

# **National Capital Region Transportation Planning Board**

777 North Capitol Street, N.E., Suite 300, Washington, D.C. 20002-4290 (202) 962-3310 Fax: (202) 962-3202 TDD: (202) 962-3213

Item #5

## **MEMORANDUM**

July 8, 2008

To: Transportation Planning Board

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

RE: Steering Committee Actions

At its meeting of June 27, 2008, the TPB Steering Committee approved the following resolution:

- TPB SR16-2008 on an amendment to the FY 2008-2013 Transportation Improvement Program (TIP) that is exempt from the Air Quality Conformity Requirement to add funding for two transit projects in Alexandria and Fairfax County as well as to include four new projects in Arlington and Fairfax Counties, Loudoun County, Herndon and the Northern Virginia District, as requested by the Virginia Department of Transportation (VDOT).
- TPB SR17-2008 on an amendment to the FY 2008-2013 Transportation Improvement Program (TIP) that is exempt from the Air Quality Conformity Requirement to include the Mount Rainier Intermodal Pedestrian Project, as requested by the Virginia Department of Transportation (VDOT).

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

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

**RESOLUTION ON AMENDMENT TO  
THE FY 2008- 2013 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) THAT IS  
EXEMPT FROM THE AIR QUALITY CONFORMITY REQUIREMENT TO ADD FUNDING  
FOR TWO TRANSIT PROJECTS IN ALEXANDRIA AND FAIRFAX COUNTY AS WELL  
AS TO INCLUDE FOUR NEW PROJECTS IN ARLINGTON AND FAIRFAX COUNTIES,  
LOUDOUN COUNTY, HERNDON AND THE NORTHERN VIRGINIA DISTRICT,  
AS REQUESTED BY THE VIRGINIA DEPARTMENT OF TRANSPORTATION (VDOT)**

**WHEREAS**, the National Capital Region Transportation Planning Board (TPB), which is the metropolitan planning organization (MPO) for the Washington Region, has the responsibility under the provisions of Safe, Accountable, Flexible, and Efficient Transportation Equity Act - A Legacy for Users (SAFETEA-LU) for developing and carrying out a continuing, cooperative and comprehensive transportation planning process for the Metropolitan Area; and

**WHEREAS**, on April 16, 2008 the TPB adopted the 2007 CLRP and the FY 2008-2013 TIP; and

**WHEREAS**, in the attached letter of June 24, 2008, VDOT has requested an amendment to the FY 2008-2013 TIP to add funding for the following existing transit projects:

- Potomac Yard Transit Improvements Phase II, City of Alexandria;
- Springfield Metro Station Transit Store, Fairfax County

and to include the following new projects:

- Dynamic Message Signs, Arlington and Fairfax County
- Pedestrian and Bike Improvements, Town of Herndon
- Install Guardrail, Loudoun County
- I-66 Pavement Rehabilitation, Northern Virginia District; and

**WHEREAS**, these projects are either included in the current conformity analysis or are exempt from the air quality conformity requirement, as defined in Environmental Protection Agency (EPA) regulations "40 CFR Parts 51 and 93 Transportation Conformity Rule Amendments: Flexibility and Streamlining; Final Rule," issued in the May 6, 2005, *Federal Register*;

**NOW, THEREFORE, BE IT RESOLVED THAT** the Steering Committee of the National Capital Region Transportation Planning Board amends the FY 2008-2013 TIP to add funding for the following existing transit projects: Potomac Yard Transit Improvements Phase II, City of Alexandria; Springfield Metro Station Transit Store, Fairfax County; and to include the following new projects: Dynamic Message Signs, Arlington and Fairfax County; Pedestrian and Bike Improvements, Town of Herndon; Install Guardrail, Loudoun County; I-66 Pavement Rehabilitation, Northern Virginia District, as described in the attached materials.



# COMMONWEALTH of VIRGINIA

## DEPARTMENT OF TRANSPORTATION

14685 Avion Parkway  
Chantilly, VA 20151  
(703) 383-VDOT (8368)

June 24, 2008

DAVID S. EKERN, P.E.  
COMMISSIONER

National Capital Region  
Transportation Improvement Program Amendment

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

Dear Chairman Mendelson:

VDOT's Northern Virginia District Office requests amending the FY 2008-2013 Transportation Improvement Program (TIP) to add the following projects. All of the projects in this amendment are either exempt from air quality conformity analysis OR have been included in previous air quality conformity analyses OR are not regionally significant for air quality conformity purposes. We request this amendment be approved by the TPB Steering Committee at its meeting on June 27, 2008.

VDOT Interstate Project:

- Dynamic Message Signs (DMS), Fairfax and Arlington Counties. This new safety and operational TIP project will install 15 new Dynamic Message Signs (DMS) and upgrade 4 existing signs on Interstate 66 between US 50 (Fair Oaks) and the District of Columbia. Proposed amendment will place \$9,140K in FY08 construction using Federal Advanced Construction process, Federal CMAQ, Interstate Maintenance, and State funding from FY08 allocations.

VDOT Urban Project:

- Pedestrian and Bike Improvements, Town of Herndon. This new project will construct pedestrian and bike improvements on Elden Street. Proposed amendment will place \$25K in

FY08 preliminary engineering and \$225K in FY08 construction using Federal CMAQ funding from FY08 allocations.

VDOT Public Transportation Project:

- Potomac Yard Transit Improvements Phase II, City of Alexandria. This existing TIP project will construct transit facility improvements between Braddock Road Metro Station and the Pentagon. Proposed amendment will add \$4,085K in FY08 construction using Regional Surface Transportation Program (STP) and CMAQ funding from FY08 allocations.

VDOT Maintenance/Safety Project:

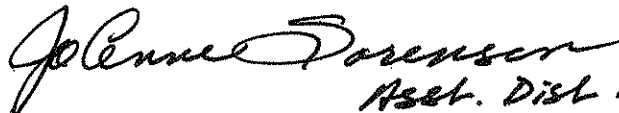
- Install Guardrail, Loudoun County. This new safety project will install guardrail on Sagle Road (Western Loudoun County). Proposed amendment will add \$30K in FY08 preliminary engineering and \$151K in FY09 construction using Federal Highway Safety Improvement Program (HSIP) funds from FY08 allocations.
- I-66 Pavement Rehabilitation, NoVA District. This new maintenance project will repair Interstate 66 roadway pavement from Interstate 495 to Route 50 using various pavement repair methods to include patching and pavement overlays. The exiting pavement, originally intended to last 20 years, is almost 40 years old and at the end of its useful life. Proposed amendment will add \$500K in FY08 preliminary engineering and \$50,500K in FY09 construction using the Federal Advanced Construction (AC) process and Interstate Maintenance (IM) funds from FY08 allocations.

VDOT Transit Project:

- Springfield Metro Station Transit Store, Fairfax County. This existing TIP project will operate a transit store at the Springfield Metro Station for providing support of transit fare media and transit information. Proposed amendment will add \$1,163K in FY08 construction using CMAQ funding from FY08 allocations.

Upon approval of this amendment, please furnish copies of the approval to Ms. Jo Anne Sorenson (VDOT's Northern Virginia office) and to Mr. Chad Tucker in VDOT's Transportation and Mobility Planning Division in Richmond. Thank you for your consideration of and action on this request.

Sincerely,



*Asst. Dist. Admin*

Morteza Salehi  
District Administrator  
VDOT – Northern Virginia District

*for*

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

FY 2007-12

PROPOSED TIP AMENDMENT - 6/23/2008

Changes to existing entries are noted in bold.

Agency Project ID	Facility, Location, Description	Phase	Prev	Annual Element FY 07	FY 08	FY 09	FY 10	FY 11	FY 12	Program Total FY 07-12	Funding Source	Funding Shares Fed/st/lo
<b>VDOT Interstate</b>												
90113	Facility: Install new Dynamic Message Signs From: US 50 at Fair Oaks To: District Columbia Line Jurisdiction: Fairfax & Arlington Counties	P.E. ROW Const	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	\$5,640 \$976 \$24	Fed - AC Fed - CM Fed - IM Other	80% 80% 90% 100%
	Reason for Amendment: Install 15 new and upgrade 4 existing Dynamic Message Signs (DMS) on I-66 within \$2,500K to CN in FY08 using Federal AC, CM, IM and Other funds. Air Quality: Project is exempt from an air quality conformity analysis.											
<b>VDOT Urban</b>												
86414	Facility: Pedestrian and Bike Improvements From: Elden Street To: Pentagon Jurisdiction: Town of Herndon	P.E. ROW Const	0 0 0	0 0 0	\$25 0 \$225	0 0 0	0 0 0	0 0 0	0 0 0	\$250	Fed CM	80%
	Reason for Amendment: Construct pedestrian and bike improvements within cited limits. Air Quality: Project is exempt from an air quality conformity analysis.											
<b>VDOT Public Transportation</b>												
T1837	Facility: Alexandria - Potomac Yard Transit Improvements Phase II From: Braddock Road Metro Station To: Pentagon Jurisdiction: City of Alexandria	P.E. ROW Const	0 0 0	0 0 0	0 0 \$4,085	0 0 0	0 0 0	0 0 0	0 0 0	\$3,785 \$300	Fed - CM Fed - RSTP	80% 80%
	Reason for Amendment: Construct Potomac Yard Transit Improvements within cited limits. Air Quality: Project is exempt from an air quality conformity analysis.											
<b>VDOT Maintenance</b>												
86523	Facility: Install Guardrail From: 0.3 mi NW of Sagle Road To: 0.5 mi NW of Sagle Road Jurisdiction: Loudoun County	P.E. ROW Const	0 0 0	0 0 0	\$30 0 \$151	0 0 0	0 0 0	0 0 0	0 0 0	\$181	Fed - HSIP	90%
	Reason for Amendment: Install guardrail within cited limits. Air Quality: Project is exempt from an air quality conformity analysis.											
84743	Facility: I-66 Pavement Rehabilitation From: I-495 (Capital Beltway) To: Rte 50 Jurisdiction: NoVA District	P.E. ROW Const	0 0 0	0 0 0	\$500 0 \$50,500	0 0 0	0 0 0	0 0 0	0 0 0	\$46,000 \$5,000	Fed - AC Fed - IM	90% 90%
	Reason for Amendment: Repair I-66 roadway pavement within cited limits. Air Quality: Project is exempt from an air quality conformity analysis.											
<b>VDOT Transit</b>												
T207	Facility: Springfield Metro Station Transit Store From: Springfield Metro Station To: Springfield Metro Station Jurisdiction: Fairfax County	P.E. ROW Const	0 0 0	0 0 0	0 0 \$1,163	0 0 0	0 0 0	0 0 0	0 0 0	\$1,163	Fed - CMAQ	80%
	Reason for Amendment: Operate a transit store at Springfield Metro Station. Air Quality: Project is exempt from an air quality conformity analysis.											

- Note: The following funding definitions apply:
1. Fed BR is Bridge Replacement funds
  2. Fed AC is advanced construction process.
  3. Fed STP is Surface Transportation Program funds.
  4. Fed DEMO is Federal Demonstration funds.
  5. Fed HPD is TEA-21 High Priority
  6. Fed SRS is Federal Safe Routes to School program funds.
  7. Fed EB is Federal STP Equity Bonus program funds.
  8. Fed HSIP is Federal Highway Safety Improvements program funds.

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

**RESOLUTION ON AMENDMENT TO  
THE FY 2008- 20013 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) THAT IS  
EXEMPT FROM THE AIR QUALITY CONFORMITY REQUIREMENT TO INCLUDE THE  
MOUNT RAINIER INTERMODAL PEDESTRIAN PROJECT AS REQUESTED BY  
PRINCE GEORGE'S COUNTY**

**WHEREAS**, the National Capital Region Transportation Planning Board (TPB), which is the metropolitan planning organization (MPO) for the Washington Region, has the responsibility under the provisions of Safe, Accountable, Flexible, and Efficient Transportation Equity Act - A Legacy for Users (SAFETEA-LU) for developing and carrying out a continuing, cooperative and comprehensive transportation planning process for the Metropolitan Area; and

**WHEREAS**, on April 16, 2008 the TPB adopted the 2007 CLRP and the FY 2008-2013 TIP; and

**WHEREAS**, on June 27, 2008, Prince George's County Department of Public Works and Transportation indicated that a letter was being prepared on behalf of the City of Mount Rainier requesting an amendment to the FY 2008-2013 TIP to include the Mount Rainier, MD Intermodal Pedestrian Project with FTA Section 5309 funding; and

**WHEREAS**, the attached letter of July 8, 2008 from Prince George's County Department of Public Works and Transportation on behalf of the City of Mount Rainier supports an amendment to the FY 2008-2013 TIP to include the Mount Rainier, MD Intermodal Pedestrian Project with FTA Section 5309 funding , as described in the attached materials; and

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

**NOW, THEREFORE, BE IT RESOLVED THAT** the Steering Committee of the National Capital Region Transportation Planning Board amends FY 2008-2013 TIP to include the Mount Rainier, MD Intermodal Pedestrian Project with FTA Section 5309 funding, as described in the attached materials.

**Adopted by the Steering Committee of the Transportation Planning Board at its regular meeting on June 28, 2008.**



Jack B. Johnson  
County Executive

# PRINCE GEORGE'S COUNTY GOVERNMENT



Department of Public Works and Transportation  
Office of the Director



July 8, 2008

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

Dear Chairman Mendelson:

Please accept this letter of support on behalf of the City of Mount Rainier's request to amend the FY2008-2013 Transportation Improvement Program (TIP) to include the Maryland Inter-modal Pedestrian Project. The project is designed to create an inter-modal transportation center that improves pedestrian mobility and reduce vehicular traffic in the city's downtown area. The goals of the project are to:

1. Provide a comfort station for bus operators,
2. Create a kiss and ride surface parking lot for bus passengers
3. Provide designated parking space for bus operators
4. Install bicycle racks in close proximity of the bus shelter

The proposed amendment will place a total of \$219,936 in FY09 TIP for right-of way acquisition, preliminary engineering and construction, using FTA Section 5309 federal funds (\$175,949) and City of Mount Rainier local funds (\$48,987). The City of Mount Rainier is fully responsible for their local share. Prince George's County will not provide any local share funding.

The Honorable Phil Mendelson  
July 8, 2008  
Page 2

This proposed project amendment is exempt from air quality conformity analysis. Thank you for your consideration of and action on this request. If you have any questions, please feel free to contact my Special Assistant, Vic Weissberg, at (301) 883-5600.

Sincerely,



Haitham A. Hijazi  
Member, Transportation Planning Board  
Prince George's County

cc: The Honorable Eric Olson, County Council Member  
Dr. Jacqueline Brown, Chief Administrative Officer  
David J. Byrd, Deputy Chief Administrative Officer  
The Honorable Malinda Miles, Mayor, City of Mount Rainier  
Jeannelle B. Wallace, City Manager, City of Mount Rainier  
J. Rick Gordon, Acting Deputy Director  
James E. Raszewski, Chief, Transit Division  
Vic Weissberg, Special Assistant to the Director



**SUBURBAN MARYLAND  
TRANSPORTATION IMPROVEMENT PROGRAM  
CAPITAL COSTS (in \$1,000)**

	Previous Funding	FY 07	FY 08	FY 09	FY 10	FY 11	FY 12	FY13	Source Fed/St/Loc	Source Total
<b>Transit</b>										
<b>Mt. Rainier Intermodal Pedestrian Project</b>										

Agency Project ID: **MTR001**

Title: **Mt. Rainier Intermodal Pedestrian Project**

Complete:

Facility:				219,936 b						
From:										
To:										

Section 5309	219,936
80 / / 20	
<b>Total Funds:</b>	<b>219,936</b>

Description: Project is designed to create an inter-modal transportation center that improves pedestrian mobility and reduces vehicular traffic in the downtown area. The project involves the development of small parking lot and various bus driver/rider amenities.

6000

**REQUEST FOR APPLICATION  
AND  
REQUEST OF PROJECT APPROVAL  
FOR**

**FY 2006 – Mount Rainier, MD Intermodal Pedestrian Project -  
\$85,661**

**FY 2007 – Mount Rainier, MD Intermodal and Pedestrian  
Project - \$90,288**

**FTA Section 5309 Capital Bus Program Funds  
City of Mount Rainier  
One Municipal Place  
Mount Rainier, Maryland 20712**

**Introduction/Background**

The City of Mount Rainier, Maryland is located on the border of Washington, DC northbound on Route 1 Rhode Island Avenue. The City was incorporated as a municipality in Prince George's County in 1910. The population consists of just under 9,000 residents (8,498) of African American, Caucasian, Asian, Hispanic or Latino, and American Indian.<sup>1</sup> The city is approximately 1.1 square miles and as such, has the highest density of any city within the State of Maryland.

The Route 1 corridor is a major thoroughfare north and southbound in and out of the nation's capital. The Washington Metropolitan region is known for its monuments, great restaurants, the federal government, local governments in surrounding jurisdictions, and other amenities. It is also known for vehicle gridlock during all hours of the day and night, but specifically during "rush hour". The influx of people in this area has been attributed to the job market, pleasing climate and social amenities. Maryland has implemented many "Smart Growth" initiatives including training for municipal government managers and conducting studies of traffic patterns. Recent development in the entire area has focused on creating transportation centers around Metro stations which include shopping centers, affordable retail with mixed use housing, convenient parking, and accessible public transportation to reduce gas emissions from private vehicular traffic while improving and increasing pedestrian traffic.

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<sup>1</sup> U.S. Census Bureau, Census 2000.

In addition, many communities are focusing on requiring developers to construct "Green" buildings that are energy efficient and have roofs and rain gardens to control water run off, while preserving the community's tree stock where possible. The City of Mount Rainier has taken the lead in many of these efforts, being the first city in the area to have not one but two green certified buildings. Many residents in the community ride bicycles to work and/or take public transportation thus reducing the amount of toxins in the air.

The Washington Area Metropolitan Transportation Authority (WMATA) agreed in 1998 to the redevelopment of its bus turnaround by allowing the city to build a Municipal Plaza and Bus Shelter directly in front on the Mount Rainier Municipal Building on one of its bus lanes. The plaza was part of an overall revitalization effort that included a traffic circle and reduction of one lane north and southbound on Route 1, the implementation of colonial post lamps, bump outs, brick cross walks, and covered bus shelters with benches.<sup>2</sup>

The revitalization effort has created a pleasing look to the city's downtown area but not without some challenges. The bus turnaround is the first exchange point for the Metro Bus on Route 1 northbound from the Washington DC line. Mount Rainier is also the last bus stop in Maryland on Route 1 before entering Washington DC traveling southbound. Many of the bus passengers including the Metro Bus Operators use this location to personally relieve themselves. To address this problem, the city has in place a portable public toilet which is used by both the bus operators and passengers. Although the city has an agreement with WMATA to provide restrooms within the city's municipal building for the bus operators, this service is not available during non work hours, on Holidays, or weekends when the municipal building is closed. It is during this time frame that the bus operators must use the public portable toilets.<sup>3</sup>

In addition to the density of the city, parking throughout the city is at a premium. Parking for persons conducting business in the city municipal building is limited to five spaces including one (1) handicapped space which is utilized by city personnel. There are limited on street parking spaces for bus operators and persons wishing to park their vehicle and use the bus.<sup>4</sup>

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<sup>2</sup> Photo Essay Exhibit No. 1,2,3,4,5 Plaza and Shelters

<sup>3</sup> Photo Essay Exhibit No. 6, 6A, 6B, Portable Toilet

<sup>4</sup> Photo Essay Exhibit No. 7,8,9 Street Parking Limitation

Oftentimes, persons will park with the motor running either in the city hall designated spaces or in residential parking spaces while waiting for their loved ones to board the Metro Bus or to arrive at the bus turnaround from other destinations. Bus operators are forced to park in limited residential spaces or have someone drop them off at the bus station.

## **The Project – Creation of an Inter-modal Transportation Center**

The Mount Rainier project is designed to create an inter-modal transportation center that improves pedestrian mobility and reduce vehicular traffic in the downtown area. The goals of the project are to:

- ✓ provide a comfort station for bus operators,
- ✓ create a kiss and ride surface parking lot for bus passengers
- ✓ provide designated parking spaces for bus operators
- ✓ install bicycle racks in close proximity of the bus shelters

The city of Mount Rainier is looking at two possible sites in the downtown area to implement the surface parking lot. What makes both of these sites ideal is that the surface is already flat, and will require limited resurfacing. Most of the funds will be used for striping the spaces and installation of parking meters.

The city has entered into a partnership agreement with a developer, Landmark Atlantic Holdings, LLC to develop and revitalize the downtown area which may include the purchase of the proposed sites. While the specifics of this arrangement are being negotiated, the property owner of one site has made an offer to the city to sell the property. For the purpose of this documentation, this property is identified as Proposed Site No. 1. The city is in the process of having this property appraised to ensure that any offer to purchase is within market values of the area. This property consists of a building and parking lot, located to the south and approximately one (1) city block from the Metro bus turnaround.<sup>5</sup> It is estimated that the total square footage of the land and building will provide 70 parking spaces for a kiss and ride lot. The city and developer propose to raze the building which was damaged by fire.

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<sup>5</sup> Photo Essay Exhibit No. 10,11,12,13, 14,15,16, Proposed Site No.1 for Parking Lot

The city is also considering the purchase of another lot which is deemed to be conducive for the purpose of a kiss and ride lot. This is Proposed Site No. 2. It is closer in proximity to the Metro bus turnaround, but is much smaller and it is estimated that this space will provide approximately 20-25 spaces for a metered lot.<sup>6</sup> This owner of Site No. 2 has indicated a willingness to sell this property as well.

The city created a Parking Task Force which submitted a draft report in 2004 to the Mayor and Council. The Route 1 corridor in Prince George's County, Maryland has been designated as the Gateway Arts and Entertainment District and this corridor encompasses four cities northbound from Washington DC. Because of this designation, numerous Prince George's County agencies including the Redevelopment Authority are willing to provide additional funding for this project. Additionally, the city's development partner has consulted with elected officials from Washington DC, and because the Route 1 corridor also connects Washington DC, the District of Columbia has also designated this thoroughfare as a Great Street and Gateway Arts District and has approved funding for feasibility and market analysis. The District of Columbia solicitation requesting a Request for Qualifications and Request for Proposals should go out within the next few weeks.

### **Financial Needs/Capability**

As a small full service municipality with an annual budget of \$4.2 million in FY 2008 and a proposed budget for FY 2009 of \$4.4 million dollars, property acquisition, demolition, renovation, or restoration of land and facilities is most often cost prohibitive.

It is estimated that the cost of property acquisition for Site No. 1 will be in the neighborhood of \$900,000 to \$1.1 million dollars. The cost for acquisition of Site No. 2 is estimated at round \$150,000. It is anticipated that the city's development partner will provide the majority of the cash to support the project for purchase of at least one of these sites. If the development partner does not provide the monetary support, the city has already researched the cost of financing for the entire amount of \$900,000 for Site No. 1 and has the backing of the financial entity to accomplish this if necessary. The city would prefer to supplement as much of the acquisition cost as possible through FTA funds and Prince George's County funds.

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<sup>6</sup> Photo Essay Exhibit No. 17,18,19,20 Proposed Site No.2 for Parking Lot

The breakdown of the financial increments proposed is as follows:

Landmark Atlantic Holdings, LLC	\$500,000
Prince George's County Redevelopment Authority	250,000
District of Columbia Great Street Initiative	250,000
City of Mount Rainier	250,000
FTA Inter-modal funding FY 06 and FY 07	175,949
<b>Total Anticipated Project Funding</b>	<b><u>\$1,425,449</u></b>

### **Construction**

Once all the financial pieces are in place and contract agreements have been successfully negotiated, it is anticipated that there will be no environmental impacts that have to be addressed. There are no known environmental hazards on the property above or below ground, and it is not anticipated that there will be any trees removed. The City of Mount Rainier is a Tree City USA. The city works diligently to protect its species and replant whenever necessary. The city is usually approved annually for a grant through the Prince George's County Tree ReLeaf Grant Program, which allows the planting or replanting of endangered species in various locations throughout the city.

Additionally, the city established an Environmental Protection Board of citizen volunteers charged with reviewing the environmental impact of construction projects, and ensuring that water runoff, and impervious surfaces do not negatively impact the tributaries into the Anacostia and Potomac Rivers. Thus any pavement and resurfacing conducted to create surface parking would require review by this board, as well as approval from the Maryland-National Capital Park and Planning Commission to ensure that all the work done is in compliance with zoning regulations. The city also has re-established a citizen volunteer parking task force which will be charged with review of this project, making recommendations to the Mayor and Council.

Another requirement prior to the commencement of this project will consist of at least one public hearing to take public comment on the impact of creating surface parking in the community.

### **Social Impact**

The social impact of this project is significant in that the proposed parking for Site No. 1 is currently part of an area that has been designated as blight in the community. The building on the site was destroyed by fire following a decade of deterioration on the interior, and a 20-year legal battle by the city challenging the liquor license of the owners as well as to close the facility which had been a liquor store. The property had been the site of numerous criminal activity including drug sales, prostitution, loitering, and vandalism. Since the closing of the facility, illegal dumping of trash and other debris has occurred on the property. The city forced the owners through code violation fines and penalties to obtain personnel to regularly clean and monitor the property which is now vacant. Homeowners that live in close proximity to the proposed site will welcome some useful activity. The acquisition of the property and proposed kiss and ride parking lot which will include landscaping in the area will not only send a positive message in the community that the elected and appointed officials are taking proactive measures to rid the community of blighted conditions, it will also affect the responses of neighboring vacant property owners who are anticipating the sale of their respective property or relocation of an existing business.

### **Capability to Manage Federal Funding**

As an incorporated municipality within the State of Maryland, the city has shown its ability to manage grants since 1910. The management staff has combined experience of over 45 years in grant management and municipal government. The City Manager alone has over 30 years experience in municipal government and grants management.

### **City's Ability to Provide Match Funding**

The city has the capability to provide match funding for the project as identified under the Financial Needs/Capability paragraph on page 4 of this documentation.

## **Summary**

The City of Mount Rainier is of the opinion that this is an excellent opportunity to establish partnerships between the City of Mount Rainier, the Federal Transit Administration, and the Washington Metropolitan Area Transit Authority, in conjunction with previously established relationships with the State of Maryland through the Maryland-National Capital Park and Planning Commission, Prince George's County Council, Prince George's County Executive Office, the Maryland Senate and Delegation, and the Redevelopment Authority of Prince George's County, Maryland.

The project will address three critical components:

- Improve pedestrian mobility and reduce vehicular traffic
- Improve the parking dilemma through increased surface parking
- Reduce blighted conditions in the community

## **Conclusion**

The City of Mount Rainier initially requested funding to support this project to address parking needs of the city. The project is part of on-going development project to revitalize the city's downtown area. Within the past two years, a café, art gallery, copying center, and antique shop have opened with limited parking for customers. To promote pedestrian traffic in the downtown and to encourage customers for businesses and increase the number of riders on the Metro Bus, parking availability is a fundamental resolution and a win-win situation for all.

## **Appendices**

The reader is directed to the appendices for the following documents:

- Fiscal Year Audit for 2007
- Fiscal Year 2009 Proposed Budget
- Photo Essay 1-20
- 2000 U.S. Census Data
- Proposed Bicycle Bike Rack
- Proposed Public Toilet/Comfort Station
- Parking Analysis Report Submitted by Former Parking Task Force