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Appendix 1

Project Component Summaries

The following component summaries are included in this appendix:

1. Fort Totten / 1st Place-Galloway Road Access Improvements
2. Forest Glen Metrorail Access Project
3. Pedestrian Safety Measures for the New Carrollton Metrorail Station
4. Twinbrook Metrorail Station: Pedestrian Safety Improvements
5. West Hyattsville Metrorail Station Access Improvements
6. Arlington Army Navy Drive Multimodal Access Improvements
7. Bicycle Lockers at Virginia Railway Express (VRE) Stations

District of Columbia

Washington, DC

1. Fort Totten/1st Place-Galloway Road Access Improvements

Project Summary

The primary goal of the project component is to improve circulation so all modes can safely access and navigate the station area of the Fort Totten Metrorail station. The project will rehabilitate existing sidewalks and install sidewalks where informal footpaths currently exist along the roadway.

Project Cost

Project Component	Location	Project Parties	Total Project Cost	FY 2011 TIGER Grant Request	Percent TIGER	Match Source	Percent of Total Request
Fort Totten / 1st Place-Galloway Road Access Improvements	District of Columbia	DDOT	\$4,171,050	\$3,336,840	80%	Local funding	14%

Project Location

This project is located in the District of Columbia around the Fort Totten Metrorail station, a transfer station in northeast Washington, DC. The project area includes roadways and paths within one quarter of a mile of the Metrorail station. The land surrounding the station is currently underutilized and ripe for development. The station currently provides transit access to a diverse customer base. Any improvements to the station area will provide better access to these customers, who include low-income populations. There are several significant changes coming to the area, including a planned reconfiguration of the Riggs Road/South Dakota intersection and several major real estate developments in various stages of planning and construction in the immediate vicinity that will significantly increase residential and commercial densities.



Project Planning

In 2007, the Washington Metropolitan Area Transit Authority (WMATA) prepared the Fort Totten Metrorail Station Area Planning Study, an analysis that reviewed existing conditions at the site. This study identified deficiencies in the infrastructure that complicated pedestrian access to the station.

In August 2011, the District Department of Transportation (DDOT) received the final draft of the 1st Place and Galloway St, NE Transportation Access Study and Improvement Plan, which identified multimodal recommendations for circulation improvements around the station. The project was initiated by the District Department of Transportation to improve access and circulation for the confluence of pedestrians, bicyclists, buses, and vehicles at the Fort Totten Metrorail station. The study

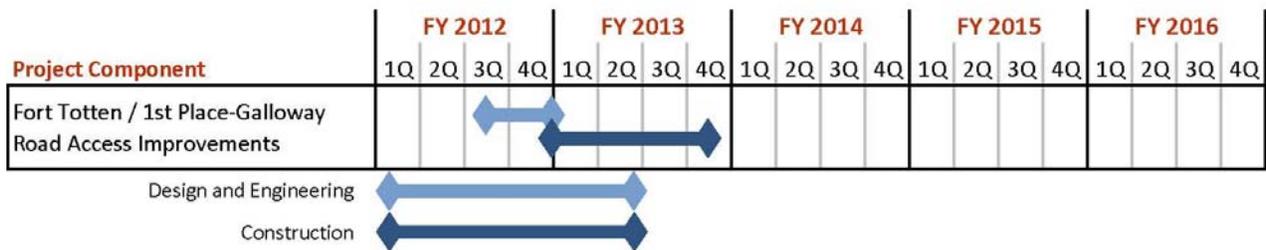
area included roadways and paths within 1/4-mile of the Fort Totten Metrorail station. Three public meetings were held with the community during the planning phase of the study. The process also included many meetings with WMATA, the National Park Service, and the DC Office of Planning.

Project Details

The project calls for Low Impact Development and storm water management features at two newly created pedestrian plazas near the Metro entrance. The project will install pavers, secure bicycle parking, and landscaping in and around the pedestrian plaza.

Improvements along 1st Place, NE include adding a sidewalk and lighting. Along Galloway Street, NE, the improvement will add a sidewalk and retaining wall. On WMATA property, the project includes adding pedestrian infrastructure, lighting and a rain garden.

Project Schedule



FY refers to the local fiscal year, July 1 through June 30.

Additional Documentation

The study, the 1st Place and Galloway St, NE Transportation Access Study and Improvement Plan, was completed August 4, 2011. More information may be found on the project website:

<http://www.tooledesign.com/forttotten>.

2. Forest Glen Metrorail Access Project

Project Summary

The project will construct a grade-separated crossing of Georgia Avenue (MD 97) at Forest Glen Road to provide for safer access to the Forest Glen Metrorail station to several communities and Holy Cross Hospital. The crossing will also streamline access to metro to/from these locations for persons using mobility devices. The project will also add ten Capital Bikeshare station to location around the Metro station and hospital, complementing the regional bikeshare network.

Project Cost

Project Component	Location	Project Parties	Total Project Cost	FY 2011 TIGER Grant Request	Percent TIGER	Match Source	Percent of Total Request
Forest Glen Metrorail Access Project	Montgomery County	Montgomery County	\$17,600,000	\$14,080,000	80%	Local funding	58%

Project Location

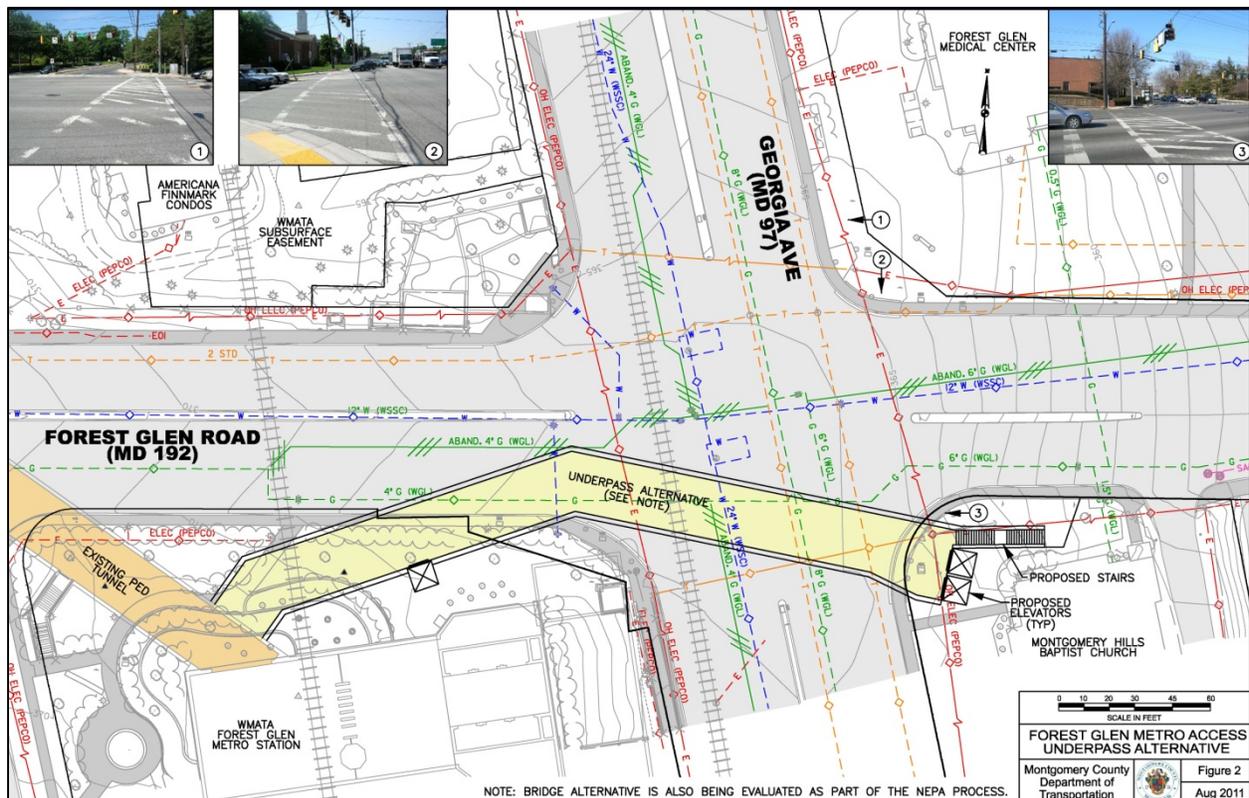
This project is located in Montgomery County, Maryland, just north of the Capital Beltway (I-495) at the intersection of Georgia Avenue (MD 97) and Forest Glen Road. Georgia Avenue is eight lanes wide at the Forest Glen Road intersection and there is no island refuge for pedestrians. The current Average Daily Traffic (ADT) volume on Georgia Avenue is approximately 80,000 vehicles per day. There were 84 crashes at this intersection between January 2005 and December 2009.



The project area is within Forest Glen Sector Plan and North and West Silver Spring Master Plan. Area is largely already built-out to current proposed land use and includes mostly single-family residential, some multi-family residential near Metro station, Holy Cross Hospital, and some other institutional (churches), medical/office, park, and retail land uses.

Project Planning

Montgomery County Department of Transportation (MCDOT) retained RK&K to perform surveys, identify utilities, complete a traffic study, develop alternatives, and evaluate the feasibility, constructability, impacts, and costs of implementing a new pedestrian passageway underneath or above Georgia Avenue. RK&K performed pedestrian and automobile counts at the intersection to evaluate the potential use of the passageway and impacts to vehicular and pedestrian traffic during construction; daily volumes for the new passageway are estimated to range between 450 and 800 pedestrians. RK&K evaluated initial concept alternatives that were reviewed with MCDOT, Maryland National Capital Park and Planning Commission, Maryland State Highway Administration, and WMATA. The feasibility report, including a recommended alternative will be completed in December 2011. Potential impacts to community, property, and natural, cultural and socio-economic resources are anticipated to be minor. RK&K anticipates that a Categorical Exclusion (CE) will be required to satisfy NEPA. After the Feasibility Report is complete and a preferred alternative is selected, the CE could be completed and approved by the spring of 2012.



For pedestrians crossing Georgia Avenue, the proposed tunnel would save approximately 119 seconds, on average. For vehicular traffic, pedestrians diverting to the proposed tunnel would reduce the number of calls for the extended pedestrian crossing interval, reducing average delay at the intersection. Based on having 63,603 vehicles entering the intersection during this 13-hour period, the total delay reduction due to the passageway would be 57 hours.

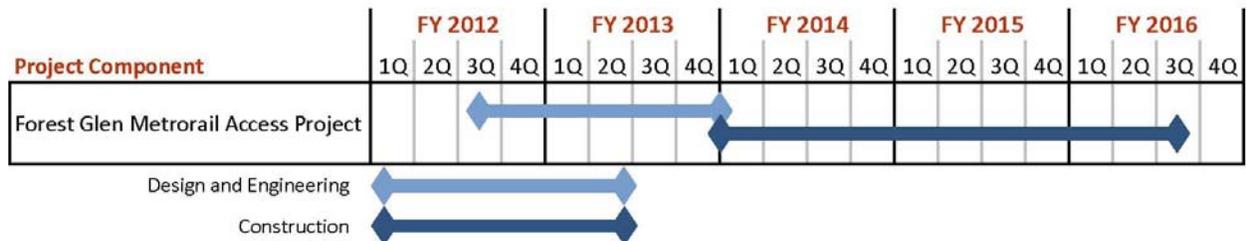
Up to 90 percent of the pedestrian activity at the Georgia Avenue / Forest Glen Road intersection is related to the Forest Glen Metro Station. For pedestrians crossing Georgia Avenue, there were four accidents in the study period of 2005-2009. It is anticipated that 95 percent of pedestrians crossing Georgia Avenue would use the proposed tunnel, eliminating 95 percent of the potential conflicts. This corresponds to a pedestrian accident rate reduction of 0.76 accidents per year.

Project Details

The intersection of Georgia Avenue and Forest Glen Road is one of the most congested intersections located adjacent to a Metrorail station in the Washington region and presents challenges for pedestrians to safely cross MD 97. The community has been lobbying several years for a grade-separated crossing that would eliminate conflicts with automobiles and significantly improve access to the Forest Glen Metro Station. Of the transit users who drive to the Metrorail station, one-third live within one mile of the station and would benefit from a safer connection to rail.

Construction of underpass would be accomplished via cut-and-cover, including construction of a temporary deck-over constructed at night (requiring temporary lane closures at night). Majority of passageway excavation and construction would be accomplished from below-grade, without interrupting traffic on Georgia Avenue during the daytime. Construction of bridge would be accomplished with minimum disruption to Georgia Avenue during peak period. Temporary lane closure would be required to erect the bridge. All work within travel lanes on Georgia Avenue would be limited to overnight hours (11pm-5am). Construction duration would be approximately 2 to 3 years depending on alternative selected.

Project Schedule



FY refers to the local fiscal year, July 1 through June 30.

Additional Documentation

Community website "Crossing Georgia": <http://www.crossinggeorgia.org/>

Montgomery County Project site: [http://www2.montgomerycountymd.gov/DOT-](http://www2.montgomerycountymd.gov/DOT-DTE/Common/Projects.aspx?id=500722-12&DatabaseType=SQL§ion=Facility%20Planning)

[DTE/Common/Projects.aspx?id=500722-12&DatabaseType=SQL§ion=Facility%20Planning](http://www2.montgomerycountymd.gov/DOT-DTE/Common/Projects.aspx?id=500722-12&DatabaseType=SQL§ion=Facility%20Planning)

3. Pedestrian Safety Measures for the New Carrollton Metrorail Station

Project Summary

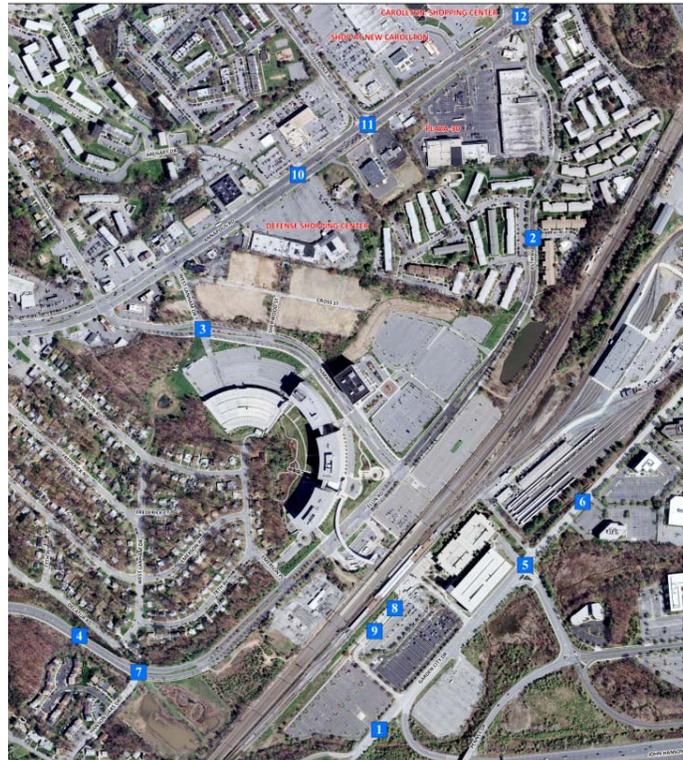
The New Carrollton Metrorail Station is currently Prince George's County's only full-service intermodal transportation center, which provides the region with an excellent opportunity to transform it into a premier, high-intensity and livable urban center and regional transit-oriented destination featuring a walkable and transit friendly environment. This grant request calls for implementation of 12 of the initial TLC study proposals for implementation.

Project Cost

Project Component	Location	Project Parties	Total Project Cost	FY 2011 TIGER Grant Request	Percent TIGER	Match Source	Percent of Total Request
Pedestrian Safety Measures for the New Carrollton Metrorail Station	Prince George's County	Prince George's County	\$945,595	\$676,476	72%	Local funding	3%

Project Location

This project is located in Prince George's County, Maryland, around the New Carrollton Metrorail Station, the terminus station on the eastern portion of Metro's orange line. The location also includes the New Carrollton Amtrak and MARC commuter rail stations. The



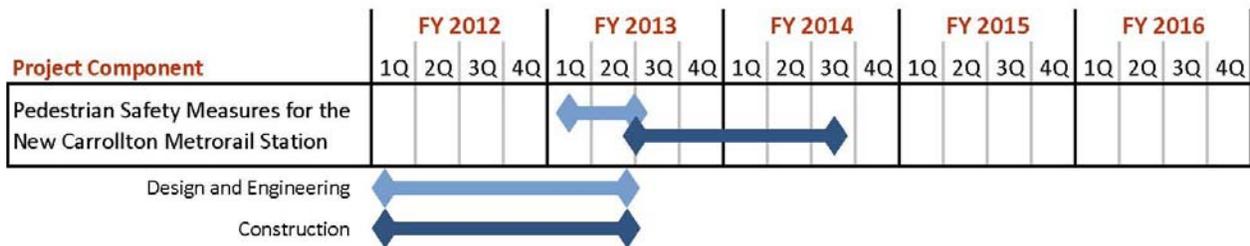
Project Planning

The 2010 New Carrollton Approved Transit District Development Plan (TDDP) and Transit District Overlay Zoning Map Amendment include planning concepts, recommendations, and implementation steps that came from the recommendations of the 2004 New Carrollton Transit-Oriented Development Strategy Planning Study, proposed public infrastructure investment recommendations provided by the Urban Land Institute Technical Assistance Panel convened in July 2007, as well as an extensive public outreach program that includes intensive hands-on workshops. Subsequent to the approval of the Plan, Prince George's County's Maryland National Capital Park and Planning Commission (M-NCPPC), through the Washington Metropolitan Council of Governments Transportation Planning Board (MWCOG-TPB), recently approved the 2010 Transportation Land-Use Connection (TLC) Study for the New Carrollton Station Area that provided a tool box of 29 recommended capital improvements.

Project Details

This grant request calls for construction of 12 of the initial TLC study recommendations for implementation. Included is the implementation of sidewalk and crossing improvements and signal timing changes, as identified in the TLC Study, and the pedestrian and bicycle recommendations of the 2010 TDDP around the New Carrollton Metro Station, which will assist the County in attracting future economic development to this area. Further, New Carrollton is the Number 1 identified Transit Oriented Development (TOD) in the County and ensuring that it is a safe pedestrian and bicycle friendly environment is critical to enhancing existing transit infrastructure and compounding its value as a TOD.

Project Schedule



FY refers to the local fiscal year, July 1 through June 30.

Additional Documentation

The components of this project were compiled from the 2010 TLC Program Study: New Carrollton Interim Pedestrian Safety Improvements. This study is located on the MWCOG website:

<http://www.mwcog.org/transportation/activities/tlc/pdf/NewCarrolltonPedSafety.pdf>

4. Twinbrook Metrorail Station: Pedestrian Safety Improvements

Project Summary

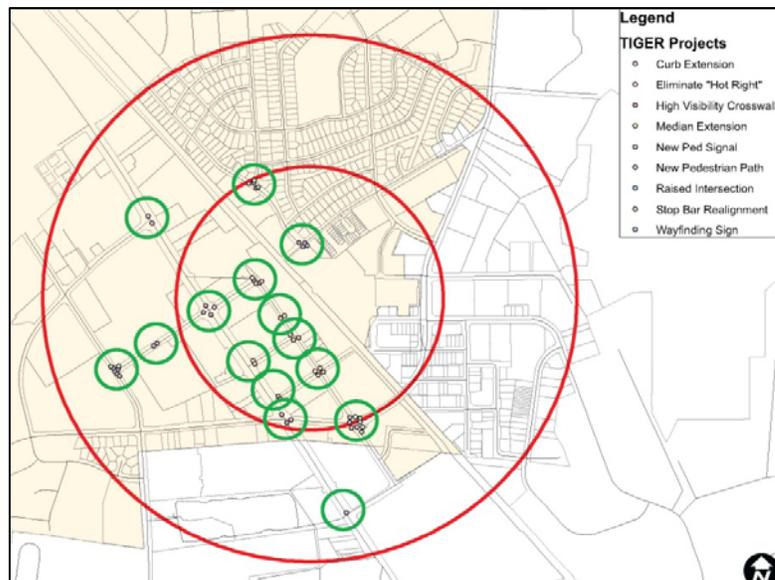
The project will construct safety improvements along four specific corridors within a one half mile radius of the Twinbrook Metrorail station. The improvements identified in this area include refurbished high-visibility crosswalks, median extensions, curb extensions, and other related enhancements at approximately 26 intersections within the project area. Implementation of this project will improve pedestrian safety in the immediate vicinity of the station.

Project Cost

Project Component	Location	Project Parties	Total Project Cost	FY 2011 TIGER Grant Request	Percent TIGER	Match Source	Percent of Total Request
Twinbrook Metrorail Station: Pedestrian Safety Improvements	City of Rockville	Rockville, MDOT	\$501,590	\$401,272	80%	Local funding	2%

Project Location

This project is located entirely within a one half mile radius around the Twinbrook Metrorail station. Twinbrook Metrorail station is located on the southeastern edge of the City of Rockville, and surrounded by roads owned and maintained by the City of Rockville, Montgomery County Department of Transportation (MCDOT), and the Maryland State Highway Administration (SHA). This project is located in a State-designated Transit Oriented Development area with existing residential, commercial, and employment uses. There are several other mixed-use developments expected to be constructed in this vicinity within the next few years.



Project Planning

The City of Rockville received a planning grant through the TPB's Transportation/Land-Use Connections (TLC) technical assistance program in 2011 to study safer walkways to the Twinbrook Metrorail Station. The TLC grant study was the result of a joint partnership between the City of Rockville and National Capital Transportation Planning Board. The community participated during the evaluation phase of this project, as Rockville hosted resident representatives from the City's Traffic and Transportation Commission as well as agency representatives for each of the jurisdictions described in this report. Implementation of this project will take place within existing City and State roadways and will require direct collaboration between staff at the City of Rockville and Maryland State Highway Administration

(SHA). In addition to this direct collaboration, City staff will coordinate with staff from the Montgomery County Department of Transportation and WMATA. Representatives from each of these agencies participated in a workshop during the concept design phase of the TLC study to discuss the proposed study recommendations.

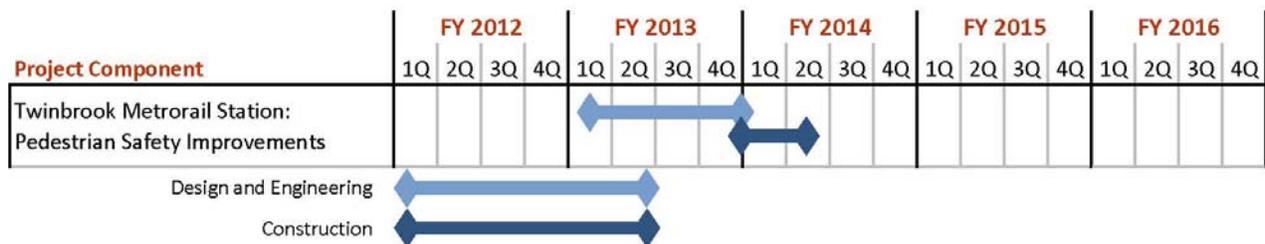
Nearly every recommendation included in the TLC grant study correlates directly to a safety improvement. Recommendations include, but are not limited to, providing pedestrian refuge islands, curb extensions, additional pedestrian-scale lighting, etc. The TLC study recommends consideration of rectangular rapid flashing beacons (RRFBs) to improve driver awareness of pedestrian activity at mid-block crosswalks. The grant study also recommended the use of innovative public safety campaigns, such as thermoplastic safety messages on the sidewalk, to reach pedestrians.

Project Details

The area immediately surrounding Twinbrook Metrorail station is currently under development as a high density residential community. This project will improve pedestrian and bicyclist accessibility to rapid transit without inhibiting automobile or bus operations. Improvements associated with this project are in specific corridors within the one half mile radius of the Twinbrook Metrorail station. These corridors were identified based on their importance to pedestrian accessibility and potential for improvement to support enhanced accessibility. These corridors are: Halpine Road, Lewis Avenue, , and Rockville Pike. The improvements identified in this area include refurbished high-visibility crosswalks, median extensions, curb extensions, and other related enhancements at approximately 15 intersections within the project area.

Private-sector redevelopment around the Twinbrook Metrorail station, a State-designated Transit Oriented Design (TOD) area, is adding more residential, retail, and office units. One such development, Twinbrook Station, is an award-winning, project that will include 1,595 residential units, 220,000 square feet of ground-floor retail, and 325,000 square feet of Class-A commercial space. Twinbrook Station has been designated a Smart Growth project by the Washington Smart Growth Alliance, received the International Charter Award for Excellence from the Congress for the New Urbanism, and was the first project in the Washington, DC, area to be awarded Stage 2 LEED for Neighborhood Development Gold-level certification for its plan. The City is able to match federal TIGER funds via Development Impact taxes collected as part of the Twinbrook Station development.

Project Schedule



FY refers to the local fiscal year, July 1through June 30.

Additional Documentation

This project was developed based on recommendations from a 2011 TLC Study: Safer Walkways to Transit in the City of Rockville, Maryland:

<http://www.mwcog.org/transportation/activities/tlc/pdf/Rockville-TOD.pdf>

5. West Hyattsville Metrorail Station Access Improvements

Project Summary

The project includes two components: adding approximately 500 linear feet of frontage along the south side of Jamestown road to improve pedestrian access to the West Hyattsville Metrorail station and providing a WMATA secure bike parking facility and related identified improvements that connect into the West Hyattsville station.

Project Cost

Project Component	Location	Project Parties	Total Project Cost	FY 2011 TIGER Grant Request	Percent TIGER	Match Source	Percent of Total Request
West Hyattsville Metrorail Station Access Improvements	Prince George's County	Prince George's County	\$710,250	\$542,750	76%	Local funding	2%

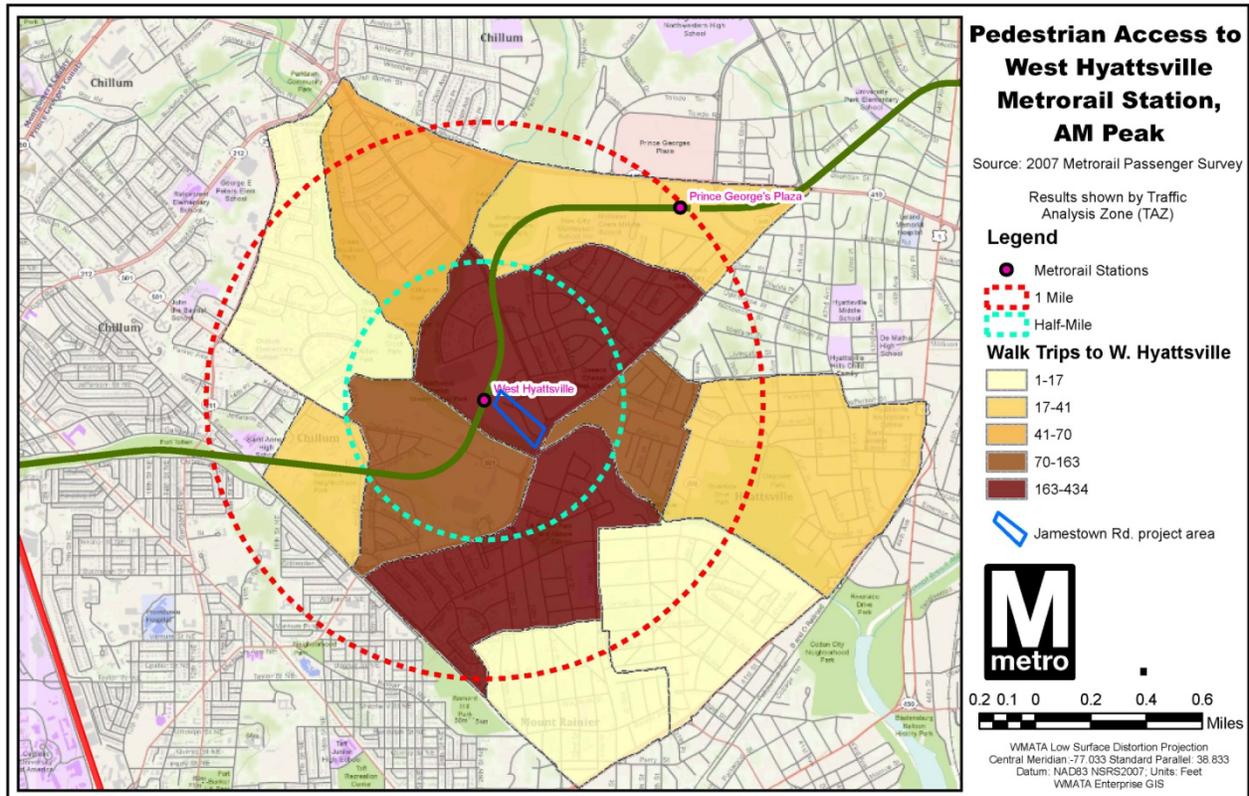
Project Location

This project is located in Prince George's County, Maryland, at the West Hyattsville Metrorail station, which is on the Metro green line, one station stop outside of the District of Columbia. This project is located in a mixed residential and commercial area and will provide better non-motorized access to the rail station. On a given weekday, 41 percent of the station's riders walk to the station. This amounts to approximately 1,600 pedestrian trips to the station and another 1,600 trips leaving the station. Many of these trips are along Jamestown Road, as it connects to high density residential uses located to the south and east of the station. An existing trail runs from the apartments to Queens Chapel Road, intersecting Queens Chapel Road near the intersection of Jamestown Road. Pedestrians using Jamestown Road must walk along the shoulder to reach the station.

Project Planning

The approved Prince George's Countywide Master Plan of Transportation (CMPOT) recommends wide sidewalks and designated bike lanes along Jamestown Road. These facilities are intended to improve pedestrian safety, facilitate non-motorized access to metro, and complement the existing stream valley trail network along Northwest Branch. According to WMATA's Station Site and Access Planning Manual, the West Hyattsville Metrorail station currently has the highest rate of bicycle and pedestrian access of all the metro stations in Prince George's County. The provision of bike facilities will further encourage and safely accommodate this mode. The road improvements along Jamestown Road will achieve the community vision as expressed in the West Hyattsville Transit District Development Plan (TDDP) by establishing land use/transit linkages that make it easier to use transit (rail and bus) and by creating an attractive pedestrian-friendly environment around the transit station. The TDDP also includes recommendations for various pedestrian safety features and amenities through the transit district that will serve to make a safer and more inviting pedestrian environment immediately around the station. Some of these improvements will occur as part of larger development applications; while others will be implemented by local agencies as funding becomes available.

The station area enhancements, including the secure bicycle parking facility, were derived from WMATA’s Metrorail Bicycle and Pedestrian Access Improvements Study.



Project Details

The project will add approximately 500 linear feet of sidewalk along the south side of Jamestown road to improve pedestrian access to the West Hyattsville Metrorail station. A WMATA secure bike parking facility and related identified improvements that connect into the WMATA West Hyattsville Station will be provided. This is one of the recommendations out of the WMATA Bicycle Access Study. The bike parking facility will be located adjacent to station entrance and will have access to the local bike network, including the trail system discussed above. It will be weather protected and security will be maintained by limited access entry system and cameras. A similar facility is under construction at the nearby College Park Metrorail Station (<http://planitmetro.com/2011/10/06/college-park-bike-ride-under-construction/>).

Project Schedule

Project Component	FY 2012				FY 2013				FY 2014				FY 2015				FY 2016			
	1Q	2Q	3Q	4Q																
West Hyattsville Metrorail Station Access Improvements					←	←	←	←	→	→	→	→								
Design and Engineering	←	←	←	←	←	←	←	←												
Construction	←	←	←	←	←	←	←	←												

FY refers to the local fiscal year, July 1through June 30.

Additional Documentation

References to this project may be found in the following documents:

Washington Metropolitan Area Transit Authority, Station Site and Access Planning Manual, Appendix C, page C-4.

Maryland-National Capital Park and Planning Commission, Approved West Hyattsville Transit District Development Plan, page 1.

Washington Metropolitan Area Transit Authority, Metrorail Bicycle & Pedestrian Access Improvements Study, October 2010:

<http://planitmetro.com/wp-content/uploads/2010/12/Metrorail-Bicycle-Pedestrian-Access-Improvements-Study-Final.pdf>

6. Army Navy Drive Multimodal Access Improvements

Project Summary

The project component re-conceives 3,300 feet of Army Navy Drive, providing a wider, safer sidewalk, a physically-separated two-way cycle track, and safer street cross section that will support a future streetcar. The project adds ten bikeshare stations along Columbia Pike to complement the established Capital Bikeshare activities in the core project area. Collectively, the improvements will enhance multimodal access to three major activity centers.

Project Cost

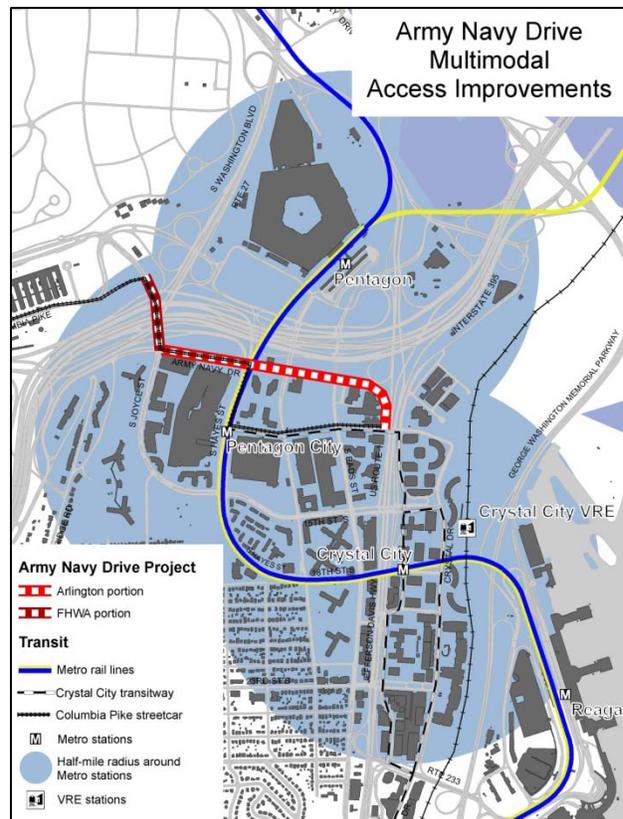
Project Component	Location	Project Parties	Total Project Cost	FY 2011 TIGER Grant Request	Percent TIGER	Match Source	Percent of Total Request
Arlington Army Navy Drive Multimodal Access Improvements	Arlington County	Arlington County	\$6,838,879	\$4,965,983	73%	Local bond funding	20%

Project Location

The component is located in Arlington County, Virginia, within one-half mile of three Metrorail stations: Pentagon, Pentagon City, and Crystal City. In addition, it is located within one half mile of the Crystal City VRE station. The bikeshare locations are along Columbia Pike, the terminus of which is within one half mile of the Pentagon and Pentagon City Metrorail stations; Columbia Pike will be reconfigured to accommodate a streetcar within the next decade.

Project Planning

This project originated as a need to improve bicycle and pedestrian access and connectivity in the vicinity of the Pentagon Reservation, immediately north of Army Navy Drive. Arlington County is committed to revitalizing Pentagon City and Crystal City, and as such target investments that yield the greatest good, not only from a transportation perspective, but also in terms of overall quality of life. This project is one of Arlington’s priorities, as it will make it easier and safer for residents, workers and visitors to access major activity centers within the County and the region. The project grows out of Arlington’s Master Transportation Plan process, and also fully supports the Federal Highway Administration’s 14th Street Bridge Corridor EIS, which aims to improve conditions for pedestrian and



bicycle access to river crossings as part of a long list of mitigation efforts to reduce the environmental effects of transportation in the region.

Guided by the Pentagon City Phased Development Site Plan, the Pentagon City area is developing a rich mix of office, retail, and residential uses to create a high-density, transit-oriented mixed use community. In 2010, the County adopted a long-range sector plan for Crystal City. The planning initiative was in response to BRAC recommendations, which called for the relocation of 17,000 jobs from Arlington to nearby military bases. As a result of the loss of employment, 4.2 million square feet of office space will be vacated. The approved Crystal City sector plan anticipates an increase in overall density of 61 percent by 2050, with an increased proportion of residential uses.

The project is also located within close proximity to major County capital projects, which further underscore the critical importance of the project area including: 1) construction of the new Long Bridge Park, a new state of the art aquatic, health and fitness facility and park located at the north end of Crystal City, scheduled to open in September 2011; 2) renewal of South Hayes Street in the heart of Pentagon City, scheduled for construction in 2012; 3) a major planning effort to establish fixed-rail transit along Columbia Pike; located just NW of the Project, with stations in Pentagon City and Crystal City; and 4) the initial launch site of Arlington's Capital Bikeshare system in September 2010.

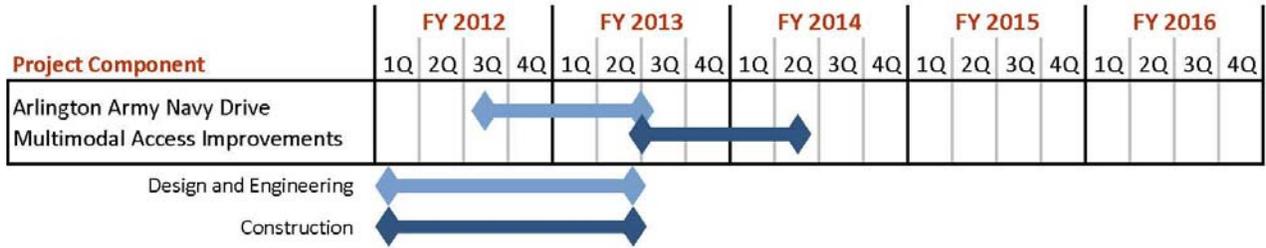
Project Details

This project proposes building the region's first separated two-way cycle track. While this type of facility is common in other parts of the world, especially in northern Europe, and has some precedent in North America; particularly in Montreal, this would be the first purpose-built cycle track in the Metropolitan Washington, DC area, and the first in the Commonwealth of Virginia. By narrowing the very wide existing street cross section of Army Navy Drive, space will be created for greatly improved conditions for pedestrians along an improved sidewalk, and a new alignment will be created for a dedicated bicycle facility. This will be done without negatively affecting motor vehicle operations, and while assuring a good fit for the anticipated fixed-rail streetcar line in the corridor. The anticipated cycle track facility proposed for Army Navy Drive is difficult to implement under existing modal funding in part because it is costly to build in prime urban settings, and in part because there are few precedents in this country for this type of bicycle accommodation.

Crystal City and Pentagon City launched Arlington's Capital Bikeshare program in 2010. That bicycle transit system continues to grow and meet the needs for short term cycle trips. Arlington County will provide the necessary planning and design costs as an in-kind match. Arlington County will own the bikes and equipment for the ten bikeshare facilities, but they will be operated by Capital Bikeshare through our existing contract.

The project is currently at 30% design, with an estimated budget of \$5.5 Million. A companion project to provide new bicycle and pedestrian facilities along South Joyce Street, immediately adjacent to Army Navy Drive, is scheduled for construction in 2012 (see attached map). It will be funded (at a cost of \$1.5 Million) and will be built by FHWA and VDOT.

Project Schedule



FY refers to the local fiscal year, July 1 through June 30.

Additional Documentation

The Federal Highway Administration's *14th Street Bridge Corridor EIS*.

Virginia Railway Express (VRE)

Virginia

7. Bicycle Lockers at VRE Stations

Project Summary

The project will install bicycle lockers at eight Virginia Railway Express (VRE) Stations throughout Northern Virginia.

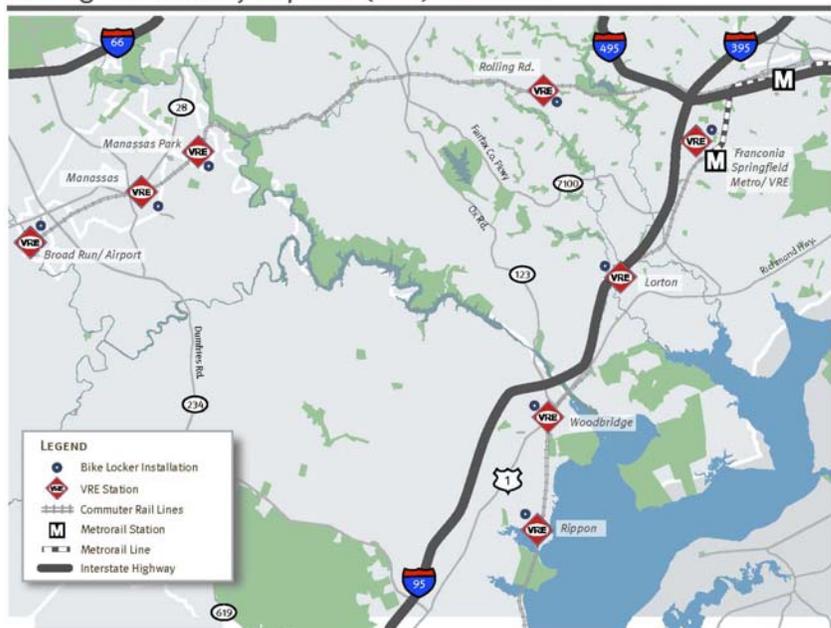
Project Cost

Project Component	Location	Project Parties	Total Project Cost	FY 2011 TIGER Grant Request	Percent TIGER	Match Source	Percent of Total Request
Bicycle Lockers at VRE Stations	Fairfax County, Manassas, Manassas Park, Prince William County	VRE, Fairfax County, Manassas, Manassas Park, Prince William County	\$283,600	\$226,880	80%	Local funding	1%

Project Location

The project is located in Northern Virginia at eight stations on two lines of the VRE commuter train service. The project will add bicycle lockers to three stations in Fairfax County, three stations in Prince William County, and two stations each in the City of Manassas and City of Manassas Park. The project locations include existing, under-utilized and emerging housing centers. The Manassas station is located within the City of Manassas Old Town historic district, an established, mixed-use area, while the Rolling Rd. and Franconia-Springfield stations are located adjacent to established residential areas. The Broad Run, Manassas Park, Lorton and Rippon stations are located in emerging housing centers where housing has been constructed in recent years or is planned for areas adjacent to the VRE station. The areas adjacent to the Manassas Park and Lorton stations also include retail/commercial uses in addition to residential uses. The Woodbridge station is part of Prince William County’s North Woodbridge redevelopment area, planned for housing, office, and retail uses.

BICYCLE LOCKERS
At Virginia Railway Express (VRE) Stations



Project Planning

VRE works closely with member jurisdictions to provide station amenities (e.g., sidewalks/trails, bicycle facilities, kiss-and-ride, station parking,) that give riders a variety of transportation choices for accessing VRE service. VRE currently provides bike racks at most stations as well as allowing bikes on board the

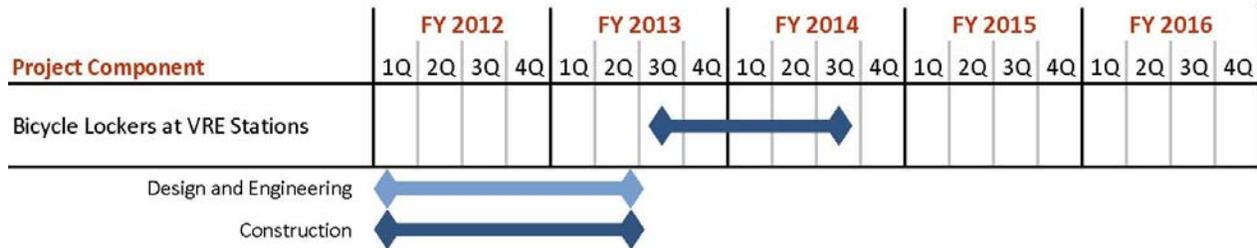
last three AM/PM peak trains and mid-day/reverse-flow trains. There have been increased requests from VRE riders, either directly to VRE or through the local jurisdictions where VRE stations are located, to add bicycle lockers to VRE stations to provide additional options for riders accessing VRE via bicycle.

Project Details

The project will install bicycle lockers at the following VRE Stations:

- Broad Run/Airport (Prince William County) – 4 lockers, 8 bike capacity
- Manassas – 4 lockers, 8 bike capacity
- Manassas Park – 4 lockers, 8 bike capacity
- Rolling Road (Fairfax County) – 5 lockers, 10 bike capacity
- Lorton (Fairfax County) – 4 lockers, 8 bike capacity
- Franconia-Springfield (Fairfax County) – 6 lockers, 12 bike capacity
- Woodbridge (Prince William County) – 4 lockers, 8 bike capacity
- Rippon (Prince William County) – 4 lockers, 8 bike capacity

Project Schedule



FY refers to the local fiscal year, July 1through June 30.

Appendix 2

Project Partner Support Letters

Letters include local match and NEPA assurances from the jurisdictions that own portions of the proposed project. Underpinning these letters of support is TPB Resolution R3-2012 that was unanimously adopted September 21, 2011 and approved the submission of this application, signaling broad regional support for the proposed project.

The following is a list of letters included in this section:

1. TPB Resolution R3-2012, approving submission of the FY 2011 TIGER Grant: September 21, 2011
2. COG Board Resolution R-50-2011, approving administration of project: October 12, 2011
3. Arlington County Office of the County Manager letter from Barbara Donnellan: October 18, 2011
4. District Department of Transportation letter from Director Terry Bellamy: October 27, 2011
5. Montgomery County Department of Transportation letter from Arthur Holmes, Jr: October, 18, 2011
6. Prince George's County Department of Public Works and Transportation letter from Director Haitham Hijazi for New Carrollton: October 27, 2011
7. Prince George's County Department of Public Works and Transportation letter from Director Haitham Hijazi for West Hyattsville: October 27, 2011
8. City of Rockville letter from Scott Ullery, City Manager: October 17, 2011
9. Virginia Railway Express (VRE) letter from Chief Executive Officer Dale Zehner: October 26, 2011
 - a. Fairfax County Department of Transportation letter from Tom Biesiadny: October 25, 2011
 - b. City of Manassas Community Development letter from Elizabeth Via-Gossman: September 12, 2011
 - c. City of Manassas Park letter from James Zumwalt, City Manager: September 28, 2011
 - d. Prince William County Department of Transportation letter from Thomas Blaser: September 14, 2011

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

**RESOLUTION APPROVING THE SUBMISSION OF A
PRE-APPLICATION TO IMPLEMENT PEDESTRIAN AND BICYCLE ACCESS
IMPROVMENTS IN RAIL STATION AREAS IN THE NATIONAL CAPITAL REGION
FOR FUNDING UNDER THE US DEPARTMENT OF TRANSPORTATION (USDOT)
FY 2011 TIGER COMPETITIVE GRANT PROGRAM**

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 the Safe, Accountable, Flexible, and Efficient Transportation Equity Act - A Legacy for Users (SAFETEA-LU) of 2005 for developing and carrying out a continuing, cooperative and comprehensive transportation planning process for the Washington Metropolitan Area; and

WHEREAS, On July 1, 2011, U.S. DOT released an interim notice of funding availability for the FY 2011 TIGER discretionary grant program, and a final notice of funding availability on August 12, 2011; and

WHEREAS, the FY 2011 TIGER program is a competitive discretionary grant program administered through the US DOT Office of the Secretary funded with \$527 million appropriated through the FY 2011 Appropriations Act, \$387 million of which is available for capital projects in urban areas; and

WHEREAS, the TIGER program focuses on five primary criteria: state of good repair, safety, sustainability, livability, and economic competitiveness; and two secondary criteria: innovation and partnership; and

WHEREAS, the TIGER program provides the TPB with a good opportunity to fund innovative and challenging transportation projects that would be multimodal, multijurisdictional, multi-partnered and difficult to implement under other "modal" funding sources, in the process of meeting USDOT's long-term goals and objectives, such as providing regional benefits and strengthening regional partnerships, promoting multimodal travel by increasing connectivity and feasibility of using transit throughout the region, and increasing affordable transportation options; and

WHEREAS, the FY 2011 TIGER application timeframe requires a pre-application to be submitted by October 3 with a final application due by October 31; and

WHEREAS, at the July 21 TPB meeting, the Board approved TPB staff working with regional staff to develop a regional application that would center on funding small-scale,

innovative transit access projects, including pedestrian, bicycle, streetscape or other circulation improvements to improve access to selected rail stations and encourage mixed-use development around the stations; and

WHEREAS, on July 29 an e-mail request was sent to TPB member jurisdictions requesting them to identify potential infrastructure projects for inclusion in the TPB application, and TPB staff and staff from member jurisdictions met on August 17 and 30 to review the proposed project details, costs and local funding match sources, required assurances, operating funding sources, and alternative financing opportunities, such as private contributions; and

WHEREAS, on September 9, the TPB Technical Committee was briefed on the recommended local projects for the application to implement pedestrian and bicycle access improvements in rail station areas and recommended that the projects be presented to the TPB for approval on September 21; and

WHEREAS, the recommended local projects for the application include:

- Forest Glen Underpass in Montgomery County,
- Pedestrian Safety Measures for New Carrollton Metro Station in Prince George's County,
- West Hyattsville Metro Station / Ager Road Improvements in Prince George's County,
- Safer Walkways around the Twinbrook Metro Station in the City of Rockville,
- Army Navy Drive Multimodal Access Improvements in Arlington County,
- Bicycle Lockers at VRE Stations, and
- Fort Totten Access Improvements in the District of Columbia, as described in the attached memorandum; and

WHEREAS, additional details on the local project designs, costs and funding commitments, and implementation schedules will be provided to TPB staff by September 30 in order to perform and document the required analysis of the expected benefits and costs, including a calculation of net benefits,

WHEREAS, at its October 19 meeting the TPB will be asked to review and approve the final application for submission by October 31;

NOW, THEREFORE BE IT RESOLVED THAT THE NATIONAL CAPITAL REGION TRANSPORTATION PLANNING BOARD approves the recommended local projects for submission of a pre-application for a regional application under the federal FY 2011 TIGER program by the due date of October 3, 2011 as described in the attached memorandum.

METROPOLITAN WASHINGTON COUNCIL OF GOVERNMENTS
777 NORTH CAPITOL STREET, N.E.
WASHINGTON, D.C. 20002

RESOLUTION AUTHORIZING COG TO APPLY FOR AND ADMINISTER FUNDING FOR A PROJECT TO IMPLEMENT PEDESTRIAN AND BICYCLE ACCESS IMPROVEMENTS IN RAIL STATION AREAS IN THE REGION FROM THE FY 2011 TRANSPORTATION INVESTMENTS GENERATING ECONOMIC RECOVERY (TIGER) COMPETITIVE GRANT PROGRAM OF THE US DEPARTMENT OF TRANSPORTATION (USDOT)

WHEREAS, On July 1, 2011, USDOT released an interim notice of funding availability for the FY 2011 TIGER discretionary grant program, and a final notice of funding availability on August 12, 2011; and

WHEREAS, the FY 2011 TIGER program is a competitive discretionary grant program administered through the USDOT Office of the Secretary funded with \$527 million appropriated through the FY 2011 Appropriations Act, \$387 million of which is available for capital projects in urban areas; and

WHEREAS, the National Capital Region Transportation Planning Board (TPB), as the metropolitan planning organization (MPO) for the Washington Region, has the responsibility under the provisions of the Safe, Accountable, Flexible, and Efficient Transportation Equity Act - A Legacy for Users (SAFETEA-LU) of 2005 for developing and carrying out a continuing, cooperative and comprehensive transportation planning process for the Washington Metropolitan Area; and

WHEREAS, metropolitan planning organizations like the TPB are eligible applicants under the expressed FY 2011 TIGER grant funding guidelines; and

WHEREAS, the TPB adopted the attached Resolution, TPB R3-2012, on September 21, 2011, approving the submission of a pre-application for a project to Implement Pedestrian and Bicycle Access Improvements in Rail Station Areas in the National Capital Region for funding under the FY 2011 TIGER competitive grant program; and

WHEREAS, the TPB will be the lead applicant in the grant application and COG/TPB will be the direct recipient of up to \$30 million for a regional pedestrian and bicycle access improvements to rail stations project, and other state, regional and local agencies will be joint applicants and sub-recipients of FY 2011 TIGER grant funding included in the application; and

WHEREAS, COG is the administrative agent of the TPB, and the COG Board authorizes the executive director to apply for and administer grant funding on behalf of the TPB; and

WHEREAS, applying for an FY 2011 TIGER grant represents a significant regional funding opportunity.

NOW, THEREFORE, BE IT RESOLVED BY THE BOARD OF DIRECTORS OF THE METROPOLITAN WASHINGTON COUNCIL OF GOVERNMENTS THAT:

The Executive Director, or his designee, is authorized to apply for and administer grant funding from USDOT's FY 2011 TIGER Competitive Grant Program for a project to Implement Pedestrian and Bicycle Access Improvements in Rail Station Areas in an amount no less than \$10,000,000 and not to exceed \$30,000,000 in accordance with provisions of the grant program. No COG matching funds are required.

COPY TESTE:

Diane Humke, Board Clerk



OFFICE OF THE COUNTY MANAGER

2100 Clarendon Boulevard, Suite 302, Arlington, VA 22201
TEL 703-228-3120 FAX 703-228-3218 TTY 703-228-4611 www.arlingtonva.us

October 18, 2011

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

Re: TIGER III federal grant submission

Dear Chair Bowser,

As a member of the National Capital Region Transportation Planning Board (TPB), the metropolitan planning organization (MPO) for the Washington region, Arlington County has worked with MPO staff on development of the TIGER III regional access to transit grant submitted for the Washington region by the TPB. Arlington County enthusiastically supports the region's grant application, which was approved by the TPB for submittal to the U.S. Department of Transportation.

We are looking forward to implementing the proposed project components. Army Navy Drive is an important urban arterial street, which will have to be reconceived as a more complete, multimodal facility in order to meet the growing needs of the Pentagon City transit oriented development area. Our proposed project, which has been planned in partnership with the Federal Highway Administration (FHWA), would redesign and rebuild the street in order to serve pedestrians, cyclists, and transit users as well as it serve automobiles. The project also includes the addition of 10 bikesharing stations to the Capital Bikeshare network, which already includes over 200 existing or planned bikesharing stations in Arlington and the District of Columbia.

Arlington is committed to this project. Upon the award of a TIGER grant, Arlington will provide a local match of \$1,872,896, which represents 27% of the total cost for the Army Navy Drive project, including bikesharing.

The project components proposed to be implemented through this grant application may be subject to the provisions of the National Environmental Policy Act of 1969, as amended (NEPA). Upon successful award of the TIGER grant, Arlington will conduct the appropriate level of NEPA analysis. The project as proposed in this application meets the definition of projects defined in: 23 CFR 771.117 C(3) Construction of bicycle and pedestrian lanes, paths, and facilities. Therefore, we believe a CE under 23 CFR 771.117 C is an appropriate level of NEPA analysis for this project, and we anticipate

submitting a CE request to the appropriate modal administration once analysis has been completed.

The Army Navy Drive project was identified by FHWA as a mitigating project for its 14th Street Bridge EIS. This may adequately fulfill NEPA documentation requirements for this aspect of the project. However, should it be determined that additional NEPA actions are necessary; Arlington is prepared to move quickly to satisfy them.

As project owner, Arlington County certifies it will comply with all wage rate requirements and other applicable provisions of the United States Code, Subchapter IV of Chapter 31 of Title 40.

As part of project implementation, Arlington County will comply with all applicable federal, state and local permitting requirements.

We look forward to partnering with TPB in this exciting effort.

Sincerely,

A handwritten signature in blue ink, appearing to read "Barbara M. Donnellan", with a stylized flourish at the end.

Barbara M. Donnellan
County Manager



COPY

DEPARTMENT OF TRANSPORTATION

Isiah Leggett
County Executive

Arthur Holmes, Jr.
Director

October 18, 2011

The Honorable Muriel Bowser, Chair
National Capital Region Transportation Planning Board
Metropolitan Washington Council of Governments
777 North Capitol Street, NE, Suite 300
Washington, DC 20002-4290

Dear Chairperson Bowser:

As a member, of the National Capital Region Transportation Planning Board (TPB), the Metropolitan Planning Organization (MPO) for the Washington region, Montgomery County (MC) has worked with the MPO staff on the development of the TIGER III Forest Glen Metro Access project grant submitted for the Washington region by the TPB. This application was approved by the TPB for submittal to the U.S. Department of Transportation. Montgomery County enthusiastically supports the grant application.

Furthermore, the intersection of Georgia Avenue and Forest Glen Road is one of the most congested intersections located adjacent to a Washington Metropolitan Area Transit Authority (WMATA) subway station in the Washington Metropolitan Area. Construction of an underground passageway or bridge that separates pedestrians accessing the station from on-street traffic will make it safer; and more inviting for pedestrians and bicyclists to access the Forest Glen Metro Station. In addition to the tunnel or bridge, the project includes the construction of one elevator to connect the street level directly to the mezzanine of the Forest Glen Metrorail Station to improve access for persons with disabilities. It also establishes bikeshare stations at the Forest Glen Metrorail Station, Holy Cross Hospital and the surrounding areas.

The Forest Glen Metro Access project is a clear priority for MC Project planning which is funded in the MC Capital Improvement Program (CIP) and is underway. The Total TIGER request is for \$14.4 million, 80 percent of the project cost. The local match from MC is \$3.6 million, 20 percent of the project cost. This \$3.6 million local match will be funded by bonds programmed in the MC CIP "State Transportation Participation – NO. 500722." The Forest Glen Metro Access project has been identified on the State Participation program for funding, additionally, there is sufficient funding not dedicated to other projects to fully meet the grant requirements. (Please refer to the attached project description form.) Easements for bikesharing stations will be provided by Holy Cross Hospital, WMATA, and other property owners. MC will be responsible for Bikesharing operating and maintenance costs. WMATA will be responsible for the operation and maintenance of the underpass or bridge and the elevator.

Office of the Director

101 Monroe Street, 10th Floor • Rockville, Maryland 20850 • 240-777-7170 • 240-777-7178 FAX
www.montgomerycountymd.gov

Located one block west of the Rockville Metro Station

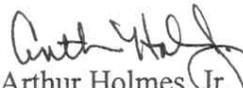
The Honorable Muriel Bowser, Chair
October 18, 2011
Page 2

The project as proposed in this application meets the definition of project defined in: 23 CFR 771.117 C (3) Construction of bicycle and pedestrian lanes, paths and facilities. Therefore, we believe a Categorical Exclusion (CE) under 23 CFR 771.117 C is an appropriate level of National Environmental Policy Act analysis for this project, and we anticipate submitting a CE request to the appropriate modal administration once analysis has been completed.

As part of project implementation, MC will comply with all applicable Federal, State, and local permitting requirements. As with all capital construction projects in MC, all applicable Federal, State and local permits will be identified and obtained in accordance with our standard construction management procedures.

As shown in the enclosed project description form for the "State Transportation Participation project, the local match for the Forest Glen Metro Access project has already been approved by the County Executive, and by resolution of the County Council. I sign this letter noting this County Executive and Council Approval as part of the implementation of the MC CIP. We look forward to partnering with TPB in this exciting effort.

Sincerely,


Arthur Holmes, Jr.
Director

AH:ar

Enclosure



Rushern L. Baker, III
County Executive

PRINCE GEORGE'S COUNTY GOVERNMENT



Department of Public Works and Transportation
Office of the Director



October 27, 2011

The Honorable Muriel Bowser, Chair
National Capital Region Transportation Planning Board
Metropolitan Washington Council of Governments
777 North Capitol Street, N.E., Suite 300
Washington, DC 20002

Dear Chairperson Bowser:

On behalf of the Prince George's County Department of Public Works and Transportation (DPW&T), I am pleased to support the Pedestrian Safety Measures for the New Carrollton Metro Station Project for inclusion in the TIGER III Discretionary Grants application. Prince George's County strongly supports the safety and accessibility benefits of this project.

The New Carrollton Metro Station is currently Prince George's County's only full-service intermodal transportation center. As such, it provides the region with an excellent opportunity to transform the New Carrollton Metro Station into a premier, high-intensity and livable urban center that is a regional transit-oriented destination featuring a walkable and transit friendly environment. Toward this end, the 2010 New Carrollton Approved Transit District Development Plan (TDDP) and Transit District Overlay Zoning Map Amendment included planning concepts, recommendations, and implementation steps stemming from the recommendations of the 2004 New Carrollton Transit-Oriented Development Strategy Planning Study, proposed public infrastructure investment recommendations provided by the Urban Land Institute Technical Assistance Panel convened in July 2007, and an extensive public outreach program that included intensive hands-on workshops. Subsequent to the approval of the Plan, Prince George's County's Maryland-National Capital Park and Planning Commission (M-NCPPC), through the Washington Metropolitan Council of Governments Transportation Planning Board (MWCOG-TPB), approved the 2010 Transportation Land-Use Connection (TLC) Study for the New Carrollton Metro Station area that provided a tool box of 29 recommended capital improvements.

After a careful and exhaustive review, this grant request calls for implementation of 12 of the initial TLC study proposals. Included is the installation of sidewalk and crossing improvements and signal timing changes, as identified in the TLC Study, and the pedestrian and bicycle recommendations of the 2010 TDDP around the New Carrollton Metro Station, which

The Honorable Muriel Bowser, Chair
October 27, 2011
Page 2

will assist the County in attracting future economic development to this area. Further, the New Carrollton Metro Station is the Number 1 identified Transit Oriented Development (TOD) priority in the County. Ensuring that it is a safe pedestrian and bicycle friendly environment is critical to enhancing existing transit infrastructure and compounding its value as a TOD.

The Prince George's County Executive and other elected and appointed officials are very proud of our Governor's recent announcement that the Department of Housing and Community Development will be relocating to New Carrollton. The County has been working vigorously with WMATA, State and private bidders on a request for qualifications regarding the potential for developing both the North and South parcels at the New Carrollton Metro Station. With all of these exciting elements taking shape, it is even more important for vital safety infrastructure to be improved and in place, as well as to ensure the safest community possible, all of which will result in the greatest potential for economic development at this critical time.

The total project costs to provide the needed safety improvements surrounding the New Carrollton Metro Station are \$945,595, which includes design and construction. In these challenging economic times, we are pleased that Prince George's County has identified a \$269,119 local match for this project to improve our transportation system and support the request for \$676,476 as part of the TIGER III application. We support the inclusion of Pedestrian Safety Measures for the New Carrollton Metro Station into this vital grant application, which will help to foster economic development, regional equity and balance, reduce congestion, enhance safety, and generate a healthier, more vibrant and walkable community for all.

Should you have questions or comments regarding this project, please contact Victor Weissberg of my staff at 301.883.5600 or via email at vweissberg@co.pg.md.us.

Sincerely,



Haitham A. Hijazi, Ph.D., P.E.
Director

Attachment

cc: The Honorable Eric Olson, Member, Transportation Planning Board
Todd Turner, First Vice Chair, Transportation Planning Board
Ronald Kirby, Director of Transportation, MWCOG
André Issayans, Deputy Director, Prince George's County, DPW&T
Victor Weissberg, Special Assistant to the Director, Prince George's County, DPW&T
Donald A. Halligan, Director, Office of Planning and Capital Programming, MDOT
Lyn Erickson, Manager, Office of Planning and Capital Programming, MDOT
Michael Nixon, Manager, Office of Planning and Capital Programming, MDOT



Rushern L. Baker, III
County Executive

PRINCE GEORGE'S COUNTY GOVERNMENT



Department of Public Works and Transportation
Office of the Director



October 27, 2011

The Honorable Muriel Bowser, Chair
National Capital Region Transportation Planning Board
Metropolitan Washington Council of Governments
777 North Capitol Street, N.E., Suite 300
Washington, DC 20002

Dear Chairperson Bowser:

Serving in my capacity as the Director of the Prince George's County Department of Public Works and Transportation (DPW&T), I am pleased to support the inclusion of Prince George's County's West Hyattsville Access Project into the Metropolitan Washington Council of Governments application for the TIGER III Discretionary Grants application. This project is very important to Prince George's County, as it will support the upgrade to and construction of "Green and Complete Roadway" elements designed to improve community safety, as well as enhance environmental benefits and access to commercial areas and the West Hyattsville Metro Station.

This project addresses key elements from WMATA's Access Improvements Study. Two of the elements from that Study included in this grant request are the completion of sidewalk gaps along Jamestown Road (heavily traveled by pedestrians walking along the shoulder), and a WMATA Secure Bike Parking Facility at the West Hyattsville Station.

The TIGER request for this project includes \$650,000 in construction costs, of which \$250,000 is for sidewalk installation along Jamestown Road, and \$400,000 for the construction of a WMATA Secure Bike Parking Facility. In addition, the County will fund \$37,500 for the design of Jamestown Road. In these challenging economic times, Prince George's County is proud that a 24% local match of the total project cost is provided.

The Honorable Muriel Bowser, Chair
October 27, 2011
Page 2

Should you have questions or comments regarding this project, please contact Victor Weissberg of my staff at 301.883.5600 or via email at vweissberg@co.pg.md.us.

Sincerely,



Haitham A. Hijazi, Ph.D., P.E.
Director

Attachment

cc: The Honorable Eric Olson, Member, Transportation Planning Board
Todd Turner, First Vice Chair, Transportation Planning Board
The Honorable Will Campos, County Council Member
Ronald Kirby, Director of Transportation, MWCOG
Richard Sarles, General Manager, WMATA
Andre' Issayans, Deputy Director, Prince George's County, DPW&T
Victor Weissberg, Special Assistant to the Director, Prince George's County, DPW&T
Donald A. Halligan, Director, Office of Planning and Capital Programming, MDOT
Lyn Erickson, Manager, Office of Planning and Capital Programming, MDOT
Michael Nixon, Manager, Office of Planning and Capital Programming, MDOT
Kristin Haldeman, WMATA



111 Maryland Avenue | Rockville, Maryland 20850-2364 | 240-314-5000
www.rockvillemd.gov

October 17, 2011

Ms. Muriel Bowser, Chair
National Capital Region Transportation Planning Board
777 N. Capital Street, N.E., Suite 300
Washington, D.C. 20002

Subject: FY 2011 TIGER Program Letter of Support

Dear Chair Bowser,

The City of Rockville, Maryland, is pleased to join the National Capital Region Transportation Planning Board (TPB) as a joint applicant for the Transportation Investment Generating Economic Recovery (TIGER) program. As a joint applicant and owner of components of the grant request, the City of Rockville supports this application, understands the obligation this role confers upon the City and will cooperate at all levels in carrying out the activities to be supported by the TIGER grant. The City of Rockville will provide local matching funds, in the amount of \$100,318 through the City Capital Improvement Program.

City of Rockville projects identified for implementation through this program include pedestrian safety and accessibility enhancements around the Twinbrook Metrorail station. The proposed pedestrian enhancements are the result of a TPB Transportation/ Land-Use Connections technical assistance grant study completed in Fiscal Year 2011. These projects are subject to the provisions of the National Environmental Policy Act (NEPA) of 1969, as amended. The project as proposed in this application, meets the definition of project defined in: 23 CFR 771.117 C(3) Construction of bicycle and pedestrian lanes, paths and facilities. Therefore, we believe a Categorical Exclusion under 23 CFR 771.117 C is an appropriate level of NEPA analysis for this project, and we anticipate submitting a CE request to the appropriate modal administration, once analysis has been completed. Regardless of the level of NEPA review to be performed, the City of Rockville will complete the NEPA process by June 30, 2013 in accordance with the requirements of the TIGER grant.

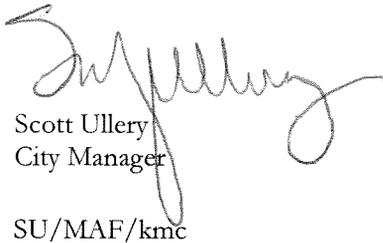
As project owner, the City of Rockville certifies that it will comply with all wage rate requirements and other applicable provisions of the United States Code, Subchapter IV of Chapter 31 of Title 40. As part of project implementation, the City of Rockville will comply with all applicable federal, State, and local permitting requirements. The improvements identified for completion through this program require limited surface disturbance and no changes to current or planned land use. Therefore, it is anticipated that few, if any, permits will be required. Nevertheless, as with all capital construction projects in the

Muriel Bowser, Chair
October 17, 2011
Page 2

City of Rockville, applicable federal, State and local permits will be identified and obtained in accordance with our standard construction management procedures.

We look forward to partnering with the TPB in this effort.

Sincerely,



Scott Ullery
City Manager

SU/MAF/kmc

cc: Craig L. Simoneau, P.E., Director of Public Works
Emad Elshafei, P.E., Chief of Traffic and Transportation
Matthew Folden, Transportation Planner II
Day file

VIRGINIA RAILWAY EXPRESS

1500 King Street, Suite 202

Alexandria, VA 22314

P: (703) 684-1001

F: (703) 684-1313

www.vre.org

October 26, 2011

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

Dear Chairman Bowser:

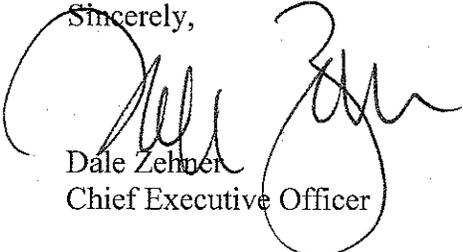
Virginia Railway Express (VRE) is pleased to partner with its member jurisdictions – Fairfax and Prince William Counties and the Cities of Manassas and Manassas Park – in joining the National Capital Region Transportation Planning Board, the metropolitan planning organization for the Washington, DC region, as a joint applicant of the FY 2011 Transportation Investments Generating Economic Recovery (TIGER) Competitive Grant Program.

VRE and its member jurisdictions are committed to improving non-motorized access options for residents and visitors to the region's commuter and Metrorail stations via a healthy, nonpolluting and affordable transportation option. The addition of bicycle lockers at VRE stations expands upon existing station bicycle amenities and satisfies an unmet need identified by the bicycle community for safe and secure bicycle parking.

VRE's member jurisdictions have committed to provide the local match to implement the improvements at the VRE stations within their respective jurisdictions. The VRE bike locker project as proposed in this application meets the definition of project as defined in: 23 CFR 771.117 C (3) Construction of bicycle and pedestrian lanes, paths, and facilities. Therefore, we believe a CE under 23 CFR 771.117 C is an appropriate level of NEPA analysis for this project, and we anticipate submitting a CE request to the appropriate modal administration once analysis has been completed.

We look forward to partnering with the Transportation Planning Board in this exciting effort.

Sincerely,


Dale Zehner
Chief Executive Officer





County of Fairfax, Virginia

To protect and enrich the quality of life for the people, neighborhoods and diverse communities of Fairfax County

October 25, 2011

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

Dear Chairman Bowser:

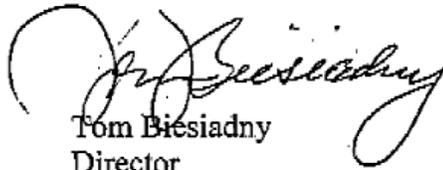
Fairfax County is pleased to partner with the Virginia Railway Express (VRE) in joining the National Capital Region Transportation Planning Board (TPB), the metropolitan planning organization (MPO) for the Washington region, as a joint applicant of the Department of Transportation's National Infrastructures Investments Under the Full-Year Continuing Appropriations, 2011, or commonly referred to as TIGER Discretionary Grants.

Fairfax County is committed to improving non-motorized transportation options. In 2006, the Board of Supervisors unanimously supported the County's comprehensive bicycle initiative, a program designed to make Fairfax County bicycle friendly and safe. As part of this program, efforts are being made to improve and expand bicycle parking at our park-and-ride lots, Metrorail stations, and Virginia Railway Express stations. This grant application will provide funding to expand and improve bicycle parking at three of the VRE facilities within the County; (Rolling Road, Backlick Road, and the Franconia-Springfield). The addition of these improvements will address growing demand for safe and secure bike parking.

Subject to appropriation by the Fairfax County Board of Supervisors at the time that the grant is awarded, the County will provide the local match to implement these improvements at the three defined locations within Fairfax County.

We look forward to partnering with the Virginia Railway Express and Transportation Planning Board in this exciting project. If you have any questions or need additional information, please call Charlie Strunk, our Bicycle Program Coordinator, at (703) 877-5600, or me at (703) 877-5663.

Sincerely,



Tom Biesiadny
Director

Fairfax County Department of Transportation
4050 Legato Road, Suite 400
Fairfax, VA 22033-2895
Phone: (703) 877-5600 TTY: 711
Fax: (703) 877 5723
www.fairfaxcounty.gov/fcdot



Ms. Muriel Bowser

October 25, 2011

Page 2 of 2

cc: Members, Board of Supervisors
Anthony H. Griffin, County Executive
Robert A. Stalzer, Deputy County Executive
Catherine A. Chianese, Assistant County Executive
Christine Hoeffner, Virginia Railway Express
Todd Wigglesworth, Acting Chief, Coordination and Funding Division, FCDOT
Michael R. Lake, Senior Transportation Planner, FCDOT
Charlie Strunk, Bicycle Coordinator, FCDOT



Elizabeth S. Via-Gossman, AICP
Director

CITY OF MANASSAS VIRGINIA

COMMUNITY DEVELOPMENT

9027 Center Street
Manassas, VA 20110

Telephone: 703/257-8223
Facsimile: 703/257-5117

MAYOR
Harry J. Parrish II

CITY COUNCIL
Andrew L. Harrover, V. Mayor
Marc T. Aveni
Sheryl L. Bass
J. Steven Randolph
Jonathan L. Way
Mark D. Wolfe

CITY MANAGER
Lawrence D. Hughes

September 12, 2011

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

Dear Chairman Bowser:

The City of Manassas, VA is pleased to partner with Virginia Railway Express (VRE) in joining the National Capital Region Transportation Planning Board (TPB), the metropolitan planning organization (MPO) for the Washington region, as a joint applicant of the FY 2011 Transportation Investments Generating Economic Recovery (TIGER) Competitive Grant Program.

Manassas, VA enthusiastically supports the region's TIGER grant application and the opportunity it presents to improve non-motorized access options for residents and visitors to the region's commuter and Metrorail stations via a health, nonpolluting and affordable transportation option. Specifically for the VRE station within the City of Manassas, the addition of bicycle lockers expands upon existing station bicycle amenities and satisfies an unmet need identified by the bicycle community which Manassas and VRE has been unable to address through existing funding programs. Increasing facilities for non-motorized travel is consistent with the City's Comprehensive Plan.

Subject to budget and appropriation by the Manassas City Council at the time that the grant is awarded to the VRE, the City will provide the local match to implement the lockers at VRE stations within the City of Manassas. In addition, the City of Manassas, Department of Community Development will cooperate in carrying out those activities and project components identified in the TIGER grant application for which the City of Manassas is responsible.



ManassasCivilWar.org

Ms. Muriel Bowser
September 12, 2011
Page 2

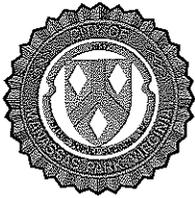
We look forward to partnering with VRE and TPB in this exciting effort.

Sincerely,

A handwritten signature in black ink, appearing to read 'Elizabeth S. Via-Gossman', written in a cursive style.

Elizabeth S. Via-Gossman, AICP
Director, Community Development

Cc: The Hon. Andrew Harrover, Vice Mayor
Lawrence D. Hughes, City Manager
Michael Moon, Director, Public Works and Utilities
Pat Weiler, Director, Finance and Administration



CITY OF MANASSAS PARK

City Hall • One Park Center Court • Manassas Park, Virginia 20111-2395
(703) 335-8800 • Fax (703) 335-0053
www.cityofmanassaspark.us

Mayor:
Frank Jones

Vice Mayor:
Bryan E. Polk

City Manager:
James Zumwalt

September 28, 2011

Council Members:
Preston Banks
Brian Leeper
Keith D. Miller
Suhas Naddoni
William J. Treuting

Ms. Muriel Bowser, Chair
National Capital Region Transportation Planning Board
777 N. Capitol St. NE, Suite 300
Washington, DC 20002

Dear Chairman Bowser:

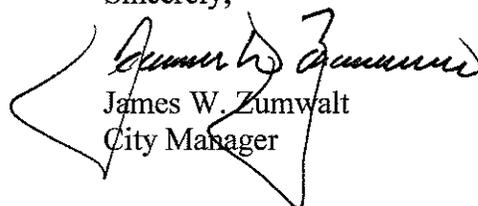
I am writing on behalf of the Manassas Park, Virginia City Council to endorse the Transportation Investment Generating Economic Recovery grant application being submitted through the Capitol Region Council of Governments to provide bicycle lockers at Virginia Railway Express train stations.

As the photo shows, even on a rainy day a significant number of commuters leave their cars at home and bike to the Manassas Park VRE Station for their daily trip to work. The bike rack provided at the station is frequently crowded, provides limited security for the bicycles, and provides no protection in inclement weather. The proposed lockers will be a great asset to the conscientious members of the community who are setting a green example for their fellow commuters and should increase the number commuters using non-motorized transportation to get to the train station.



As an indication of their support for the project, the Manassas Park City Council has agreed to provide the local match to help fund construction of the lockers.

Sincerely,


James W. Zumwalt
City Manager



COUNTY OF PRINCE WILLIAM

5 County Complex Court, Suite 290, Prince William, Virginia 22192-9201
(703) 792-6825 Metro (703) 631-1703 Fax (703) 792-7159

DEPARTMENT OF
TRANSPORTATION

Thomas Blaser
Director

CHRISTINE

September 14, 2011

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

2f

Dear Chairman Bowser:

Prince William County is pleased to partner with the Virginia Railway Express (VRE) in joining the National Capital Region Transportation Planning Board (TPB), the metropolitan planning organization (MPO) for the Washington region, as a joint applicant of the FY 2011 Transportation Investments Generating Economic Recovery (TIGER) Competitive Grant Program.

Prince William County supports the region's TIGER grant application and the opportunity it presents to improve non-motorized access options for residents and visitors to the region's commuter and Metrorail stations via a healthy, nonpolluting and affordable transportation option. Specifically for VRE stations within the County, the addition of bicycle lockers expands upon existing station bicycle amenities and satisfies an unmet need identified by the bicycle community which the County and VRE have been unable to address through existing funding programs. The project is a clear priority as the County will be providing the 20% local match to implement the lockers at VRE stations within Prince William County. In cooperation with VRE, Prince William County will assist VRE in carrying out those activities and project components identified in the TIGER grant application for which the County is responsible.

We look forward to partnering with VRE and the TPB in this exciting effort.

Sincerely,

Thomas Blaser
Director of Transportation

Cc: Board of County Supervisors
County Executive
Dale Zehner, VRE, Chief Executive Officer

Appendix 3

Additional Support Letters

The following is a list of additional letters of support included in this section:

1. Congressional Representative Gerald Connolly (VA-11): October 26, 2011
2. Congressional Representative Donna Edwards (MD-4): October 27, 2011
3. Congressional Representative Chris Van Hollen (MD-8): October 24, 2011
4. Regional Transit Operator, WMATA, Nat Bottigheimer, Assistant General Manager: September 27, 2011
5. Maryland Department of Transportation, Beverley Swaim-Staley, Secretary: October 18, 2011
6. Holy Cross Hospital, Kevin Sexton, President and CEO: August 4, 2011
7. Washington Area Bicyclist Association, Shane Farthing, Executive Director: October 18, 2011
8. Arlington Bicycle Advisory Committee, Mark Blacknell, Chair: October 18, 2011

GERALD E. CONNOLLY
11TH DISTRICT, VIRGINIA
424 CANNON HOUSE OFFICE BUILDING
WASHINGTON, DC 20515
(202) 225-1492

FAIRFAX OFFICE:
4115 ANNANDALE ROAD
SUITE 103
ANNANDALE, VA 22003
(703) 256-3071

PRINCE WILLIAM OFFICE:
4308 RIDGEWOOD CENTER DRIVE
WOODBIDGE, VA 22192
(703) 670-4989

Congress of the United States
House of Representatives
Washington, DC 20515-4611

COMMITTEE ON
OVERSIGHT AND GOVERNMENT REFORM
SUBCOMMITTEES:
BANKING MEMBER, TECHNOLOGY, INFORMATION
POLICY, INTERGOVERNMENTAL RELATIONS AND
PROCUREMENT REFORM
FEDERAL WORKFORCE, US POSTAL SERVICE,
AND LABOR POLICY
GOVERNMENT ORGANIZATION, EFFICIENCY
AND FINANCIAL MANAGEMENT
COMMITTEE ON FOREIGN AFFAIRS
SUBCOMMITTEES:
TERRORISM, NONPROLIFERATION AND TRADE
MIDDLE EAST AND SOUTH ASIA

October 26, 2011

The Honorable Ray LaHood
Secretary
US Department of Transportation
1200 New Jersey Ave SE
Washington, DC 20590

Dear Secretary LaHood,

Thank you for your continued service to our nation and for your efforts to provide transportation choices in communities across the nation. Your work here in the National Capital Region to advance the Dulles Corridor Metrorail Project has been invaluable, and it has been a pleasure collaborating with you on that vital project of regional and national significance.

I write to express my support for a TIGER 3 grant application submitted by the Virginia Railway Express (VRE) and the Metropolitan Washington Council of Governments to construct bicycle lockers at eight VRE stations in Northern Virginia. This low-cost project would expand commuting options and transit use in our region by facilitating bicycle access to VRE. As you know, VRE serves lower-density suburban portions of Northern Virginia. As a result, it is not practical for a large number of commuters to walk from their homes to nearby stations. Installing bike lockers would provide current and prospective riders with the option of bicycling to a station rather than driving. This project represents one of the lowest-cost options for expanding the availability of transit in a region that desperately needs more commuter choices.

I respectfully request your consideration for this application. It also is supported by the City of Manassas and Prince William County, which would contribute the 20% local match. Western Prince William residents suffer one of the longest commutes in the nation, and both local governments recognize there is substantial demand for bicycle facilities to allow for safe and convenient bicycle commuting. Construction of bicycle lockers at VRE stations would represent a significant improvement. Please don't hesitate to contact my office if we can provide additional information.

Sincerely,


Gerald E. Connolly
Member of Congress
11th District, Virginia

GC/ZF

HOUSE COMMITTEE ON
TRANSPORTATION AND INFRASTRUCTURE

HOUSE COMMITTEE ON
SCIENCE AND TECHNOLOGY

Congress of the United States
House of Representatives
Washington, DC 20515-2004

October 27, 2011

The Honorable Ray LaHood
Secretary
U.S. Department of Transportation
Southeast Federal Center Building
1200 New Jersey Avenue, SE
Washington, DC 20590

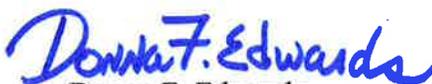
Dear Secretary LaHood:

I am writing to offer my strong support for three projects to receive Fiscal Year 2012 discretionary grant funding through the National Infrastructure Investments program (TIGER III). These investments will help fulfill an enormous need for good jobs and multimodal transportation solutions in the most congested region in the country. The three projects are:

- **MD 201 - \$10 million request:** This project will restructure MD 201 between MD 450 and MD 410 with bicycle and pedestrian improvements, providing improved access to transit facilities and calming vehicular traffic through reduced lane and shoulder widths.
- **Anacostia Riverwalk Trails – Kenilworth Gardens – \$12 million request:** The D.C. Department of Transportation is partnering with the Maryland Department of Transportation for construction of the final two miles in a 20-mile trail system for bicycles and pedestrians along the Anacostia River.
- **TPB Access to Transit Stations - \$24.2 million request:** The Transportation Planning Board of the Metropolitan Washington Council of Governments is seeking to construct a package of bicycle and pedestrian upgrades in the D.C. area that will improve access to Metro stations.

These projects are part of a comprehensive strategy to create jobs, improve livability, leverage public and private investment, increase levels of public safety, and achieve other national and regional goals. I would ask that you give them every consideration, under applicable rules and regulations, since these projects would help achieve these goals.

Sincerely,



Donna F. Edwards
Member of Congress

CHRIS VAN HOLLEN
8TH DISTRICT, MARYLAND

COMMITTEE ON THE BUDGET

1707 LONGWORTH HOUSE OFFICE BUILDING
WASHINGTON, DC 20515
(202) 225-5341

DISTRICT OFFICES:
51 MONROE STREET, #507
ROCKVILLE, MD 20850
(301) 424-3501

SUITE C-201
6475 NEW HAMPSHIRE AVENUE
HYATTSVILLE, MD 20783
(301) 891-6982

www.vanhollen.house.gov

Congress of the United States
House of Representatives
Washington, DC 20515

October 24, 2011

The Honorable Ray LaHood
Secretary
U.S. Department of Transportation
Southeast Federal Center Building
1200 New Jersey Avenue, S.E.
Washington, DC 20590-0001

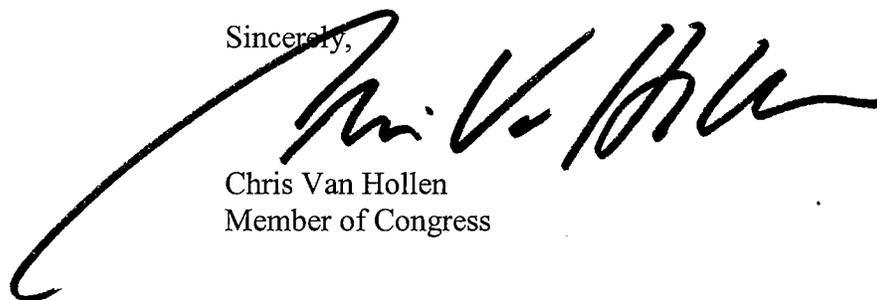
Dear Secretary LaHood:

I am pleased to strongly support the application of the Transportation Planning Board of the Metropolitan Washington Council of Governments ("TPB") for a TIGER III FY2012 discretionary grant from the National Infrastructure Investments program.

TPB is seeking \$24.2 million for bicycle and pedestrian upgrades in the metropolitan D.C. area that will improve access to Metro stations. This project is part of a comprehensive strategy to create jobs, improve livability, leverage public and private investment, and enhance public safety. Moreover, these improvements will promote environmental sustainability through non-motorized and public transit use in the most congested region in our country.

I strongly support TPB's efforts to obtain this critical funding and trust that its application will be given every consideration.

Sincerely,



Chris Van Hollen
Member of Congress

CVH/sr



September 27, 2011

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

Dear Chairwoman Bowser,

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

The purpose of the application is to fund the construction of pedestrian and bicycle improvements that provide access to rail stations. WMATA actively promotes walking and biking as a cost-effective way for customers to access the transit system. This past February, WMATA's Board of Director's adopted goals for the agency to increase the number of patrons who arrive at Metrorail stations by walking or biking. This project supports this vision by improving the walking and biking environment around a number of WMATA's stations.

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

Overall, the project will make the region more livable and promote balanced growth near transit. We look forward to participating in its implementation.

Sincerely,

Nat Bottigheimer
Assistant General Manager
Department of Planning & Joint Development

**Washington
Metropolitan Area
Transit Authority**

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

www.metroopensdoors.com

A District of Columbia,
Maryland and Virginia
Transit Partnership



Maryland Department of Transportation
The Secretary's Office

Martin O'Malley
Governor

Anthony G. Brown
Lt. Governor

Beverley K. Swaim-Staley
Secretary

Darrell B. Mobley
Deputy Secretary

October 18, 2011

The Honorable Muriel Bowser, Chair
National Capital Region Transportation Planning Board
Metropolitan Washington Council of Governments
777 North Capitol Street, N.E., Suite 300
Washington DC 20002

Dear Chairman Bowser:

The Maryland Department of Transportation (MDOT) is pleased to support the National Capital Region Transportation Planning Board's (TPB) application for the 2011 Transportation Investments Generating Economic Recovery (TIGER) Competitive Grant Program. The TPB's grant application concept centers on innovative rail station access projects, including pedestrian, bicycle, streetscape or other circulation improvements that would improve access to the region's commuter and Metro rail stations. The application concept aims to support and promote mixed-use development near rail station areas to reduce distances between housing and employment, thereby reducing Vehicle Miles of Travel and congestion. We look forward to partnering with the Maryland localities to ensure that the projects are successful.

Thank you for the opportunity to endorse the package of projects for the 2011 TIGER application. If you have any questions or comments, please do not hesitate to contact Mr. Donald A. Halligan, at 410-865-1275, toll-free at 888-713-1414 or via email at dhalligan@mdot.state.md.us. Of course, please feel free to contact me directly.

Sincerely,

A handwritten signature in blue ink, appearing to read "Beverley K. Swaim-Staley".

Beverley K. Swaim-Staley
Secretary

cc: Ms. Lyn Erickson, Manager, Office of Planning and Capital Programming,
Maryland Department of Transportation
Mr. Donald A. Halligan, Director, Office of Planning and Capital Programming,
Maryland Department of Transportation
Mr. Gregory I. Slater, Director, Office of Planning and Preliminary Engineering,
State Highway Administration



HOLY CROSS HOSPITAL

1500 Forest Glen Road
Silver Spring, MD
20910-1484
(301) 754-7000
www.holycrosshealth.org

August 4, 2011

Mr. Edgar A. Gonzalez
Deputy Director for Transportation Policy
Montgomery County Department of Transportation
101 Monroe Street
Rockville, Maryland 20850

Dear Mr. Gonzalez:

This letter confirms Holy Cross Hospital's support for Montgomery County's efforts to apply for a U.S. Department of Transportation (USDOT) grant to build a pedestrian-bicycle underpass from the Forest Glen Metro station to the east side of Georgia Avenue and ancillary bicycle sharing stations. Through a Transportation Investment Generating Economic Recovery (TIGER) grant, USDOT is seeking applications to improve transit and pedestrian access at selected rail station areas.

Holy Cross Hospital, one of the largest employers in Montgomery County and the second largest hospital in the state of Maryland, is located approximately one mile from the Forest Glen Metro station. For more than 30 years, the hospital has been challenged to offer quality programs and services as the communities we serve urbanize and grow at a rapid pace, and, importantly, age in place. Not only is space for clinical programs a challenge for us but so is having sufficient available parking on campus. To help mitigate these and other challenges over the last 30 years, Holy Cross Hospital has moved several non-clinical areas off campus and has provided off-site parking for hospital staff. In more recent years, Holy Cross Hospital has made a concerted effort to encourage transportation alternatives by implementing several incentives, including but not limited to: subsidizing Metro fares for staff; operating a shuttle bus between Forest Glen Metro and the hospital campus for staff; securing more off-site parking lots for staff cars; and establishing a transportation kiosk in the hospital lobby for patients, visitors, and staff seeking alternative transportation means to the hospital, including Metro information and Montgomery County's bus schedules.

Recently, Holy Cross Hospital was approved to build a new patient tower on the campus and to expand an existing parking garage. In granting the approval, the Montgomery County Board of Appeals required Holy Cross Hospital to develop a Transportation Management Plan to further mitigate campus parking. Among the

Holy Cross Hospital. Experts In Medicine, Specialists In Caring.

Mr. Edgar A. Gonzalez
August 4, 2011
Page 2

approved strategies are to increase transit use, enhance pedestrian access, and expand transportation alternatives, including providing zip cars and more bicycle racks.

And, in an effort to boost Metro ridership to the hospital, Holy Cross Hospital, with support from the surrounding neighborhood associations, has appealed to WMATA to change the name of the Forest Glen Metro to "Holy Cross Hospital-Forest Glen" Metro station. We believe this change in station name would bring even more visibility to the underutilized Metro station. In anticipation of that name change, Holy Cross Hospital expanded its shuttle service from the Forest Glen Metro to include patients and visitors. Heretofore, for liability reasons, the service was limited to staff.

As another element of that strategy, Holy Cross Hospital supports, and will participate in, Montgomery County's efforts to secure a TIGER grant to build a pedestrian-bicycle underpass from the Forest Glen Metro station to the east side of Georgia Avenue and, by this letter, offers a section of our campus to include a bicycle sharing station where patients, visitors, and staff can participate in the bicycle sharing program at Holy Cross Hospital and the Forest Glen Metro station.

This brief summary of Holy Cross Hospital's parking and transportation challenges and responses thereto, I believe, reflects our creative approaches to mitigating what is arguably a growing problem for the Metropolitan region. Getting the masses out of their cars and using rail and transit requires similar creative approaches. The pedestrian-bicycle underpass and the bicycle sharing stations would certainly fit with that approach.

Sincerely,



Kevin J. Sexton
President & CEO



WASHINGTON AREA BICYCLIST ASSOCIATION

2599 Ontario Rd. NW
Washington, DC 20009
P: 202.518.0524 F: 202.518.0936

WWW.WABA.ORG

October 18, 2011

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

Dear Chairwoman Bowser:

As an organization dedicated to the promotion of bicycling as a safe, sustainable, affordable means of transportation throughout the Washington, DC region, the Washington Area Bicyclist Association (WABA) enthusiastically supports the TIGER III grant application for physical improvements to Army-Navy Drive in Arlington County, and the placement of Capital Bikeshare stations to create usage and connectivity between Pentagon City and the Columbia Pike corridor.

For area bicyclists, this project provides a key opportunity to improve both regional connectivity and safety, and to begin to overcome the longstanding challenges of neighborhood and employment centers separated by highways difficult to traverse on bike or on foot. Better access among Columbia Pike, the Pentagon, and Pentagon City are vital to improved cycling conditions and increased bicycle modeshare.

This project sensibly builds on the existing success of Capital Bikeshare and makes much-needed physical roadway improvements to allow cyclists of all ages and abilities to ride safely on the currently inhospitable Army-Navy Drive.

For the improvements in connectivity, accessibility, and safety for bicyclists—as well as the aggregate reduction in air pollution and improvement public health that are likely to result from this significant increase in accommodating cyclists in this key connecting corridor—WABA supports these improvements to Army-Navy Drive without hesitation. We look forward to its implementation.

Sincerely,

Shane Farthing
Executive Director

October 18, 2011

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

Dear Chairwoman Bowser:

I am writing to express the support of the Arlington Bicycle Advisory Committee (“BAC”) for Arlington County’s application for funds to construct improvements along Army Navy Drive in Arlington’s Pentagon City neighborhood.

It is the view of the BAC that the planned improvements will help transform the Pentagon City area for cyclists. In addition to improving safety in specific problem areas, the overall effect of the project will be to create an environment that invites residents and workers to reduce their reliance on personal vehicles for short intra-neighborhood trips and opt for the bicycle. This contributes to lower congestion, improved air quality, and a more vibrant street life.

In sum, this project would provide much-needed improvements in a busy residential and commercial district full of Arlington cyclists and pedestrians. The Arlington Bicycle Advisory Committee endorses this project and respectfully requests that the Transportation Planning Board also support this project and its funding.

Sincerely,

A handwritten signature in black ink, appearing to read 'Mark Blacknell', with a long horizontal flourish extending to the right.

Mark Blacknell
Chair
Arlington Bicycle Advisory Committee

Appendix 4

Project Cost and Schedule

This appendix contains a link to the Project Schedule required in the Notice of Funding Availability. A summary of the planned expenditures per quarter is provided, including the number of anticipated direct, on-project jobs that will be created or sustained as well as the number of indirect jobs stemming from this investment.

The Project Schedule has additional tabs for each component, showing the cost and schedule for construction of the elements of each component. These detailed schedules demonstrate the steady and expeditious expenditure of funds once the project is funded and construction commences.

The Project Schedule assembled by TPB staff for the proposed project is available at the TPB FY 2011 TIGER website: <http://www.mwcog.org/transportation/TIGER2011>. Select the link "Project Cost and Schedule."

Appendix 5

Benefit-Cost Model and Methodology

This appendix contains links to the Benefit-Cost Analysis conducted for the grant application, provides an overview of the overall methodology used, and then discusses the analysis for each of the seven project components in greater detail.

Model

The full benefit-cost model developed by TPB staff for the proposed project is available at the TPB FY 2011 TIGER website. The model is available here: www.mwcog.org/transportation/tiger2011 Select the link "BCA Model."

The model includes all calculations, assumptions and sources used.

Overall Methodology

The benefit-cost model for the *Multimodal Access Improvements for Rail Station Areas in the Washington Region* TIGER application is based on a relatively simple framework of the project construction and O&M costs and of the costs and benefits of the projects in each of the five primary project selection criteria. The major costs are: capital, operations & maintenance (O&M), construction congestion, and increased accidents. The major benefits are: user cost savings, travel time savings, increased access, congestion reduction, emissions reduction, improved public health, and accident reduction.

Users and Non-Users

The primary source for pedestrian and bicycle users accessing transit, current and forecast (no-build), is WMATA Metrorail statistics and forecasts of rail ridership. The 2007 Metrorail Passenger Survey is a comprehensive assessment of mode of access at every rail station, and WMATA has forecast models (based on planned land use and station typology changes) going through 2030 which were used to develop annual growth numbers. Other data included parking numbers, the percentage of parking users living within close proximity to each station, and bicycle locker occupancy rates. Finally, for the Forest Glen project, mobility device users are calculated based on anecdotal estimates of device use at the station, as no survey has collected this data in a statistically significant way. New users are then developed based on the potential population for such mode switches and an assumption on how many users could be induced to switch, based on the 2010 WMATA "*Metrorail Pedestrian and Bicycle Access Improvements Study*" and the ranges for mode use for different station typologies. A similar calculation is made for users making induced trips (trips not previously made).

Supporting the above data, for some projects the jurisdictional agencies were able to supply additional pedestrian and bicycle survey or count data which were used to validate the WMATA numbers and/or identify more accurate user numbers (Forest Glen, Arlington, and Fort Totten projects) for the proposed improvements. For projects without additional data, there will be additional users benefitting beyond Metrorail customers; however, these cannot be quantified.

Bikeshare use is calculated based on experience with bikeshare use rates for suburban areas, increasing over time as familiarity and acceptance of the system increase. Bike locker use is based on typical rail station bike locker occupancy rates, increasing over time as traveler knowledge and experience increases.

Non-users are calculated for the two projects that will have construction impacts on roadways (Forest Glen and Arlington) and are automobile trips. Regional travel demand model data for 2020, 2030, and 2040 provided Annual Average Daily Traffic (AADT) counts, which were used to calculate the affected non-users. These numbers were used in calculating construction impacts, and as a baseline from which VMT is reduced and fuel savings experienced as automobile users switch to other modes.

Construction and O&M Costs

The **capital cost** is the construction costs of the projects, including final engineering, utility re-location and other site preparation work, and infrastructure installation. Costs vary for each of the seven projects included in the application

The **operations & maintenance cost** is presented for those projects that identified such costs. In most cases, there is no anticipated significant change in government or other source expenditures for the operations & maintenance of the improvements to be built under this application. Only the Forest Glen Metro Access and VRE Bicycle Locker projects have identifiable O & M costs. Maintenance of sidewalks and bike paths, upkeep and power supplies for crossings, and other improvements have no significant change in O & M costs.

Note: The Capital Bikeshare expansion proposed for the Arlington and the Forest Glen projects was considered cost-neutral. The first year of operation of this system in the Washington metropolitan region returned a slight operating profit. Whether this will change as the system expands, with both economies and dis-economies of scale stemming from that expansion, is unclear, as is whether any operating profit can fund capital replacement of bikes and stations as they reach the end of their useful operating life. Accordingly, there are no O&M costs or capital replacement costs included for the bikeshare components. Fees to make use of the bikeshare system are included in the user travel costs, but are not considered as revenue to be gained from the operation of the system.

Primary Selection Criteria Costs and Savings

The benefit-cost analysis model is organized in terms of the five primary selection criteria of the TIGER Discretionary Grant Program.

State of Good Repair

State of Good Repair impacts are not calculated in the model. Some improvements to be funded by the grant will lead to an improved State of Good Repair, including sidewalk and bikeway rehabilitation and replacement crossing signals for pedestrians. However, the physical infrastructure improvements have a relatively short lifetime before maintenance requirements begin, while both physical and technological rehabilitation and replacement improvements have minimal costs for upkeep, leading to negligible savings. Accordingly, no analysis was found to be significant in determining any benefits or costs (due to construction impacts, again minimal) from the State of Good Repair improvements.

Economic Competitiveness

The primary factors considered in this criterion were User and Time Costs and Savings. Some improvements led to travel time savings and reduced user costs. Other projects led to greater user time costs as users switched modes from faster automobile use to a combination of walk/bike and transit. In these latter cases, user cost savings outweighed the time costs, indicating the net benefit of the decision to switch modes.

User cost savings are a determination of the change in the direct per mile or trip user fees paid by travelers based on mode shifts among automobile, transit (rail and/or bus), walk/mobility device, personal bike, and bikeshare. Assumptions behind this determination include average trip length (provided from the HHTS 2007/2008); vehicle operating cost, based on fuel costs, maintenance, repair, tire costs, and capital depreciation; average transit fares, based on average rail vs. bus trips, SmarTrip usage, and fares; average taxi fares; and bike fees, based on likely percentage of members vs. day pass users. A parking fee assumption is also applied to all auto trips, which represents 50% of the average daily parking cost at either a Metrorail station or in downtown DC.

Travel time savings are a similar determination that measures the time difference for bike trip shifted from another source. Assumptions behind this calculation include mode shifts, average trip length, average speed by mode (including an average transit wait time of 5 minutes), and value of time, which was taken from the NHTSA guidance.

Livability

Increased access is a determination of the benefit from trips taken that previously were not possible or worth the time or cost (i.e., new user induced trips). This benefit was calculated using a consumer surplus model, based on the difference between the user/time cost of the mode used and the automobile use alternative.

Congestion reduction is based on an assumption of the congestion relief benefit for each VMT reduced. This is therefore based on VMT reduction calculations and a congestion reduction value, taken from NHTSA guidance. VMT reduction calculations are based on the average trip length and trips shifted to the combination of walk/bike plus transit for a commute from auto, and auto and taxi to bike. For the bikesharing components, users were shifted from walk, personal bike, automobile, and bus transit.

Environmental

Emissions reductions is a straightforward determination of reductions in VOCs, NO_x, PM_{2.5}, and CO₂ based on average light duty fleet emissions rates from COG's Mobile 6 model used for air quality conformity and the VMT reductions described above, using the figures specified in the Notice of Funding Availability Appendix.

Improved public health is determined using assumptions taken from reports on active transportation, including the health care cost increase for people completing 30 minutes of daily exercise vs. those that currently do not (\$20 per year), the percent of those bicycling or walking who do not meet activity recommendations (conservatively assumed to be 20%), and the average extra exercise time needed to meet the requirement (15 minutes).

Safety

Accident costs/savings are based on the current accident rate, projected changes in the number of users and their choice of modes, assigned values for different types of accidents, and the anticipated changes in safety from the capital improvements to be funded by this grant application. Accident rates were determined for automobile users based on accident and VMT data from the Virginia Department of Motor Vehicles, Maryland Office of Highway Safety, and the District Department of Transportation, based on an average across the past 10 years.

Accident rates were determined on a trip basis for pedestrians and bicyclists based on regional accident data for these modes (same sources and timeframe as for automobiles) and the number of trips for each mode obtained from the Household Travel Survey (HHTS) for 2007/2008, projected to 2011 use. As there is no regional calculation of pedestrian miles traveled or bicycle miles traveled, and as no change in miles per capita is anticipated for current, currently forecast, or new users of these modes, it was determined that accident rates per trip would be a reasonable assumption in calculating an accident rate for use in the analysis.

Reductions in pedestrian and bicycle accident rates were based on local experience, specifically the Montgomery County Pedestrian Safety Initiative (<http://www.montgomerycountymd.gov/dirtmpl.asp?url=/Content/dot/dir/pedsafety/index.asp>). Focused safety engineering efforts of projects similar to those of this application have resulted in accident reductions ranging from 18% to 56%, depending upon the level of improvement, and as summarized in the CountyStat system. Based on the types of improvements assigned, rates in this range were assigned at a gross level to the improvements proposed in this application to calculate the anticipated benefits to be realized from the improvements. Accident rates also take into account new users and users switching modes, so that automobile accident numbers decline for the overall project. The increase in bicycle and pedestrian activity, on the other hand, generates some increase in accident numbers and costs.

Additional information on the Benefit-Cost Analysis for specific Project Components

Fort Totten / 1st Place-Galloway Road Access Improvement Project

Input Data and Assumptions

Information was used from the extensive report completed for this location, the District Department of Transportation (DDOT) “*1st Place and Galloway St, NE Transportation Access Study and Improvement Plan, Final Report & Conceptual Design*”, completed August 4, 2011. Detailed pedestrian counts and the projected costs and benefits of improvements are provided in the report and were used for the modeling of this project. The report is available here:

<http://www.tooledesign.com/forttotten>

Data Limitations

There is extensive development underway and planned for this area. While previous forecasts were used for future user projections, it is likely that this area will experience considerable additional growth that has not yet been captured in local planning.

2. Forest Glen Metrorail Access Project

Input Data and Assumptions

Extensive pedestrian counts and safety data have been recorded for the location of this project, at the intersection of Forest Glen Road and Georgia Avenue, which has been a subject of study since 2001. Montgomery County Department of Transportation provided pedestrian movement, vehicle flow/volume, traffic signal impact, pedestrian travel times, and much other information. This leads to precise calculations for the benefit-cost analysis. As a tunnel project, providing a new entrance and pedestrian connection under this very busy and dangerous intersection, the project construction costs are considerable. Accordingly, the benefit-cost analysis was extended to fifty years (including a million-dollar refurbishment at year 40) to provide a project benefit-to-cost ratio and internal rate-of-return (IRR) that more accurately capture the long-term benefits of this investment.

Ninety-five percent of the pedestrians crossing at this road intersection are travelers accessing Metrorail. The primary benefit will be in safety. The location has an accident rate of 0.75 pedestrian accidents a year over the past five years. These accidents are anticipated to be eliminated by the construction of the separate grade crossing, leading to considerable savings in accident costs. In addition, separation of the pedestrian (and bicycle) mode from the road will also lead to considerable benefits in travel time for road non-users, as the signal cycle time taken up by crossing pedestrians will be significantly reduced, reducing automobile wait times and congestion on this roadway.

In addition, a calculation was made for the potential benefits offered to mobility device users by this project. Currently such users have an excessively long detour enroute to the dominant trip generator, the Holy Cross Hospital to the east of the Metrorail station. Mobility device users coming from Metrorail have to travel the length of the parking lot heading west, before reaching street-level and being able to turn 180 degrees and head for the hospital. Beyond the considerable travel savings, the qualitative impact of having a direct path is likely to be considerable for this segment of users.

Data Limitations

This project connects two other pedestrian and bicycle improvements completed in recent years, heading east to the hospital and south under the I-495 Capital Beltway. The provision of this “missing link” is anticipated to lead to greater than currently projected use.

In addition, while assumptions were made for mobility device users, the little data available on such use leads to a modest estimate of the benefits of this project for such users. Given planned expansion at the hospital, the growing number of mobility device users nationwide, and the increasing cost of travel alternatives, the potential for considerably greater mobility device use, and consequent benefits, exists.

3. Pedestrian Safety Measures for the New Carrollton Metrorail Station

Input Data and Assumptions

The primary data source is WMATA Metrorail data, and the improvements funded are anticipated to have important benefits for the currently small percentage of users accessing the station by bicycle and foot. Future development is planned in this area, as well as the construction of the Purple Line light rail system, which could considerably increase activity.

Data Limitations

The primary limitation is the estimate of potential users, based on current data and forecasts, given the significant development planned for this area.

4. Twinbrook Metrorail Station: Pedestrian Safety Improvements

Input Data and Assumptions

The improvements for the Twinbrook station are anticipated to provide modest travel time reductions for pedestrians, as new crossings are constructed and others upgraded. Safety will also be improved for pedestrian (20%) and bicycle (10%) users, reducing accident rates and costs, though increased activity also increases total accidents for these modes.

Data Limitations

Users are forecast based on current mode share and likely increases. This component project is only one part of the many changes planned for this area, which could lead to more additional users than modeled.

5. West Hyattsville Metrorail Station Access Improvements

Input Data and Assumptions

The improvements at West Hyattsville include 500 feet of new sidewalk construction between the station and a large residential community to the south-east, and construction of a large bicycle storage center at the rail station. Users of both modes will benefit from the new sidewalk, saving travel time and reducing accidents (forecast at a 15% reduction for both modes). Increasing pedestrian and bicycle use is forecast.

Data Limitations

Users are forecast based on current mode share and likely increases, however there may well be a considerable latent market and additional users not captured that could lead to considerably greater use than modeled.

6. Army Navy Drive Multimodal Access Improvement Project

Input Data and Assumptions

Arlington County and the Federal Highway Administration (FHWA) conducted detailed counts of pedestrian activity in the project area in support of the 14th Street Bridge (I-395) Environmental Impact Study. The component project extends from the current improvements being undertaken by FHWA where Army-Navy Drive crosses under I-395 (Shirley Highway). These pedestrian counts, along with the mode of access information for Pentagon City, the most centrally located of the three Metrorail stations in proximity to the project, are used to calculate pedestrian and bicycle user numbers. Current bicycle use is already high in the area, but the construction of the bicycle track and the expansion of the bikeshare system should lead to even higher numbers. Some improvements in bicycle user travel time are anticipated from the cycle track. While pedestrian and bicycle mode shares are anticipated to increase, safety will also be improved, reducing accident numbers and costs. The improvements funded are anticipated to provide a 20% improvement in pedestrian safety and a 50% improvement in bicyclist safety.

Data Limitations

The area is currently in significant transition as the Department of Defense and the many ancillary businesses relocate across the region. Metrorail predictions currently forecast a decrease over time in users, which is used in the analysis. However, the potential for this area, with close proximity to the District of Columbia, well-served by three Metrorail stations and a VRE commuter rail station, and the planned regional growth could lead to greater use than predicted in future years.

7. Bicycle Lockers at Virginia Railway Express (VRE) Stations

Input Data and Assumptions

The benefit-cost analysis for this project component forecasts the benefits of having bicycle storage lockers available at eight commuter rail stations. User numbers are generated from the total number of lockers available and typical bicycle locker occupancy rates at other rail stations in the region. The rate is presumed to grow over time as information on the lockers becomes more publicized and as growing development around these rail stations leads to greater bicycle use. The benefits of travelers using bicycle to access the commuter rail stations and make transit trips rather than drive include: reduced user costs, health benefits, automobile VMT reduction and environmental benefits. The most significant cost is the higher rate of accidents and consequent accident costs of bicycle activity. There are no changes in travel time or costs due to the funded improvements themselves, only due to mode shift.

Data Limitations

User data is developed on a set of assumptions of use of the bicycle lockers, based on regional experience. An important factor affecting locker use rate is the price charged for the lockers. No price has been set, and accordingly there are no user costs for the lockers in the analysis, nor any revenues. If the lockers are offered at no-fee to customers, use rate would likely be higher. If a fee is charged, occupancy rates would be closer to those used in the model, but no such costs or revenues were included. Given the lack of data on locker costs, and the relatively small impact, it was determined to leave consideration of these factors outside of the model.