



## **Appendix R**

Urban Circulator Grant



**DISTRICT DEPARTMENT OF TRANSPORTATION (DDOT)  
DISTRICT OF COLUMBIA**



# FTA Urban Circulator Grant Application

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## DC Streetcar – Benning Road Extension

Funding Request: \$24,990,000  
FTA Recipient Number: 1397  
Employer/Taxpayer Identification Number: 53-6001131  
Dunn & Bradstreet Number: 002336019  
Central Contractor Registration: # 3XKU5

**February 10, 2010**

**Application Contact:**

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## A. Applicant Information

**Applicant Name:** District Department of Transportation (DDOT), District of Columbia

**FTA Recipient Number:** 1397

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**Description of Sponsor:**

The District of Columbia Department of Transportation (DDOT) is responsible for the planning, design, construction, and maintenance of the city's multimodal transportation system. DDOT manages over 1,100 miles of streets, 241 bridges, 1,600 miles of sidewalks, 453 miles of alleys, and 144,000 street trees. The DDOT mission is to enhance the quality of life for District residents and visitors by ensuring that people, goods, and information move efficiently and safely, with minimal adverse impact on residents and the environment. DDOT is a state department of transportation that delivers an annual work program of \$140M. In 2009 – 2010, DDOT is managing ARRA grant funded projects worth \$94.9 million. The work program includes major structural and civil engineering work. In addition, DDOT has an annual operating budget of over \$127 million and 366 employees.

The Progressive Transportation Services Administration (PTSA) within DDOT coordinates the District's public transportation and is responsible for the design and construction of the DC Streetcar Program. The program includes the construction of over 37 miles of new streetcar services across the city. The first 2.75 miles of the system are currently under construction and are scheduled to initiate operations in 2012. PTSA is also responsible for the development of premium bus services including a system of new branded limited-stop bus routes in four corridors and the DC Circulator.

## B. Project Description

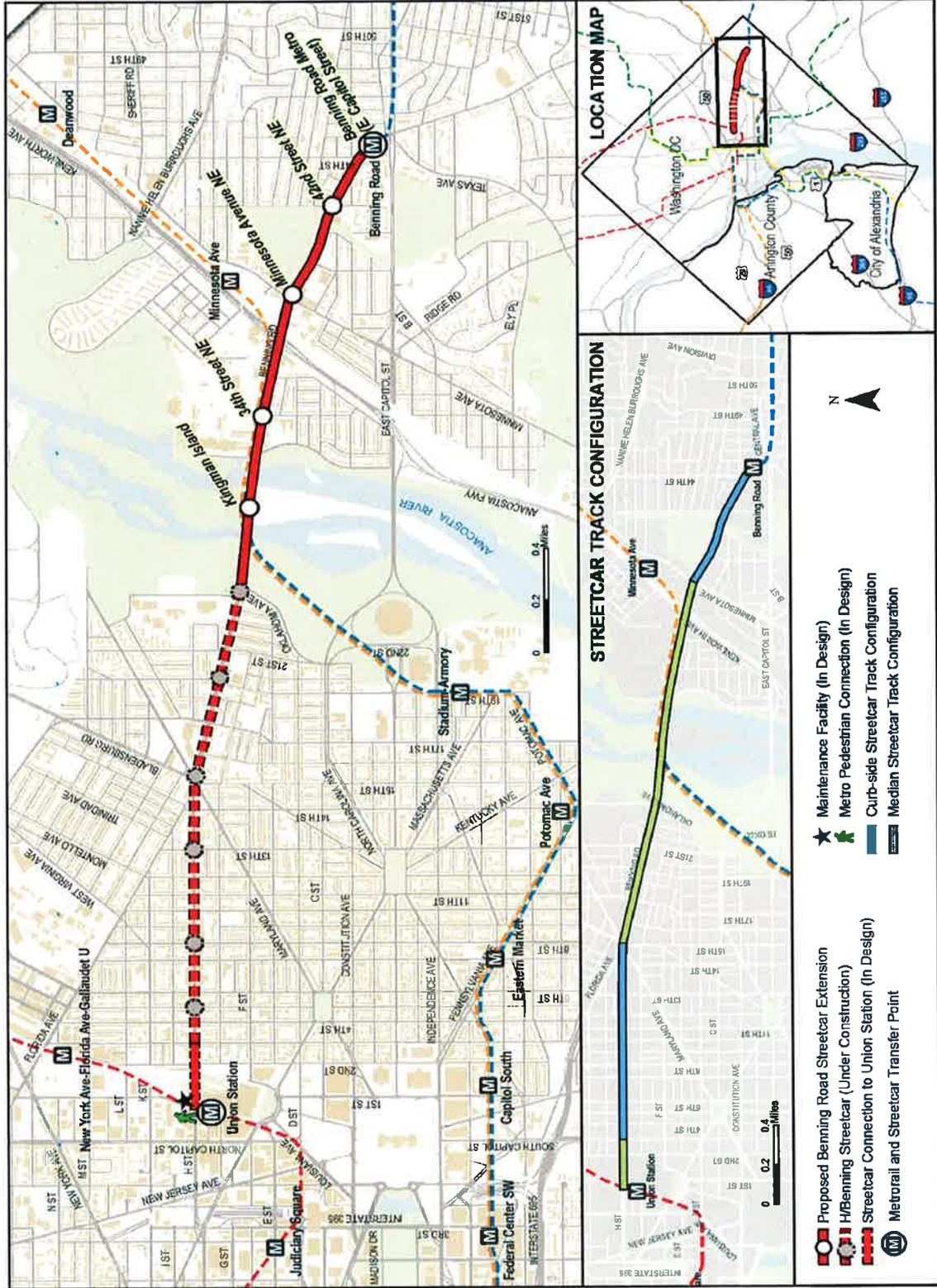
### Benning Road Streetcar Extension

The Benning Road Streetcar Extension (see Figure 1) is a 1.95-mile surface fixed guideway transit line that includes electrically powered streetcar vehicles operating along tracks located within the existing street and travel lanes. The project will serve as an extension to the H/Benning Streetcar line that connects Union Station to the H Street NE Business District west of Oklahoma Avenue NE. Portions of the H/Benning Streetcar are already under construction. The extension project is located along Benning Road NE from Oklahoma Avenue to East Capitol Street. The line will have double tracks, one for eastbound and one for westbound vehicles, and operate in mixed traffic. The extension has five stops: Kingman Island (on the Anacostia River Bridge), 34<sup>th</sup> Street NE, Minnesota Avenue NE, 42<sup>nd</sup> Street NE, and at the Benning Road Metrorail Station (East Capitol Street). A summary of operating characteristics of the service is included below in the "Operating Plan" section.

The Benning Road Streetcar Extension will provide critical transportation links connecting:

- Union Station with the Benning Road Metrorail Station providing a transit alternative to overcrowded Metrorail lines;
- Two struggling commercial districts along Benning Road with an emerging business district along H Street NE and a revitalized Downtown Washington; and
- Low-income residents with critical social services.

Figure 1: Project Location and Alignment



In addition, the proposed streetcar extension will offer innovative new multi-modal connections by:

- Co-locating streetcar stops with bike sharing stations; and
- Using streetcar power substations as hubs for electric vehicle charging stations.

The District has long recognized that the area served by the project is in need of additional transportation investment. The corridor currently:

- Operates a mix of 40-foot and larger articulated buses with six-minute headways in peak hours;
- Serves 18,000 daily passengers with the existing bus service; and
- Is slated for large-scale redevelopment by private sector investors.

The project has broad support within the community, private sector, and with elected officials. Letters of support from a variety of project stakeholders are attached at the end of this grant application.

## Project Purpose and Need

### Purpose

The purpose of the proposed Benning Road Streetcar Extension project is to provide high-capacity and high-quality transit service to District residents and invest in infrastructure that will catalyze economic development in an emerging commercial and residential corridor.

### Need

The H Street and Benning Road Corridor in the District of Columbia lacks Metrorail service and relies on heavily used Metrobus lines. Metrobus Routes X1, X2, X3, and U8 currently operate along the corridor and collectively carry more than 18,000 daily passengers. Approximately 360 daily passengers access the U8 bus route at the Benning Road Metrorail station stop and more than 4,700 passengers access the X1, X2, X3 and U8 bus routes at the Minnesota Avenue Metro station. The corridor needs new transportation services for residents and workers within the District that will connect activity centers, facilitate intermodal transfer opportunities, and relieve crowded Metrorail and Metrobus lines. The corridor also serves an area that the District has targeted for commercial and residential redevelopment. District-wide and neighborhood plans have identified the need for investment in higher-capacity fixed-guideway transit in this area to support medium- to high-density mixed-use development. The corridor also contains two emerging but still fragile commercial nodes, at Minnesota Avenue and at East Capitol Street. The District needs to invest in these areas to strengthen them and prepare them for future growth.

The Benning Road Streetcar Extension project will connect Ward 7 neighborhoods east of the Anacostia River with employment and activity centers located west of the river, significantly improving an important transit corridor for District residents and workers. It will also provide intermodal connections to the regional Metrorail system as well as commuter rail and intercity rail at Union Station via the H Street NE streetcar segment under construction. The streetcar line will also support neighborhood development plans for a major mixed-use activity center at the intersection of Minnesota Avenue and Benning Road and a neighborhood activity center at Benning Road Metro Station near East Capitol Street. The District selected streetcar for this corridor because of its suitable characteristics, which include:

- High vehicle capacity to serve a high-ridership transit corridor;
- Ease of boarding/alighting for persons of all abilities and ages;
- Smooth running movement which allows safer and more convenient use by persons of all abilities and ages;
- Quiet and emission-free operation which does not detract from adjacent public streetscapes/spaces; and
- Fixed guideway which more effectively stimulates economic development.

In the longer term, future phases of the Streetcar System Plan will extend the H/Benning Streetcar line further west to the K Street Transitway, providing a continuous streetcar line through the middle of DC, connecting Ward 7 and Northeast DC with Downtown and Georgetown.

## C. Project Background

### Initial Studies

The Benning Road Streetcar Extension Project results from a series of studies and plans beginning in 1997 with the completion of the *Transportation Vision, Strategy, and Action Plan* by the District Department of Public Works which identified the key corridors that would benefit from increased transit investment. In 2001, the *DC Transit Development Study* further assessed the feasibility of candidate corridors for high-capacity transit investment.

### District of Columbia Transit Alternatives Analysis (DCAA)

In 2003, DDOT initiated the *DC's Transit Future (DCTF) System Plan and Alternatives Analysis (AA)* which consisted of a comprehensive assessment and evaluation of alternative modes and levels of investment in 14 corridors across the District including the H Street/Benning Road NE corridor. The evaluation compared the performance of Bus Rapid Transit (BRT) and Streetcar modes to No-Build and Baseline options in each of the system corridors. The evaluation considered more than 30 individual measures that addressed the following four primary goals established for the project: Improve Access and Mobility; Encourage Community and Economic Development; Enhance System Performance; and Promote Environmental Quality.

The process resulted in an integrated system of recommended transit service investments in the District that includes combinations of Streetcar, BRT, and Enhanced Bus services in appropriate corridors. The *DCTF System Plan and AA* was substantially completed in 2005 and subsequently updated in 2008 and 2009. The updated AA is available for review at [www.ucgsupportdc.com](http://www.ucgsupportdc.com). Implementation of the enhanced bus services element of the plan began in 2007 with the new "Metro Extra" (since rebranded "Metro Express"), a limited-stop bus service in the Georgia Avenue Corridor, and continued with similar branded bus services in two more corridors by early 2009. An Environmental Assessment for the recommended K Street NW Centerway (designed for initial bus rapid transit service with later conversion to streetcar) was recently completed. Implementation of the recommended streetcar element of the plan was divided into three major phases. Phase 1 includes streetcar services operating in four corridors which include the Benning Road Streetcar Extension Project. The District is already constructing two other Phase 1 streetcar projects: one connecting the Anacostia Metro Station to Naval Annex and the other along H Street NE and Benning Rd NE between Union Station and Oklahoma Avenue NE. The Benning Road Streetcar Extension project will be the third streetcar project constructed as part of the Phase 1 system.

A goal of this multi-corridor, multimodal study of transportation alternatives was to identify additional connections between the existing Metrobus and Metrorail lines and between key activity centers within DC. Transportation plans and projects in the system plan support community development initiatives articulated in the District's Comprehensive Plan. The revised system plan also reflects the results of continuing coordination with the DC Office of Planning (DCOP), DC Deputy Mayor's Office for Planning and Economic Development (DMPED), National Capital Planning Commission (NCPD), Washington Metropolitan Area Transit Authority (WMATA), Federal Highway Administration (FHWA), Federal Transit Administration (FTA), and DDOT. The revised system plan also incorporated the results of an extensive public outreach effort that included public meetings in each of the eight wards of the District in Fall 2009.

### Great Streets Initiative: H Street NE-Benning Road Framework Plan (2005)

The Great Streets Initiative is a multidisciplinary approach to corridor improvement composed of public realm investments, strategic land use plans, public safety strategies, and economic development assistance, and is a partnership between multiple District government departments and offices. It selected six target corridors for improvement, including the H Street NE-Benning Road corridor. The resulting *H Street NE-Benning Road Great Streets Framework Plan* (2006, see [www.ucgsupportdc.com](http://www.ucgsupportdc.com)) for the 5-mile corridor included recommendations for \$30 million in improvements to the roadway, pedestrian facilities, bicycle facilities, transit facilities, and vehicle/parking facilities. The first phases of the project are currently under construction and are described below. Figure 5 on page 18 shows the locations of the Benning Road and other Great Streets corridors in relation to the Benning Road Streetcar Extension project.

### **H Street/Benning Road Reconstruction and Streetcar Project**

Reconstruction of Benning Road NE, from 14th Street NE to Oklahoma Ave NE, and H Street NE, from 3rd Street NE to 14th Street NE, is currently underway (see Figure 1). The Benning Road component of the project began in December 2007 and is mostly completed. The H Street component began in September 2008 and is scheduled for completion in July 2011. Work includes reconstruction of the travel lanes and parking areas with composite pavements, new brick gutter and granite curbs; streetcar track installation; sidewalk restoration; upgrading of pedestrian street lighting and signals; installation of bulb-outs, crosswalks, and wheel chair ramps; landscaping upgrades; and a new pedestrian plaza.

### **Connection to Union Station**

Extension of the H Street NE streetcar tracks is under design from 3<sup>rd</sup> Street NE to 1<sup>st</sup> Street NE, providing a seamless connection from the Benning Road Streetcar Extension to the Union Station intermodal terminal. The *Union Station Intermodal Transit Center Feasibility Study* (2009, see [www.ddot.dc.gov/unionstation](http://www.ddot.dc.gov/unionstation)) includes the creation of a new pedestrian walkway with a station lobby entrance from the H/Benning Streetcar stop. Union Station offers a transfer point to multiple travel modes, including: the Metrorail Red Line, multiple Metrobus lines, DC Circulator bus, a commuter bicycle station, VRE and MARC commuter rail lines, Amtrak regional and long-distance lines, and various regional commuter and intercity bus services.

### **Minnesota Avenue Great Streets Framework Plan**

Minnesota Avenue SE is another Great Streets Initiative corridor and forms a key activity center at the intersection with Benning Road (referred to as "Downtown Ward 7"). Recommendations of the *Minnesota Avenue Great Streets Framework Plan* (2006, pp. D-18 - D-21, see [www.ucgsupportdc.com](http://www.ucgsupportdc.com)) are currently in the design phase and will contribute to significant improvements in the pedestrian environment and transit-accessibility at the Benning Road/Minnesota Avenue activity center.

### **Benning Road Streetcar Extension and Roadway Reconstruction**

Installation of streetcar tracks for the Benning Road Streetcar Extension project will coincide with reconstruction of Benning Road NE. Design of roadway and streetscape improvements from Oklahoma Avenue NE to 42<sup>nd</sup> Street NE is currently at 90% completion. The roadway reconstruction and streetscape improvement project is in the FY2010-2015 TIP (page D-1, TIP ID 5572) and is programmed for \$10M of Surface Transportation Program funds in FY 2012. Work will include installation of medians and streetcar tracks and reconfiguration of travel lanes to match the recently completed Benning Road Phase I construction (from 14<sup>th</sup> St NE to Oklahoma Avenue NE). Additional improvements will include improved sidewalks, streetscape amenities, landscaping, pedestrian crossings, signals and lighting. Award of an FTA urban circulator grant would help accelerate completion of the remainder of this project.

## **D. Operating Plan**

### **Benning Road Streetcar Extension Operations**

The streetcar service will operate seven days per week between the following times:

- Monday through Thursday from 6:00 am to 12:00 am (midnight)
- Friday from 6:00 am to 2:00 am
- Saturday from 8:00 am to 2:00 am
- Sunday from 8:00 am to 10:00 pm

The service will operate on 10-minute headways during peak and off-peak periods. Estimated travel time from Oklahoma Avenue NE to Benning Rd Metro is approximately 9 minutes. Total travel time along for the entire H/Benning Streetcar line, from Union Station to Benning Road Metro (3.8 miles), will be approximately 17 minutes. Five vehicles and one spare car will provide service for the entire H/Benning and Benning Road Extension streetcar line (of those vehicles, two are needed to provide service to the added length of the Benning Road Extension segment). The extension project will increase streetcar service by over 170,000 revenue car-miles and nearly 13,000 revenue train-hours per year. Fare

structure will be the same as the DC Circulator bus service with a \$1 cash fare. The Operating Plan for the project describes the fare structure and is included in the Appendix materials.

### **Vehicles**

DDOT will operate the service with bi-directional modern streetcars, approximately 66 feet long, eight feet wide and 11 feet tall. The middle section of the car contains a low-floor boarding area to improve rider access, an extendable wheelchair ramp, and double doors for faster loading and unloading. The car is electrically powered via overhead wires. Each vehicle can accommodate 30 seated passengers and an additional 138 standing passengers for a total of 168 passengers.

### **Stops**

Streetcar stops will consist of raised platforms to allow level boarding, fare vending kiosks, and electronic signage with real-time arrival information. Streetcar center platforms dimensions are approximately 72 feet long by 16 feet wide. Roadside platform dimensions will be approximately 72 feet long and 12 feet wide. Due to the urban character of the project area and local nature of the transit service, the Operating Plan does not include park-and-ride lots.

### **Projected Ridership**

Based on ridership forecasts prepared for the project using the regional travel demand forecasting model, the Benning Road Streetcar Extension segment is projected to have approximately 4,300 daily riders. This extension contributes to a significant ridership increase for the streetcar line; the initial H/Benning Streetcar segment by itself has a projected ridership of approximately 1,500 daily riders. As a result of the Extension project, the complete streetcar line from Union Station to Benning Road Metro (combined Benning Road Streetcar Extension and H/Benning Streetcar projects) is projected to have a total daily ridership of approximately 5,800 boardings.

### **Supporting Bus Services**

#### **Existing Bus Network**

The Metrobus X1, X2, and X3 routes currently operate between the Minnesota Avenue Metrorail station on its eastern end and three western terminals in northwest DC. These routes operate primarily via Minnesota Avenue, Benning Road and H Street. Ridership on this line is the fourth highest in DC as a result of the population in the service area, the popularity of destinations and number of transfer points along the route. Existing ridership totals almost 14,000 passengers per day along these lines, and crowding has been a major issue. The Metrobus U8 operates between the Capitol Heights Metrorail Station and the Benning Heights neighborhood including the portion of Benning Road between Minnesota Avenue and East Capitol Street. The route carries over 4,000 daily riders and connects to the Metrorail system at the Capitol Heights, Minnesota Avenue, and Benning Road Stations.

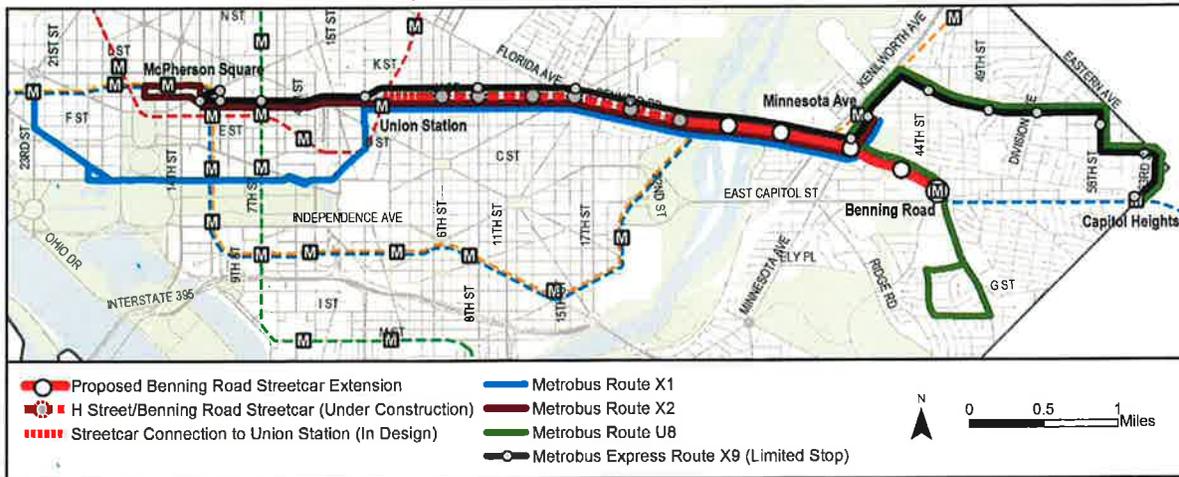
#### **Improvements to Proposed Bus Network**

In 2009 WMATA completed the Benning Road-H Street Metrobus Restructuring Study for Routes X1, X2, and X3 to address crowding and other issues along the line. WMATA and DDOT are implementing the first phase of study recommendations in 2010, and the remaining recommendations will be in place before streetcar service is initiated in the corridor. Planned service changes include:

- Increased frequency of service on Metrobus X2
- Articulated buses on the X2
- New X9 limited stop service
- Elimination of the X3 bus
- X1 route extension and hours of service expansion

No changes are currently planned for Metrobus Route U8. The Benning Road Streetcar Extension will augment, not replace, these bus services. Figure 2 shows the planned supporting bus network along Benning Road and H Street NE.

**Figure 2: Supporting Bus Services**



**Transfer Facilities and Intermodal Connections**

The Benning Road Streetcar Extension will have facilities allowing riders to transfer to other transit modes at a number of stops, with significant transfer facilities to a wide range of travel modes at the stop at Union Station on the H/Benning Streetcar. Table 1 lists the stops with transfer services.

**Table 1: Transfer Facilities and Intermodal Connections**

Intermodal Stops	Metrorail	Metrobus	DC Circulator	Bike Share	Commuter / Regional Rail	Regional Bus
<b>H / Benning Streetcar</b>						
Union Station	✓ Red Line	✓ Multiple Lines	✓	✓	✓	✓
H Street / 8th Street NE		✓ 90,92,93		✓		
H Street / Maryland Avenue / Bladensburg Road NE		✓ X8,B2,S41		✓		
<b>Proposed Streetcar Extension</b>						
Benning Road Metro Station	✓ Blue Line	✓ 96,97,E32,U5, U6,U8,W4		✓		
Minnesota Avenue / Benning Road NE	✓	✓ A31,U2,U4,U5 U6,U7,V7,V8, X1,X2,X3		✓		

**Maintenance Facility**

All vehicles will use the proposed maintenance and storage facility that is currently in design as part of the H/Benning Streetcar Project. Additional storage tracks for new vehicles needed to serve the Benning Road Streetcar Extension are to be considered part of the extension project and are included in the capital cost estimates for the project.

## E. Preliminary Management Plan

### Project Schedule

Figure 3 shows the current project implementation schedule. DDOT has scheduled project design and construction to occur over a three year time period with the system in operation by early 2013. This includes completing the NEPA process by mid-2010 and final design activities by mid-2011.

The schedule shows that construction activities and the expenditure of any federal funds would begin by October 2011 (within 18 months of an Urban Circulator Grant Award) and be completed by the end of 2012. DDOT has identified a Design-Build approach for project delivery to streamline and expedite the design and construction process. The selection of a Design-Build contractor will occur by fall 2010.

### Preliminary Management Plan Document

DDOT has prepared a Preliminary Management Plan (PMP) for the project (see Appendix materials). The PMP documents the procedures and processes that DDOT and other parties will use to provide timely information to the project decision makers to effectively manage the scope, costs, schedules, quality of, and the Federal requirements applicable to, the project. The PMP outlines the roles of the agency leadership and management team in the delivery of the project, establishes the project schedule and milestones, identifies the project budget, establishes project controls, and describes the management procedures used to execute the project.

**Figure 3: Project Schedule**

Program	Major Work Activities	2010												2011												2012												2013											
		F	M	A	M	J	J	A	S	O	N	D	J	F	M	A	M	J	J	A	S	O	N	D	J	F	M	A	M	J	J	A	S	O	N	D	J	F	M										
Complete NEPA Process	NEPA Analysis and Documentation	█																																															
	Agency and Public Review	█																																															
	NEPA Finding/Decision	█																																															
Project Design	Update Project in TIP/CLRP	█																																															
	Complete Preliminary Design	█																																															
	Design and Performance Criteria	█																																															
	Select Design-Build Contractor	█																																															
	Final Design	█												█																																			
	Public Participation and Outreach	█												█																																			
Construction	Vehicle Procurement & Delivery													█																								█											
	Utility Relocation													█												█																							
	Track/Station/Systems Construction													█												█												█											
	Public Information/Updates													█												█												█											
Initiate Service	Operating & Maintenance Criteria	█																																															
	Select Operator	█												█																																			
	Testing																																					█											
	Start-up																																					█											
Management	Program/Construction Management	█																																															

## F. Project Evaluation Criteria

### 1. Livability

The Benning Road Streetcar Extension will improve livability along the project corridor by:

- Increasing transportation choices in the eastern part of the District of Columbia, by supporting neighborhood connections to Metrorail stations, the Union Station intermodal center, and connections between neighborhoods;
- Relieving crowding on one of the region's busiest bus corridors by providing a more comfortable, accessible and higher-capacity public transit mode;
- Improving access to vital services for the corridor's high percentage of transit-dependent households;

- Providing connections to local and regional park, recreation and library facilities;
- Supporting DC land use and economic development initiatives in the corridor; and
- Anchoring and helping accelerate delivery of planned redevelopment, housing and pedestrian enhancement projects that are currently underway.

## Description of Affected Community

### Corridor and Neighborhood Description

The project area encompasses several neighborhoods and major parks:

- **West of the Anacostia River** – Langston and Kingman Park neighborhoods and RFK Stadium;
- **Along the Anacostia River** – Anacostia Park system (National Park Service (NPS)), Kingman Island (DC Dept. of Parks and Recreation), and historic Langston Golf Course (NPS); and
- **East of the Anacostia River** – River Terrace, Mayfair, Benning, Mahaning Heights, Benning Heights, Deanwood and Marshall Heights neighborhoods and Fort Mahan Park (NPS).

The corridor also includes two commercial districts:

- **“Downtown Ward 7”, at the intersection of Minnesota Avenue and Benning Road** – includes the Minnesota Avenue Metrorail Station, Minnesota Avenue commercial corridor, new District of Columbia Department of Employment Services (DOES) offices, and several important community institutions, such as Friendship Edison Collegiate Academy, Boys and Girls Club, and Benning Public Library branch. The neighborhoods have high percentages of low-to-moderate income households that depend on transit.
- **East Capitol Street/Benning Road neighborhood center** – includes the Benning Road Metrorail Station and bus transfer center and neighborhood shopping centers.

Two Metrorail stations, Benning Road Metro and Minnesota Avenue Metro, serve the corridor, providing access to the Blue and Orange lines, respectively. However, these lines do not connect to each other within Ward 7 and do not link Ward 7 with Northeast DC on the western side of the river. Consequently, residents rely on heavily used bus services for travel along the H Street NE/Benning Road corridor.

### Neighborhood Demographics

The project corridor is a dense urban corridor with a large percentage of transit-dependent residents. Within ½ mile of the Benning Road Streetcar Extension corridor, approximately 25% of the population is below the poverty level and 34% depend on public transit. 41% of the households within the corridor have no car.<sup>1</sup> Projections for population and employment along the Benning Road Streetcar Extension corridor and along the H/Benning Streetcar corridor are listed in Table 2 below:

**Table 2: Population and Employment Projections along Benning Rd Streetcar Line\***

Project Segment	Population		Employment	
	2010	2030	2010	2030
H Street NE / Benning Road	37,329	51,125	55,658	80,240
Benning Road Extension	16,491	21,093	3,836	5,356
Total	53,820	72,218	59,494	85,596

\* Within 0.5-mile buffer area of streetcar line

Source: Transportation Analysis Zone data, Washington Regional Travel Demand Model

### Low- and Moderate-Income Housing

Much of the existing housing in the corridor serves low- and moderate-income households, which depend on local bus and metro services. Several existing developments, including over 300 units of housing, supported by the DC Housing Authority and the DC Department of Housing and Community Development are within 0.5 mile of the planned streetcar stop at the Benning Road Metro/East Capitol Street. Approximately 150 units are within 0.25 mile of the planned streetcar stop.

<sup>1</sup> 2000 Census data

Within 0.5 mile of the Minnesota Avenue/Benning Road stop, the District is currently replacing a portion of the Parkside Addition public housing development with 125 units of new housing, which include:

- 42 replacement public housing rental units for seniors
- 83 homeownership units for families earning 40 to 100% of the Area Median Income (AMI)

Within 0.25 mile of the Oklahoma Avenue stop, is the historic 200-unit Langston Terrace public housing project, which was recently refurbished by the DC Housing Authority.

Approximately 2,500 new housing units have been approved or are under construction in the corridor. All of the major housing developments include reservations for affordable units. These are described below under the evaluation criterion #3, "Economic Development".

### **Community and Land Use Plans**

The following plans address land use, development and livability in the project corridor:

The *District of Columbia Comprehensive Plan* (June 2007) identifies the Benning Road and Minnesota Avenue area as a "Regional Center", the only designated Regional Center east of the Anacostia River. This area would be served by the Benning Road Streetcar Extension. As such, the District is targeting the area for a wide range of commercial functions, that draw patrons from across the city as well as from nearby suburban locations, and for additional housing, services and employment opportunities provided by infill development. The Plan designates the area at the eastern end of the project corridor around the intersection of East Capitol Street and Benning Road as a "Neighborhood Center". Benning Road, from Oklahoma Avenue west, is designated as a "Main Street Mixed Use Corridor", which is defined as a traditional business corridor with pedestrian-oriented storefronts and upper story residential or office uses.

The *Anacostia Waterfront Initiative* calls for a unified identity for more than 1,800 acres along the Anacostia River, including 100 acres of additional parks, many new community access points, and expanded waterfront recreational facilities. The Initiative also includes plans for a continuous "Riverwalk" trail, public access to the shoreline within new neighborhoods, interpretive nature and boating facilities, and pedestrian and bicycle bridges to better link the east and west sides of the River. The Riverwalk trail connection along the east side of the river from Benning Road south has been completed, linking the project corridor with parks to the south. The Riverwalk connection from Benning Road north, with connections to the Kenilworth Aquatic Gardens and National Arboretum, is under design (currently close to 65% complete) and programmed for capital funding.

*Kingman and Heritage Islands Park* – A proposed stop on the streetcar line at the Benning Road Bridge will provide direct access to the Kingman and Heritage Islands Park (part of the DC park system), which is future home of the Kingman Environmental Center outdoor classroom facility, a project of the Office of the Deputy Mayor for Planning and Economic Development that is in the planning phase.

*New Zoning Regulations for Streetcar Corridors* – The District of Columbia Zoning Commission has endorsed new Zoning Ordinance regulations that promote transit-oriented development within ¼ mile of streetcar lines and include the following provisions for new development:

- Parking maximums
- Street-activating design guidelines
- Required access/orientation to transit
- Permitted mixed use
- Requirements for minimum bulk/form and mix of uses

These new regulations would also apply to areas within ¼ mile of high-service bus corridors and within ½ mile of Metro stations. The District has also eliminated minimum parking requirements in most areas as part of its Zoning Ordinance and Parking Regulation rewrite, which will further encourage transit usage and make areas more pedestrian-friendly.

*Master Land Use Plan for the District of Columbia Streetcar System* – The DC Office of Planning is beginning a citywide planning study to evaluate land use and economic development along the entire planned streetcar system. It will examine zoning, small area plans, housing, livability, historic and cultural resources, economic development potential, district-owned properties, and financing and incentives for transit-oriented development along the corridors. The end product will recommend further land use and zoning changes along proposed routes to maximize benefits of the transportation system, the population served by the new transit services, and the economic development potential.

#### ***Infrastructure and Redevelopment Plans with a Transit-Oriented Development Emphasis***

The District of Columbia *Great Streets Initiative* selected the Benning Road corridor (including H Street NE) as one of the six corridors included in the initiative (see description the Great Streets plans and projects above in Section C, “Project Background”).

The District is undertaking the transportation and streetscape improvements for the corridor in coordination with neighborhood redevelopment projects that are outlined in the *Benning Road Corridor Redevelopment Framework Plan* (2007). The *Redevelopment Framework Plan* (see [www.ucgsupportdc.com](http://www.ucgsupportdc.com)) includes corridor-wide analysis and public input, resulting in recommendations and an implementation strategy. It addresses the areas of Housing, Shopping & Business, Parks & Open Space, Cultural Assets, Community Health & Safety, Transportation & Infrastructure, and Urban Design & Public Realm and identifies opportunity redevelopment sites with market analyses for each of them. The plans include the streetcar project from Oklahoma Avenue to Benning Road Metro Station as a key component for supporting retail businesses, new transit-oriented development, and neighborhood travel patterns.

The *Deanwood/Great Streets – Nannie Helen Burroughs Ave NE & Minnesota Ave NE Strategic Development Plan* (2008, pp. 52-53, see [www.ucgsupportdc.com](http://www.ucgsupportdc.com)) provides additional support and conceptual planning for a TOD node at Benning Road and Minnesota Avenue NE. This area would serve as the “commercial heart” of the Deanwood neighborhood that extends to the northeast. The plan includes a direct pedestrian connection from Fort Mahan Park to the central commercial area; the District of Columbia and private development interests are pursuing acquisition of land for this right-of-way.

Major redevelopment projects that are underway or planned in coordination with these plans are described below under the evaluation criterion #3, “Economic Development”.

#### ***Enhanced Pedestrian Connectivity to Transit***

The District of Columbia, in conjunction with the *Great Streets Initiative* and *DC Pedestrian Master Plan*, is undertaking comprehensive pedestrian improvements along the project corridor.

The *H Street NE-Benning Road Great Streets Framework Plan* recommends the following pedestrian improvements in the area served by the Benning Road Streetcar Extension:

- High visibility crosswalks and wider center median improvements for the major focus areas.
- Redesign of the Minnesota Avenue and Benning Road intersection to accommodate pedestrians and new pedestrian sidewalks proposed along the Benning Bridge approach.
- Redesign of the 44th Street NE-Benning Road intersection to enhance pedestrian safety.
- Benning Road NE from Oklahoma Avenue NE to Anacostia Park is planned as a “green boulevard” with a planted median.
- The pedestrian facilities on the Benning Road Bridge will be improved based on the recommendations of the Kenilworth Avenue Corridor Study. Landscape elements will soften the appearance of the bridge and provide places to sit and enjoy views of the waterfront. At the base of the bridge, free-standing sculpture, improved lighting, and signage will announce the transition to Ward 7’s Downtown.
- At the intersection of Benning Road and Minnesota Avenue, the sidewalks will be furnished with benches and bike racks. Adequate street lighting and street trees will create a pleasing environment for shoppers and other pedestrians. Curb cuts will be minimized and utility poles along Minnesota Avenue, near the intersection, will be buried. Public art, in the form of insets in

the sidewalk paving, interpretive signage, and, street sign attachments will recall the rich cultural history of the area. Way-finding signage, which points to places such as the Minnesota Avenue Metro Station, Fort Mahan Park, the public library and the Friendship Edison Academy will make navigating the street easier for pedestrians.

- The streetscape near the Benning Road Metro station is enhanced with street lighting and trees to create a pleasing urban pedestrian environment.
- The streetscape at the intersection of Benning Road and East Capitol Street will be upgraded with pedestrian-oriented street lighting, adequate tree cover and, other landscape features. A freestanding sculpture, at the East Capitol intersection highlights L'Enfant Avenue and serves to visually constrict the width of this intersection. Signage and enhanced crosswalks make this intersection easier to use for pedestrians.

The *Minnesota Avenue Great Streets Framework Plan* recommends enhanced urban streetscape improvements to serve the high activity levels along the commercial corridor and access to the Minnesota Avenue Metro just north of Benning Road. Utility poles will be buried and the sidewalk furnishing zones will be paved with unit pavers and will offer benches and bike racks to augment the retail and transit facilities along it.

The *District of Columbia Pedestrian Master Plan* identifies East Capitol Street as a High Priority Corridor for pedestrian improvements. The intersection of Benning Road and East Capitol Street will be significantly improved for pedestrians, consistent with the *H Street NE-Benning Road Great Streets Framework Plan*, enabling safer and more convenient access to the Benning Road streetcar as well as to the Benning Road Metro station.

#### **Connecting Residents to Public Services**

The proposed Benning Road Streetcar Extension will give residents of Wards 5, 6, and 7 more direct access to city services (see Figure 4). These include:

*Minnesota Benning Government Center* – The District has almost completed construction of a new headquarters for its Department of Employment Services (DOES). In addition to hosting several hundred employees, it will also contain a One-Stop Career Center, at which a resident can obtain job counseling, receive job training, file for unemployment benefits, and access other services.

*Benning Library* – The District is currently rebuilding and expanding the public library branch at Benning Road near Minnesota Avenue. It will offer 32 public computers, 2 community rooms, and other services.

*Department of Human Services (DHS)* – DHS operates a major service center at 645 H Street NE, which offers Temporary Assistance to Needy Families (TANF) benefits, Supplemental Nutrition Assistance Program (SNAP, formerly food stamps) benefits, child care subsidies, and other benefits.

*Other Government Services* – The streetcar will also provide a connection to District offices at 825-941 North Capitol Street. Services offered at this location include DC Public Schools administrative offices, construction permitting, and business permitting.

**Figure 4: DC Public Services on Streetcar Corridor**



The economic value of these transportation time and cost savings for residents and workers are significant. The estimated financial value of these livability benefits are included below under the "Economic Development" evaluation criterion.

### **Public Participation in Planning**

Multiple public involvement efforts have gathered stakeholder participation and input for planning the streetcar line and associated redevelopment, infrastructure and transportation service projects along the Benning Road corridor.

*H Street NE-Benning Road Great Streets Framework Plan* – The plan included an extensive public involvement process during 2005-2006, including a well-attended public workshop and other meetings held in the project corridor. The engineering design for a "streetcar-ready" roadway was also presented to the River Terrace Civic Association, the Marshall Heights Community Development Organization, the local Advisory Neighborhood Commission, the Ward 7 Merchants Association, and at an open house sponsored by the Ward 7 Councilmember.

*Benning Road Corridor Redevelopment Framework Plan* – The planning process was guided by an Advisory Committee that included many stakeholders in the study area, including Advisory Neighborhood Commissions (ANCs), neighborhood and civic organizations, business associations, property owners and investors, and faith-based and non-profit organizations. The series of public meetings ran from February through June 2007.

*Metrobus Benning Road/H Street Line Study* – Public outreach was a significant component of the Benning Road-H Street Line study process from June through November 2009. Opportunities for public participation included a rider survey, three rounds of public meetings, a project website, and other activities. Approximately 4,000 surveys were distributed along the X1, X2, and X3 bus lines at high-ridership stops, including at the Minnesota Avenue NE Metro station. All three rounds of public meetings included meetings within the Benning Road Streetcar Extension project corridor.

*DC Transit System Plan* – The public and agency involvement effort during the study was divided into three time frames:

- Determination of community needs (2003)
- Review of initial results of the study and recommendations (2004 – 2005)
- Review of updated system plan (2009)

A total of 348 people citywide attended public meetings on the updated Streetcar System Plan. 123 people attended public meetings in Wards 5, 6 and 7, which include the H Street NE/Benning Road NE streetcar corridor.

## **2. Sustainability**

The streetcar project will support efforts to provide more sustainable transportation alternatives in the District of Columbia, particularly in areas without Metrorail service. The District is enhancing the streetscape along the entire length of Benning Road (and along Minnesota Avenue, an important cross-street) to be more pedestrian-friendly through sidewalk and crossing improvements, street trees and furniture, and guidelines for existing and new storefront commercial space as documented in the *H Street NE-Benning Road Great Streets Framework Plan*. The improvements will make non-auto travel more comfortable, convenient and safe, reducing VMT and associated pollution, including ozone precursors, particulate matter and greenhouse gas emissions. The streetcars will be powered by the DC electric grid, which currently purchases half of its power from renewable sources. The District of Columbia participates in the US Conference of Mayors Climate Protection Agreement, which sets a goal of lowering greenhouse gas emissions 7% below 1990 levels by the year 2012. The streetcar plan is a key part of its initiatives to achieve its climate and energy efficiency goals in the transportation sector.

## Environmentally Friendly Features

Sustainability features that DDOT proposes to incorporate into the streetcar project include the following:

- **Bicycle Sharing** – DDOT will integrate its Bicycle Sharing program with the H /Benning Streetcar and Benning Road streetcar extension, locating Bicycle Sharing stations at streetcar stops.
- **Electric Vehicle Recharging Stations** – The Streetcar Extension will require two additional small electrical substations along the route. DDOT proposes co-locating Level 2 and 3 electric vehicle charging stations at its streetcar substations.
- **Powered by 50% Renewable Energy Sources** – Sustainable alternative electricity sources will provide at least half of the power for the streetcar system. In 2009, the District entered into an electricity contract to provide a minimum of 50% of the District's electricity from renewable energy sources. Renewable electricity includes wind, geothermal, solar and hydroelectric.
- **Roadway reconstruction using sustainable techniques**, including:
  - *Protection and preservation of existing trees* – required actions to protect existing trees from being damaged by nearby construction activities. "Rubber" sidewalk material is being used around large trees to accommodate future growth.
  - *Pervious material to improve roadway drainage* – a permeable concrete base below the roadway surface is being installed to decrease runoff and allow groundwater recharge.
  - *Recycling granite curbing* – granite curbing that is removed is being recycled in the construction of the curbs on the side streets, helping to diminish the waste volume.
  - *Erosion & sediment control* – the projects must adhere to the detailed erosion and sediment control regulations of the DC Bureau of Environmental Quality.
  - *Installation of solar-powered electronic parking meters* – individual coin meters are being replaced with solar-powered pay-box meters on each block.
- **Direct connection to Kingman Island** – A streetcar stop will be located at this DC park, which is a 45-acre nature preserve and environmental education facility. Kingman Island and adjacent Heritage Island have been restored through a project of the Deputy Mayor's Office for Planning and Economic Development (DMPED). Through the District government's non-profit partner Living Classrooms, the islands serve as an outdoor classroom for District of Columbia students, provide ongoing summer youth training, and serve as an organizing site for river clean-ups. DMPED is planning a new 9,000-square-foot Environmental Education Center and a Memorial Grove for 9/11 Victims.
- **Tree planting** – Extensive tree and shrub planting is programmed for the entire Benning Road corridor as part of the streetscape improvements of the Benning Road Great Streets Initiative. Tree planting in the project area will occur in conjunction with streetcar construction. 85 trees and 156 shrubs are being planted in early 2010 along Benning Road west of Oklahoma Avenue. More trees and shrubs will be planted for the Streetcar Extension and associated streetscape work.

DDOT's implementation of the streetcar project will be conducted in accordance with its departmental Environmental Policy (July 2008).

## Environmental Impact

### **Reduction in Vehicle Miles Traveled (VMT)**

Based on the regional travel demand model results, it is estimated that the Benning Road Streetcar Extension will result in a reduction of approximately 640,000 VMT per year. When combined with the H /Benning Streetcar Project under construction, the complete line (H/Benning Streetcar + Benning Road Extension Streetcar) will result in a total annual reduction of almost 2.9 million VMT.

### **Reduction in Vehicle Emissions**

Based on the estimated reduction in VMT, the resulting passenger vehicle emissions reductions as a result of the Benning Road Streetcar project were estimated. Table 3 lists the potential reductions in annual vehicle emissions of Carbon Monoxide (CO), Nitrous Oxide (NOX), Volatile Organic Compounds (VOC), Particulate Matter (PM-10), and Carbon Dioxide (CO<sub>2</sub>). When the Benning Road Streetcar Extension is combined with the H Street/Benning Road Streetcar already under construction and the planned streetcar connection to Union Station, the potential reductions in emissions are even greater.

**Table 3: Estimated Reductions in Vehicle Emissions**

Pollutant	Reduction in Emissions (Tons Per Year)	
	Benning Road Streetcar Extension	H/Benning Streetcar Project with Benning Road and Union Station Extensions
CO	0.82	3.64
NO <sub>x</sub>	0.79	3.52
VOC	0.04	0.17
PM-10	0.07	0.31
CO <sub>2</sub>	305.00	1,360.00

Source: Regional Travel Demand Forecasting Model, Mobile source emission factors for the Washington DC region.

### 3. Economic Development

The area around the intersection of Benning Road and Minnesota Avenue is a designated regional center for employment, services and retail. The streetcar project has the potential to increase the economic competitiveness of this existing activity center. New government offices and private mixed use developments are planned within walking distance of the streetcar stop at Minnesota Avenue. These projects are supported by corridor and District-wide plans and policies that have been developed with public support in the project area.

#### Development Plans and Strategies

Economic development plans and strategies for the project area are outlined above under “Infrastructure and Redevelopment Plans with a Transit-Oriented Development Emphasis”, for evaluation criterion #1, “Livability”.

As part of the *Great Streets Initiative*, the District of Columbia sells tax-exempt government revenue bonds to finance public infrastructure, which supports redevelopment projects along these corridors. To secure the repayment of these Tax Increment Finance (TIF) bonds, the District consents to segregate a portion of the incremental growth in real property tax collections. Sales tax increments may be applied to shorten the repayment period. \$15 million in bonds have been allocated to support redevelopment projects in the Benning Road-Minnesota Avenue area.

#### Existing and Planned Transit Supportive Developments and PUDs

Table 4 on the following page lists major public and private development projects that are planned or underway in the Benning Road Corridor. Figure 5 shows the locations of these projects and the *Great Streets Initiative* corridors.

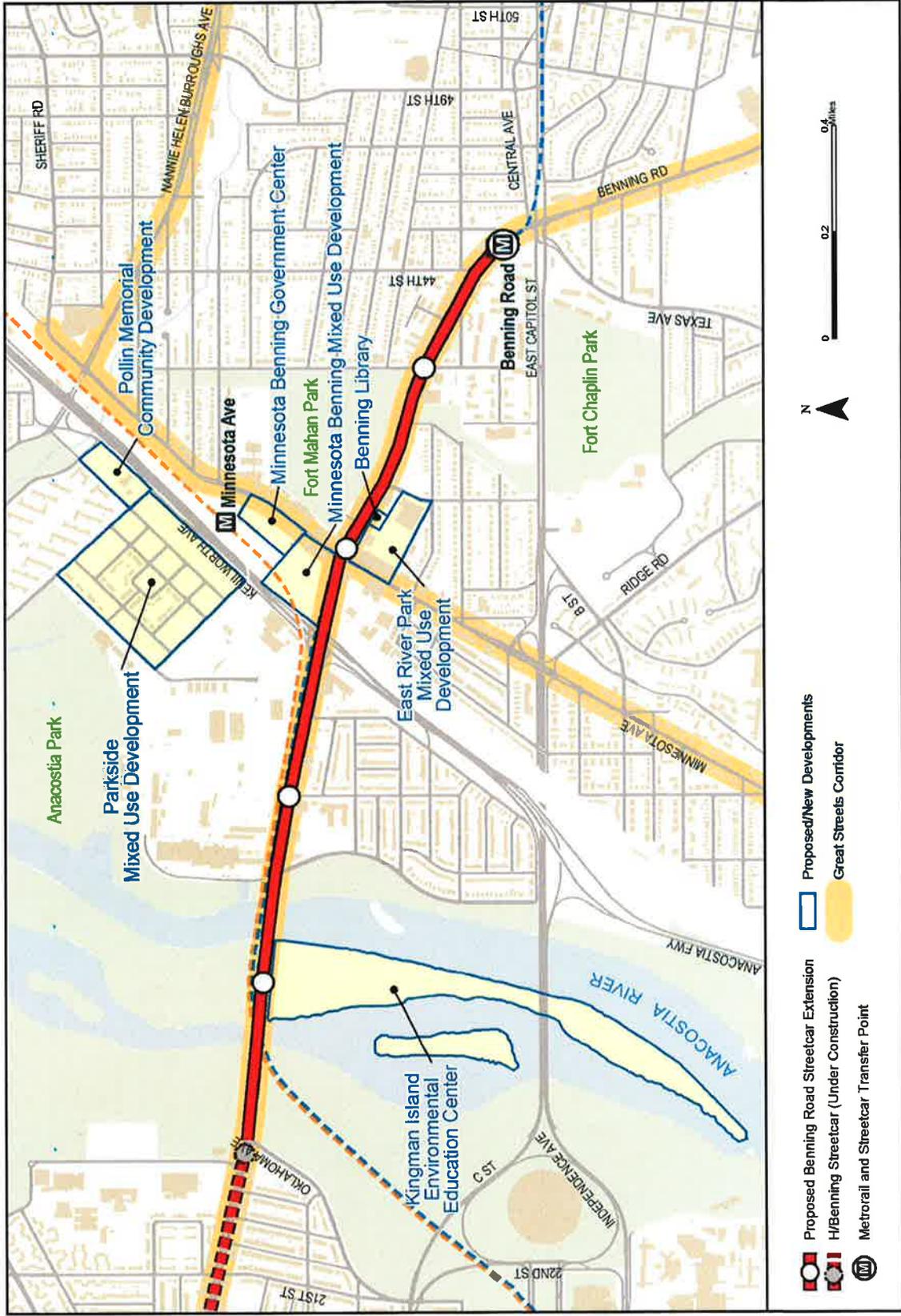
#### Artist’s Rendering of New Development at Benning Rd and Minnesota Avenue



**Table 4: Summary of Current Development Projects in the Project Corridor**

Project	Type	Size	Description	Status
Minnesota Benning Government Center	Office	219,231 SF	<ul style="list-style-type: none"> <li>• 5-story office building</li> <li>• 500 employees</li> <li>• 1<sup>st</sup> floor storefront retail</li> <li>• "One-stop Employment Center"</li> </ul>	Under construction, 2011 opening
	Retail	7,769 SF		
Parkside, mixed use development	Residential	1,500-2,000 units	<ul style="list-style-type: none"> <li>• Rowhouse, Mid-, and High-rise housing</li> <li>• 20% affordable housing units</li> <li>• 20% workforce housing units</li> <li>• 98 senior apartments</li> <li>• New pedestrian overpass to Minnesota Avenue Metro Station</li> </ul>	PUD approval, First phase under construction
	Office	500,000 - 750,000 SF		
	Retail	30,000-50,000 SF		
Pollin Memorial Community Development	Residential	125 affordable units	<ul style="list-style-type: none"> <li>• 42 replacement public housing rental units</li> <li>• 83 homeownership units for families 40 to 100% of AMI</li> </ul>	Under construction
Benning Library, DC public library branch	Institutional	22,000 SF	<ul style="list-style-type: none"> <li>• Expands previous library</li> <li>• 2 community rooms</li> <li>• 32 public computers, free Wi-Fi</li> </ul>	Under construction
Minnesota Benning, mixed use development	Residential	370 units	<ul style="list-style-type: none"> <li>• Anchor for the Minnesota Ave and Benning Rd intersection</li> <li>• 8-10% affordable housing units</li> </ul>	By-right development, planned for 2011
	Retail	20,000–24,000 SF		
Kingman Island Environmental Education Center	Institutional	9,000 SF	<ul style="list-style-type: none"> <li>• LEED Platinum facility</li> <li>• September 11 Memorial Grove</li> <li>• Riparian habitat restoration</li> </ul>	Under design
	Parkland	45 acres		
East River Park, mixed use development	Office	75,000 SF	<ul style="list-style-type: none"> <li>• Redevelopment of existing auto-oriented shopping center into a mid-rise, mixed use development</li> <li>• Affordable housing component</li> </ul>	Projected, 2015-2018
	Residential	350,000 SF		
	Retail	230,000 SF		

**Figure 5: Major Development and Streetscape Projects in Benning Road Corridor**



**Economic Impacts**

Economic impacts of the project include the short-term increases in jobs and wages associated with project construction and the long-term jobs and income from on-going streetcar operations. The economic impacts analysis considers the direct impacts of employment for streetcar construction and operations as well as the indirect impacts on the economy and local jobs as the streetcar related wages are spent in the local economy. The analysis uses the RIMS II "Transit and ground passenger transportation" Direct Effect Multipliers for the Washington, DC MSA to generate estimates of the employment and earnings impacts attributable to personnel hired to operate and maintain the streetcar extension. Table 5 summarizes direct and indirect employment (expressed in jobs of one-year duration) sustained by the Streetcar Extension project and resulting corridor development over a 50-year time span.

**Table 5: Summary of Direct and Indirect Employment Sustained by Project**

Type	Project Construction	Development Construction	Project Operations
	2011-2012 (one-year duration)	2013 – 2029 (one-year duration)	2013 – 2062 (one-year duration)
Streetcar Construction – direct jobs	448		
Streetcar Construction – indirect jobs	408		
Streetcar Operation personnel – direct jobs			1,100
Streetcar Operation personnel – indirect jobs			350
Streetcar Operation non-personnel expenditures			700
Development Construction – direct jobs		556	
Development Construction – indirect jobs		1,207	
Increase in Occupied Commercial Development – direct jobs			8,508
Increase in Occupied Commercial Development – indirect jobs			14,120
<b>TOTAL</b>	<b>856</b>	<b>1,763</b>	<b>17,128</b>

Table 6 summarizes the economic benefits associated with the project. Impacts are calculated at both a 3% and 7% discount rate. The project's recurring new and sustained economic benefits total \$167.80 million at a 7% discount rate of which \$144.54 million are new benefits for the region for the 20-year period (2013-2032). Similarly, the project's new and sustained benefits total \$244.30 million at a 7% discount rate of which \$214.00 million are new to the region for the 50-year period (2013-2062). The estimation of each of the benefit types is described in detail in the complete "Economic Impact Analysis" included in the Appendix materials.

**Table 6: Summary of Project Economic Benefits (in millions of 2009\$)**

Type	2011	2012	Recurring Benefit Total (2013-2032)		Recurring Benefit Total (2013-2062)	
			Discount Rate		Discount Rate	
			3%	7%	3%	7%
Streetcar Construction (2011-2012)	\$33.51	\$30.48				
Streetcar Operation (sustained)			\$ 36.61	\$ 23.26	\$ 63.32	\$ 30.30
Travel Time Savings (new)			\$ 52.85	\$ 33.57	\$ 91.40	\$ 43.73
Transportation Cost Savings (new)			\$ 3.01	\$ 1.91	\$ 5.21	\$ 2.49
Increased Development Construction (new)			\$ 29.88	\$ 20.25	\$ 29.88	\$ 20.25
Increase in Occupied Development (new)			\$159.66	\$88.82	\$382.44	\$147.54
<b>TOTAL</b>	<b>\$ 33.51</b>	<b>\$ 30.48</b>	<b>\$ 282.01</b>	<b>\$ 167.80</b>	<b>\$ 572.25</b>	<b>\$ 244.30</b>

## 4. Leveraging of Public and Private Investments

DDOT intends to incorporate the following strategies to partner with public and private sector entities to deliver the Benning Road Streetcar Extension:

### *Design-Build Project Delivery*

DDOT has overseen a number of design-build projects, including the 11<sup>th</sup> Street Bridge Replacement, a \$300 million project. DDOT intends to award a contract to one consortium to design and construct the Benning Road Streetcar Extension. The design-build delivery approach combines the design and construction phases into one, fixed-fee contract. The potential benefits of design-build delivery compared to conventional design-bid-build project delivery include time savings, cost savings, and quality improvement.

### *Contracted Operations and Maintenance*

DDOT has strong experience in contracting services, including its DC Circulator bus system, which runs a fleet of 43 buses for a combined total of over 150,000 service hours per year. DDOT intends to contract the operations and maintenance (O&M) of streetcar operations along the H Street NE/Benning Road NE corridor. The potential benefits include the potential for reduced costs and opportunities to apply innovative technologies, efficiencies, and private sector expertise. DDOT will have a contract operator before initiating design of the proposed extension.

### *Benefit Assessment District Revenues*

The District has a demonstrated history of using Business Assessment Districts (BADs) to provide public services; currently there are over 10 BADs within the District. One of the revenue sources proposed to pay for construction and operation of the DC streetcar network is benefit assessment districts. BADs assess properties within a defined distance of fixed guideway and/or stations a fee in exchange for the benefits received from the property's enhanced accessibility due to the transit improvement. A recent example is the District's use of a BAD to pay for construction of the New York Avenue Metrorail Red Line infill station. In the event that BADs are established to pay for streetcar improvements District-wide, the annual O&M subsidy for the Benning Road Streetcar Extension may be covered by BAD revenue instead of an annual appropriation from the D.C. General Fund.

## 5. Ability to Implement the Project

*Schedule – see “Section E. Project Management Plan” above*

### *Environmental Approvals*

DDOT will initiate the NEPA process for the Benning Road Streetcar Extension project in February 2010. The project has emerged from the DC's Transit Future (DCTF) System Plan and Alternatives Analysis that was completed in 2005 and subsequently updated in December of 2009. This planning effort does not meet the FTA New Starts criteria for a streetcar project. It incorporated all of the elements of a New Starts alternatives analysis. It was conducted for an entire network rather than at a corridor level as prescribed by FTA. The recommended DCTF Phase 1 system includes streetcar service operating in the H Street NE/NW and Benning Road NE Corridor from Union Station to Benning Road Metro Station. The project schedule developed for the Benning Road Streetcar Extension anticipates the completion of the NEPA process by Fall 2010, allowing the project to advance to final design and construction in 2011 and 2012. This includes compliance with the District of Columbia Environmental Policy Act (DCEPA) as well as Section 4(f) of the USDOT Act of 1966, Section 106 of the National Historic Preservation Act, and other federal and district level requirements.

### *Legislative Approvals*

#### *Development and Redevelopment Agreements*

Private development projects referenced above under the evaluation criterion #3, “Economic Development”, have received zoning approval by the District of Columbia under the following orders:

- Parkside mixed use development – First Stage Planned Unit Development and Related Zoning Map Amendment, Zoning Commission Order 05-28, September 11, 2006
- Parkside senior living facility – Second Stage Planned Unit Development and Related Zoning Map Amendment, Zoning Commission Order 05-28A, September 8, 2008
- Pollin Memorial Community Development – Consolidated Planned Unit Development and Related Zoning Map Amendment, Zoning Commission Order 06-30, December 10, 2007
- Minnesota Benning, mixed use development – by-right development plan under current zoning designation, no zoning change needed

**Land Use Policies Complimentary to the Project**

New zoning and parking regulations that will support transit systems and transit-oriented development within the District of Columbia are being implemented. These new regulations have conceptual approval and are in draft form as part of a comprehensive re-write of the District of Columbia's Zoning Ordinance that is underway.

- Transit-Oriented Development, Recommendation #3, Proposed Amendments to Zoning Regulations-Sustainability, Public Hearing Report for ZC #08-06-9, DC Office of Planning, conceptual approval by Zoning Commission, June 2009
- Parking, Proposed Amendments to Parking Regulations 11 DCMR, Zoning Commission Case 08-06-2, conceptual approval by Zoning Commission, July 2008

**Zoning to Accommodate Mixed Use Development**

Existing zoning designations along the corridor support transit-oriented development of appropriate densities. Uses that support streetcar transit include: mixed use (various combinations of office, retail, and/or residential) and medium- to high-density residential or commercial uses. Table 7 lists the areas of transit-friendly zoning designations within ½ mile of the Benning Road Streetcar Extension and the H/Benning Streetcar projects.

**Table 7: Zoning for Mixed-Uses and Medium- to High-Density Residential Uses**

Zoning Category	Minimum - Maximum Floor Area Ratio (FAR)	Land Area (in acres)		Maximum Gross Floor Area of Development (in square feet)	
		Benning Road Streetcar Extension only	H/Benning Streetcar including Extension	H/Benning Streetcar Including Extension (in millions) <sup>1</sup>	Benning Streetcar Extension Only (in millions) <sup>1</sup>
Low-Density Mixed Use	1.0 - 2.5	20	125	12.2	1.7
Medium-to-High Density Mixed Uses	1.5 - 6.5	76	341	76.1	11.8
Medium-to-High Density Residential (not Mixed Use)	0.9 - 3.5	370	552	30.3	14.5
<b>TOTAL</b>		466	1,018	118.6	<b>28.0</b>

<sup>1</sup> Maximum Gross Floor Area was calculated using solely the acreage in each zoning category within a 1/2 mile buffer and the maximum FAR for each zone type. For mixed-use zones, a 80-20 split of residential-commercial was assumed.

## State and Local Planning

### **Regional Constrained Long Range Transportation Plan (CLRP) and Transportation Improvement Program (TIP)**

The Benning Road Streetcar Extension and the H/Benning Streetcar Projects are scheduled for inclusion in the 2010 CLRP and FY 2011-2016 TIP in Spring 2010.

The H/Benning Streetcar Project (TIP ID #2620) is included in the FY 2010-2015 TIP for the Metropolitan Washington Region, as part of funding for implementation of several corridors of the Streetcar System Plan. Reconstruction of Benning Road from Anacostia to 42<sup>nd</sup> Street is also included in the 2010-2015 TIP as a separate line item (TIP ID #5572). The H/Benning Streetcar Project is being funded with local sources and is not yet included in the regional LRTP.

### **Technical Feasibility**

The Benning Road Streetcar Extension Project has emerged from the planning and conceptual design conducted for the project as part of the DC's Transit Future Systems Planning and Alternatives Analysis process. The project is currently in the process of advancing through the NEPA and Preliminary Engineering phase of development. DDOT will serve as the direct point of contact for the FTA and will be the agency that is ultimately responsible for the success of the project. Through a combination of direct and indirect reporting arrangements, DDOT intends to take advantage of the depth of their organization and provide the skills necessary to successfully manage the project through the design and construction process. DDOT will be supported by a team of consultants, referred to as the Program Management Support Services (PMSS) team, who will provide much of the technical expertise necessary for the project. On behalf of DDOT, the PMSS team will provide transit engineering and construction expertise as needed, augmenting existing DDOT project management staff.

The PTSA will be responsible for management and oversight of the Benning Road Streetcar Extension Project. The administration is led by PTSA Associate Director and is divided into four groups: streetcar development, multi-modal services, mass transit, and regional transit oversight. Each group is led by a Deputy Associate Director who reports to the PTSA Associate Director. The Streetcar Development Group is focused on advancing the streetcar projects identified in the DC's Transit Future System Plan through the project development, design, construction, and system start-up process. This includes implementing the Benning Road Streetcar Extension Project. The Streetcar Development group includes a Deputy Associate Director, project engineers, a transportation planner, and two outreach/communications specialists.

A Design-Build contractor will be selected to perform the scope of services required for Final Design and Construction. Additionally, the contractor will continue to provide selected management support services to DDOT, including public involvement and technical coordination for utility agreements and permitting. DDOT has utilized a similar approach to complete design and construction of other large scale transportation projects including the 11<sup>th</sup> Street Bridge reconstruction project. DDOT will also select and oversee a contracted private operator who will be responsible for operation and maintenance of the system and facilities.

### **Financial Feasibility and Funding**

A financial plan to construct and operate the Benning Road Streetcar Extension has been prepared (see Appendix materials). The objective of the financial plan is to specify the availability of matching funds, including the amount and source of the match, to demonstrate strong local and private sector financial participation in the project. The financial plan establishes a viable and complete financing package to fund the construction, operating, and maintenance needs of the Benning Road Streetcar Extension project. Overall, the strategy assumes that \$24.99 million of the project's construction cost would be funded by an FTA Section 5309 Urban Circulator grant, with the remainder covered by local funds. The project's annual operating needs would be funded with General Fund revenues from the District of Columbia. The financial plan is summarized as follows.

**Capital Costs and Funding**

Capital Costs were developed first for each major work element of the Benning Road Streetcar Extension Project, including guideway, station stops/terminals, yards/shops/support facilities, sitework and special conditions, systems, vehicles, professional services (including environmental, project development, project administration, construction management, and insurance), contingency, and finance charges. The total estimated capital cost for the project is \$67.9 million in Year 2009 dollars or \$73.4 million in Year of Expenditure (YOE) dollars. The Benning Road Streetcar Extension project will be constructed over two calendar years, 2011 and 2012, and will incur capital expenditures over the same timeframe, in FY11, FY12, and FY13.

Capital cost estimates were developed in FY09 dollars and escalated to FY10 dollars by the forecast rate of U.S. national RS Means Construction Cost Index projected by Moody's Economy.com in February 2009. This inflation rate averages 2.75 percent annual during the construction period. Capital costs for each project element are summarized in base year (2009) and year-of-expenditure (inflated) dollars in Table 8.

**Table 8: Benning Road Streetcar Extension Capital Costs, FY11-FY13  
(Millions of Year-of-Expenditure Dollars)**

Capital Cost Item	FY11	FY12	FY13	Total
Guideway & Track Elements	\$ 4.92	\$ 6.77	\$ 1.74	\$ 13.43
Station Stops/Terminals	\$ 1.39	\$ 1.91	\$ 0.49	\$ 3.78
Yards/Shops/Support Facilities	\$ 0.06	\$ 0.08	\$ 0.02	\$ 0.16
Sitework & Special Conditions	\$ 2.25	\$ 3.09	\$ 0.79	\$ 6.13
Systems	\$ 6.09	\$ 8.38	\$ 2.15	\$ 16.62
Right-of-Way	\$ -	\$ -	\$ -	\$ -
Vehicles	\$ 3.01	\$ 4.14	\$ 1.06	\$ 8.21
Professional Services	\$ 4.56	\$ 6.27	\$ 1.61	\$ 12.44
Contingency	\$ 4.41	\$ 6.07	\$ 1.56	\$ 12.04
Finance	\$ 0.20	\$ 0.28	\$ 0.07	\$ 0.55
<b>TOTAL</b>	<b>\$ 26.88</b>	<b>\$ 37.00</b>	<b>\$ 9.50</b>	<b>\$ 73.38</b>

Capital Funding Sources applied to support construction of the project include:

*Federal Urban Circulator Program Capital Grant* – The Federal Transit Administration has established a program utilizing Section 5309 funds for exempt discretionary grants for Urban Circulator Systems which support the Department of Transportation Livability Initiative. This plan anticipates an Urban Circulator grant award of \$24.99 million for the Benning Road Streetcar Extension project.

*DDOT Capital Funds* – The remainder of funding for the Streetcar Extension will be provided by DDOT capital funds. DDOT will apply General Obligation bond debt to fund the local share of project capital expenses. This debt is routinely issued by DC Office of the Chief Financial Officer (OFCO) to fund transportation and other capital expenses and will be within the District's General Obligation debt limitation of 12 percent. The portion of General Obligation debt proceeds applied to the Benning Road Streetcar Extension will be a relatively small percentage of the debt issue, and bond proceeds allocated to the Benning Road Streetcar Extension will not change or reduce DDOT's commitment to funding other transportation projects included in the DDOT capital improvement program. Presently, DC General Obligation debt has an AAA rating from Standard & Poors, an AA2 rating from Moody's Investor Services, and an AA rating from Fitch Ratings.

Table 9 on the following page demonstrates that a successful Urban Circulator Grant, coupled with DDOT funding, will meet all capital funding requirements for the Benning Road Streetcar Extension project.

**Operating and Maintenance (O&M) Costs and Funding**

O&M costs for the proposed service were estimated based on operating and maintenance costs per revenue vehicle hour unit costs derived from similar streetcar services operating in the United States. These unit costs take into account annual recurring costs associated with labor, material and supplies,

**Table 9: Benning Road Streetcar Extension Project Capital Sources and Uses of Funds  
(Millions of Year-of-Expenditure Dollars)**

<b>Uses of Funds</b>	<b>FY11</b>	<b>FY12</b>	<b>FY13</b>	<b>Total</b>
Benning Road Streetcar Extension	\$ 26.88	\$ 37.00	\$ 9.50	\$ 73.38
<b>Total Uses of Funds</b>	<b>\$ 26.88</b>	<b>\$ 37.00</b>	<b>\$ 9.50</b>	<b>\$ 73.38</b>
<b>Sources of Funds:</b>				
USDOT Urban Circulator Grant	\$ 24.99	\$ -	\$ -	\$ 24.99
DDOT Capital Funds	\$ 1.89	\$ 37.00	\$ 9.50	\$ 48.39
<b>Total Sources of Funds</b>	<b>\$ 26.88</b>	<b>\$ 37.00</b>	<b>\$ 9.50</b>	<b>\$ 73.38</b>
<b>Net Cash Flow</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>

utilities, and fuel, and include costs for rail vehicle operations, vehicle maintenance, non-vehicle maintenance, and administrative activities. Unit costs for operating and maintenance expenses were estimated to be \$211.23 per revenue hour. The total estimated annual revenue hours for the Benning Road Streetcar Extension Project are 12,892. O&M costs for the streetcar extension are estimated to total \$2.7 million per year in FY 2010 dollars.

O&M-Funding Sources applied to support the project include:

#### **DDOT Annual Funding Subsidy**

The financial plan assumes that DDOT will fund operations and maintenance expenses of the Benning Road Streetcar Extension by applying District of Columbia General Fund revenues. These revenues are comprised of a broad mix of sources, including taxes, which annually comprise more than 86 percent of General Fund revenues. District of Columbia tax revenues include property taxes, sales and use taxes, income and franchise taxes, gross receipts taxes, and other taxes. District of Columbia tax revenue has grown from \$2.8 billion in FY98 to \$5.3 billion in FY08, an annualized growth rate of 6.6 percent. Despite the recent economic downturn, District of Columbia General Fund tax revenues are projected to remain close to \$5.0 billion annually. District of Columbia General Fund tax revenues are projected to decline by 6.9 percent in FY09 and 1.3 percent in FY10, and grow only 1.7 percent in FY11. The annualized growth rate from FY98 to projected FY11 General Fund tax revenues is 4.5 percent. In addition, the broad bases of General Fund tax revenues result in little diminution of revenues despite the economic downturn.

The sum total of District of Columbia transit expenditures is an annual payment to WMATA that subsidizes the following five programs: Metrobus operations; Metrorail operations; MetroAccess paratransit services; debt service; and D.C. specific projects, including streetcar services. District of Columbia transit expenditures have grown from \$148.5 million in FY02 to \$214.9 million in FY08, an annualized growth rate of 5.4 percent. Despite the recent economic downturn and the projected decline in General Fund tax revenues, District of Columbia transit expenditures are budgeted to grow to \$230.5 million in FY09 and \$243.7 million in FY10. The sustained annual historic and budgeted growth in transit expenditures despite historic and projected declines in District of Columbia General Fund tax revenues in FY02, FY09, and FY10 demonstrates the District's commitment to continue to fund transit programs. Moreover, the projected annual operating and maintenance cost of the Benning Road Streetcar Extension project in FY09 dollars is \$2.7 million. This is less than 1.2 percent of the District's total transit expenditures of \$230.5 million in FY09, a *de minimis* share.

#### **Benefit Assessment District Revenues**

As described above under "Leveraging of Public and Private Investments", one of the revenue sources proposed to pay for construction and operation of a complete streetcar system is benefit assessment districts. At this time, however, a benefit assessment district has not been authorized to fund the O&M of the Benning Road Extension project, so this financial plan does not apply revenue from such districts.

#### **Transit-Related Revenues**

DDOT's annual subsidy to cover O&M costs of the Benning Road Streetcar Extension may be offset in part by passenger fare revenue. This financial plan, however, does not consider fare revenue in calculating the DDOT subsidy.

## **Support Letters**



**ADRIAN M. FENTY**  
MAYOR

January 29, 2010

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

Dear Secretary LaHood:

On behalf of the residents of the District of Columbia I write to express my strong support for the District of Columbia's Urban Circulator Grant proposal to extend the H Street and Benning Road Streetcar line to the Benning Road Metro Rail Station. The Benning Road Streetcar line extension will increase transportation choices for residents in the eastern part of the District, supporting connections to Metrorail stations, the Union Station intermodal center, and nearby neighborhoods.

The Benning Road Streetcar line extension has a higher than average percentage of households that use transit to access employment and activity centers across the region. The H Street and Benning Road corridors carry over 18,000 riders a day, making it not only one of the busiest bus corridors in the region, but also one of the most crowded. It is my hope that the proposed extension will ease congested bus routes, increase transit options and provide a more comfortable mode of public transportation for the residents of the District of Columbia. Additionally, the streetcar stops along the line will help anchor planned redevelopment projects and support new housing and pedestrian enhancement projects (e.g., Benning Road and Minnesota Avenue Great Streets Initiatives) that will make the District a more livable city.

Most importantly, the extension of the Benning Road Streetcar line will provide District residents with increased access to vital city services and in coordination with programmed pedestrian improvements, can provide a neighborhood transit service that is integrated into the walkable environment. The totality of these efforts will reduce emissions and DDOT has included a number of sustainability features in its proposal – tree planting, bicycle sharing and the use of renewable energy sources – that will support that goal.

The District is eager to continue its working relationship with the Federal Transit Administration to improve transportation options in the District of Columbia. Should you have any questions or concerns, feel free to contact Gabe Klein, Director of the District Department of Transportation, at (202) 671-3238.

Sincerely,



Adrian M. Fenty  
Mayor



**COUNCIL OF THE DISTRICT OF COLUMBIA**  
THE JOHN A. WILSON BUILDING  
1350 PENNSYLVANIA AVENUE, N.W.  
WASHINGTON, D.C. 20004

February 5, 2010

Letitia Thompson  
Regional Administrator - FTA  
Region 3—Philadelphia  
1760 Market Street, Suite 500  
Philadelphia, PA 19103-4124

ATTN: Grant Evaluation Committee

Dear Evaluation Committee,

We are writing to express our strong support for the District of Columbia Urban Circulator Grant proposal submitted by the District Department of Transportation (DDOT) for the Streetcar extension of the H Street & Benning Road line to the Benning Road Metro Rail Station.

This corridor has a high percentage of transit-dependent households and is one of the busiest bus corridors in the region; as a result, adding higher-capacity streetcars to this area will help relieve crowded bus routes and provide residents with additional transportation options. The streetcar extension proposal also would directly link residents east of the Anacostia River to Union Station, the District's intermodal hub.

In addition to direct connectivity improvements, the Benning Road Streetcar Expansion also would have significant impact on development and growth of the Benning Road corridor. As you well know, fixed rail projects stimulate economic development along their routes. Such development exponentially increases the livability and walkability of the surrounding neighborhood by bringing vital services and amenities to the area.

We fully support DDOT's efforts to reconnect the District through the Benning Road Streetcar Expansion project and hope you respond favorably to its application.

Sincerely,

Vincent C. Gray  
Chair, Council of the District of Columbia

Tommy Wells  
Councilmember, Ward 6

Jim Graham  
Councilmember, Ward 1

Yvette Alexander  
Councilmember, Ward 7

Harry Thomas, Jr.  
Councilmember, Ward 5

GOVERNMENT OF THE DISTRICT OF COLUMBIA  
Executive Office of the Mayor  
Office of the Deputy Mayor for Planning and Economic Development



February 5, 2010

Dear Federal Transit Administration Urban Circulator Grant Evaluation Committee,

I am writing to express support for the District of Columbia Urban Circulator Grant proposal by the District Department of Transportation for the Streetcar extension of the H Street & Benning Road line to the Benning Road Metro Rail Station.

It is the mission of our agency to ensure Washington, DC is a 21st century, globally competitive, sustainable world-class capital city. That means encouraging growth and investment across the District, providing and preserving affordable housing, attracting high quality retail to our neighborhoods and Center City. Our job is to bring federal, nonprofit and private partners together to expand the District's tax bases, attract and retain businesses of all sizes, bring good-paying jobs for residents and strengthen business climate.

The proposed Benning Road Streetcar Extension will assist and enhance our ability to meet our objectives in the following ways:

- The streetcar stops along the line will help anchor planned redevelopment projects and support new housing and pedestrian enhancement projects including the Benning Road and Minnesota Avenue Great Streets Initiatives that are currently underway.
- The Benning Road Streetcar Extension will increase transportation choices in the eastern part of the District of Columbia, supporting neighborhood connections to Metrorail stations, the Union Station intermodal center, and connections between neighborhoods.
- It will provide residents with convenient transportation to vital city services.
- The streetcar project, in coordination with programmed pedestrian improvements, can foster active transportation modes and facilitate access to healthy food options by providing a neighborhood transit service that is integrated into the walkable environment.
- Besides the reduction in emissions and vehicle miles per travel, sustainability features that DDOT proposes to incorporate into the streetcar project include the following powered by 50% Renewable Energy Sources; direct connection to Kingman Island; tree planting; and bicycle sharing.

I am pleased to continue a relationship with DDOT and working in improving transportation services in the District of Columbia.

Sincerely,

A handwritten signature in blue ink that reads "Valerie-Joy Santos (Sic)".

Valerie Santos  
Deputy Mayor for Planning  
and Economic Development

ADRIAN M. FENTY, MAYOR • VALERIE-JOY SANTOS, DEPUTY MAYOR

District of Columbia Office of Planning



Office of the Director

February 2, 2010

Federal Transit Administration  
Urban Circulator Grant Evaluation Committee  
Region 3—Philadelphia  
1760 Market Street, Suite 500  
Philadelphia, PA 19103-4124

RE: District of Columbia Urban Circulator Grant Proposal for Streetcar Extension

Dear Sir/Madam:

The District of Columbia Office of Planning (OP) would like to express support for the District Department of Transportation's (DDOT) Urban Circulator Grant proposal for the streetcar extension of the H Street & Benning Road line to the Benning Road Metro Rail Station.

The Office of Planning has been working with DDOT in planning for the streetcar system and in gathering public input from communities throughout the city. OP supports DDOT's efforts to expand the District's transit system and provide greater transportation choices to its residents and visitors. Our office is committed to examining the land uses adjacent to the streetcar corridors and ensuring that the system enhances the livability of the area and offers the greatest benefit to the most people.

Extending the H Street & Benning Road streetcar line to the Benning Road Metro Rail Station will help achieve these goals and will have significant benefits to residents and users of the District's transit system. OP recently completed a Small Area Plan for Benning Road which highlighted future streetcar service as a transformative intervention. The Benning Road corridor has a high percentage of transit-dependant households and is one of the busiest bus corridors in the region. The streetcar will enliven the streetscape, and not only help relieve crowded bus routes, but provide more convenient access to local destinations as well as the Metrorail system.

The streetcar extension will simplify access to shopping areas at the future "Downtown Ward 7" (at Minnesota-Benning) and along the corridor, allowing residents to meet their daily needs without a private automobile. The Benning Road Metro Station will serve as a multi-modal transportation hub, offering many transfer options among modes and improving access to all areas of the city for work and non-work trips.

In addition, the streetcar will spur much needed retail development along Benning Road between Oklahoma Ave and Route 295. Four sites along the length of this section totaling 317,000 square feet are underutilized, and their redevelopment will substantially revive the corridor and the physically isolated River Terrace neighborhood to the south.

The Office of Planning is pleased to support DDOT and this Urban Circulator Grant proposal in the work to improve transportation services in the District of Columbia. Please feel free to contact me if you have further questions. I can be reached at 202.442.7634.

Sincerely,

A handwritten signature in black ink, appearing to read 'Harriet Tregoning', is written over a faint, larger version of the same signature.

Harriet Tregoning  
Director, DC Office of Planning





ADVISORY NEIGHBORHOOD COMMISSION 7C04

TOGETHER...BETTER!



February 1, 2010

Ms. Letitia Thompson  
Regional Administrator  
Region 3—Philadelphia  
1760 Market Street, Suite 500  
Philadelphia, PA 19103-4124

Dear Administrator Thompson:

I am writing to express support for the District of Columbia Urban Circulator Grant proposal submitted by the District Department of Transportation (DDOT) for its Streetcar extension of the H Street and Benning Road line to the Benning Road Metro Rail Station.

I serve as an Advisory Neighborhood Commissioner, the closest level of elected government service to residents. My neighborhood is in Ward 7, one of two jurisdictions in the eastern half of the city. Transit reliability, connectivity, and community economic development have been and continue to be concerns for residents in my neighborhood and the eastern half of the District. The neighborhoods and commercial corridors have suffered from a dearth of innovative strategies and policy implementation addressing barriers to and advancing opportunities that boost the economy and enhance community vitality.

Fortunately, in recent years DDOT along with the city planning agency have initiated land use and transportation planning documents that have components aiming to overcome the barriers. These documents contain smart growth components that leverage and enhance the multi-modal advantages in the area targeted by the H Street and Benning Road line streetcar. I believe, through the District of Columbia Urban Circulator Grant,

- The Benning Road Streetcar Extension will increase transportation choices in the eastern part of the District, supporting neighborhood connections to Metrorail stations and connections within and between neighborhoods.
- The streetcar will help relieve crowded bus and Metrorail routes by providing a more comfortable public transit mode with higher-capacity vehicles that are easier to board for all types of riders. The Benning Road corridor has a high percentage of transit-dependant households and is one of the busiest bus corridors in the region.
- The streetcar stops along the line will help anchor planned redevelopment projects and support new housing and pedestrian enhancement projects (e.g., Benning Road and Minnesota Avenue Great Streets Initiatives) that are currently underway.

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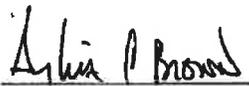
Sylvia C. Brown, ANC 7C-04  
4651 N.H. Burroughs Avenue NE Suite 2 Washington, DC 20019  
P: 202-398-5100 E: 7c04@anc.dc.gov

---

- The streetcar project, in coordination with programmed pedestrian improvements, can foster active transportation modes and facilitate access to healthy food options by providing a neighborhood transit service that is integrated into the walkable environment.

I have worked with DDOT on quality-of-life infrastructure improvements. I am pleased to continue a relationship with DDOT on transportation planning strategies that will improve neighborhood transit services and transit services in the eastern portion of the District. Please do not hesitate to contact me at 202-398-5100 or [7c04@anc.dc.gov](mailto:7c04@anc.dc.gov) should there be any questions.

Sincerely,

A handwritten signature in black ink that reads "Sylvia P. Brown". The signature is written in a cursive style and is positioned above a horizontal line.

Sylvia Brown



February 4, 2010

Mr. Gabe Klein  
Director  
District Department of Transportation  
2000 14<sup>th</sup> Street, NW  
6<sup>th</sup> Floor  
Washington, DC 20009

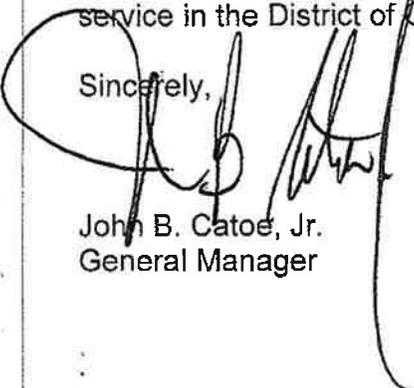
Dear Mr. Klein:

On behalf of the Washington Metropolitan Area Transit Authority, I am pleased to provide this letter of support for the District Department of Transportation's Urban Circulator Program grant application to extend its existing H Street/Benning Road streetcar line from the intersection of Benning Road and Oklahoma Avenue to the Benning Road Metrorail station.

We see the development of a streetcar network in the District of Columbia and around the region as a complementary option to the existing Metrorail and bus systems. We know that with expected ridership increases on both modes in the future, streetcars can and will provide the necessary passenger relief and expanded transit capacity.

WMATA is committed to a continued partnership with the District of Columbia to provide whatever assistance we can to make the return of streetcar service in the District of Columbia a reality.

Sincerely,

  
John B. Catoe, Jr.  
General Manager

**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*



February 4, 2010

Dear Federal Transit Administration Urban Circulator Grant Evaluation Committee,

I am writing to express the support of the H Street Main Street business organization for the District of Columbia Urban Circulator Grant proposal by the District Department of Transportation for the streetcar extension of the H Street and Benning Road line to the Benning Road Metrorail Station.

H Street Main Street (HSMS) is a nonprofit 501(c)(3) entity created in 2002 with the mission of supporting lasting, comprehensive revitalization in one of DC's most historic neighborhoods – the H Street NE corridor – by investing in and expanding existing businesses while also attracting new businesses. Since its inception, HSMS has acted as a voice for neighborhood businesses and residents as the District continues to invest in the corridor – representing the interests of the community, and helping bring positive change to the area.

To accomplish the H Street revitalization goals we share with all neighborhood and city government leaders, it is vitally important to expand – urgently – every possible means to bring people to the H Street corridor to shop at our retail establishments, dine at our growing number of interesting new restaurants, attend the performances at our live theaters and the shows at our art galleries, and participate in the many free cultural and entertainment events HSMS organizes and sponsors to promote the H Street community.

We see the Benning Road Streetcar Extension as a vitally-important new means of linking long-neglected Far Northeast communities to the H Street corridor. For our H Street businesses, it will provide an easy, convenient, comfortable, and affordable public transit option to bring thousands of new customers into our establishments.

Over the past five years, dozens of entrepreneurs have thought the time was right to invest in this once-blighted and long-neglected H Street neighborhood. Altogether, they have risked millions on faith – buttressed by sound business plans – that the H Street commercial corridor is Washington's next big "hot spot" for economic development. To justify their investment and achieve the HSMS, community, and DC leadership goals, we need the Benning Road Streetcar Extension.

For these reasons and more, we wholeheartedly support the Benning Road Streetcar Extension and look forward to our continuing work with the District Department of Transportation to help bring this project to fruition. I would be happy to discuss this proposal with you and respond to any questions you may have. I can be reached at (202) 543-0161 or by e-mail at. [HSMainstreet@aol.com](mailto:HSMainstreet@aol.com).

Sincerely,



Anwar Saleem  
Executive Director,  
H Street Main Street, Inc  
[HSMainStreet@aol.com](mailto:HSMainStreet@aol.com)



## H Street Community Development Corporation

Internet: [www.hstreetcdc.org](http://www.hstreetcdc.org)

501 H Street NE  
Telephone: (202) 544-8353

Washington, DC 20002  
FAX: (202) 544-3051

February 3, 2010

Dear Federal Transit Administration Urban Circulator Grant Evaluation Committee,

I am writing to express the support of the H Street Community Development Corporation (H Street CDC) for the District of Columbia Urban Circulator Grant proposal by the District Department of Transportation for the streetcar extension of the H Street and Benning Road line to the Benning Road Metrorail Station.

For more than a quarter-century, the non-profit H Street CDC has been an engine of commercial and residential development not only in the H Street community but throughout the economically-underdeveloped neighborhoods of Northeast and Southeast DC. Our mission is to reshape devastated communities by developing properties; to remove blight as permanent jobs are created in the development of commercial, office and retail businesses; and to develop safe, decent, and affordable housing for residents.

We see the Benning Road Streetcar Extension as a vitally-important new means of linking long-neglected Far Northeast communities to the H Street community, Union Station, and the city center. With the Minnesota Avenue area poised for redevelopment – and H Street well on its way to that end – the Streetcar Extension can be the catalyst promoting sustainable, neighborhood-friendly growth all along the streetcar line.

Moreover, it will increase the affordable transportation choices for the high percentage of transit-dependent households in Far Northeast, relieve crowding on one of the busiest bus routes in the city, and provide a more comfortable public transit option.

And, by providing a direct connection to the 50-acre Kingman and Heritage Islands Park, the Streetcar Extension would open up the wonders of the natural environment to thousands of urban residents – especially children – who seldom experience the quiet joy of hiking a wooded trail.

For these reasons and more, we wholeheartedly support the Benning Road Streetcar Extension and look forward to our continuing work with the District Department of Transportation to help bring this project to fruition. I would be happy to discuss this proposal with you and respond to any questions you may have. I can be reached at 202.544.8353 or by e-mail at [william.barrow@hstreetcdc.org](mailto:william.barrow@hstreetcdc.org).

Sincerely, —

William J. Barrow III  
Executive Director



February 1, 2010

Mr. Peter M. Rogoff  
Administrator  
U.S. Department of Transportation  
Federal Transit Administration  
1200 New Jersey Avenue, SE  
Washington, DC 20590

Dear Administrator Rogoff:

I am writing to express strong support for the District of Columbia government's request for \$25 million of federal funding for streetcar construction. The funds would be used to build a section of our city's new H Street, NE streetcar line from Benning Road and Oklahoma Avenue, NE, to the Benning Road Metrorail Station on the east side of the Anacostia River. It is our understanding that the District of Columbia is investing \$142 million to construct the section of the line immediately to the west, from Union Station to Benning Road and Oklahoma Avenue, NE.

Our company owns a 14-acre parcel of air rights directly adjacent to Union Station, and several of our planned buildings will front the H Street streetcar line. As a strong proponent of transit-oriented, compact development and of the city's streetcar initiative, Akridge enthusiastically supports the H Street line and recognizes the critical role federal funding plays in the implementation of such an ambitious plan.

The proposed line will effectively connect the less economically developed eastern portion of DC to our downtown core. Its implementation will catalyze commercial and residential development throughout many neighborhoods that have experienced under-investment for several decades. This project's goals are congruent with the current federal policy focus to fund transit projects that encourage economic development, help protect the environment and enhance livability in our communities. With Metrorail running at capacity, premium surface transit solutions represent the only feasible way to continue smart growth development patterns while taking cars off the road.

Experience has shown that transit systems are most powerful when they are well connected to other transit and activity centers. The section of the H Street line under consideration will improve connectivity between several neighborhoods and the Benning Road Metrorail station, and effectively Union Station, through the section of the line currently under construction.

Mr. Peter M. Rogoff  
February 1, 2010  
Page 2 of 2

As the first major section in our streetcar network plan, a great deal is riding on the success of the H Street line. Passengers and the general population will judge the feasibility of the entire proposed 37-mile network plan based on the relative success of this line. We must ensure its success, and we request the Federal government's assistance in achieving that goal. I support DC's request for \$25 million of federal funding for this important project because of the economic, environmental and community benefits that this investment will accrue. Thank you for your consideration.

Sincerely,



Matthew J. Klein  
President



February 1, 2010

Mr. Peter M. Rogoff  
Administrator  
U.S. Department of Transportation  
Federal Transit Administration  
1200 New Jersey Avenue, SE  
Washington, DC 20590

Dear Administrator Rogoff:

I am writing to express strong support of the District of Columbia government's request for \$25 million of federal funding for building a section of DC's new H Street, NE, streetcar line from Benning Road and Oklahoma Avenue, NE, across the Anacostia River to the Benning Metrorail Station. It is our understanding that the District of Columbia is investing \$142 million to construct the H Street NE streetcar line from Union Station to Benning Road and Oklahoma Avenue, NE.

As dedicated urban real estate developers, we have long viewed the H Street corridor as an excellent location to increase population density only blocks from the US Capitol and DC's central employment area. To this end we have acquired development rights for a large site on H Street NE where we plan to build over 300 new residential units along with retail space. Other surrounding properties can support thousands of new residents and tens of thousands of square feet of new retail space as well.

The DC streetcar section that would be built with the requested funds will connect this new activity center to two existing Metrorail stations, Minnesota Avenue and Benning Road. These transit linkages would contribute to the success of the streetcar service and expand the mobility options for workers and residents throughout corridor. The Federal Transit Administration would be as important partner in providing new surface transit in our city.

Thank you for your consideration.

Sincerely,

A handwritten signature in blue ink, appearing to read "Joe Sternlieb".

Joe Sternlieb  
Vice President  
EastBanc Inc.



**The Rappaport Companies**

**VIA: EMAIL**

February 1, 2010

Direct Dial: (571) 382-1257

E-mail: [spugh@rappaportco.com](mailto:spugh@rappaportco.com)

Mr. Peter M. Rogoff  
Administrator  
U.S. Department of Transportation  
Federal Transit Administration  
1200 New Jersey Avenue, SE  
Washington, DC 20590

Dear Administrator Rogoff:

I am writing to express strong support of the District of Columbia government's request for \$25 million of federal funding for building a section of DC's new H Street, NE, streetcar line from Benning Road and Oklahoma Avenue, NE, across the Anacostia River to the Benning Metrorail Station. It is our understanding that the District of Columbia is investing \$142 million to construct the H Street NE streetcar line from Union Station to Benning Road and Oklahoma Avenue, NE.

We own a prominent property in Ward 6 on H Street which has a land area of approximately 87,053 square feet and currently has a shopping center with 37,991 square feet of leasable area.

We are currently working on a redeveloping the property into a mixed-use development composed of retail and residential uses. The overall project will include 381,500 square feet of residential uses, comprising approximately 384 unit and approximately 52,000 square feet of retail uses. The proposed building architecture will have varying heights and cornice lines and will be constructed to maximum of 90 feet with a maximum of eight stories.

The proposed H Street, NE, streetcar line will effectively connect the less economically developed eastern portion of DC to DC's downtown, linking currently unconnected neighborhoods while creating new residential and neighborhood commercial development opportunities. This project's goals are congruent with the current federal policy focus to fund transit projects that encourage economic development, help protect the environment and enhance livability in our communities. At a time when Metro's burdened system is running at above capacity, the DC streetcar network is a welcomed reprieve.

February 1, 2010

Page 2 of 2

Experience has shown that transit systems are most powerful when they are well connected to other transit and activity centers. The section of the H Street, NE, streetcar line that would be constructed with the requested federal funding will make the connection to the Benning Metrorail station, the Parkington Shopping Center and several neighborhoods.

The H Street line of the proposed 37-mile Washington DC's streetcar network plan will be the model by which the city will develop future streetcar lines. I support DC's request for \$25 million of federal funding for this important project because of the economic, environmental and community benefits that this investment will accrue.

Thank you for your consideration.

Sincerely,

A handwritten signature in black ink, appearing to read "S. Pugh", with a long horizontal flourish extending to the right.

Stephen R. Pugh, CPA  
Chief Operating Officer

cc: Gary D. Rappaport  
HST/GAL