



Appendix V

OMB Request



Executive Summary

Almost 50 years after streetcars last operated in the District, their return is now within sight. The District Department of Transportation (DDOT) has started construction of two new streetcar lines that will begin revenue-service in 2012. Tracks are being laid on H Street NE and Benning Road NE, as well as in Anacostia, and planning is underway for additional segments across the city.

The DC Streetcar will make travel within the District much easier for residents, workers and visitors, and will complement existing transportation options. By providing connecting District neighborhoods with high-capacity and high-quality transit, the DC Streetcar will attract new transit riders and reduce traffic congestion. DDOT's investment in streetcar infrastructure will catalyze economic development in emerging neighborhoods throughout the District. DDOT is also partnering with other District agencies to ensure that affordable housing options are maintained along streetcar corridors as neighborhoods experience revitalization.

The Benning Road Streetcar Extension project is a 1.95 mile extension of the H Street/Benning Road streetcar line currently under construction. The \$73 million extension will offer a one-seat ride from the Benning Road Metro Station to Union Station, saving time for thousands of commuters each day. By 2012, nearly 25,000 federal employees will be housed along the western terminus of the streetcar line; the Benning Road extension will provide a viable transportation option for the 40% of federal employees that commute via Metrorail. The route will also provide a transit alternative to overcrowded Metrobus lines in the corridor, link fragile commercial corridors to downtown, and connect low-income residents with critical social services.

In addition to the anticipated construction along Benning Road, DDOT is also seeking \$1.2 million to begin planning the extension of the Anacostia Initial Line Segment to the St. Elizabeth's Campus. The relocation of the US Department of Homeland Security headquarters to the campus will bring 14,000 workers to the area by 2016 and the District is expecting 2 million square feet of new retail, housing, and office in the area. DDOT must start planning now to provide better transit options for the population and employment coming to this community.

The DC Streetcar is closely aligned with the principles outlined by the Federal Interagency Partnership for Sustainable Communities. The following proposal demonstrates how the Benning Road Streetcar Extension will provide more transportation options; promote equitable, affordable housing; enhance economic competitiveness; support existing communities; and value communities and neighborhoods.

OMB FY12 Federal Payment Request

DC Streetcar: Benning Road Extension and Anacostia Initial Line Segment Phase 2 Extension

The purpose of the DC Streetcar system is to provide high-capacity and high-quality transit service to District residents and invest in infrastructure that will catalyze economic development. DC Streetcar will:

- Link neighborhoods with a modern, convenient and attractive transportation alternative.
- Provide quality service to attract and reach new transit ridership.
- Offer a broader range of transit options for District residents.
- Reduce short inner-city auto trips, parking demand, traffic congestion and air pollution.
- Encourage economic development and affordable housing options along streetcar corridors.

The District is seeking \$75M in federal funds to expand its existing \$99M local investment in streetcar.

The extension of the streetcar will provide high quality, high capacity transit east of the Anacostia River to the Benning Metro Station. This will provide a direct connection from an area in the city with 20% unemployment to jobs in the Downtown area.

It will also fund the planning for an extension in Historic Anacostia that will connect an area with 30% unemployment to new federal job centers at St. Elizabeth's and the Downtown core.

Federal Initiatives

The DC Streetcar program is aligned with the Obama administration's commitment to advancing sustainable communities and livability. The DC Streetcar will provide the nation's capital with an integrated, green transit system that embodies the new US DOT-HUD-EPA Livable Communities Initiative.

The DC Streetcar advances the "livability principles" put forth by the interagency effort by:

- **Transportation Options:** Provides a transit alternative to overcrowded Metro lines and connects underserved neighborhoods.
- **Equitable, affordable housing:** Serves neighborhoods with low and moderate-income households that depend heavily on local bus services.
- **Economic competitiveness:** Improves access to jobs and retail by providing convenient transportation to emerging neighborhoods.
- **Support existing communities:** Drives public and private sector investment to emerging neighborhoods & encourages revitalization.
- **Value communities:** Promotes investment in high-density, mixed-use and walkable communities.

History

The planning for DC Streetcar began in 1997 with the completion of the *Transportation Vision, Strategy and Action Plan* by the District Department of Public Works. The plan identified key corridors that would benefit from increased transit investment. In 2003, DDOT initiated the *DC's Transit Future System Plan and Alternative Analysis* – a comprehensive assessment of alternative modes and investment levels in 14 corridors across the District, including the H Street/Benning Road NE corridor. The goal of this multi-corridor, multimodal study was to improve access to the regional Metro system, improve mobility between neighborhoods and key activity centers within DC, and support community development initiatives. The result of the study was an integrated system of recommended transit investments in the District; featuring a combination of streetcar, bus rapid transit, and enhanced bus services in appropriate corridors. Implementation of the enhanced bus services began in 2007 with the new Metro Express, a limited-stop bus service in four District corridors. The construction of two streetcar projects: one connecting the Anacostia Metro Station to Naval Annex and the other along H Street and Benning Road between Union Station and Oklahoma Avenue NE. It will be the District's first fully operational Streetcar Lines in over forty years, deliverable in 2012.

CURRENT CONSTRUCTION:

H Street/Benning Road Streetcar Line

DDOT is currently laying 2.02 miles of track along H Street NE and Benning Road NE. The initial segment of the H St/Benning Rd line will connect Union Station to the H Street NE Business District and continue east to Oklahoma Avenue NE. Through the Great Streets Initiative, the District has invested over \$30 million local dollars in the H St/Benning Rd corridor. Investments have included new streetlights, curbs & sidewalks and trees & landscaping, and \$14.5 million in streetcar infrastructure. In FY10 and FY11, the District will commit \$54 million for additional streetcar vehicles and the second phase of streetcar design and construction in the corridor.

As a result of the District's investments, population and businesses along H Street are growing and the corridor is quickly becoming a revitalized retail and residential corridor. New construction and renovation of approximately 1,000 residential units and storefront improvements are breathing energy and excitement into the neighborhood.

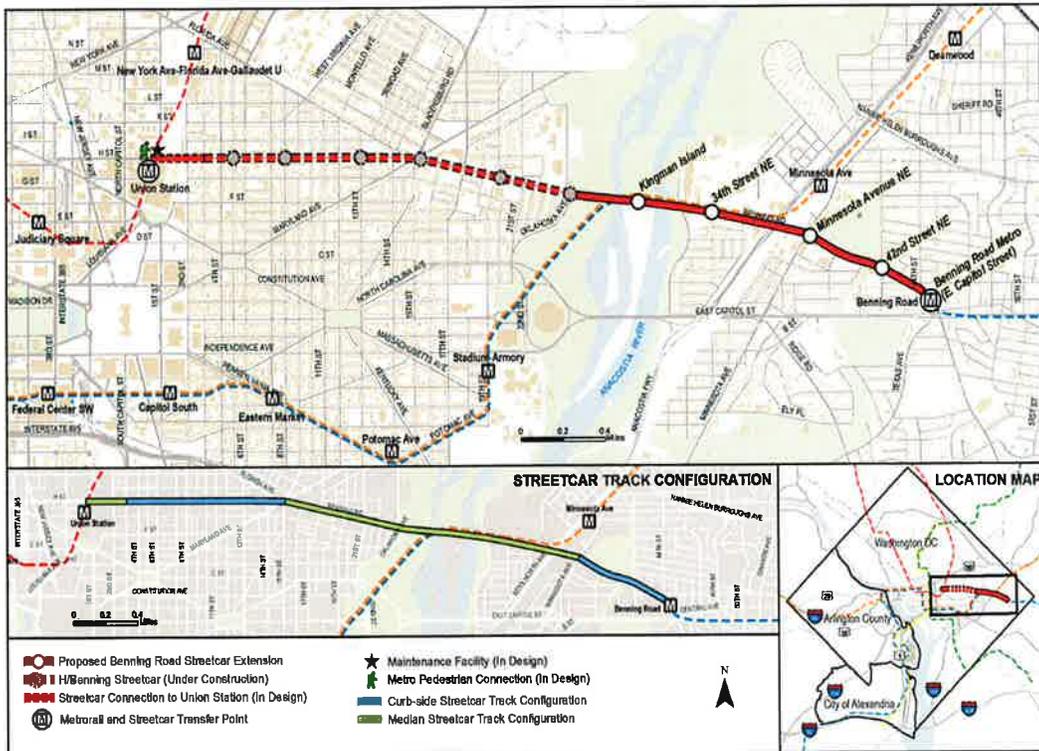
The H St/Benning Rd Streetcar Line will capture and transport existing and new residents of the corridor, as well as the more than 67,000 passengers passing through nearby Union Station every day.

FUTURE CONSTRUCTION:

Benning Road Extension

The Benning Road Streetcar Extension project is a 1.95 mile surface fixed guideway transit line that includes electrically powered streetcar vehicles operating along tracks located within the existing travel lanes. The project will serve as an extension to the H Street/Benning Road Streetcar line. The extension project is located along Benning Road NE from Oklahoma Ave to East Capitol Street.

Project Location and Alignment



Purpose and Need

The investment in the Benning Road Extension is aligned with the initiatives set forth by the administration's "livability principles." This project will provide high-capacity, high-quality and low cost transit service to District residents. A transit investment of this magnitude will catalyze economic development in an emerging commercial and residential corridor.

The transit corridor served by this project is in need of additional transportation investment. There is limited access to Metrorail; Metrobus currently serves 18,000 passengers a day and is experiencing severe overcrowding in the corridor. The DC Streetcar will relieve crowding on Metrobus and Metrorail, connect activity centers, and facilitate transfers between modes. 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 dense, mixed-use development. The corridor also contains two emerging but still fragile commercial nodes, at Minnesota Avenue and at East Capitol Street.

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;
- An emerging business district along H Street NE and a revitalized Downtown Washington; and
- Low-income residents with critical social services.

Neighborhood Demographics

Much of the existing housing in the corridor serves low-and moderate-income households, which depend heavily on local bus services. Several existing developments, including 300 units of housing supported by the DC Housing Authority and the DC Department of Housing Community Development, are within a half mile of the planned streetcar station at the Benning Road Metro/East Capitol Street. Approximately half of those units are within a quarter mile of the planned streetcar stop. Parkside is one of the District's housing developments and is located within a half mile of the Minnesota Avenue/Benning Road streetcar station. In addition, the historic 200-unit Langston Terrace public housing project, which was recently refurbished by the DC Housing Authority, is located within one quarter mile of the Oklahoma Avenue stop. Approximately 2,500 new housing units have been approved or are under construction in the corridor and include affordable units. Providing alternative, low cost transit service will help decrease household transportation costs and provide capacity for future transit needs as the population along the corridor grows.

Economic Benefits

The areas around the intersection of Benning Road and Minnesota Avenue are designated regional centers for employment, services and retail. The DC Streetcar project will increase the economic competitiveness of the existing activity center. New government offices and private mixed-use developments are planned within walking distance of the streetcar station at Minnesota Avenue. These projects are supported by corridor and District-wide plans and policies that have been developed with community input.

Summary of Current Development Projects in the Corridor

Project	Type	Size	Description	Status
Minnesota Benning Government Center	Office	219,231 SF	<ul style="list-style-type: none"> 5-story office building 500 employees 1st floor storefront retail "One-stop Employment Center" 	Under construction, 2011 opening
	Retail	7,769 SF		
Parkside, mixed use development	Residential	1,500-2,000 units	<ul style="list-style-type: none"> Rowhouse, Mid-, and High-rise housing 20% affordable housing units 20% workforce housing units 98 senior apartments New pedestrian overpass to Minnesota Avenue Metro Station 	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"> 42 replacement public housing rental units 83 homeownership units for families 40 to 100% of AMI 	Under construction
Benning Library, DC public library branch	Institutional	22,000 SF	<ul style="list-style-type: none"> Expands previous library 2 community rooms 32 public computers, free Wi-Fi 	Completed April 2010
Minnesota Benning, mixed use development	Residential	370 units	<ul style="list-style-type: none"> Anchor for the Minnesota Ave and Benning Rd intersection 8-10% affordable housing units 	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"> LEED Platinum facility September 11 Memorial Grove Riparian habitat restoration 	Under design
	Parkland	45 acres		
East River Park, mixed use development	Office	75,000 SF	<ul style="list-style-type: none"> Redevelopment of existing auto-oriented shopping center into a mid-rise, mixed use development Affordable housing component 	Projected, 2015-2018
	Residential	350,000 SF		
	Retail	230,000 SF		

Job Creation

The economic impacts of DC Streetcar include short-term increases in construction jobs, as well as long-term jobs and income from on-going streetcar operations. The table below summarizes direct and indirect employment (expressed in jobs' of one-year duration) sustained by the Benning Road Extension project and resulting corridor development over a 50-year time span.

Summary of Direct and Indirect Employment Sustained by Project

Type	Project Construction	Development Construction	Project Operations
	2012-2013 (one-year duration)	2014 – 2030 (one-year duration)	2014 – 2063 (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
TOTAL	856	1,763	17,128

Environmental Benefit

The DC Streetcar will support efforts to provide more sustainable transportation alternatives in the District of Columbia. 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. The improvements will make non-auto travel more comfortable, convenient and safe, reducing vehicle miles traveled (VMT) and associated pollution, including ozone precursors, particulate matter and greenhouse gas emissions. The streetcar vehicles will be powered by the DC electric grid, which currently purchases half of its power from renewable sources.

Based on the estimated reduction in VMT passenger vehicle emissions reductions as a result of the Benning Road Streetcar project were estimated (see table below). When the Benning Road Streetcar Extension is combined with the H Street/Benning Road Streetcar connecting to Union Station, the potential emission reductions are even greater.

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 _x	0.79	3.52
VOC	0.04	0.17
PM-10	0.07	0.31
CO ₂	305	1,360

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

Federal Interest/Benefit

The DC Streetcar project meets the commitment made by the Obama Administration for Sustainable Communities and the Livability Principles:

1. To provide more transportation options.

The Benning Road Streetcar Extension will add transportation choices for both the transit dependant and commuter population travelling between Union Station and Benning Road Metrorail Station.

2. Promote equitable, affordable housing.

Currently there are several hundred units of affordable housing in the corridor that is either under construction or recently renovated (e.g., as the 200-unit Langston Terrace public housing project and the pending Parkside 125 unit Parkside project.

3. Enhance economic competitiveness

DC Streetcar will improve access to jobs, connect activity centers, and support sustainable economic growth in the District by providing convenient transportation to existing and emerging neighborhoods. The DC Streetcar will support a variety of trip purposes, including retail and entertainment, in addition to work and school.

4. Support existing communities.

DC Streetcar will drive public and private sector investment in emerging neighborhoods and corridors, thereby encouraging revitalization, increasing retail sales and services, and enhancing community image and pride.

5. Coordinate and leverage federal policies and investment.

Much like the interagency partnership at the federal level, District agencies are also working together to build livable communities around transit and leverage both federal and local dollars. The Great Streets Initiative, for example, is a multi-disciplinary approach to corridor improvements that includes public realm investments, strategic land use plans, public safety strategies and economic development assistance. Multiple District agencies participate in the initiative, including, DDOT, DC Office of Planning and the Deputy Mayor's Office of Planning and Economic Development (DMPED). The H Street/ Benning Road corridor has been both local and federal investments through the Great Streets Initiative, and District agencies will continue to partner to ensure those funds are maximized.

6. Value communities and neighborhoods.

DC Streetcar will promote investment in high-density, mixed-use, walkable and vibrant community along the Benning Road corridor.

The partnership between HUD, EPA and DOT helps American families gain better access to affordable housing, more transportation options, and lower transportation costs. The average working American family spends nearly 60 percent of their budget on housing and transportation costs, making these two areas the largest expense for American families. The Benning Road Extension will provide an uninterrupted connection Union Station and East of the River, significantly cutting down on travel time and travel costs.

The one-seat ride to Union Station will also benefit the thousands of federal employees that use Metrorail every day. Approximately 40% of the federal workforce in the District uses Metrorail to get to work. When the H St/Benning Rd line begins revenue service in 2012, it will serve over 25 federal agencies including: Federal Energy Regulatory Commission, US Department of Education, US Bureau of Alcohol, Tobacco, Firearms and Explosives, Equal Employment Opportunity Commission, Securities and Exchange Commission and many more. By 2012, nearly 6 million square feet of office space around the western terminus of the streetcar line will be occupied by federal agencies, housing over 25,000 federal employees.

Budget

DDOT needs \$73.38 million to successfully complete the Benning Road Streetcar Extension. The Benning Road Streetcar Extension project will be constructed over calendar years 2012 and 2013 and will incur capital expenditures in FY12.

Benning Road Streetcar Extension Capital Costs

Capital Cost Item	FY13	FY14	Total
Guideway & Track Elements	\$ 6.77	\$ 6.66	\$ 13.43
Station Stops/Terminals	\$ 1.91	\$ 1.88	\$ 3.78
Yards/Shops/Support Facilities	\$ 0.08	\$ 0.08	\$ 0.16
Sitework & Special Conditions	\$ 3.09	\$ 3.04	\$ 6.13
Systems	\$ 8.38	\$ 8.24	\$ 16.62
Right-of-Way	\$ -	\$ -	\$ -
Vehicles	\$ 4.14	\$ 4.07	\$ 8.21
Professional Services	\$ 6.27	\$ 6.17	\$ 12.44
Contingency	\$ 6.07	\$ 5.97	\$ 12.04
Finance	\$ 0.28	\$ 0.27	\$ 0.55
TOTAL	\$ 37.00	\$ 36.38	\$ 73.38

FUTURE PLANNING:

Anacostia Initial Line Segment: St. Elizabeth's Campus to Downtown Anacostia Extension

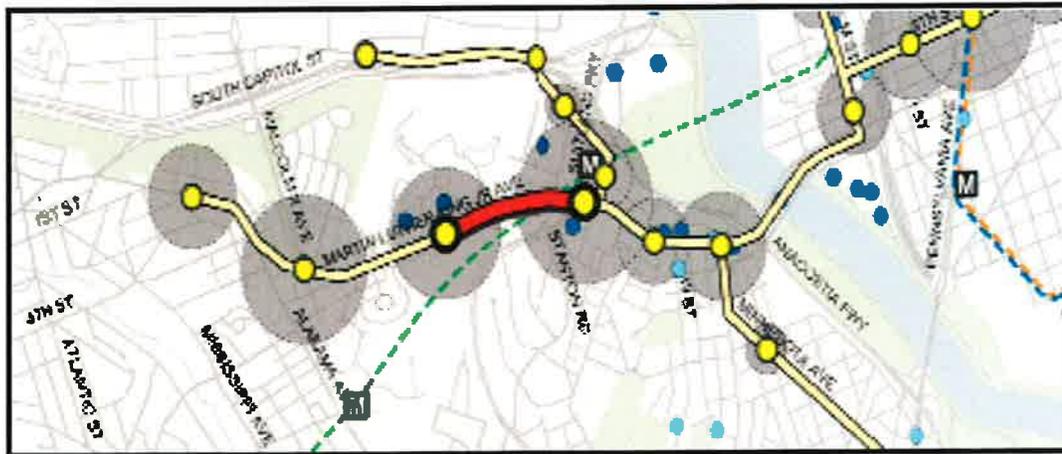
DDOT is also seeking an additional \$1.2 million to begin planning the extension of the Anacostia Initial Line Segment south to St. Elizabeth's. With the relocation of government facilities to the St. Elizabeths Campus and increase activity at Bolling Air Force Base, the southeast quadrant of Washington, DC will become increasingly congested over the next several years. The relocation of the US Department of Homeland Security (DHS) headquarters to the St. Elizabeth's Campus is planned to bring 14,000 workers to the area by 2016. The campus will include the Transportation Security Administration, Immigration and Customs Enforcement, Coast Guard, and Federal Emergency Management Agency. The campus will also contain the recently renovated St. Elizabeths Mental Hospital and the District Government Homeland Security and Emergency Management Agency offices, which contains the Unified Communications Center. The District also plans to redevelop 170 acres of the campus with approximately 2 million square feet of retail, office and housing.

It is critical for DDOT to improve transportation options and services to meet these future needs. The Anacostia Initial Line Segment: St. Elizabeth's Campus to Downtown Extension project is a 1.77-mile streetcar line. The proposed line would connect the Congress Heights neighborhood, including its main business district along Martin Luther King Jr. Avenue SE, St Elizabeths Campus, Anacostia Metro Station and Downtown Anacostia. The project corridor also includes a short segment along Howard Road SE that connects the current terminus of the Anacostia Streetcar line at the Anacostia Metro Station with the north-south corridor that follows Martin Luther King, Jr. Avenue SE.

The Anacostia Initial Line Segment: St. Elizabeth's Campus to Downtown Extension will:

- Improve connectivity between the planned DHS site at St. Elizabeths Campus and the adjacent Congress Heights neighborhood business district to the Anacostia Metro station and Downtown Anacostia;
- Connect the Naval Annex and Barry Farms neighborhood to Downtown Anacostia;
- Reduce trip transfers along the corridor;
- Improve access and connectivity for residents and visitors to the Anacostia business and historic district; and
- Promote sustainable transit services, infrastructure, and development patterns.

Project Location and Alignment



Purpose and Need

The transportation system within DC will have to accommodate continued growth in population and employment over the next 20 years. The number of total internal trips—one-way journeys using one mode of transportation in the District—is expected to increase 32 percent by 2030. In addition, many Metrobus routes are currently at or above capacity, and several Metrorail lines are expected to become highly congested by 2015 and exceed capacity by 2020.

The District is in need of infrastructure investments that create or reinforce vibrant and stable neighborhoods, rebuild retail corridors, attract new jobs to the city, and promote sustainable development patterns. While economic conditions have improved in the District over the past decade, the unemployment rate for DC residents remains substantially higher than that for the metropolitan region as a whole. As such, transit investments are needed that will provide improved access to jobs and connect residential neighborhoods to the city's growing employment centers.

Although the DC Transit System Future Plan provides an overall roadmap for the system's future expansion; there is a need to further investigate and plan for the impacts of the proposed alignments. In addition, additional focused planning needs to be conducted in order to advance the project to Preliminary Engineering and position it for construction readiness pending additional local or federal financial commitments.

Neighborhood Demographics

The affected corridor will serve an economically distressed and transit-dependent community, providing access to an important community center for social services, local business, recreation and transit transfers. Based on DC Office of Planning and US Census data, the project corridor has substantial concentrations of low-income and transit-dependent households. Within ¼ mile, approximately 45.6 percent of the households have incomes below \$35,000, and 51.8 percent of households have no access to a car.

Job Creation

The designated Project area within Ward 8 can be defined as an "Economically Distressed Area(s)". Ward 8's average unemployment rate for the most recent 24 months is 14.75 percentage points above the comparable 24-month average for the U.S. The average for Ward 8 is 22.21 percent; the average for the U.S. is 1.46 percent over the same period. The project can quickly help mitigate the economic downturn as it is expected to begin construction during the second quarter of CY2011 and complete the second quarter of CY2013 as outlined in the table below.

Quarterly Project Construction Expenditures and Economic Impacts (millions of 2009\$)

Category	2011				2012				2013		Total 2009\$
	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	
Construction Expenditures											
Construction					\$ 3.02	\$ 3.02	\$ 3.02	\$ 3.02	\$ 3.02	\$ 3.02	\$18.12
Professional Services		\$ 0.59	\$ 0.59	\$ 0.59	\$ 0.59	\$ 0.59	\$ 0.59	\$ 0.59	\$ 0.59	\$ 0.59	\$ 5.27
Total Construction Expenditures		\$ 0.59	\$ 0.59	\$ 0.59	\$3.61	\$3.61	\$3.61	\$3.61	\$3.61	\$3.61	\$23.40
Direct Construction Employment		4	4	4	28	28	28	28	28	28	181
Economic Impacts											
Earnings		\$ 0.42	\$ 0.42	\$ 0.42	\$ 2.10	\$ 2.10	\$ 2.10	\$ 2.10	\$ 2.10	\$ 2.10	\$13.83
Discounted Earnings @3%		\$ 0.39	\$ 0.39	\$ 0.39	\$ 1.98	\$ 1.98	\$ 1.98	\$ 1.98	\$ 1.98	\$ 1.98	\$13.04
Discounted Earnings @7%		\$0.34	\$0.34	\$0.34	\$ 1.73	\$ 1.73	\$ 1.73	\$ 1.73	\$ 1.73	\$ 1.73	\$11.39
Total Employment		8	8	8	50	50	50	50	50	50	324

Environmental Benefit

The DC Streetcar Anacostia Initial Line Segment: St. Elizabeth’s Campus to Downtown Extension will support efforts to provide sustainable transportation alternatives in the District of Columbia particularly in areas without Metrorail service. The streetcar is a key part of the District’s initiative to achieve our climate and energy goals in the transportation sector. Additionally the project is expected to have insignificant adverse environmental impacts, because the planned project corridor utilizes existing right-of-way within a developed urban area.

Pollutant	Abbreviation	Reduction in Emissions (Tons Per Year)
Carbon Monoxide	CO	0.40
Nitrous Oxide	NO _x	0.39
Volatile Organic Compounds	VOC	0.02
Particulate Matter	PM-10	0.03
Carbon Dioxide	CO ₂	150.49

Federal Interest/ Benefit

1. Enhance the variety of transportation choices.

(surface transit, Metrorail access, pedestrian improvements and new bicycle sharing stations) along the MLK Jr. Ave corridor; DC Streetcar will provide another mode of transportation to a corridor that lacks direct Metrorail service. The corridor is currently served by the existing Metrobus “A” Line routes, which has the 4th highest ridership in the District, with 14,900 riders per day. The corridor is also served by the 90, 92, and 93 Metrobus routes which has the 5th highest ridership at more than 12,700 riders per day.

2. Support planned new housing and mixed-use development projects.

The project’s station areas will benefit existing housing, including linking the large Barry Farm neighborhood and New Communities (via connection to Anacostia Streetcar Phase 1 project) to Downtown Anacostia.

3. Increase economic competitiveness

DC Streetcar will provide Downtown Anacostia business District with a linkage to the Metro station and adjacent employment centers such as St. Elizabeth’s and Downtown.

4. Support existing communities.

DC Streetcar will provide improved access to Downtown Anacostia which serves as an activity center, commercial node and community focal point. Recent development activity in Downtown Anacostia, such as the Salvation Army's 69,000 sq. ft. project and several other mixed-use development projects that have been built or are planned along Martin Luther King, Jr will also benefit from this fixed guideway.

5. Coordinate and leverage federal policies and investment.

Martin Luther King Jr, Ave SE is a corridor affected by the Great Streets Initiative, which is an interagency partnership similar to that of the federal level. District agencies are working together to build livable communities around transit and leverage both federal and local dollars. The District agencies that participate in the initiative, include, DDOT, DC Office of Planning and the Deputy Mayor's Office of Planning and Economic Development (DMPED).

6. Value communities and neighborhoods.

DC Streetcar is appropriate for the Anacostia neighborhood scale and supports the historic community and business center for Ward 8.

Budget

DDOT is seeking an additional \$1.2 million to begin Streetcar planning in a critical transportation corridor, with the hopes of supporting economic revitalization East of the River. The \$1.2 million will be used to complete a NEPA study as well as start preliminary engineering for the Anacostia Initial Line Segment: St. Elizabeth's Campus to Downtown Extension which would include:

- Environmental Assessment (EA) for NEPA Compliance: \$805K
- National Historic Preservation Act Sec. 106 Evaluation Document: \$229K
- US DOT Sec 4(f) Evaluation: \$217K

All of these sections fall under the NEPA study. The environmental assessment contains such aspects as preliminary engineering. Preliminary engineering entails looking at conceptual engineering for alternative alignments—block to block, and will probably be up to 10%-30% design. The remaining sections provide alternate analysis that needs to take place and the findings that are integrated into the NEPA document.

This funding is critical to the future planning of this corridor as DDOT is solely seeking federal funds for planning. Currently no funds are available or have been allotted for a local planning match. Once we have received federal funding for planning engineering, construction and completion of the extension would be dependent upon FTA's findings of the EA's preliminary engineering analysis and preferred alignment.

Appendices

- A. Benning Road Extension: Urban Circulator Grant Application
- B. Benning Road Extension: Urban Circulator Grant Appendices
- C. Planning Funding Request—DC Streetcar: St. Elizabeths Campus and Capitol Riverfront Ext.
- D. Tiger II Grant Application: August 23rd 2010

