

Appendix 1

Project Component Summaries

The following project 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. West Hyattsville Metrorail Station Access Improvements
5. Army Navy Drive Multimodal Access Improvements
6. Rosslyn Circle Crossing 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 2012 TIGER Grant Request	Percent TIGER	Match Source	Percent of Total Request
Fort Totten / 1st Place-Galloway Road Access Improvements	District of Columbia	District Department of Transportation (DDOT)	\$4,171,050	\$3,336,840	80%	Local funding	17%

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

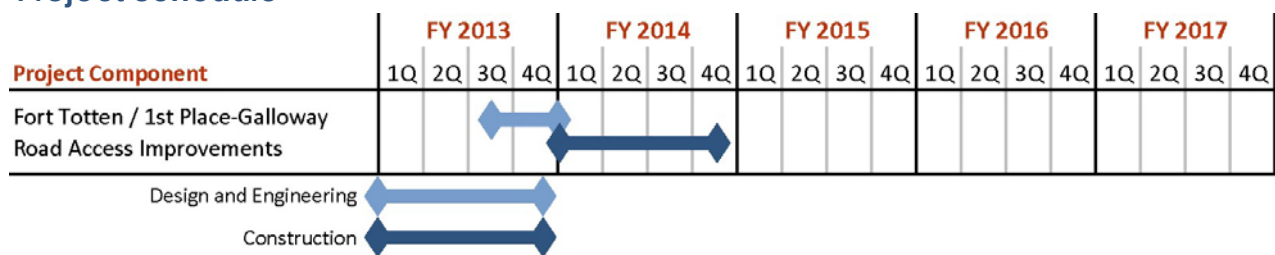
meetings were held with the community during the planning phase of the study. The process also included many meetings with WMATA, the National Park Service, and the DC Office of Planning.

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>.

Montgomery County

Maryland

2. Forest Glen Metrorail Access Project

Project Summary

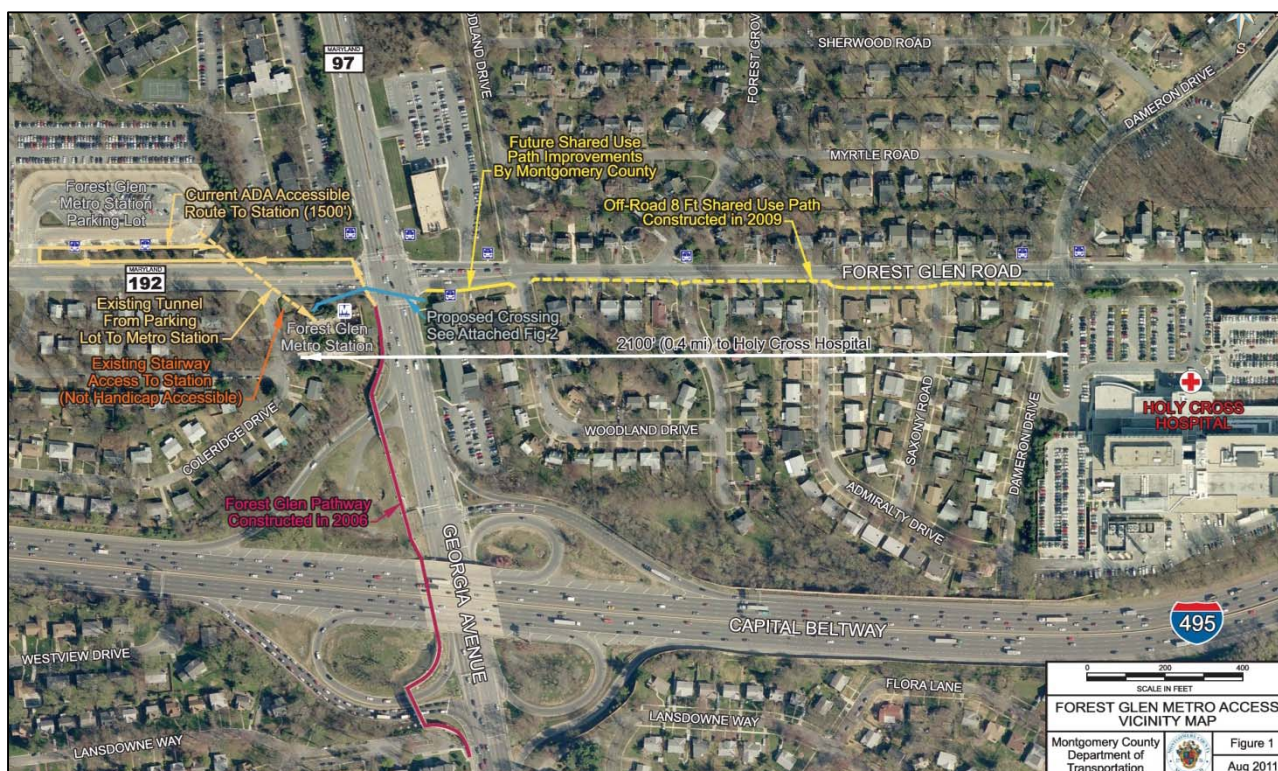
The project will construct a grade-separated crossing of Georgia Avenue (MD 97) at Forest Glen Road to provide for safer access to the Forest Glen Metrorail station to several communities and Holy Cross Hospital. The crossing will also streamline access to metro to/from these locations for persons using 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 2012 TIGER Grant Request	Percent TIGER	Match Source	Percent of Total Request
Forest Glen Metrorail Access Project	Montgomery County	Montgomery County	\$15,555,000	\$10,444,000	67%	Local funding	52%

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.

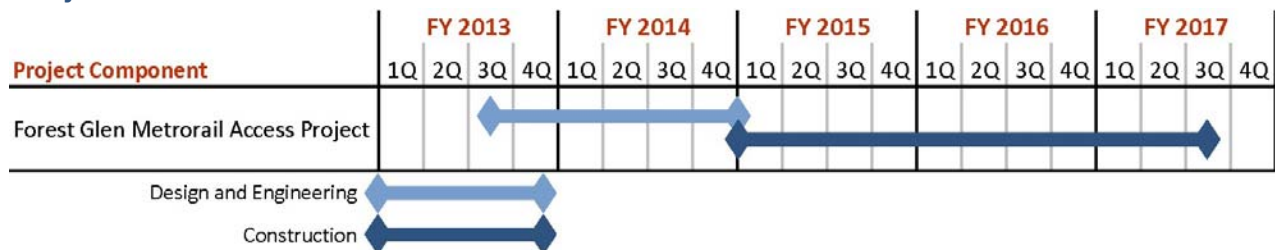
Up to 90 percent of the pedestrian activity at the Georgia Avenue / Forest Glen Road intersection is related to the Forest Glen Metro Station. For pedestrians crossing Georgia Avenue, there were four accidents in the study period of 2005-2009. It is anticipated that 95 percent of pedestrians crossing 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-DTE/Common/Projects.aspx?id=500722-12&DatabaseType=SQL§ion=Facility%20Planning>

Prince George's County

Maryland

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 several of the initial TLC study proposals for implementation.

Project Cost

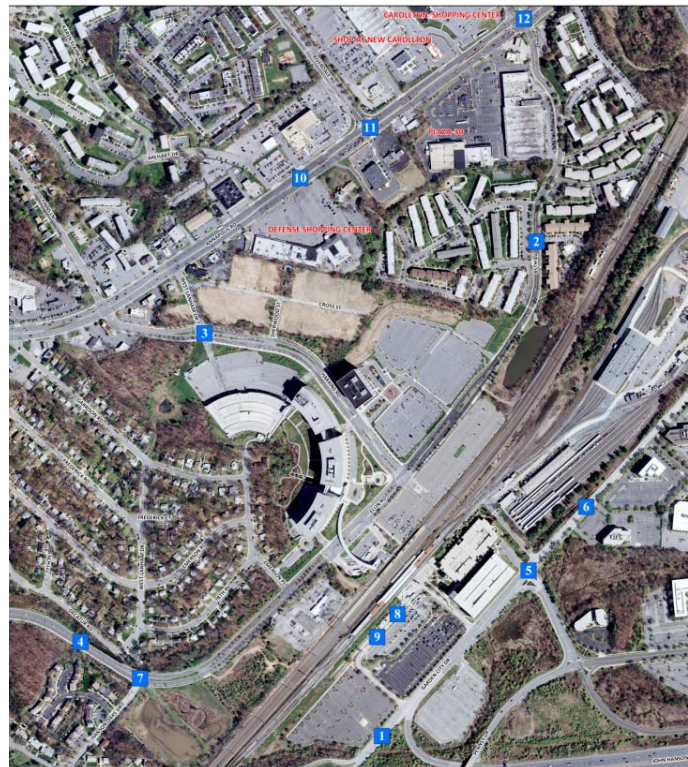
Project Component	Location	Project Parties	Total Project Cost	FY 2012 TIGER Grant Request	Percent TIGER	Match Source	Percent of Total Request
Pedestrian Safety Measures for the New Carrollton Metrorail Station	Prince George's County	Prince George's County	\$575,424	\$402,797	70%	Local funding	2%

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.

Project Planning

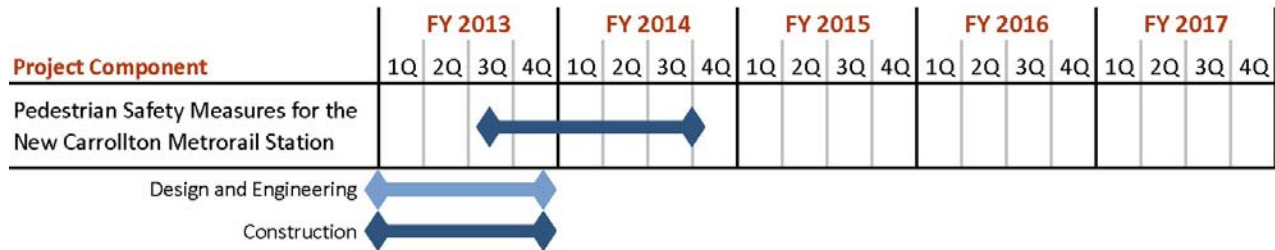
The 2010 New Carrollton Approved Transit District Development Plan (TDDP) and Transit District Overlay Zoning Map Amendment include planning concepts, recommendations, and implementation steps that came from the recommendations of the 2004 New Carrollton Transit-Oriented Development Strategy Planning 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 (MWCOTPB), 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 several 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 top Transit Oriented Development (TOD) priority 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>

Prince George's County

Maryland

4. 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 2012 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	3%

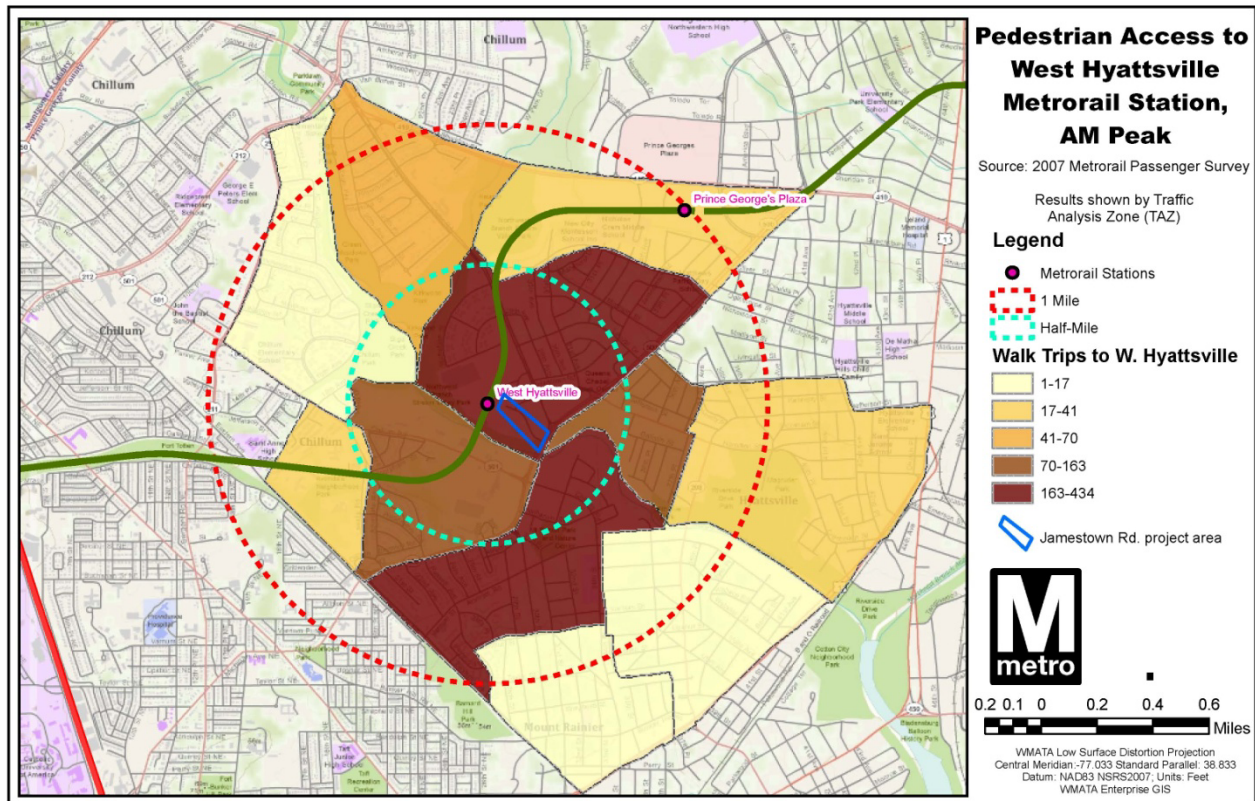
Project Location

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

	FY 2013				FY 2014				FY 2015				FY 2016				FY 2017			
Project Component	1Q	2Q	3Q	4Q	1Q	2Q	3Q	4Q	1Q	2Q	3Q	4Q	1Q	2Q	3Q	4Q	1Q	2Q	3Q	4Q
West Hyattsville Metrorail Station Access Improvements																				
Design and Engineering																				
Construction																				

FY refers to the local fiscal year, July 1 through 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>

5. Army Navy Drive Multimodal Access Improvements

Project Summary

The project component reconceives 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

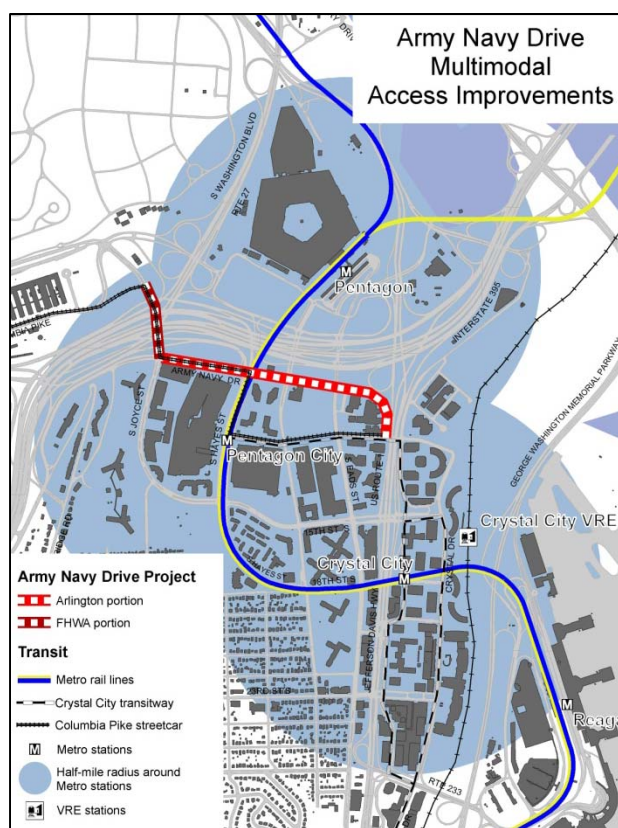
Project Component	Location	Project Parties	Total Project Cost	FY 2012 TIGER Grant Request	Percent TIGER	Match Source	Percent of Total Request
Army Navy Drive Multimodal Access Improvements	Arlington County	Arlington County	\$6,838,879	\$4,215,913	62%	Local bond funding	21%

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.

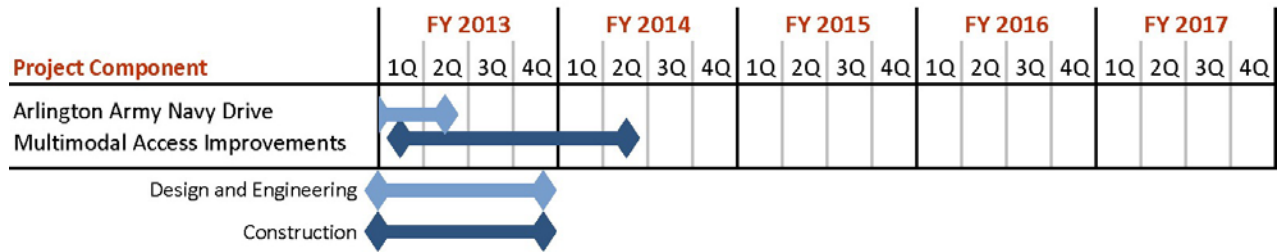
Project Details

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



Additional Documentation

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

Arlington County

Virginia

6. Rosslyn Circle Crossing Multimodal Access Improvements

Project Summary

The project dramatically improves bicycle access to Metrorail and into the region's core from two of the most important and heavily-used regional trails. The project includes pedestrian and bicycle improvements that will increase safety and accessibility of non-motorized transportation facilities.

Project Cost

Project Component	Location	Project Parties	Total Project Cost	FY 2012 TIGER Grant Request	Percent TIGER	Match Source	Percent of Total Request
Rosslyn Circle Crossing Access Improvements	Arlington County	Arlington County	\$4,020,000	\$750,000	19%	Developer contributions	4%

The total project cost is \$5,270,000. The County is using \$1,000,000 in federal RSTP funding for the project (including a 20 percent state match). The total TPB TIGER project cost is \$4,020,000, which includes a \$3,270,000 local match from the private developer of the Waterview building and \$750,000 in TIGER funding request.

Project Location

The component is located in Arlington County, Virginia, within one-half mile of the Rosslyn Metrorail Station. The project is located in an incredibly congested zone directly approaching the Key Bridge and one half mile from the I-66 Theodore Roosevelt Bridge, two of the few bridges to the District of Columbia from Virginia. The project includes improvements to the Custis Trail and provides better access to the Mount Vernon Trail, two of the most heavily used commuting trails in the region. The project will create safer access to the Rosslyn Metrorail Station from points north of Lee Highway (US 29).



Project Planning

The project has been part of several studies assessing pedestrian and bicycle safety within this congested zone. As a part of the County Board approval of the Waterview Development in Rosslyn (completed in 2008), the developer has funded the N. Lynn Street Esplanade. The Lee Highway/Custis Trail Improvements portion of the project is funded through a Federal Highways Administration Grant in coordination with the Virginia Department of Transportation (VDOT). The combined project is locally administered by Arlington County.

The original Esplanade Study was prepared in 1999 to determine ways to improve pedestrian links and to create visual connections with the Potomac River. When funding became available in 2007, the Lynn Street Esplanade Preliminary Design Study was prepared to determine how to implement the recommendations. This study was coordinated with Rosslyn Renaissance, the Arlington Bicycle Advisory Committee, VDOT, NPS, FHWA, JBG Companies and County Agencies. Additionally, the Rosslyn Circle Pedestrian Safety Study was prepared to determine ways to improve pedestrian and bicycle safety at the Rosslyn Circle and along the Custis Trail, and supplemented with trail configuration and a traffic control study completed as part of a FY 2010 TPB Transportation/Land Use Connections (TLC) Program project. The findings are also being incorporated into the current plans.

The project is currently moving through the engineering design phase and is seeking necessary approvals from VDOT prior to beginning the construction phase of the project.

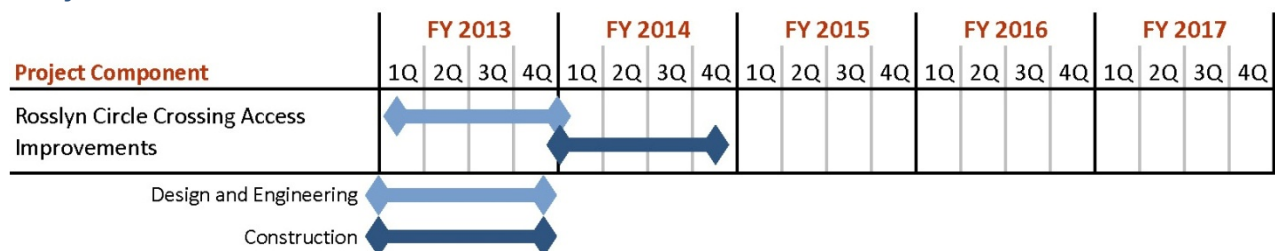
Project Details

The Rosslyn Circle Crossing project component makes significant safety and access improvements to the intersection of N. Lynn Street and Lee Highway (US 29), where the Custis Trail and Mount Vernon Trail meet Metrorail's Rosslyn Station and the Key Bridge into Washington, DC. Due to heavy traffic by bicycles, pedestrians, and automobiles, it is currently one of the most dangerous intersections in the region for bicyclists.

The project includes pedestrian and bike facility improvements on N. Lynn Street from eastbound Lee Highway to westbound Lee Highway, on the one-block segment where Lee Highway is bisected by I-66 and Arlington Gateway Park. This segment of the project will accommodate wider ADA-compliant sidewalks, improved traffic signals, bike lanes, signage, lighting, landscaping, and the integration of public art. A significant change includes the widening of the east side sidewalk span bridging over I-66.

The project additionally includes bike trail and intersection improvements to westbound Lee Highway from N. Lynn Street to Oak Street, and provides safety improvements to the Custis Bike Trail, changes to traffic lane configurations and the I-66 exit ramp retaining wall, and commercial driveway improvements and intersection upgrades.

Project Schedule



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

Additional Documentation

Arlington County Project Summary: N. Lynn Street Esplanade and Lee Highway/Custis Trail Safety Improvements:

<http://www.arlingtonva.us/departments/environmentalservices/cpe/capprojects/page63515.aspx>

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.

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

BICYCLE LOCKERS At Virginia Railway Express (VRE) Stations



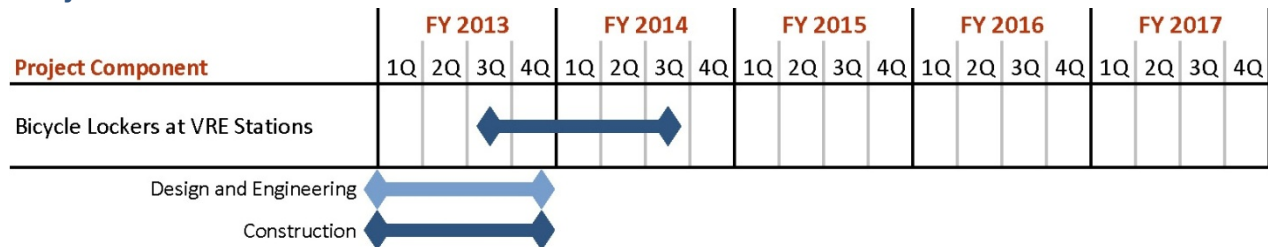
last three AM/PM peak trains and mid-day/reverse-flow trains. There have been increased requests from VRE riders, either directly to VRE or through the local jurisdictions where VRE stations are located, to add bicycle lockers to VRE stations to provide additional options for riders accessing VRE via 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 1 through 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 R10-2012 that was unanimously adopted February 15, 2012 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 R10-2012, approving submission of the FY 2012 TIGER Grant: February 15, 2012
2. COG Board Resolution R11-2012, approving administration of project: March 14, 2012
3. Arlington County Division of Transportation letter from Director Dennis Leach: March 8, 2012
4. District Department of Transportation letter from Director Terry Bellamy: March 13, 2012
5. Montgomery County Department of Transportation letter from Director Arthur Holmes, Jr: March 9, 2012
6. Governor of the State of Maryland, Martin O'Malley: October 31, 2011.
7. Prince George's County Department of Public Works and Transportation letter from Director Haitham Hijazi for New Carrollton: March 9, 2012
8. Prince George's County Department of Public Works and Transportation letter from Director Haitham Hijazi for West Hyattsville: March 9, 2012
9. Virginia Railway Express (VRE) project:
 - a. Fairfax County Department of Transportation letter from Director Tom Biesiadny: February 29, 2012
 - b. City of Manassas Community Development letter from Director Elizabeth Via-Gossman: March 14, 2012
 - c. City of Manassas Park letter from James Zumwalt, City Manager: September 28, 2011 *
 - d. Prince William County Board of Supervisors letter from Chairman Corey Stewart: February 27, 2012

* Reused from FY 2011 application

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

**RESOLUTION APPROVING THE SUBMISSION OF A
PRE-APPLICATION AND APPLICATION TO IMPLEMENT MULTIMODAL ACCESS
IMPROVEMENTS IN RAIL STATION AREAS IN THE NATIONAL CAPITAL REGION
FOR FUNDING UNDER THE US DEPARTMENT OF TRANSPORTATION (USDOT)
FY 2012 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 January 31, 2012, U.S. DOT released a notice of funding availability for the FY 2012 TIGER discretionary grant program; and

WHEREAS, the FY 2012 TIGER program is a competitive discretionary grant program administered through the US DOT Office of the Secretary funded with \$500 million appropriated through the FY 2012 Appropriations Act, \$380 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, at the July 21, 2011 TPB meeting, the Board approved TPB staff working with regional staff to develop and submit a regional TIGER application for the FY 2011 TIGER grant program, that centered 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, U.S. DOT staff indicated in a debrief of the TPB's FY 2011 TIGER application that its concept was exceptional and strongly encouraged re-submittal of the application for the FY 2012 TIGER grant opportunity; and

WHEREAS, additional refinements on the local project designs, costs and funding commitments, and implementation schedules will be provided to TPB staff by March 1 in order to perform and document the required analysis of the expected benefits and costs, including a calculation of net benefits;

NOW, THEREFORE BE IT RESOLVED THAT THE NATIONAL CAPITAL REGION TRANSPORTATION PLANNING BOARD approves the submission of a regional pre-application under the federal FY 2012 TIGER program by the due date of February 20, 2012, and the submission of an application by the due date of March 19, 2012.

**METROPOLITAN WASHINGTON COUNCIL OF GOVERNMENTS
777 NORTH CAPITOL STREET, NE
WASHINGTON, DC 20002-4239**

**RESOLUTION AUTHORIZING COG TO APPLY FOR AND ADMINISTER FUNDING FROM
THE USDOT'S FY 2012 TIGER COMPETITIVE GRANT PROGRAM**

WHEREAS, On January 31, 2012, U.S. DOT released a notice of funding availability for the FY 2012 TIGER discretionary grant program; and

WHEREAS, the FY 2012 TIGER program is a competitive discretionary grant program administered through the USDOT Office of the Secretary and funded with \$500 million appropriated through the FY 2012 Appropriations Act, \$380 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 FY 2012 TIGER grant funding guidelines; and

WHEREAS, the TPB adopted the attached Resolution, TPB R10-2012, on February 15, 2012, approving the submission of an application for a project to Implement Multimodal Access Improvements in Rail Station Areas in the National Capital Region for funding under the FY 2012 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 2012 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 2012 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 2012 TIGER Competitive Grant Program for a project to Implement Multimodal 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.



DEPARTMENT OF ENVIRONMENTAL SERVICES

Division of Transportation

Planning Bureau 2100 Clarendon Boulevard, Suite 900, Arlington, VA 22201
TEL 703-228-3681 FAX 703-228-7548 www.arlingtonva.us

March 8, 2012

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

Re: TIGER IV federal grant submission

Dear Chair Turner,

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 IV 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 within Arlington County.

- 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 Metro station and 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 serves automobiles. This 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.
- The intersection of US Route 29 and Lynn Street in Rosslyn, known as Rosslyn Circle, is where two of Northern Virginia's most important regional trails converge to provide a transfer to Rosslyn Metro station. The intersection is also the primary point where Metro passengers using Rosslyn station cross onto the Key Bridge to walk into the Georgetown neighborhood of the District of Columbia, which lacks a Metro station of its own. This intersection lacks adequate facilities for bike and pedestrian users to cross safely. The proposed project will provide an improved crossing at this key regional multimodal intersection.

Arlington is committed to these projects. Upon the award of a TIGER grant, Arlington will provide a local match of \$2,622,896, on top of a private contribution of \$3,270,000. Together, these non-federal funding sources represent 54.3% of the total costs associated with our proposed projects. Requested TIGER funds represent 45.7% of the total.

The Rosslyn Circle components of this application have completed review according to the National Environmental Policy Act of 1969, as amended (NEPA). The project received a Programmatic Categorical Exclusion on July 5, 2010, in accordance with agreement VA-01, approved by the FHWA on December 29, 2004.

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 to quickly satisfy them upon successful award of TIGER funding. 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, if necessary.

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 black ink, appearing to read "D. M. Leach", written in a cursive style.

Dennis Leach
Director of Transportation
Arlington County, Virginia

GOVERNMENT OF THE DISTRICT OF COLUMBIA
DEPARTMENT OF TRANSPORTATION



d. Office of the Director

March 13, 2012

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

Dear Chairperson Bowser:

The District Department of Transportation (DDOT) on behalf of the Mayor of the District of Columbia (District) is pleased to join the National Capital Region Transportation Planning Board (TPB) as a joint applicant for discretionary grant funds available through the Transportation Investment Generating Economic Recovery (TIGER) Competitive Grant Program. As a joint applicant and owner of components of the grant request, the District and DDOT enthusiastically support this application, understand the obligation this role confers upon us and will cooperate at all levels in carrying out the activities to be supported by the TIGER grant. The District will be providing \$834,210 in local match. DDOT's match for the federal grant, at 20 percent, would come from the District's local highway trust fund, which is largely funded by fuel tax receipts. In recent years, the District, like other jurisdictions, has seen declines in fuel tax receipts, but the District Government has indicated and demonstrated a willingness to direct other funds to the local highway trust fund if shown that such funds are essential to qualify for available federal transportation grants.

The DDOT project identified for implementation through this program will redesign 1st Place NE and Galloway Street NE in the District of Columbia to improve circulation and make the infrastructure around the Fort Totten Metrorail station safe and accessible for all modes. This project was initiated by DDOT to improve access and circulation for the confluence of pedestrians, bicyclists, buses, and vehicles at the Fort Totten Metrorail station. The final study report recommends pedestrian improvements including building missing sidewalk linkages, expanding some sidewalks to accommodate bicyclists, relocating crosswalks to safe locations, adding secure bike parking, and improving lighting. There are several major infrastructure

changes occurring in the area, including a planned intersection reconfiguration at Riggs Road NE and South Dakota Avenue NE. Additionally, several major real estate developments are in various stages of planning and construction in the immediate vicinity that will result in notable increases of residential and commercial densities. These and other projects underscore the need to provide safe and efficient multimodal traffic circulation in the project study area.

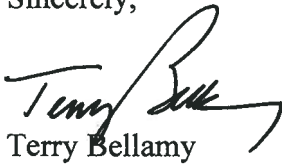
The proposed project is complying with the National Environmental Policy Act (NEPA) and has been approved as a Categorical Exclusion (CE) per 23 CFR 771.117. Under the FHWA “Environmental Impacts and Related Procedures” as described in 23 CFR 771.117 d(2), safety and traffic operations improvement projects, such as the proposed project for this application, meets the criteria to be classified as a CE under NEPA (40 CFR 1508.4 and 23 CFR 771.117a).

As project owner, DDOT 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, DDOT will comply with all applicable federal, state, and local permitting requirements. The proposed project location is entirely within DDOT right-of-way and DDOT anticipates that few permits will be required. DDOT will identify and obtain all required permits in accordance with our standard construction management procedures required for all capital construction projects in the District of Columbia.

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

Sincerely,

A handwritten signature in black ink, appearing to read "Terry Bellamy", with a stylized flourish at the end.

Terry Bellamy
Director

Attachment: Grant Application



DEPARTMENT OF TRANSPORTATION

Isiah Leggett
County Executive

Arthur Holmes, Jr.
Director

March 9, 2012

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

Dear Chairman Turner:

As a member of the National Capital Region Transportation Planning Board (TPB), the Metropolitan Planning Organization (MPO) for the Washington region, Montgomery County has worked with the MPO staff on the development of the TIGER IV 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.

The intersection of Georgia Avenue and Forest Glen Road is one of the most congested intersections located adjacent to a 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, as well as the establishment of 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 Montgomery County. Project planning is funded in the Montgomery County Capital Improvement Program and is underway. The Total TIGER request is for \$10,440,000, 67 percent of the project cost of \$15,555,000. The local match from Montgomery County is \$5,111,000 million, 33 percent of the project cost. This local match will be funded by bonds programmed in the Montgomery County Capital Improvement Project "State Transportation Participation – No. 500722." Easements for bikesharing stations will be provided by Holy Cross Hospital, WMATA, and other property owners. Montgomery County 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

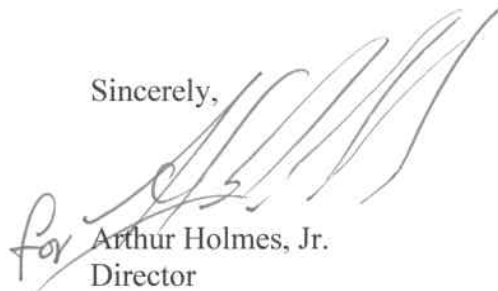
The Honorable Todd Turner
March 9, 2012
Page 2

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 CE under 23 CFR 771.117 C is an appropriate level of NEPA analysis for this project, and we anticipate submitting in summer 2012 a Categorical Exclusion request to the appropriate modal administration.

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

As shown in the attached 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 Montgomery County Capital Improvement Program. We look forward to partnering with TPB in this exciting effort.

Sincerely,

A handwritten signature in dark ink, appearing to read "Arthur Holmes, Jr.", is written over the printed name and title. The signature is stylized and fluid.

Arthur Holmes, Jr.
Director

AH:tt

Attachment

State Transportation Participation -- No. 500722

Category
Subcategory
Administering Agency
Planning Area

Transportation
Roads
Transportation
Countywide

Date Last Modified
Required Adequate Public Facility
Relocation Impact
Status

April 06, 2011
Yes
None.
On-going

EXPENDITURE SCHEDULE (\$000)

Cost Element	Total	Thru FY10	Rem. FY10	Total 6 Years	FY11	FY12	FY13	FY14	FY15	FY16	Beyond 6 Years
Planning, Design, and Supervision	415	415	0	0	0	0	0	0	0	0	0
Land	0	0	0	0	0	0	0	0	0	0	0
Site Improvements and Utilities	0	0	0	0	0	0	0	0	0	0	0
Construction	11,249	11,249	0	0	0	0	0	0	0	0	0
Other	73,811	19,977	0	49,411	8,188	16,292	17,681	7,250	0	0	4,423
Total	85,475	31,641	0	49,411	8,188	16,292	17,681	7,250	0	0	4,423

FUNDING SCHEDULE (\$000)

G.O. Bonds	5,881	0	0	1,458	1,000	0	0	458	0	0	4,423
Impact Tax	100	0	0	100	100	0	0	0	0	0	0
Revenue Bonds: Liquor Fund	65,031	17,178	0	47,853	7,088	16,292	17,681	6,792	0	0	0
State Aid	14,463	14,463	0	0	0	0	0	0	0	0	0
Total	85,475	31,641	0	49,411	8,188	16,292	17,681	7,250	0	0	4,423

DESCRIPTION

This project provides for the County's participation for the funding of State and Washington Metropolitan Area Transit Authority (WMATA) transportation projects that will add transportation capacity to the County's network, reduce traffic congestion in different areas of the County, and provide overall benefits to the public at large. Major projects to be funded will be selected from the most recent Joint priority letter signed by the County Executive and the President of the County Council and submitted to the County's Delegation in Annapolis, Maryland.

JUSTIFICATION

Montgomery County, as part of the Washington Region, has the third highest level of traffic congestion in the Nation. State roads carry the heaviest traffic volumes in the County; and the State has made it clear that the Transportation Trust Fund has not been growing at a rate that will allow them to complete major projects in the near future. Therefore, in order to directly address the congestion problems in Montgomery County, the County will participate in the construction of State projects; to improve the quality of life for our residents, eliminate or reduce delays at major bottlenecks in our transportation system, improve safety, and improve air quality in the immediate vicinity of the projects.

OTHER

Through FY09 the County contributed \$31.225 million to the State for:

- Acceleration of construction of MD 355/Montrose Parkway interchange (\$14.463 million)
- Design of the I-270/Watkins Mill Road interchange (\$2.4 million)
- Design of the MD97/Randolph Road interchange (\$14.362 million).

An additional commitment of \$26.83 million is included in the MOU's with the State for:

- Design of the Watkins Mill Road Bridge over I-270 (\$2.5 million)
- Phase II of the MD355 interchange connecting to Montrose Parkway East (\$9.0 million)
- Preliminary engineering for the Viers Mill Road Bus Rapid Transit (BRT) between Wheaton and Rockville (\$6.0 million)
- Preliminary engineering for improvements to MD97 from Forest Glen through Montgomery Hills (\$3.0 million)
- 50% of the design and construction costs of several intersection improvements (\$6.447 million).

The project also includes:

- Funding for the design and environmental analysis of the MD355 crossing associated with BRAC currently underway (\$880,000)
- Engineering design of a pedestrian tunnel beneath Georgia Avenue from the Forest Glen Metro Rail Station (\$2.0 million).

FY12 MOU's are under development by the State for:

- Final design and land acquisition of the Brookville Bypass (\$10.0 million)
- Preliminary engineering for the Georgia Avenue busway between Olney and the Glenmont Metro Rail Station (\$5.0 million).
- Design and Right-of-way acquisition and utility relocation for MD124 between Mid-County Highway and Airpark Road (\$5.0 million).

FISCAL NOTE

Amend expenditure and funding schedule to align with current MOU agreements with the State.

\$14,463,000 was originally advanced by the County to the State for the MD355/Montrose Parkway interchange. The County received reimbursement from the

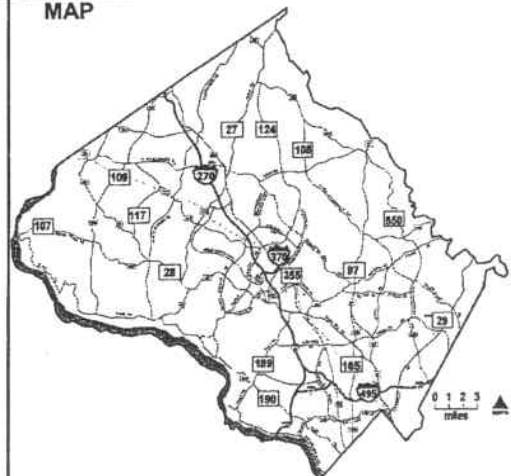
APPROPRIATION AND EXPENDITURE DATA

Date First Appropriation	FY07	(\$000)
First Cost Estimate	FY11	85,475
Current Scope		
Last FY's Cost Estimate		85,475
Appropriation Request	FY12	6,477
Supplemental Appropriation Request		0
Transfer		0
Cumulative Appropriation		74,575
Expenditures / Encumbrances		31,671
Unencumbered Balance		42,904
Partial Closeout Thru	FY09	0
New Partial Closeout	FY10	0
Total Partial Closeout		0

COORDINATION

Maryland State Highway Administration
Developers
Maryland-National Capital Park and Planning Commission
Montgomery County Fire and Rescue Service
Washington Metropolitan Area Transit Authority

MAP



State Transportation Participation -- No. 500722 (continued)

State in FY10.

\$2,000,000 of State Aid programmed in FY11 has been moved to the Traffic System Signal Modernization project (No. 500704) with repayment to this project in FY17.

OTHER DISCLOSURES

- The Executive asserts that this project conforms to the requirements of relevant local plans, as required by the Maryland Economic Growth, Resource Protection and Planning Act.

STATE OF MARYLAND
OFFICE OF THE GOVERNOR



MARTIN O'MALLEY
GOVERNOR

STATE HOUSE
100 STATE CIRCLE
ANNAPOLIS, MARYLAND 21401-1925
(410) 974-3901
(TOLL FREE) 1-800-811-6336

TTY USERS CALL VIA MD RELAY

March 12, 2012

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 express my strong support for the National Capital Region Transportation Planning Board's (TPB) application for funding through the TIGER 2012 program. This project focuses on pedestrian, bicycle and streetscape improvements to 16 rail station areas and aligns perfectly with the multimodal, collaborative nature of the TIGER program.

Partners on this application include local, regional and statewide entities in Maryland, Virginia and the District of Columbia. Although the DC region has been among the most successful in the country at promoting transit-oriented development, there has been a notable disparity in growth in certain areas. By funding projects that support existing transit and multimodal infrastructure, this package of investments will help address these disparities and foster complete, livable communities in the region.

In order to strengthen the local match and express our commitment to the project, the State of Maryland is committing \$1.3 million in funds to the support the Forest Glen Metrorail Access Improvements component of the application.

Thank you for continuing to support TIGER. Knowing that this project is critical to achieving regional and national goals of improving access and mobility, increasing public safety, strengthening the environment, and promoting economic growth, I respectfully request your favorable consideration of this application.

Sincerely,

A handwritten signature in black ink, reading "Martin O'Malley".

Governor



Rushern L. Baker, III
County Executive

PRINCE GEORGE'S COUNTY GOVERNMENT



Department of Public Works and Transportation
Office of the Director



March 9, 2012

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

Dear Chair Turner:

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 that 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 several of the initial TLC study proposals. Included are 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 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.

Inglewood Centre 3
(301) 883-5600

9400 Peppercorn Place, Suite 300
FAX (301) 883-5709

Largo, Maryland 20774
TDD (301) 985-3894

The Honorable Todd Turner, Chair
March 9, 2012
Page 2

The Prince George's County Executive and other elected and appointed officials are very proud that the Governor announced 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 of 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 \$575,424, which includes design and construction. In these challenging economic times, we are pleased that Prince George's County has identified a \$172,627 local match for this project to improve our transportation system and support the request for \$402,797 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,

A handwritten signature in black ink, consisting of several overlapping loops and a long horizontal stroke extending to the right.

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

cc: Ronald Kirby, Director of Transportation, MWCOG
The Honorable Eric Olson, Member, Transportation Planning Board
The Honorable Scott York, First Vice Chair, Transportation Planning Board
Carla A. Reid, Deputy Chief Administrative Officer
Aubrey Thagard, Assistant Deputy Chief Administrative Officer
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
Andre' Issayans, Deputy Director, Prince George's County, DPW&T
Victor Weissberg, Special Assistant to the Director, Prince George's County, DPW&T

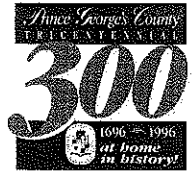


Rushern L. Baker, III
County Executive

PRINCE GEORGE'S COUNTY GOVERNMENT



Department of Public Works and Transportation
Office of the Director



March 9, 2012

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

Dear Chair Turner:

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 Todd Turner, Chair
March 9, 2012
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,

A handwritten signature in black ink, consisting of several overlapping loops and a long horizontal stroke extending to the left.

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

cc: Ronald Kirby, Director of Transportation, MWCOG
The Honorable Eric Olson, Member, Transportation Planning Board
The Honorable Will Campos, County Council Member
The Honorable Scott York, First Vice Chair, Transportation Planning Board
Richard Sarles, General Manager, WMATA
Carla A. Reid, Deputy Chief Administrative Officer
Aubrey Thagard, Assistant Deputy Chief Administrative Officer
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
Andre' Issayans, Deputy Director, Prince George's County, DPW&T
Kristin Haldeman, WMATA
Victor Weissberg, Special Assistant to the Director, Prince George's County, DPW&T



County of Fairfax, Virginia

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

February 29, 2012

Mr. Todd Turner
Chair, National Capital Region Transportation Planning Board
777 North Capitol Street, NE
Suite 300
Washington, DC 20002

Dear Chairman Turner:

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 U.S. Department of Transportation's FY2012 Transportation Investment Generating Economic Recovery (TIGER) Discretionary Grant Program.

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 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



CITY OF MANASSAS VIRGINIA

COMMUNITY DEVELOPMENT

9027 Center Street
Manassas, VA 20110

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

Elizabeth S. Via-Gossman, AICP
Director

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
John A. Budesky

March 14, 2012

Mr. Todd Turner
Chair, National Capital Region Transportation Planning Board
777 North Capitol Street, NE
Suite 300
Washington, DC 20002

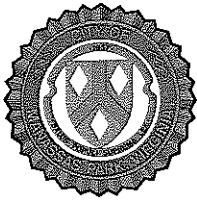
Dear Chairman Turner:

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 2012 Transportation Investments Generating Economic Recovery (TIGER) Discretionary 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.



ManassasCivilWar.org



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:

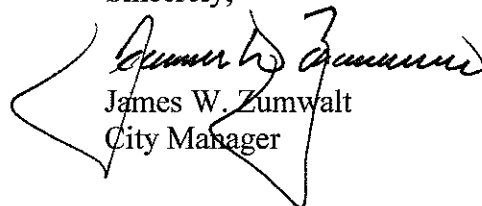
I am writing on behalf of the Manassas Park, Virginia City Council to endorse the Transportation Investment Generating Economic Recovery grant application being submitted through the Capitol Region Council of Governments to provide bicycle lockers at Virginia Railway Express train stations.

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.

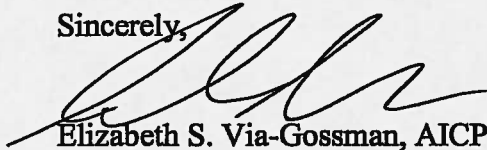
Sincerely,


James W. Zumwalt
City Manager

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.

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

Sincerely,



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

Cc: The Hon. Andrew Harrover, Vice Mayor
John A. Budesky, City Manager
Michael Moon, Director, Public Works and Utilities
Pat Weiler, Director, Finance and Administration



COUNTY OF PRINCE WILLIAM

1 County Complex Court, Prince William, Virginia 22192-9201
(703)792-4640 Metro (703) 631-1703 cstewart@pwcgov.org

Corey A. Stewart
Chairman

BOARD OF COUNTY SUPERVISORS

Corey A. Stewart, Chairman
Martin E. Nohe, Vice Chairman
Maureen S. Caddigan
Peter K. Candland
W.S. Wally Covington III
John D. Jenkins
Michael C. May
Frank J. Principi

February 27, 2012

Mr. Todd Turner
Chair, National Capital Region Transportation Planning Board
777 North Capitol St., NE
Suite 300
Washington, DC 20002

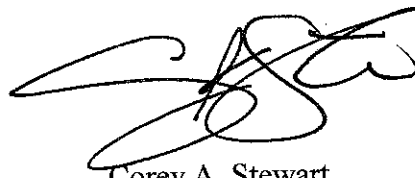
Dear Chairman Turner:

Prince William County is pleased to partner with the Virginia Railway Express (VRE) in joining the National Transportation Planning Board (TPB), the metropolitan planning organization for the Washington, DC region, as a joint applicant of the FY2012 Transportation Investments Generating Economic Recovery (TIGER) Discretionary Grant Program.

Prince William County supports the region's TIGER grant application and the opportunity it presents to improve non-motorized access for residents and visitors to the region's commuter and Metrorail stations via a healthy, non-polluting 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 for the County which 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,



Corey A. Stewart

Appendix 3

Additional Support Letters

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

1. Joint Letter from Congressional Representatives Gerald Connolly (VA-11), Donna Edwards (MD-4), Jim Moran (VA-8), Eleanor Holmes Norton (DC- At-Large), Chris Van Hollen (MD-8): March 8, 2012
2. Regional Transit Operator, WMATA, Richard Sarles, General Manager: March 9, 2012
3. Fairfax County Board of Supervisors, Chairman Sharon Bulova: February 29, 2012
4. Washington Area Bicyclist Association, Shane Farthing, Executive Director: March 9, 2012
5. Joint Letter from the Coalition for Smarter Growth (CSG), Piedmont Environmental Council
Sierra Club - Virginia Chapter, Sierra Club - Montgomery County Maryland, Stewart Schwartz (CSG): March 9, 2012
6. New Carrollton JV, LLC – Joint Letter from Thomas Archer (Forest City Washington) and Dan McCabe (Urban Atlantic): February 13, 2012

Congress of the United States
Washington, DC 20515

March 8th, 2012

Dear Secretary LaHood,

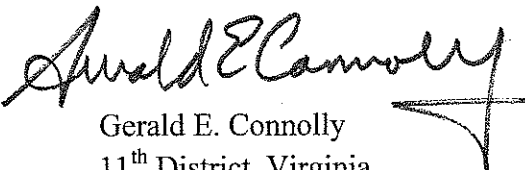
Thank you for your continued support of multimodal transportation choices. We are writing to request your support for the National Capital Region Transportation Planning Board's (TPB) FY 2012 TIGER discretionary grant application. The TPB is the Metropolitan Planning Organization for the National Capital Region, representing urban, suburban, and exurban local governments, and has developed a comprehensive package of region-wide multimodal improvements.

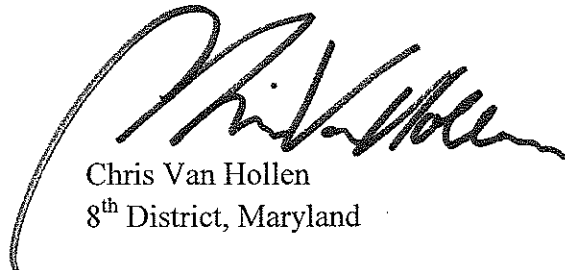
The TPB's proposal would improve bicycle and pedestrian infrastructure throughout the region, with a focus on improving access to Metrorail and regional mass transit stations. Although our region has a more extensive Metrorail system than many urban centers, too many of the stations do not have safe or convenient access to nearby neighborhoods. The TPB's application would link neighborhoods to transit hubs with a comprehensive suite of cycle tracks and paths, sidewalks, lighting, bikeshare stations, wayfinding, and bike parking. By improving non-motorized access to existing transit stations, The TPB's proposal would improve transit, pedestrian, and bike mode share in the most cost effective manner possible.

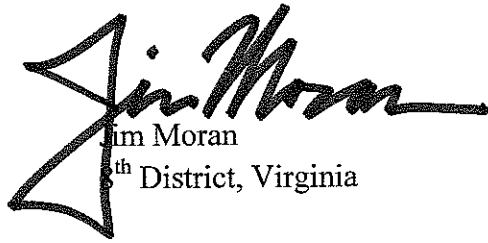
In addition to targeted pedestrian and bicycle infrastructure near Metrorail stations, The TPB's application includes multiuse trail projects to improve safety and expand non-motorized capacity at two of the busiest locations in the urban core. Construction of a cycle track near Army Navy Drive, in proximity to three Metrorail stations, will provide non-motorized access in a corridor that now is unsafe for pedestrians and cyclists. Rebuilding the Rosslyn Circle Trail crossing will reduce the incidence of automobile/bike/pedestrian accidents and fix a choke point which is unsafe and inconvenient for trail users and automobile drivers alike.

This package of projects exemplifies the goals of the TIGER program: Creating transportation choices, building more livable communities, and identifying cost-effective, multimodal transportation solutions. The success of such improvements here in the nation's capital would serve as a model for other communities. We respectfully request your support for The TPB's application for this round of TIGER grants and appreciate your consideration.

Sincerely,


Gerald E. Connolly
11th District, Virginia

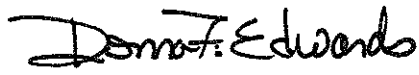

Chris Van Hollen
8th District, Maryland



Jim Moran
8th District, Virginia



Eleanor Holmes Norton
At-Large, District of Columbia



Donna Edwards
4th District, Maryland



March 9, 2012

Chairman Todd Turner
National Capital Region Transportation Planning Board
777 N. Capitol Street, NE
Suite 300
Washington, DC 20002

Dear Chairman Turner:

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. Last year, WMATA's Board of Directors 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 reduced motorized vehicle congestion, improved air quality and promoting physical health. 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,



Richard Sarles
General Manager and
Chief Executive Officer

**Washington
Metropolitan Area
Transit Authority**

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

By Metrorail:
Judiciary Square—Red Line
Gallery Place-Chinatown—
Red, Green and
Yellow Lines
By Metrobus:
Routes D1, D3, D6, P6,
70, 71, 80, X2

*A District of Columbia,
Maryland and Virginia
Transit Partnership*



SHARON BULOVA
CHAIRMAN

COMMONWEALTH OF VIRGINIA
County of Fairfax
BOARD OF SUPERVISORS

12000 GOVERNMENT CENTER PKWY
SUITE 530
FAIRFAX, VIRGINIA 22035-0071
TELEPHONE: 703/324-2321
FAX: 703/324-3955
TTY: 711

chairman@fairfaxcounty.gov

February 29, 2012

The Honorable Ray LaHood
Secretary
United States Department of Transportation
1200 New Jersey Avenue, SE
Washington, DC 20590

Dear Secretary LaHood:

I am writing in support of Metropolitan Washington Council of Governments' (COG) FY 2012 TIGER Discretionary Grant Program Application. I strongly support the multimodal capital improvement projects identified in the application. These projects will enhance non-motorized access to transit stations throughout the region including Virginia Railway Express stations in Fairfax County.

The Fairfax County Board of Supervisors is committed to encouraging mixed use, transit-oriented development. In order for this development to succeed, pedestrians and bicyclists must have safe and convenient access to transit. The projects in this application are a very cost-effective approach to increased pedestrian and bicycle mode share by providing pedestrian and bicycle facilities including bicycle parking and storage.

In 2006 the Board of Supervisors unanimously supported the comprehensive bicycle initiative, which included development of the first bicycle route map of the county, bike racks on all Fairfax Connector buses, on-road bike routes on several roadways, and the development of the Tysons and Countywide Bicycle Master Plans.

This application meets the goals of the TIGER program by supporting affordable and environmentally sustainable modes of transportation. With the implementation of new bicycle infrastructure in the District of Columbia and Northern Virginia and the success of the Capital Bikeshare system, the National Capital area has become a leader in demonstrating the feasibility of using bicycles to supplement transit. The projects in this application will build on that success and be a showcase to the rest of the country.

Sincerely,

Sharon Bulova



WASHINGTON AREA BICYCLIST ASSOCIATION

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

WWW.WABA.ORG

March 9, 2012

Secretary Ray LaHood
United States Department of Transportation
1200 New Jersey Ave., SE
Washington, DC 20590

Dear Secretary LaHood:

Thank you for your continued support of multimodal transportation choices. We are writing to request your support for the National Capital Region Transportation Planning Board's (TPB) FY 2012 TIGER discretionary grant application. The TPB is the Metropolitan Planning Organization for the National Capital Region, representing urban, suburban, and exurban local governments, and has developed a comprehensive package of region-wide multimodal improvements.

The TPB's proposal would improve bicycle and pedestrian infrastructure throughout the region, with a focus on improving access to Metrorail and regional mass transit stations. Although our region has a more extensive Metrorail system than many urban centers, too many of the stations do not have safe or convenient access to nearby neighborhoods. The TPB's application would link neighborhoods to transit hubs with a comprehensive suite of cycle tracks and paths, sidewalks, lighting, bikeshare stations, wayfinding, and bike parking. By improving non-motorized access to existing transit stations, the TPB's proposal would improve transit, pedestrian, and bike mode share in the most cost effective manner possible.

In addition to targeted pedestrian and bicycle infrastructure near Metrorail stations, the TPB's application includes multiuse trail projects to improve safety and expand non-motorized capacity at two of the busiest locations in the urban core. Construction of a cycle track near Army Navy Drive, in proximity to three Metrorail stations, will provide non-motorized access in a corridor that now is unsafe for pedestrians and cyclists. Rebuilding the Rosslyn Circle Trail crossing will reduce the incidence of automobile/bike/pedestrian accidents and fix a choke point which is unsafe and inconvenient for trail users and automobile drivers alike.

This package of projects exemplifies the goals of the TIGER program: Creating transportation choices, building more livable communities, and identifying cost-effective, multimodal transportation solutions. The success of such improvements here in the nation's capital would serve as a model for other communities. We respectfully request your support for the TPB's application for this round of TIGER grants and appreciate your consideration.

Sincerely,

Shane Farthing
Executive Director

Coalition for Smarter Growth, Piedmont Environmental Council
Sierra Club - Virginia Chapter, Sierra Club - Montgomery County Maryland

March 9, 2012

Secretary Ray LaHood
U.S. Department of Transportation
1200 New Jersey Ave, SE
Washington, DC 20590

Re: 2012 TIGER Grants - National Capital Region Transportation Planning Board Application

Dear Secretary LaHood:

We are writing to offer our strongest possible endorsement of the National Capital Region Transportation Planning Board's 2012 TIGER discretionary grant application. The National Capital Region Council of Governments and Transportation Planning Board have demonstrated impressive regional cooperation and coordination and have adopted a regional vision focused on transit and transit-oriented development. The region, linking urban, suburban and rural jurisdictions in DC, Maryland and Virginia, has the potential to become a national model for sustainable, efficient land use and multimodal transportation.

Our region has achieved remarkable success with transit-oriented development, which allows us to grow while reducing per capita vehicle miles traveled and vehicle trips. However, many of our Metro stations still lack safe pedestrian and bicycle access and our park and ride lots at the stations are filled to capacity. Analysis by Metro indicates that significant transit ridership gains can be achieved at lower public cost through the provision of better walking and bicycling facilities including sidewalks, bike lanes and trails, bicycle parking, wayfinding and other measures. Where we have created more walkable and bike friendly environments we have seen these transportation modes boom.

A 2012 TIGER grant to the National Capital Region for this project would offer "bang for the buck," capitalizing on the progress to date and resulting in immediate and tangible mode share gains for transit, walking and bicycling, particularly in the peak hour. The package of projects

directly addresses the goals of the TIGER program to create transportation choices, build livable communities, and cost-effectively implement multi-modal transportation solutions.

Our organizations, who have worked for better transportation and land use planning in the Washington DC region, can say with certainty that investing in this project for this region could not be more timely and can be a model for the role that TIGER grants can play in achieving cost-effective and sustainable transportation solutions.

Thank you,

Sincerely,

A handwritten signature in black ink, appearing to read "Stewart Schwartz". The signature is fluid and cursive, with the first name "Stewart" being more prominent than the last name "Schwartz".

Stewart Schwartz
Executive Director
(certifying the following sign-ons)

Chris Miller
President
Piedmont Environmental Council

David Dickson
Program Manager
Sierra Club, Virginia Chapter

Alvin Carlos
Chair
Sierra Club, Montgomery County, MD

New Carrollton JV, LLC
c/o Urban-Atlantic Development
Suite 600
7735 Old Georgetown Road
Bethesda, Maryland 20814

February 13, 2012

Mr. Victor Weissberg
Special Assistant to the Director
Department of Public Works & Transportation
9400 Peppercorn Place
Suite #300
Upper Marlboro, MD 20774

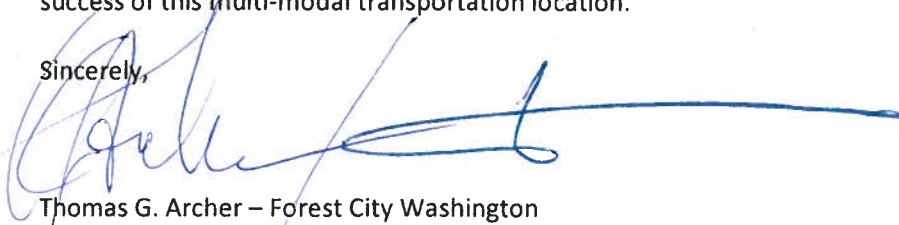
Dear Mr. Weissberg:

Thank you for forwarding your application for the Tiger Grant for bicycle/pedestrian improvements at the New Carrollton Metro Station.

As you know the team comprised of Urban Atlantic, Forest City Washington and The NAI Michael Companies has been selected as the master planner / developer for the site. We agree that no other site in the metro area or the state has the attributes that this site offers and with proper planning this station can become the hallmark of Transportation Oriented Development in the country. Of course, proper planning includes providing for and facilitating regional access but just as important is establishing methods to facilitate access from the neighboring communities. As such, we agree that a walkable and bicycle-friendly community is of the utmost importance to a multi-modal transportation hub such as New Carrollton. Enhanced signage, facilities for bicycles and sidewalk improvements will contribute to pedestrian environment and permeability so that close-in and regional circulation can be enhanced.

We're delighted to support your efforts and agree that your suggestions will contribute to the long-term success of this multi-modal transportation location.

Sincerely,

A handwritten signature in blue ink, appearing to read 'Archer', with a long horizontal flourish extending to the right.

Thomas G. Archer – Forest City Washington
Dan McCabe – Urban Atlantic

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 2012 TIGER website: <http://www.mwcog.org/transportation/TIGER2011>. Select the link "Project Cost and Schedule."

Appendix 5

Benefit-Cost Model: Description 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 described the analysis for each of the seven project components in greater detail.

Model

The full benefit-cost model is an Excel spreadsheet developed by TPB staff for the proposed project. The model is available at the TPB TIGER application website: www.mwcog.org/transportation/tiger2011 Select the link “BCA Model.”

The model includes all calculations, assumptions and citations.

Description

The model spreadsheet is organized as follows:

File Tab	Description									
Summary	This tab contains the summary of analysis of the seven component projects. Two tables (for 3% and 7% discount rates respectively) summarize the costs and benefits of each project. Followed by a summary table and a table that summarizes all the statistical data (e.g., users, trips, accidents, etc.) Below that are the tables used to summarize the data from each component project.									
Project Components	For each component project, there are two tabs (listed below). ▪ The first tab has the costs of construction at the top and repeats the population numbers and travel impacts. The five project selection criteria follow; each is broken down into various sub-items, and the costs or benefits are calculated for the appropriate populations. At the bottom the costs and benefits are sub-totaled. The two discount rates are then applied to the sub-totals. ▪ The second tab contains the user (and non-user) data that provides the population numbers for the analysis. Metrorail mode of access and travel demand model data are shown. Travel impacts are also calculated (e.g., changes in VMT, transit trips, etc.). <table><tr><td>Fort Totten ▪ FT ▪ FT Users </td><td>New Carrollton ▪ NC ▪ NC Users </td><td>Army-Navy Drive ▪ A-N Drive ▪ A-N Users </td></tr><tr><td>Forest Glen ▪ Forest Glen ▪ FG Users </td><td>West Hyattsville ▪ WH ▪ WH Users </td><td>Rosslyn Circle Crossing ▪ Rosslyn ▪ Ro Users </td></tr><tr><td></td><td></td><td>VRE ▪ VRE ▪ VRE Users </td></tr></table>	Fort Totten ▪ FT ▪ FT Users	New Carrollton ▪ NC ▪ NC Users	Army-Navy Drive ▪ A-N Drive ▪ A-N Users	Forest Glen ▪ Forest Glen ▪ FG Users	West Hyattsville ▪ WH ▪ WH Users	Rosslyn Circle Crossing ▪ Rosslyn ▪ Ro Users			VRE ▪ VRE ▪ VRE Users
Fort Totten ▪ FT ▪ FT Users	New Carrollton ▪ NC ▪ NC Users	Army-Navy Drive ▪ A-N Drive ▪ A-N Users								
Forest Glen ▪ Forest Glen ▪ FG Users	West Hyattsville ▪ WH ▪ WH Users	Rosslyn Circle Crossing ▪ Rosslyn ▪ Ro Users								
		VRE ▪ VRE ▪ VRE Users								

<i>Assumptions</i>	Reviews the elements used to construct the model. In other words, who are the users and non-users, and what are the costs and benefits that need to be evaluated.
<i>Mode Operating Assumptions</i>	Summarizes cost and model data used to calculate typical trips, their length, speed and travel time, travel cost, and other travel factors. Accident rates are also calculated from regional data.
<i>Price Assumptions</i>	Values of time and emissions are listed, along with citations
<i>Emissions Assumptions</i>	Emissions factors are listed, as used in MWCOC's Mobile 6 model.

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.
- Each cost and benefit is assessed against the number of users and any non-users to calculate each total impact.

Users and Non-Users

The primary sources for the number of pedestrian and bicycle users accessing transit, current and forecast (no-build), are 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, including walking and bicycling. WMATA has forecast models (based on planned land use and station typology changes) going through 2030 which were used to develop baseline annual growth numbers for this application. Other WMATA data included parking numbers, percent of parking users living within close proximity to each station, and bicycle locker occupancy rates.

From the current and forecast (new build) users, new users are then developed based on the potential population for mode switch 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).

In addition, 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. For the Rosslyn Circle project, there was bicycle and pedestrian data available from studies done by MWCOC for VDOT. For the Fort Totten project, the planning materials also collected current user counts. 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. 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 familiarity with the lockers increase.

Non-users are calculated for the projects that will have construction impacts on roadways (Forest Glen, Army-Navy Drive, and Rosslyn Circle Crossing) and are automobile trips. Regional travel demand model data for 2020, 2030, and 2040 provided raw 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, and were provided by the respective project sponsors.

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 is considered operating 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 life-time 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 lead to travel time savings and reduced user costs. Other improvements lead to greater user time costs as users switch modes from faster autos to a combination of walk/bike and transit. In these latter cases, user cost savings outweigh 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 auto, 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 smart case usage, and fares; average taxi fares; and bikeshare user 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% (for a one-way trip) 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, auto, and bus transit modes.

Environmental

Emissions reductions is a straightforward determination of reductions in VOCs, NO_x, PM_{2.5}, SO_x, 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 and/or the TIGER Benefit Cost Analysis Resource Guide (updated 2/1/12).

Improved public health is determined using assumptions taken from reports on active transportation, including the health care cost savings 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 travelled, 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 witnessed accident reductions from 18% to 56%, depending upon the level of improvement, and as summarized in the CountyStat system. The Rosslyn Circle Crossing project also made use of the FHWA Highway Safety Improvement Program (HSIP) analysis to develop Crash Reduction Factors following implementation of the proposed improvements.

<http://www.arlingtonva.us/departments/environmentalservices/cpe/capprojects/page63515.aspx>

Based on the types of improvements assigned, reduced accident rates were assigned at a gross level to the improvements proposed in this application calculate the anticipated benefits to be realized. 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 for these modes.

Additional Information on the Benefit-Cost Analysis for Specific Project Components

1. 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 pedestrian crossing will be significantly reduced, reducing automobile wait times and congestion as this highway.

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, but is not included in the analysis.

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. Rosslyn Circle Crossing Multimodal Access Improvements

Input Data and Assumptions

The data source for the Rosslyn Circle project is based on Arlington County's developed plans for this project, available at:

<http://www.arlingtonva.us/departments/environmentalservices/cpe/caprojects/page63515.aspx>

Proposed improvements will provide significant safety benefits for pedestrian and bicycle users, reducing accident rates (30%) and costs, based on an FHWA Highway Safety Improvement Program (HSIP) analysis to develop Crash Reduction Factors for the proposed improvements. Current bicycle and pedestrian user counts were taken from data collected for the Virginia Department of Transportation, and forecast based on WMATA's Metrorail Access Study projected ridership growth. Additional users are also anticipated to use the improvements, both new trips and switching from other modes.

One of the most significant impacts of this project is the forecast cost of congestion from proposed traffic signal modifications and roadway narrowing and lane removal. These changes will benefit non-motorized users but negatively impact auto users. This impact will vary by location, time of day, and the final modifications made to signal cycles, which will likely go through several adjustments. Based on the various LOS analyses (available via the link) an average 4.2 second delay for each automobile was used as a base assumption.

Data Limitations

Users are forecast based on current mode share and likely increases. This component project is only one part of the 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 share is anticipated to increased, 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. WMATA 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 station 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 number of accidents and consequent accident costs associated with increased bicycle activity. There are no changes in travel time or costs due to the funded improvements themselves; these are 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 out of the analysis.