement Program will also advance user mobility. This project includes rehabilitating the Anacostia, Fort Totten and Brookland stations, three major intermodal transfer stations that serve, on average, approximately 21,000 weekday riders. Such comprehensive rehabilitation includes replacing and adding bus shelters, replacing and adding seating, installing energy-efficient lighting, updating bus-route maps, repairing sidewalks, and repainting crosswalks. Given that the 2007 WMATA Rail Passenger Survey noted that approximately 47% of the customers at these three rail stations arrive by bus, the proposed comprehensive improvements will enhance bus-to-rail, rail-to-bus, and bus-to-bus transfers for approximately 11,200 weekday riders. By making transfer centers safer, walkable, and more efficient, the Regional Bus Stop Improvement Program will advance regional mobility, connecting users from residential to commercial areas of the region in a safe, efficient, and sustainable way.

4.3.2 *Livability Benefits*

In addition to bestowing transportation benefits, the Regional Bus Stop Improvement Program will have lasting benefits as they relate to livability. The livability benefits of this program are consistent with principles outlined by the DOT-HUD-EPA Partnership for Sustainable Communities, and will have a positive impact on the qualitative measures of community life throughout the Metropolitan Washington region. These benefits include:

- Providing more transportation choices
- Valuing communities and neighborhoods
- Supporting existing communities
- Enhance economic competitiveness
- Coordination of policies

Providing More Transportation Choices: This program outlines a mechanism for providing accessibility and transportation services to economically disadvantaged populations throughout the region. In targeting areas within the region to focus improvements, WMATA worked in conjunction with TPB to analyze demographic data from the US Census and the HUD Neighborhood Stabilization Program to ascertain areas within the region with the most need. Map 1 (Appendix 1) illustrates locations of identified functionally-inaccessible bus stops as well as areas with high concentrations of persons with disabilities, older adults, persons with limited vehicle availability, and middle-to-low income households. By targeting these areas for bus stop improvements, this program delivers accessibility and transportation services to traditionally disadvantaged populations within the region, thereby providing high-quality transportation options to users in need of them.

***Valuing Communities and Neighborhoods*:** Accessibility improvements will also provide permanent, placemaking benefits to many of the region's neighborhoods. The benefits outlined in this program are a result of collaboration among

six jurisdictions within the region, yet specific improvements such as the addition of bus shelters, lighting, way-finding, and curb access will all be constructed in accordance with plans and objectives of the jurisdiction that owns the identified bus stop. Consequently, the lasting impact of each individual improvement will be consistent with the character of the immediate surrounding neighborhood.

Supporting Existing Communities: In addition to making improvements that are consistent with local planning guidelines, this program also coordinates transportation and land-use planning at both a local and regional scale to support existing communities. In many ways, the Regional Bus Stop Improvement Program is an extension of TPB's flagship livability initiative, known as the Transportation/Land-Use Connection (TLC) Program. Since its inception in 2007, The TLC Program has facilitated the integration of transportation and land-use at the community level for jurisdictions in the Metropolitan Washington Region, and serves as a catalyst for enhancing planning efforts linking transportation and land-use, and improving the efficiency of public works and investments. More than 20 TLC projects have addressed challenges associated with bus accessibility, and many projects have centered on transit-oriented development, pedestrian safety, walkable neighborhoods, and "complete streets." A Regional Bus Stop Improvement Program serves a shared goal outlined by both the TLC Program and the DOT-HUD-EPA Partnership for Sustainable Communities: integrating transportation and land-use as a measure to supporting existing communities.

Enhance Economic Competitiveness: A Regional Bus Stop Improvement Program will also enhance the economic competitiveness of the metropolitan Washington region. Through providing intelligent transportation systems (ITS) improvements at 425 bus stops, this program will supply real-time arrival information to passengers, resulting in more reliable and timely access to employment centers, educational opportunities, services, and other basic needs. This, combined with improving existing transportation options, will result in increasing the economic competitiveness of the Metropolitan Washington Region by enhancing the bus as a convenient, consistent, and dependable means of transportation that moves the region's workforce where it needs to go safely and efficiently.

Coordination of Policies: Finally, this program is the result of a major collaborative effort between several local governments, WMATA, and the TPB. Participating jurisdictions identified specific project improvements as well as the requisite local match, and will be working with WMATA to implement the improvements. Accordingly, the Regional Bus Stop Improvement Program has and will continue to serve as a means to coordinate policies and increase accountability and effectiveness at all levels of government. Consistent with the DOT-HUD-EPA Partnership for Sustainable Communities, this program has already created bridges for collaboration between local jurisdictions, the TPB, and WMATA, and will advance these inroads through a fully funded Regional Bus Stop Improvement Program if awarded.

4.4 Other Evaluation Criteria

4.4.1 *Sustainability*

Reduces Reliance on Autos and Improves Pedestrian Environment

The bus stop improvements will reduce reliance on automobile travel, and improve the walkable environment of many communities in the metropolitan Washington region. Respondents to a 2008 Regional Bus Survey noted they used more than 13 different modes (including walking, bicycle, taxi, car and wheelchair) to access the bus system. The majority of respondents reported walking to access the bus. However, the disabled community reported a low walking mode choice. Although all Metrobus vehicles are accessible to people with disabilities, more than half of the 12,000 bus stops in the WMATA service area are considered functionally in-accessible for people with disabilities. The components in this grant will connect missing sidewalks, provide shelter and landing pads, support real-time bus arrival information and provide better lighting at stop locations, all of which support a more walkable and accessible transportation network and reduce the reliance on automobile travel. The shelters are long lasting, low maintenance with glass roofs and capable of incorporating solar panels. Adjacent streetscape work includes the addition of trees and other greenery.

By providing safe and convenient access for all riders, including riders with disabilities, the system provides a necessary link between home, work, and play without adding cars to the region's congested roads. It is expected that the Regional Bus Stop Improvement Program will increase ridership by five percent by providing access for persons who were previously unable to use the bus stops, and by attracting riders who currently drive through the installation real-time information displays.[5]

Improves Environmental Efficiency and Reduces Greenhouse Gases

WMATA currently has approximately 1,500 buses fueled by a combination of compressed natural gas, advanced technology diesel, and diesel-electric hybrid buses. About 45 percent of WMATA's fleet is composed of clean technology, low-emission vehicles. By using advanced engines, fuel and exhaust treatments, WMATA greatly reduces fleet emissions and fuel consumption. CNG-fueled buses decrease WMATA's diesel fuel usage by over 4.5 million gallons annually and eliminate more than 90 percent of carbon monoxide and particulate matter emissions and approximately 50 percent of nitrogen oxide emissions. The advanced technology diesel buses enable WMATA to reduce more than 67 percent of nitrogen oxide emissions and 50 percent of particulate matter emissions. The diesel-electric hybrid buses decrease WMATA's diesel fuel consumption by more than 50,000 gallons annually and reduce more than 90 percent of carbon monoxide, particulate matter and hydrocarbon emissions, and more than 67 percent of nitrogen oxide emissions.

The Regional Bus Stop Improvement Program provides environmental benefits primarily from shifting trips that were previously made by auto to a transit system that has demonstrated environmental benefits, as previously described. As Table 4.1 indicates, the bus stop improvement program in aggregate is estimated to eliminate more than 59,800,000 daily Vehicle Miles of Travel (VMT) by the end of the twenty-year period (2012 to 2031). This

translates into more than 20,000 tons of Carbon Dioxide (CO20 and a fuel savings of $8.3 million over the twenty-year period.

Table 4.1: Estimated Greenhouse Gas Reductions and Fuel Savings from the Regional Bus Stop Improvement Program

Summary, 20-Year Period (2012-2031)	
CO2 Reduced, tons	20,000
Value of CO2 Reduced	$1,020,000
Fuel Savings, gallons	2,490,000
Cost Savings to Residents from Fuel Savings	$8,300,000
Vehicle Miles of Travel (VMT) Reduced	59,800,000

*Assumes a 5% increase in transit ridership in three years. For other assumptions, see Appendix 3.

4.4.2 *Leveraging of Public and Private Investment*

For each of the project components, local or state funds are identified as a match to the FTA Livability Bus Program funds sought through this grant application. In choosing to participate in this grant application, jurisdictions identified funds from within their strained budgets to put toward improving bus stops in order to leverage the additional funds available through this grant program. In doing so, these jurisdictions seek to do more with their limited budgets in pursuit of creating a more accessible bus system and improving the livability of communities in the metropolitan Washington region.

Not only have jurisdictions prioritized funds for inclusion in this grant application, but they also selected areas for bus stop improvements that leverage other investments already committed to areas of need. Specifically, many of the project components include proposed improvements for areas that are slated for state or local economic development projects, contained within HUD Empowerment Zones, near Community Development Block Grant (CDBG) sites, and/or proximate to public or affordable housing (see Table 4.2). Pursuing bus stop improvements in areas of need that are receiving other investments related to housing and community development will multiply the benefit and impact that each investment offers individually.

Table 4.2: Leveraging Public and Private Investment

Public or Private Investment	Project Component
State/Local Economic Development Projects	1: Rehabilitation of Bus Transfer Facilities 5: Bus Stop Reinvestment and Upgrades 7: ITS – NextBus Technology
HUD Empowerment Zones	1: Rehabilitation of Bus Transfer Facilities 5: Bus Stop Reinvestment and Upgrades 7: ITS – NextBus Technology
CDBG Project Locations	2: Pathway Accessibility to Transit 6: Upgrade to ADA Standards
Affordable/Public Housing	1: Rehabilitation of Bus Transfer Facilities 2: Pathway Accessibility to Transit 7: ITS – NextBus Technology

4.4.3 ***Ready to Implement***

The project components in the Regional Bus Stop Improvement Program are all ready to implement, as shown in Table 5.2: Program Timeline. The majority of sites are in existing rights of way for sidewalks and bus shelters and there will be no substantial land acquisition or traffic disruption. Construction of passenger shelters is categorically-excluded under 23 CFR 771.117 (c) 8. Implementation and design plans are complete for all project components that require them, including initial design of facilities. Some state and local permits will be required to conduct the work but those permits can be obtained in time to begin work within 3 months of the grant award.

The funds identified as the local match by each submitting jurisdiction have been obligated and can be spent soon after the grant award. This is described further in the following section "Budget and Timeline".

As one of the largest transit agencies overseeing extensive regional bus and rail systems, WMATA possesses the depth and breadth of personnel and capabilities to successfully administer a project of this magnitude. These technical and administrative capabilities are described in greater detail in Section 2.2: Description of Capacity to Implement the Project.

5.0 BUDGET AND TIMELINE

5.1 Budget

This program for a Regional Bus Stop Improvement Program will cost a total of **$16,734,307.** Of this, the federal request is **$13,387,446**, and the remaining **$3,346,861** or 20 percent, will be matched through a variety of local sources. An overview line item budget that indicates key components of the project as well as the source for matching funds is indicated in Table 5.1, below. Each participating jurisdiction has identified a 20 percent match for its respective component of the Regional Bus Stop Improvements Program. WMATA has also identified an additional three percent match for overhead costs and project-related administrative expenses. A budget that provides further detail on each project element can be found in Appendix 4. Letters of commitment from each participating jurisdiction indicating financial support for its identified local match can be found in Appendix 5.

This application includes eight components that would collectively enhance the region's bus transit system and allow the region's most vulnerable populations to make complete door-to-door trips efficiently, sustainably, and affordably. Each component focuses on one specific area, and could stand alone, and be funded or implemented individually. Additionally, each component is readily scalable, and individual jurisdictions can easily implement more or fewer bus stop improvements.

Table 5.1: Summary Line-Item Budget and Source of Local Match

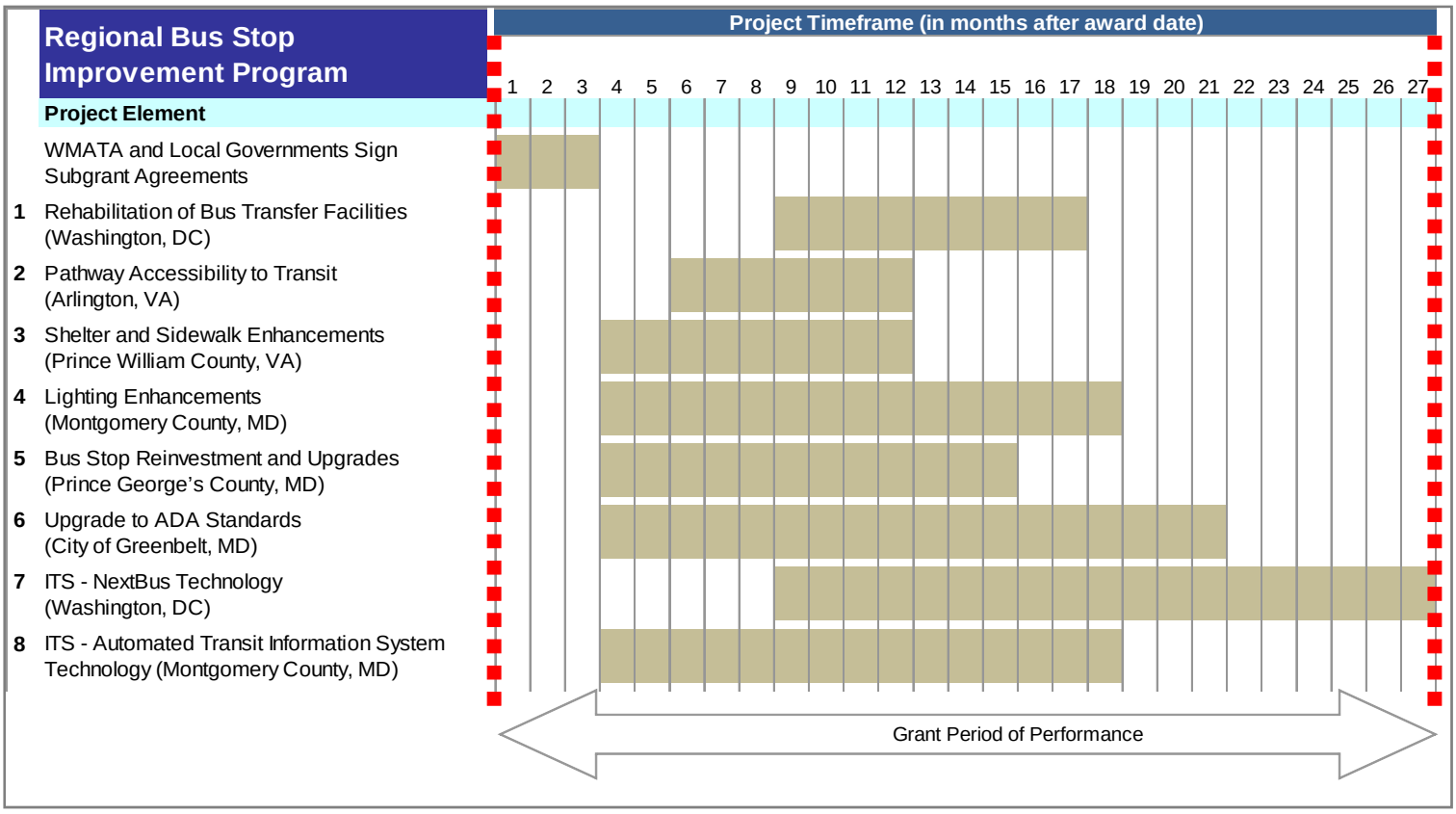
	Component 1: Rehabilitation of Bus Transfer Facilities	Component 2: Pathway Accessibility to Transit	Component 3: Shelter and Sidewalk Enhancements	Component 4: Lighting Enhancements	Component 5: Bus Stop Reinvestment and Upgrades	Component 6: Upgrade to ADA Standards	Component 7: ITS - NextBus Technology	Component 8: ITS - ATIS Technology	Project Admin. and Overhead*	
Jurisdiction	Washington, DC	Arlington County, VA	Prince William County, VA	Montgomery County, MD	Prince George's County, MD	City of Greenbelt, MD	Washington, DC	Montgomery County, MD	WMATA	**TOTAL**
Total Cost	$750,000	$275,000	$103,000	$4,125,000	$7,947,500	$96,400	$1,500,000	$1,450,000	$487,407	**$16,734,307**
Federal Share	$600,000	$220,000	$82,400	$3,300,000	$6,358,000	$77,120	$1,200,000	$1,160,000	$389,926	**$13,387,446**
Local Match (20%)	$150,000	$55,000	$20,600	$825,000	$1,589,500	$19,280	$300,000	$290,000	$97,481	**$3,346,861**
Source of Match	Unallocated D.C. Project Development Funding at WMATA	County Capital Funds	Capital Funds and State Grant	County Funds	County Mass Transit Account	Capital Projects Budget	Existing budget for NextBus transferred to WMATA	County Funds	WMATA funds	
# of Bus Stops	3+	15	9	550	1,750	25	375	50	--	**2,777**
Improvement Type										
Landing Pad		x			x	x				
Bus Shelter	x	x	x		x	x	x			
Lighting	x			x	x		x			
Amenities	x	x			x					
Sidewalks	x	x	x		x					
Pedestrian Ramps	x	x			x	x				
Bulb-Outs		x			x					
Signage	x	x			x		x	x		
Maps & Schedules	x				x		x	x		

*This item includes 0.97% for project administration costs and 2.03% for overhead costs. Appendix 7 includes the FTA Indirect Cost Rate Approval letter.

5.2 Project Timeline

The Regional Bus Stop Improvement Program includes eight cohesive components that, together, will enhance the accessibility of the region's bus stops and improve regional livability. As a whole, the Regional Bus Stop Improvement Program will begin immediately upon receipt of award. Within the first three months of award, WMATA will work with the six participating jurisdictions to formalize and complete subrecipient agreements. Once these agreements are official, the project partners will begin implementing their project components. Overall program implementation will take a total of 27 months to complete, including the initial three-month contracting phase with WMATA. Because each project component will be implemented by the jurisdiction that owns the land on which specific improvements will be made, each component will have an individual project timeframe. An overall program timeline is illustrated in Table 5.2.

Table 5.2: Regional Bus Stop Improvement Program Timeline



The Regional Bus Stop Improvement Program is characterized by 8 separate but related components, and each component has its own timeframe and a unique set of milestones. A more detailed outline of component timelines, including key milestones, is below.

1. **Rehabilitation of Bus and Bus Transfer Facilities (Washington, DC):**
   - Begin construction six months after subrecipient agreement is signed.
   - Complete construction nine months after start date.
   - Key Milestones: Add bus shelters, replace and add seating, install energy efficient lighting, install NextBus real time bus information screens, install train arrival time information screens if feasible, provide trash receptacles, install updated bus route maps, replace and improve bus signage, repair sidewalks as needed and repaint crosswalks. Funding for each station will be based on the number of bus bays at each station (9 each at Fort Totten and Brookland, and 14 at Anacostia).

2. Pathway Accessibility to Transit (Arlington, VA):
   - Begin construction three months after subrecipient agreement is signed.
   - Complete construction 7 months after start date.
   - 50 percent of project will be completed within 2 months if start date.
   - Key Milestones: Improvements will include adding fully accessible pathways, sidewalks, accessible ramps, concrete pads, shelters, benches, trash receptacles and landscape improvements.

3. Shelter and Sidewalk Enhancements (Prince William County, VA):
   - Begin construction one month after subrecipient agreement is signed.
   - Complete construction 9 months after start date.
     - Month #1: Obtain building and land development permits from Virginia Department of Transportation.
     - Month #2: Begin and complete site preparation for PW Pkwy before Trowbridge, Route 1 (SB) before Bel Air, and Potomac Library in second month of project.
     - Month #3: Install shelters for Trowbridge, Route 1 (SB) before Bel Air, and Potomac Library; Begin and complete site preparation, and install shelter at Merlott/Delaware Drive.
     - Month #6: Obtain Land Use Permit for Sidewalk Extensions.
     - Month #7: Begin and complete site preparation for Manassas and Signal View Drive and Sidewalk Extension Projects; Install shelter at Manassas and Signal View Drive; Obtain VDOT land development permits for Opitz and Montgomery.
     - Month #8: Begin and complete site preparation for Opitz Blvd before Montgomery and Route 1 (NB) after Village Drive.
     - Month #9: Install shelters at Opitz Blvd before Montgomery and Route 1 (NB) after Village Drive.

4. Lighting Enhancements (Montgomery County, MD):
   - Begin construction one month after subrecipient agreement is signed.
   - Complete construction 15 months after start date.

- Key Milestones: construct and enhance lighting to improve pedestrian safety at bus stops that were established on roads, which were not originally built to accommodate pedestrians and incur safety, security and/or right-of-way issues.

5. Bus Stop Reinvestment and Upgrades (Prince George's County, MD):

- Begin construction one month after subrecipient agreement is signed.
- Complete construction 12 months after start date.
- Project duration will be 1 year with even quarterly progress (or 25 percent progress every 3 months).
- Key Milestones: contractor currently under contract, few permits are required and will be procured at project inception as a blanket approval; Improvements represents a complete strategy to provide a "significant upgrade or "beautification" of all amenities that will improve the transit experience and promote future growth and development in high arterial corridors.

6. Upgrading to ADA Standards (City of Greenbelt, MD):

- Begin construction one month after subrecipient agreement is signed.
- Complete construction 18 months after start date.
- Key Activities: Installation/improvements to concrete landing pads, curb cuts, bus shelters.

7. ITS – NextBus Technology (Washington, DC):

- Begin construction three months after subrecipient agreement is signed.
- Complete construction 18 months after start date.
- Key Milestones: Installation of real-time signage within District shelters (that are all pre-wired for NextBus sign installation).

8. ITS – Automated Transit Information System Technology (Montgomery County, MD):

- Begin construction one month after subrecipient agreement is signed.
- Complete construction 15 months after start date.
- Key Milestones: install 50 signs that provide real-time bus information, as well as web based and voice integrated system.

End Notes

[1] (U.S. Bureau of the Census, Metropolitan and Micropolitan Statistical Area Estimates: April 1, 2000 to July 1, 2008, accessed from http://www.census.gov/popest/metro/CBSA-est2008-annual.html, accessed August 20, 2009).
[2] Status Report on the Bus Systems in the National Capital Region. Report of the Regional Bus Subcommittee to the
National Capital Region Transportation Planning Board. February 20, 2008.
[3] Washington Metropolitan Area Transit Authority (WMATA) 2007 Metrorail Passenger Survey.
[4] Update to the Coordinated Human Service Transportation Plan for the National Capital Region. Adopted by the National Capital Planning Board on December 16, 2009. Available at:

www.mwcog.org/tpbcoordination/documents/Updated_Coordinated_Human_Service_Transportation_Plan.pdf
[5] Based in part on Real-time Bus Arrival Information Systems Return-on-Investment Study. Federal Transit Administration. August 2006 and TCRP Sythesis 48. Real-Time Bus Arrival Information Systems: A Synthesis of Transit Practice. Transportation Research Board. 2003.

COALITION FOR SMARTER GROWTH

February 1, 2010

Mr. Peter Benjamin
Chair, Washington Metropolitan Area Transit Authority Board of Directors
600 5th Street, NW
Washington, DC 20001

RE: Support for the WMATA/TPB Regional Bus Stop Grant application

Dear Chairman Benjamin:

We wish to express our strong support for the WMATA/TPB Regional Bus Stop Grant application for the FTA Livability Bus Program grant program. This Regional Bus Stop program will enable several jurisdictions in the WMATA service area to make important improvements to bus stops. These improvements will ensure that bus riders have access to bus stops, shelters, and static and real-time information about bus service. All these improvements make riding the bus a better experience for current riders and will to attract new riders. In many cases, access improvements will allow riders to gain access to bus stops that are currently inaccessible. This application is a perfect fit for the FTA s' Livability Bus Program grant program.

Coalition for Smarter Growth (CSG) is a member of the Access for All Advisory Committee (AFA) of the National Capital Region Transportation Planning Board (TPB). The AFA advises the TPB on transportation issues, programs, policies, and services that are important to low-income communities, minority communities and people with disabilities. The mission of CSG is to ensure that transportation and development decisions in the region accommodate growth while revitalizing communities, providing more housing and travel choices, and conserving our natural and historic areas. Our work is focused on the core urban and suburban jurisdictions of the District of Columbia, Prince George s,' Montgomery, Arlington, Alexandria, Fairfax, and eastern Loudoun. We are pleased that many of our focus juridicitions have applied for bus stop improvements as a part of this grant application.

CSG has long supported increased transportation investment to support improved access for traditionally disadvantaged communities, specifically calling for improvements to the accessibility, comfort and safety of the region s bus system. Bus stop improvements such as shelters, improved sidewalks, bus schedule information and maps and real-time information will help all residents in the region, but will particularly help those who depend on transit due to low incomes or disabilities. These features make riding the bus more predictable, comfortable and dignified. In many cases, where basic pedestrian infrastructure is lacking, access improvements such as sidewalks and landing pads allow riders with mobility impairments to gain access to bus stops they have struggled to use. Mothers with strollers will also find bus stops more accessible.

This application was approved by the TPB on January 20, 2010 and the Coalition for Smarter Growth enthusiastically supports the region s'grant application. We look forward to the implementation of the proposed projects, which will improve transit access and equity in areas of major need.

Sincerely,

Cheryl Cort
Policy Director

cc: Ron Kirby, National Capital Region Transportation Planning Board

February 5, 2010

Mr. Peter Benjamin
Chairman
Washington Metropolitan Area Transit Authority Board of Directors
600 5th Street, NW
Washington, DC 20001

Dear Chairman Benjamin:

On behalf of our nearly 2 million members in Maryland, Virginia and the District of Columbia, we are writing to express AARP's support for the Washington Metropolitan area's application for the Regional Bus Stop Improvement Program.

AARP believes in building livable communities that combine affordable and appropriate housing, supportive community features and services, and mobility options to facilitate personal independence and engagement of residents and leaders in civic and social life. Policymakers play an important role in designing, maintaining, and at times, retrofitting communities so that residents of all ages, including those fifty and older, can fully participate.

In a livable community, individuals have a range of safe, accessible, dependable, and affordable transportation options that include alternatives to driving. These alternatives should enhance mobility, promote independence, facilitate employment opportunities and foster social engagement. Older adults need transportation to the locations and services that support their ability to age in place. Nearly ten percent of people age fifty and older report using public transportation at least once a month and it is an integral factor in maintaining their independence.

Accordingly, we support investments in the Washington metropolitan area to make improvements in transportation serving disadvantaged communities. Enhancements should include accessibility of the region's bus system, improvements to bus shelters and sidewalks near stops, as well as upgraded bus schedule information that provides real-time information to passengers.

As we understand it, the Transportation Planning Board approved this application on January 20, 2010. AARP supports the grant application, and we look forward to seeing improvement to transit access through implementation of the proposed projects.

Sincerely,

Rawle Andrews, Jr.	Bill Kallio	Louis Davis
AARP Maryland	AARP Virginia	AARP Washington DC
Interim Senior State Director	Senior State Director	Senior State Director

cc: Ron Kirby, National Capital Region Transportation Planning Board

D.C. Language Access Coalition

Collaboration, Community, Diversity, Equality, Education, Inclusion, Justice, Participation, Voice

Members

African Resource Center
AU - Washington School of Law's International Human Rights Clinic
Asian American Justice Center
Asian American LEAD
Asian Pacific American Legal Resource Center
Asian & Pacific Islander Senior Center
Ayuda
Bread for the City
Central American Resource Center
CentroNía
CitiWide Computer Training Center
La Clínica del Pueblo
Columbia Heights Shaw Family Support Collaborative
D.C. Area Health Education Center
D.C. Coalition Against Domestic Violence
D.C. Learns
D.C. Employment Justice Center
D.C. Voice
EthioAmerican Health Center
Ethiopian Community Center
Latin American Youth Center
Latino Economic Development Corporation
Latino Federation of Greater Washington
The Legal Aid Society of D.C.
Legal Counsel for the Elderly/AARP
Life Skills Center
Mary's Center for Maternal and Child Care
Multicultural Community Service
Neighbors' Consejo
Newcomer Community Service Center
STEP Up DC
Tellin' Stories Project – Teaching for Change
Vietnamese American Community Service Center
Washington Lawyers' Committee for Civil Rights and Urban Affairs

3166 Mount Pleasant St, NW
Washington, DC 20010

Phone: 202.621.0001
Fax: 202.234.1118
www.dclanguageaccess.org

February 2, 2010

Mr. Peter Benjamin
Chair, Washington Metropolitan Area Transit Authority Board of Directors
600 5th Street, NW
Washington, DC 20001

Dear Chairman Benjamin:

As a member of the Access for All Advisory Committee (AFA) to the National Capital Region Transportation Planning Board (TPB), the metropolitan planning organization (MPO) for the Washington region, the DC Language Access Coalition understands that WMATA and MPO staff have developed a Livability Bus Program grant, which was submitted by WMATA for the Washington region. The AFA advises the TPB on transportation issues, programs, policies, and services that are important to low-income communities, minority communities, limited and non-English proficient individuals and people with disabilities.

On the Access for All Advisory Committee, I represent the DC Language Access Coalition (DCLAC), an alliance of 35 community-based and civil rights organizations that advocate for language access in DC. The DCLAC has long supported increased investment of transportation dollars to support improved language access for the area's traditionally disadvantaged language communities by calling for transit information to be available in the area's prevalent languages. We see a strong need for information at bus stops in formats accessible to our clients and community. Specifically, we would like this funding to be used in part to ensure that information at bus stops (e.g. bus schedule information, maps, and signage) is printed in the prevalent languages spoken by riders in the area of each bus stop. We hope that this initiative will lead to WMATA and MPO to increase access and create model language access programs like the ones that Tri-Met have created in Portland, OR.

This application was approved by the TPB on January 20, 2010 and the DC Language Access Coalition enthusiastically supports the region's grant application. We are looking forward to the implementation of the proposed projects, which will improve transit access and equity in areas of major need.

Sincerely,

Jennifer Deng-Pickett, Director
DC Language Access Coalition

cc: Ron Kirby, National Capital Region Transportation Planning Board

Multicultural Community Service

Josephine Butler Parks Center
2437 15th Street, N.W., Washington, DC 20009
Tel: (202) 238-9355 Fax: (202) 299-9207
Email: info@mcsdc.org

February 4, 2010

Mr. Peter Benjamin
Chair, Washington Metropolitan Area Transit Authority Board of Directors
600 5th Street, NW
Washington, DC 20001

Dear Chairman Benjamin:

As a member of the Access for All Advisory Committee (AFA) to the National Capital Region Transportation Planning Board (TPB), the metropolitan planning organization (MPO) for the Washington region, Multicultural Community Service (MCS) is aware that WMATA and MPO staff have developed a Livability Bus Program grant, submitted for the Washington region by the WMATA. The AFA advises the TPB on transportation issues, programs, policies, and services that are important to low-income communities, minority communities and people with disabilities.

I represent the Multicultural Community Service on the Access for All Advisory Committee. The mission of the Multicultural Community Service is to encourage, promote, and facilitate broad and inclusive civic participation. MCS has long supported increased investment of transportation dollars to support improved access for traditionally transportation disadvantaged communities, specifically calling for improvements to the accessibility of the region's bus system. We see a strong need for improved access to bus stops from our clients and community. Bus stop improvements such as shelters, improved sidewalks, bus schedule information and maps and real-time information will help our clients by providing equal access to all rider and in particular to the most vulnerable communities who has language limitations in the Washington DC metropolitan region.

This application was approved by the TPB on January 20, 2010 and the Multicultural Community Service enthusiastically supports the region's grant application. We are looking forward to the implementation of the proposed projects, which will improve transit access and equity in areas of major need.

Sincerely,

Jared D. Cohen, MBA
Executive Director

cc: Ron Kirby, National Capital Region Transportation Planning Bo

National
Multiple Sclerosis
Society
National Capital
Chapter

February 2, 2010

Mr. Peter Benjamin
Chair, Washington Metropolitan Area Transit Authority Board of Directors
600 5th Street, NW
Washington, DC 20001

Dear Chairman Benjamin:

As a member of the Access for All Advisory Committee (AFA) to the National Capital Region Transportation Planning Board (TPB), the metropolitan planning organization (MPO) for the Washington region, The National Multiple Sclerosis (MS) Society is aware that WMATA and MPO staff have developed a Livability Bus Program grant, submitted for the Washington region by the WMATA. The AFA advises the TPB on transportation issues, programs, policies, and services that are important to low-income communities, minority communities and people with disabilities.

I represent The National Capital Chapter of the National MS Society on the Access for All Advisory Committee. The National MS Society is a collective of passionate individuals who want to do something about MS now—to move together toward a world free of multiple sclerosis. The organization has long supported increased investment of transportation dollars to support improved access for transportation-disadvantaged communities, specifically calling for improvements to the accessibility of the region's bus system. We see a strong need for improved access to bus stops for our clients and the community. Bus stop improvements such as shelters, improved sidewalks, bus schedule information and maps and real-time information will help people with multiple sclerosis fully participate in the workforce and community by providing reliable and accessible means to public transportation. There is a critical link between dependable and accessible transportation and employment - policy and program decisions should be made with full recognition of this linkage.

This application was approved by the TPB on January 20, 2010 and The National Capital Chapter of the National MS Society enthusiastically supports the region's grant application. We are looking forward to the implementation of the proposed projects, which will improve transit access and equity in areas of major need.

Sincerely,

Laura Fillenwarth
Manager of Advocacy and Public Policy

cc: Ron Kirby, National Capital Region Transportation Planning Board