

FY 2022 Low or No Emission Grant Program and the Grants for Buses and Bus Facilities Competitive Program

Applicant and Proposal Profile

Is this a resubmission due to an invalid/error message from FTA? ☐ Yes ☒ No

Is this application for:
(If applying to both programs, please check both boxes)

☐ Low-No (FTA-2022-001-TPM-LWNO)

☒ Buses and Bus Facilities (FTA-2022-002-TPM-BUSC)

Note: If applying to both programs, applicants should enter information for both programs on this form but **Must** submit the application package including the Supplemental Form and attachments, to **Each** respective Opportunity ID on Grants.gov for each program. That is, complete 1 form, but submit it to both programs in Grants.gov.

Section I. Applicant Information

Organization Legal Name:

FTA Recipient ID Number:

Organization Chief Executive Officer:
(Name and Direct Phone Number)

Applicant Eligibility: ☒ Direct or Designated Recipient
☐ State
☐ Local Governmental Authority
☐ A Federally-Recognized Indian Tribe

Project Location: ☐ Small Urbanized Area (50,000-199,999 people)
☒ Large Urbanized Area (200,000+ people)
☐ Rural (less than 50,000 people)

Description of services provided and areas served:

Montgomery County's Department of Transportation (MCDOT) Division of Transit Services serves the most heavily populated county in the state of Maryland with over one million residents across 510 square miles. Montgomery County neighbors Washington, D.C. and is bordered by the Potomac River to the west. The County is in the Washington-Baltimore-Northern Virginia combined statistical area, which has over six million residents, and it is part of the National Capital Region Transportation Planning Board (TPB) Metropolitan Planning Organization (MPO).

MCDOT owns and operates almost 400 buses providing Montgomery County residents with reliable transit options and resources. Service coverage extends to 76% of the county's residents and 89% of employers and provides service within a quarter mile of 81% of the county's low-income households and 86% of households without cars. The MCDOT transportation systems coincide with other systems in the region, namely, the Maryland Departments of Transportation (MDOT) and the Washington Metropolitan Transit Authority (WMATA). MCDOT works closely with these agencies to ensure transportation efficiency for all users.

The County's bus system is referred to as Ride On. Ride On operates 79 bus routes out of three bus depots, which are in Silver Spring, Gaithersburg and North Bethesda. Most Ride On routes serve at least one of the 13 Metrorail stations and eight MARC stations in the

county. Typical weekday service runs from about 5 a.m. until midnight with some routes starting as early as 4:25 a.m. and ending as late as 2 a.m. All routes operate during weekday rush hour and with varying service levels throughout the rest of the day. Weekend service is limited to 47 routes in operation on Saturdays and 37 routes in operation on Sundays. Modifications to bus service schedules are typically made three times per year in January, May and September.

In FY 2020, Ride On weekday services averaged 2,689 daily revenue hours of service and carried 80,743 passengers. Due to the COVID-19 pandemic, annual ridership has subsequently decreased. In FY 2021 there was a decrease of 20.8 percent to an average weekday ridership of 53,287. Despite the pandemic, Ride On ridership has shown an upward trajectory since March 2020. Ridership has progressively increased and has allowed MCDOT to restore most of its pre-pandemic service routes. As of March 2022, bus service has been restored to 86 percent of pre-COVID levels. It is expected that ridership will continue to increase as the working population returns to an in-person working environment and COVID protocols continue to diminish.

The median income of Ride On passengers is \$35,000, according to a 2018 passenger survey, and 47% of riders report an annual household income of less than \$30,000. Additionally, 78% of riders are Black, Indigenous, or People of Color (BIPOC). Additionally, English is not the native language for 42% of riders.

MCDOT has recognized the importance of embracing sustainability in its operations, especially as an emphasis on slowing or reversing climate change has become more prevalent and legislative guidelines have become more pressing. It is committed to transitioning to a 100 percent zero-emission fleet with sustainable facilities.

Section II. Project Information

About the Project

Project Title: **Montgomery County Equitable Access and Bus Shelter Upgrades Project**
(Descriptive title of this project)

Project Executive Summary:

This project will replace bus shelters and upgrade access at 178 bus stop locations throughout the county, including 38 shelters in the City of Gaithersburg. Bus stops were selected for improvement based on age, condition and location in Equity Emphasis Areas. The project will bring the system's shelters into a state of good repair, improve transportation accessibility among vulnerable communities, improve ADA access, enhance safety and advance climate goals by making transit more attractive.

Project Statement of Work (one sentence summarizing request):

The County will design and procure new bus shelters to replace destroyed, damaged and outdated shelters in 178 locations with new accessible shelters that are made in the USA with parts readily available for repair and replacement.

Propulsion Type: ☐ Battery electric

☐ CNG

☐ Diesel

☐ Diesel-electric hybrid

☐ Gasoline

☐ Hydrogen fuel cell

☒ Other

If Other, specify:

Project Type: ☐ Bus Replacement

Number of buses to be replaced:

☐ Bus Rehabilitation

Number of buses to be rehabilitated:

☐ Bus Expansion

Number of buses for service expansion:

☒ Bus Facility Replacement

☐ Bus Facility Rehabilitation

☐ Bus Facility Expansion

☐ Bus Equipment

☐ Other

If Other, specify:

Climate Change

For Buses and Bus Facilities Projects, please describe the significant community benefits relating to the environment. See NOFO Section E.2 for additional guidance:

The project will install 178 solar-powered bus shelters throughout the County. The new solar-powered shelters will help advance the Montgomery County's goals of transitioning to carbon-free electricity consumption by 2030 and will help to encourage the doubling the number of public transit trips, as outlined in the County's Climate Action Plan.

Environmental Justice Populations

Is there an environmental justice population(s) located within the service area? ☒ Yes ☐ No

Describe the environmental justice population(s) and the anticipated benefits resulting from the project for those population(s) (see NOFO Section E.2):

Nearly 90 percent of this project's improvements are in Equity Emphasis Areas, which are regionally defined as communities with significant concentrations of low-income and/or minority populations, as shown in Attachment A. Benefits to the communities include better access due to ADA improvements, safer and better lit bus shelters, a more comfortable and convenient place to wait, and decreased reliance on carbon-based electricity.

Racial Equity/Barriers to Opportunity

Does the project address racial equity or barriers to opportunity (see NOFO Section E.2)?

☒ Yes ☐ No

If yes, please describe:

This project prioritizes safety and access improvements in the Equity Emphasis Areas. It is informed by existing equity-based plans and policies, including the County's Racial Equity and Social Justice Policy, the Climate Action Plan and Thrive Montgomery 2050, an update to the County's leading planning policy document, all of which aim to advance racial equity and reduce barriers through equitable planning policies and public investments (Attachment B).

Creating Good-Paying Jobs

Applicants for facility projects, please describe how the project will support creating good paying jobs (see NOFO Section E.2):

The work to design, build and install shelters will be governed by County contract requirements, which include: 21% minimum minority, female, and disabled-owned business participation; 10% minimum local businesses participation, and adherence to the Prevailing Wage Law. Prevailing wages for building construction range from \$25 to \$26 per hour for laborers and from \$27 to \$47 per hour for skilled trade positions excluding fringe benefits.

Zero-Emission Fleet Transition Plan - Workforce Involvement

For zero-emission projects, please explain how workforce representatives were included in the development of the workforce plan of the Zero-Emission Transition Plan and which of the three elements described in the NOFO Section E.2 were used to maintain job quality and avoid displacement of the existing workforce:

n/a

Justice40

Does the project support the Justice40 Initiative? ☒ Yes ☐ No

Describe how the project supports the Justice40 Initiative and the benefits provided (see NOFO Section E.2):

This project supports the Justice40 Initiative by focusing the replacement of bus shelters in Equity Emphasis Areas (EEAs). EEAs, as defined by the National Capital Region Transportation Planning Board (TPB), are census tracts with significant concentrations of low-income and/or minority populations. TPB's methodology is included in Attachment A.

Ninety percent of the identified bus stops that will benefit from this project are in an EEA and 60% are in a USDOT Transportation Disadvantaged census tract. All improvements will benefit the County's bus ridership, the majority of which meets the criteria in Executive Order 14008 for disadvantage. The median income of Ride On passengers is \$35,000, according to a 2018 passenger survey, and 47% of riders report an annual household income of less than \$30,000. Additionally, 78% of riders are Black, Indigenous

or People of Color (BIPOC). Additionally, English is not a native language for 42% of riders.

Describe the methodology used to determine the project meets the Justice40 Initiative (see NOFO Section E.2):

To determine whether the project meets the Justice40 initiative, we used GIS data defined by the National Capital Area Transportation Planning Board (TPB) as Equity Emphasis Areas, which are census tracts with high concentrations of low-income individuals and/or racial and ethnic minorities. Equity Emphasis Area Documentation (Attachment A) shows the overlap of the planned bus shelter replacements with these areas and describes the methodology.

We also used GIS mapping to determine the impact of this project on areas that are public transit dependent due to income, disability or lack of access to an automobile. Also considered were areas with high ethnic populations, areas where English is a second language and areas of high concentration of affordable housing. Attachment A includes these maps, the methodology and the demographics of the Ride On ridership.

Justice40 Population Impacted

Justice40 Disadvantaged Community Served as Identified in the NOFO Section E.2

Actual or Estimated Annual Ridership Count

Black or African American	5,629,680
Hispanic or Latino	2,877,392
Primary Language other than English	6,677,426
Annual Household Income Less Than \$30K	7,302,946

What is the percentage of Disadvantaged Communities within the project area? %

Was this estimate generated using the Justice40 online mapping tool? ☒ Yes ☐ No

Project Budget

Description	QTY	Federal Amount Requested	Local Match Amount	Other Federal Funds	Other	Total Cost	
Replacement Bus Shelters	1	3,560,000	890,000	0	0	4,450,000	<input checked="" type="checkbox"/>

Description	QTY	Federal Amount Requested	Local Match Amount	Other Federal Funds	Other	Total Cost	
Bus Shelter Removal	1	712,000	178,000	0	0	890,000	<input checked="" type="checkbox"/>

Description	QTY	Federal Amount Requested	Local Match Amount	Other Federal Funds	Other	Total Cost	
Bus Shelter Installation	1	712,000	178,000	0	0	890,000	<input checked="" type="checkbox"/>

Description	QTY	Federal Amount Requested	Local Match Amount	Other Federal Funds	Other	Total Cost	
Program Manager, Passenger Facilities Unit	1	0	79,053	0	0	79,053	X
Manager - Contract Compliance	1	0	117,000	0	0	117,000	X
Engineering Support	1	0	23,400	0	0	23,400	X
Total:		4,984,000	1,465,453	0	0	6,449,453	

Does the project budget include funding for workforce development activities or training at the National Transit Institute (NTI)?

☐ Yes ☒ No

For zero emission projects, is 5% of the project budget for workforce development training as outlined in the applicant's Zero-Emission Transition Plan?

☐ Yes ☒ No

If no, please explain why the full 5% is not needed:

n/a. Not a zero-emission project.

Matching Funds Information

Matching Funds Amount: 1,465,453

Source of Matching Funds:

Matching funds provided for this project total \$1,465,453, which is 23% of the total project cost. These matching funds will come from three sources: the County Capital Budget, the County Operating Budget and the City of Gaithersburg budget.

County Capital Budget: \$973,000 will be a cash match from the County's Bus Stop Improvement Capital Improvement Project (CIP) in the Montgomery County's Capital Budget FY 2023-2028. This CIP (project number 507658) budgets \$400,000 annually for the period of FY23-FY28.

County Operating Budget: \$219,453 will be funded as an in-kind match for positions funded by Ride On's Operating budget. This is an annual budget, but the magnitude of the budget and the funding for positions is consistent from year to year. Funding for Ride On's operating budget in FY 2023 is more than \$153M.

City of Gaithersburg, MD Budget: \$273,000 will be provided by the City of Gaithersburg, where 38 of the project's shelter replacements will be executed. The City's commitment is detailed in the attached letter from the City Manager to the Montgomery County Executive.

Details of the County's capital and operating budgets, and the Letter of Commitment from Gaithersburg are included in the Budget

Documents (Attachment C).

Supporting Documentation of Local Match:

Matching funds provided for this project total \$1,465,453, which is 23% of the total project cost. These matching funds will come from three sources: the County Capital Budget, the County Operating Budget and the City of Gaithersburg budget. Details of the County's capital and operating budgets, and the Letter of Commitment from Gaithersburg are included in the Budget Documents (Attachment C).

Project Scalability

Is project scope scalable? ☒ Yes ☐ No

If Yes, specify minimum Federal Funds necessary:

2,930,906

Provide explanation of scalability with specific references to the budget line items above:

The minimum amount of federal funds necessary for this project is \$2,930,906. With a reduced total project budget of \$4,396,359, the County could replace 128 shelters, which is 50 fewer than requested. Although all needs will not be met, the project would still have visible benefits at this scale and could make a meaningful contribution towards the County's climate and equity goals. The local match amount would remain \$1,465,453.

Project Timeline (Please be as specific as possible)

Timeline Item Description	Timeline Item Date
FTA Award	12/30/2022
Project Planning and Initiation	01/31/2023
Requirements Analysis and Materials Procurement	03/31/2023
Year 1 – Installation starts for 60 Shelters	12/30/2023
Year 2 – Installation starts for 60 Shelters	12/30/2024
Year 3 – Installation starts for 58 Shelters	12/30/2025
Project Closeout	12/30/2026
Project Management and Reporting	12/30/2026

Congressional Districts (Project Location)

Congressional District

MD-003

MD-006

MD-008

Partnership Provision

Note: the partnership provision is only applicable to low or no emission projects that are applying to the Low-No Program or both the Low-No and Bus Program. Projects applying only to the Bus program are not eligible to use the partnership provision. See NOFO Section C(1).

Is this application a partnership between an eligible applicant and one or more partners?

☐ Yes ☒ No

If yes, please list the partner(s) and describe their qualifications:

Section III . Evaluation Criteria

***** Address each of the evaluation criteria as described in the Notice of Funding Opportunity.*****

Demonstration of Need

The Montgomery County Equitable Access and Bus Shelter Upgrades Project will replace bus shelters at, and upgrade access to, 178 bus stop locations throughout the county, including 38 shelters in the City of Gaithersburg.

This project will replace the County’s oldest and most damaged bus shelters with a new, modern design that prioritizes safety, ease of use and rider comfort. The identified bus stops were selected for improvement based on age, condition and location. The project will also improve bus stop access and ADA compliance, where needed. Nearly 90 percent of the selected bus stops are in an Equity Emphasis Areas, which is regionally defined as a census tract with high concentrations of low-income individuals and/or racial and ethnic minorities. All improvements will directly benefit the County’s bus system riders, who are overwhelmingly lower income, do not have access to a car, have limited English proficiency and are predominantly people of color.

Since 2019, when a long-term shelter maintenance franchise agreement ended, Montgomery County has been unable to order new bus shelters or source parts for repairs or replacements. This project will enable the County to design and procure new bus shelters that will serve as the gateway to the County’s bus service for decades to come. The design will be community-vetted, and the shelters will be solar-powered and made in the USA with parts readily available for repair and replacement.

MCDOT’s current bus shelter inventory dates to as early as 2000, with many shelters well past their useful life of 15 years. Since the franchise agreement ended in 2019, MCDOT has lost 14 shelters due to vehicular crashes and environmental factors. More than half of the remaining 164 shelters that will be replaced have significant damage, including items such as broken glass, cracked or missing

roof panels, damaged structural supports, and broken lights. Many of these damaged bus shelters create potential safety hazards. In addition to the damaged shelters, many of the County's bus shelters are more than 15 years old and show severe signs of deterioration, including rusted parts, missing hardware, and faded colors. These shelters, which are 15 years and older, are at the end of their useful life and in need of replacement as they present a safety risk and require excessive costs to maintain. Because the shelters are a proprietary design acquired through an exclusive agreement, the County lacks access to replacements or parts for repairs.

Bus stop and shelter conditions are monitored using the principles of a safety management system (SMS) in the Agency Safety Plan, which promote the collection and analysis of more information from the frontline, supervisors, customers, and audits, with a dedicated Contract Compliance Inspector tasked with ensuring proper and timely maintenance. These practices have identified these shelters as in need of replacement to mitigate safety risk.

This project also responds to the County's Climate Change Action Plan, which outlines strategies and actions to reduce greenhouse gas emissions and adjust to the changing environment. The new shelters will be solar powered, thereby advancing the County's goal of a 100% reduction in carbon-based electricity by 2030. It will also advance the goal of doubling transit trips by giving riders a safe, attractive and comfortable place to wait for the bus.

Demonstration of Benefits

Note: If applying to both programs, be sure to select "yes" and provide a response to both questions below.

Is this an application to the Low-No Program? ☐ Yes ☒ No

Please describe the benefits of the proposed project per the statutory requirements of the Low-No Program (see NOFO Section E(1)(b)(i)):

Is this an application to the Buses and Bus Facilities Program? ☒ Yes ☐ No

Please describe the benefits of the proposed project per the statutory requirements of the Buses and Bus Facilities Program (see NOFO Section E(1)(b)(ii)):

Montgomery County's Equitable Access and Bus Shelter Upgrades Project will bring the system's bus shelters into a state of good repair, enhance access and mobility, expand accessibility for people with disabilities, improve safety and advance climate goals by decreasing carbon-based electricity and making transit more attractive.

State of Good Repair: This project improves and modernizes the County's bus system by replacing shelters that are destroyed, damaged and at the end of their useful life. The County will design and procure new shelters that will serve as the gateway to the County's bus service for decades to come. The design will be developed with community input and the shelters will be solar powered, ADA compliant and Made in the USA with parts readily available for repair and replacement. The need for this project grew out of the Safety Management System (SMS) approach in MCDOT's Agency Safety Plan, which encourages proactive solutions to mitigate risk.

Access and Mobility: The identified bus stops were selected for improvement based on age, condition and location. Nearly 90 percent of the selected bus stops are in an Equity Emphasis Area, which is regionally defined as a census tract with a high concentration of low-income individuals and/or racial and ethnic minorities. All improvements will directly benefit the County's bus system riders, who are overwhelmingly lower income, without a car, have limited English proficiency, and nearly 80% are people of color.

Bus stops and their surroundings factor heavily on the rider's experience of taking transit, and well-designed bus stops drive ridership and customer satisfaction. Standard features for the new shelter design will include a shelter, benches, information and lighting. Because bus stops are embedded into the fabric of a neighborhood, the improvements will not only benefit bus riders, but also the surrounding community.

Expand Accessibility: The new shelters will exceed ADA standards and provide a better experience for people with disabilities.

Additionally, 24 sites will include site improvements to bring the stop into ADA compliance. Improvements may include larger boarding/alighting area for more comfortable access, new ramps or paths and enhanced amenities.

Safety: The project supports the County's Vision Zero commitment to ending serious and fatal traffic crashes. In the Vision Zero 2030 Plan, safer access to and from bus stops—and safety and comfort at bus stops —were identified as top priorities by Montgomery County residents to improve road safety. Increased public transportation use helps further Vision Zero goals of reducing traffic fatalities and bus shelters make transit more convenient and attractive and. Research shows that modest increases in public transit mode share can provide disproportionately larger traffic safety benefits. The new shelters will also increase safety with better lighting and clear lines of sight.

Environmental benefits: The new shelters will be solar powered, thereby advancing the County's goal of a 100% reduction in carbon-based electricity by 2030. The shelters will also advance environmental goals of increasing transit use by giving riders a safe, attractive and comfortable place to wait for the bus.

Planning and Local/Regional Prioritization

This project responds to local and regional commitments to increase transit trips, reduce greenhouse gas emissions and enhance safety, while advancing the vision of sustainable, equitable and economically competitive future for Montgomery County and the region.

In June 2021, Montgomery County finalized its Climate Change Action Plan, which is one of the most ambitious climate plans in the nation for a local government. The plan outlines strategies and actions to reduce greenhouse gas emissions and adjust to the changing environment, and sets goals calls for the reduction of emissions in the transportation sector. The project's solar-powered bus shelters advance the plan's goal of carbon-free electricity consumption by 2030. By making bus trips more accessible and attractive, the project also advances the plan's goal of doubling the amount of public transit trips taken in the county.

The project supports the County's Vision Zero goals to commitment to ending serious and fatal traffic Crashes. In the Vision Zero 2030 Plan, safer access to and from bus stops—and safety and comfort at bus stops —were identified as top priorities by Montgomery County residents to improve road safety.

Core principals in Thrive Montgomery, an update to the County's leading planning policy document, include the advancement of racial equity through just planning policies and public investments. This project prioritizes access improvements in the Equity Emphasis areas defined by the National Capital Region Transportation Planning Board (TPB).

The project is already included in the regional FY 2021-2024 TIP - Transportation Improvement Program under T3063: Bus Stop Improvement Program. In 2020, the TPB approved three resolutions reestablishing commitments to safety, equity, and climate change. This project responds directly to those aspirations by prioritizing investments in Equity Emphasis Areas and making bus stops safer, more accessible and attractive to users.

This project is supported by local government officials, public agencies, and non-profit or private sector supporters. Letters of Support (Attachment D) include testimonies from the following:

- U.S. Congressional Delegation from Montgomery County, Md.
- Montgomery County Executive
- Montgomery County Council
- Montgomery County Planning Board
- The City of Gaithersburg
- National Capital Region Transportation Planning Board
- MCGEO Local 1994
- Coalition for Smarter Growth
- Sierra Club

Local Financial Commitment

County Capital Budget: \$973,000 will be a cash match from the County's Bus Stop Improvement Capital Improvement Project (CIP) in the Montgomery County's Capital Budget FY 2023-2028. This CIP (project number 507658) has budgets \$400,000 annually for the period of 2023-2028.

County Operating Budget: \$219,453 will be funded as an in-kind match for positions funded by Ride On's Operating budget, which totals more than \$153M for FY2023. This is an annual budget, but the magnitude of the budget and the funding for positions is consistent from year to year.

The City of Gaithersburg, MD: \$273,000 will be provided by the City of Gaithersburg, where 38 of the project's shelter replacements will be executed. The City's commitment is detailed in the attached letter from the City Manager to the Montgomery County Executive.

Details of the County's capital and operating budgets, and the Letter of Commitment from Gaithersburg are included in the Budget Documents (Attachment C).

The matching funds are currently available and can be obligated quickly.

Project Implementation Strategy

Can this project be obligated within 12 months? ☒ Yes ☐ No

The Project Team has the capacity to quickly implement the project. The overall project will be managed by in-house staff with the construction work performed by an outside vendor. The project will be implemented in 5 Phases: Project Planning and Initiation, Requirements Analysis and Procurement, Construction, Closeout, and Management and Reporting. Details are provided in the Schedule and Timeline (Attachment E).

Construction is planned to begin approximately within 12 months after award of the grant and to continue for a period of three years with a planned 60 bus shelter installations annually, at a rate of approximately five per month. The entire program will be guided by project and risk management controls and procedures.

All grant funds awarded will be obligated within 12 months under the attached schedule. Based upon the planning work already initiated by the County and the availability of a Contractor for the execution of the work, it is reasonable to assume that the schedule proposed is achievable. The county is in the process of awarding a competitively bid contract for bus stop maintenance which includes provisions to purchase and replace shelters. The contract can be amended to include any required federal provisions that are not already included. Any permits for construction are very similar to permits that have been pulled in the past for similar, if not the same, type of work.

While the environmental review as part of the National Environmental Policy Act (NEPA) has not yet been initiated, MCDOT anticipates it will be completed within the schedule. The class of action for the project is anticipated to be a "c-list" Categorical Exclusion in accordance with 23 CFR 771.118(c)(5).

As the project lead, Montgomery County will be responsible for compliance with all FTA requirements. As with prior federal and state grant funding for bus procurement, facility construction and other projects, Montgomery County has staff available with the expertise to comply with all FTA requirements. The County will be responsible for operating and maintaining the project equipment according to FTA's standards, and legal, financial, maintenance and continuing control. The County will maintain cash flow, receive and pay invoices after deliverable approval; will be responsible for the ownership, operation, and ultimate disposal of all equipment according to FTA guidance; and will submit quarterly and final grant reports to the FTA for grant closeout.

Technical, Legal, and Financial Capacity

Montgomery County has the technical, legal, and financial capacity to successfully manage this project. The construction of this project will be led by Montgomery County, specifically MCDOT's Passenger Facilities Unit. This unit is well established and is responsible for the planning, operation, maintenance and capital upgrades to more than 5,000 bus stops, bus shelters and transit centers county-wide. Through a combination of in-house staff and outside contractors, this unit ensures that all technical aspects of the County's Passenger Facilities are met.

The County has a strong record of compliance with FTA regulations with regards to funding for both formula and discretionary grants. In house staff have combined decades of experience in meeting and successfully dealing with such requirements and guidance. This is evidenced by our past Triennial reviews.

County's fiscal policies are committed to protecting its AAA bond rating. Additionally, Montgomery County was recognized for its Comprehensive Annual Financial Report (CAFR) for the year ending June 30, 2020. The County has received this award 49 times since 1951, and consecutively for 48 years since 1972, more than any other County in the nation. This award represents the highest form of recognition in governmental accounting and financial reporting, and its attainment represents a significant accomplishment by a government and its management. The County did not have any 'single audit findings' in FY2018, FY2019, and FY2020.

Attachment A

Equity Emphasis Area Documentation

Equitable Access and Bus Shelter Upgrades Project
Montgomery County, Maryland

Buses and Bus Facilities Grant Program
2022



Methodology for Equity Emphasis Areas

As Adopted by the TPB in March 2017

The methodology for the Equity Emphasis Areas was adopted by the National Capital Region Transportation Planning Board (TPB) in March 2017. Tract-level Census data is used to identify communities that have significant concentrations of low-income and / or minority populations. Data from the American Community Survey for each of the following four population groups is used:

- Low-Income¹
- African American,
- Asian, and
- Hispanic or Latino.

To identify concentration, the tract percent for each group was divided against its respective regional average.² This resulted in a tract-level Ratio of Concentration, or the number of times the regional average, for each population group.

To identify tracts with significant concentrations of low-income or minority population groups, as well as to normalize and compare results across the four groups and region, an Index Score is calculated based on each groups' Ratio of Concentration for every tract in the region. Index Scores for each population group is aggregated to reach an uncapped Total Index Score. Total Index Scores greater than or equal to 4.00 are considered Equity Emphasis Areas.

Tracts are identified as Equity Emphasis Areas if one of two criteria are met: Tracts must have a concentration of individuals identified as low-income more than one-and-a-half times the regional average (see Table 1 below) or high concentrations of two or more minority population groups and/or high concentrations of one or more minority population groups together with low income concentrations at or above the regional average (see Table 2 on next page). Index scores are used to ensure that these conditions are met.

Table 1: Scoring for Criteria 1 - Low-Income Population Concentration

RATIO OF CONCENTRATION (ROC or times the regional average)	INDEX SCORE
	Low-Income*
Between 1.5 and 3.0	4.5 to 9.0
Greater than 3.0	9.0
Index Score	4.5 to 9.0
<input checked="" type="checkbox"/> Equity Emphasis Area (Total Index \geq 4.00) <input type="checkbox"/> Not an Equity Emphasis Area (Total Index < 4.00)	

¹ A person is considered low-income if their household income is less than one-and-a-half times the federal government's official poverty threshold which varies by household size.

*The ROC for low-income is multiplied by three to determine the index score but capped at 9.0.

² Region is defined as the TPB Planning Area: <http://www.mwcog.org/transportation/tpb/jurisdictions.asp>.

Table 2: Scoring for Criteria 2 - Minority Population Concentration and Secondary Low-Income Thresholds

RATIO OF CONCENTRATION (ROC or times the regional average)	INDEX SCORE			
	Low-Income*	African American	Asian	Hispanic or Latino
Less than 1.0	0	0	0	0
Between 1.0 and 1.49	1.0 to 1.49			
Between 1.5 and 3.0	See Criteria 1 (4.5 to 9.0)	1.5 to 3.0	1.5 to 3.0	1.5 to 3.0
Greater than 3.0	See Criteria 1 (9.0)	3.0	3.0	3.0
Total Index Score	Index scores are totaled			
<div><input checked="" type="checkbox"/> Equity Emphasis Area (EEA) (Total Index ≥ 4.00)</div> <div><input type="checkbox"/> Not an Equity Emphasis Areas (EEA) (Total Index < 4.00)</div>				

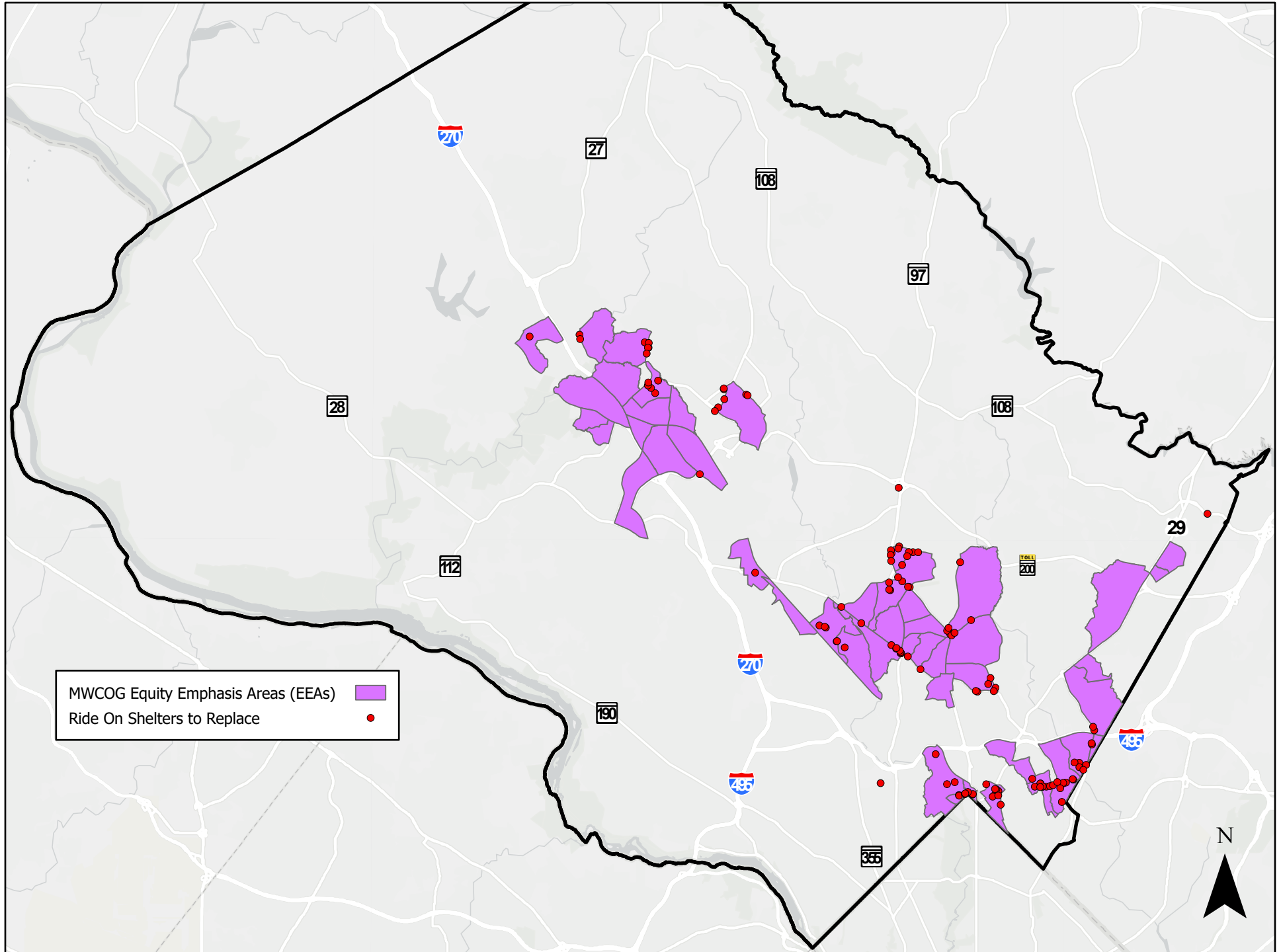
PURPOSE AND UPDATE PROCESS

The TPB is required to analyze the long-range transportation plan for disproportionately high and adverse impacts on low-income and minority populations. The TPB's primary purpose for the Equity Emphasis Areas map is as an analytical tool to identify regional impacts of the planned transportation projects as whole by comparing accessibility and mobility measures for the Equity Emphasis Areas compared to the rest of the region.

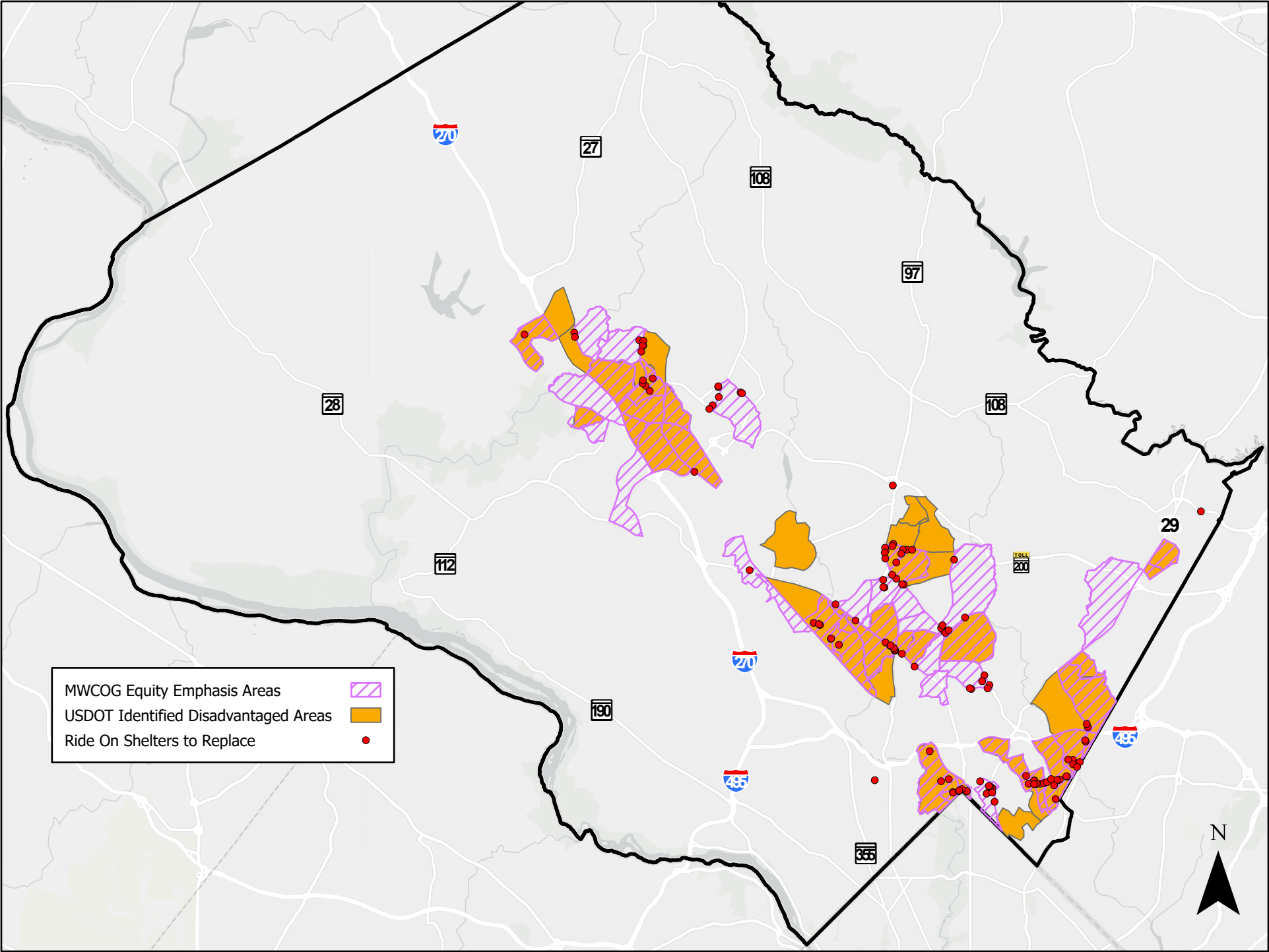
Additionally, the Equity Emphasis Areas will be used in other planning activities and will be made available to local jurisdictions to assist with considering equity in initiatives such as education, health, and green space.

The Equity Emphasis Areas map will be revised with the latest Census data in conjunction with each major long-range transportation plan update.

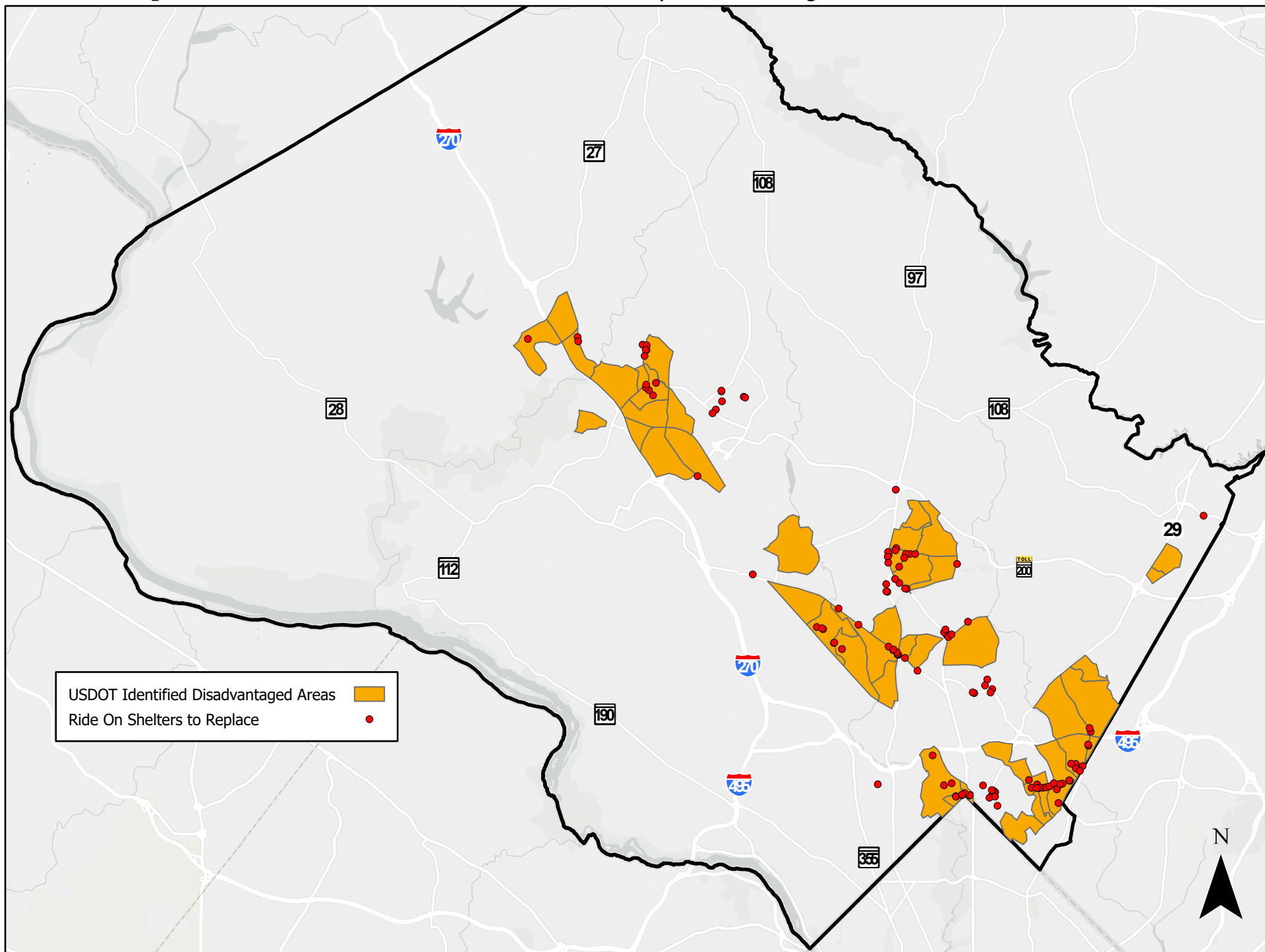
Shelter Replacement Locations and Equity Emphasis Areas



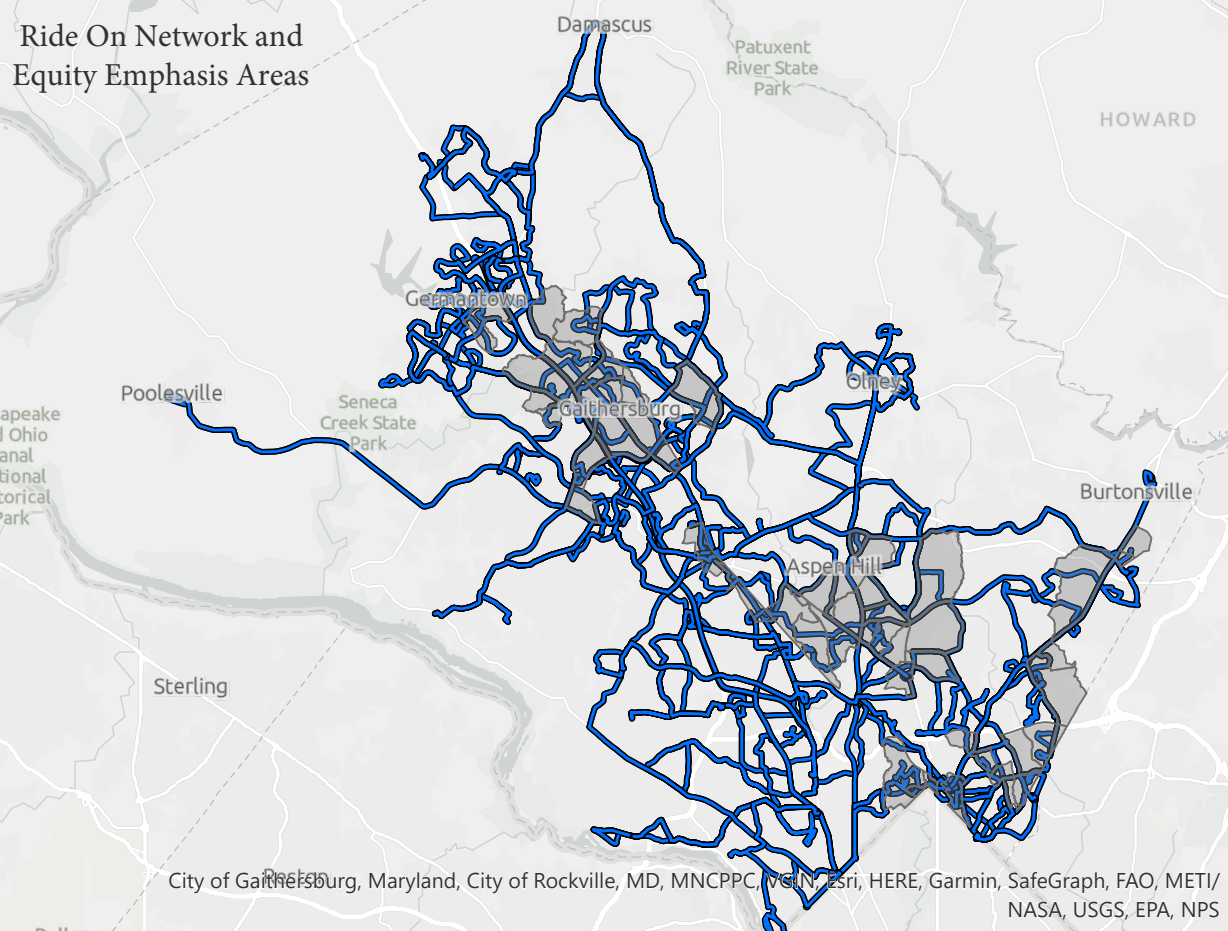
Shelter Replacement Locations, Equity Emphasis Areas and USDOT Historically Disadvantaged Areas



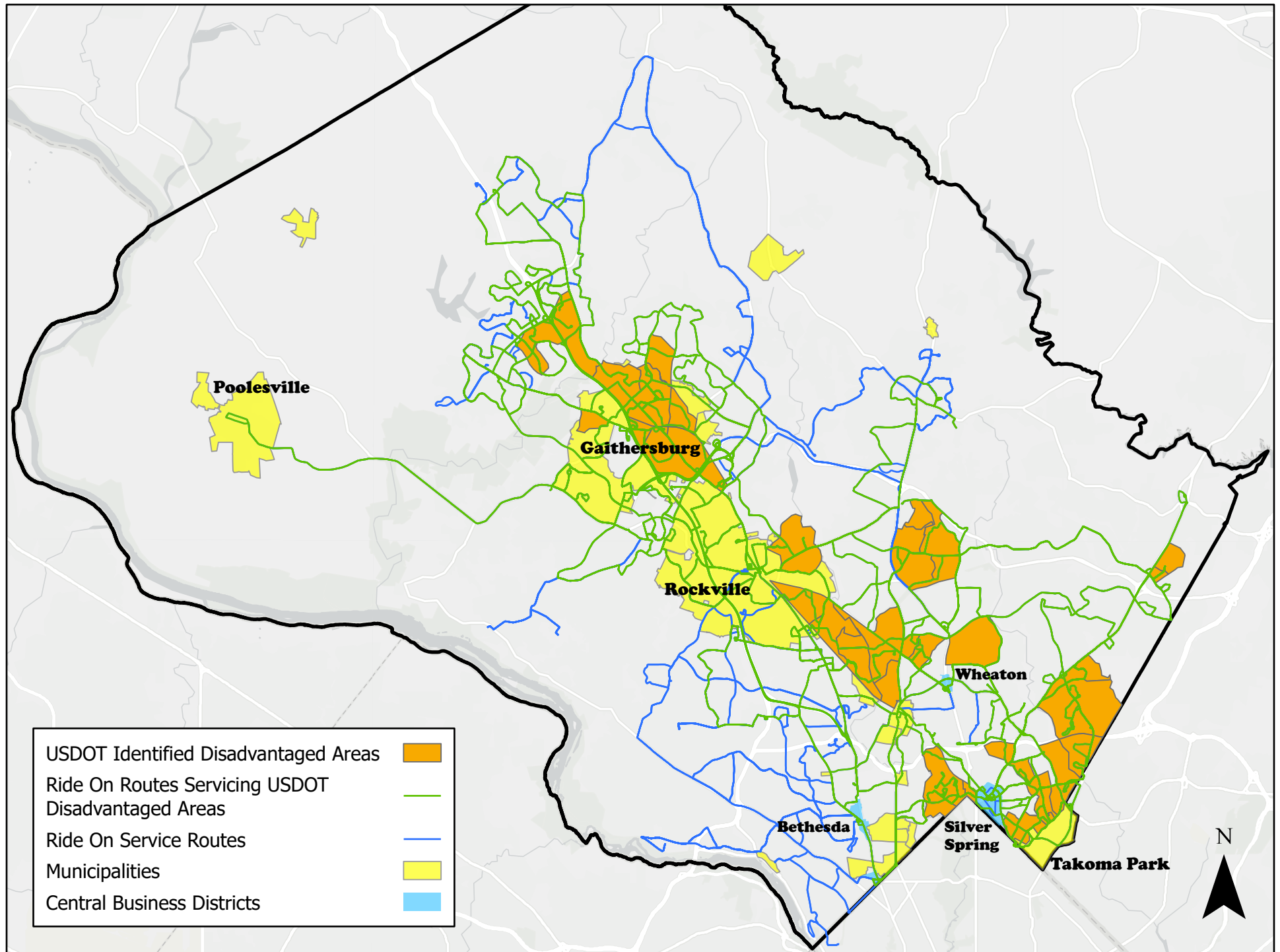
Shelter Replacement Locations and USDOT Historically Disadvantaged Areas



Ride On Network and Equity Emphasis Areas



Ride On Service Network and USDOT Historically Disadvantaged Areas



Ride On Bus Routes and Services

OLO Report 2020-10

EXECUTIVE SUMMARY

October 6, 2020

This Office of Legislative Oversight (OLO) report responds to Council's request to better understand (1) who uses Montgomery County Department of Transportation (MCDOT) Ride On bus services, (2) how MCDOT makes changes to Ride On services, and (3) how similar jurisdictions evaluate their transit networks. This report also provides information about Ride On data collection and reporting. OLO analyzed MCDOT Ride On reports, conducted interviews with County Government staff and community stakeholders, and researched transit decision processes in ten jurisdictions. In sum, OLO found that MCDOT routinely collects and reports transit data and engages in a regular process to review bus routes and services; however, opportunities exist to define Ride On goals, strengthen performance metrics, and increase transparency of MCDOT's transit decision processes.

Demographics of Ride On Riders. Under Title VI of the Civil Rights Act of 1964, the federal government requires the County to survey Ride On customers at least every five years. MCDOT's 2018 Title VI on-board surveys reported the following demographics of Ride On customers:

- **Residence:** About 89% of Ride On customers were County residents.
- **Race/Ethnicity:** 78% of customers were categorized as Black, Indigenous, or People of Color (BIPOC); 36% of customers were African American.
- **Language:** 42% of customers spoke a language other than English at home. Of those speaking a language other than English, the primary language spoken was Spanish (50.9%) followed by French (16.6%).
- **Income:** 47% of customers reported an annual household income of less than \$30,000.
- **Education:** 69% of customers had a Bachelor's degree, a post-graduate degree, or some college education.
- **Age:** 29% of Ride On customers were between 35 and 54 years old.

Ride On Routes and Services

MCDOT's Transit Services Division manages and operates the Ride On bus system, which as of 2018 was being used by 38,070 people on an average weekday. The Division also evaluates and develops the routes, plans, and schedules service, and reviews all the routes and services at least once every two years.

MCDOT provides Ride On bus services across 495 miles in the County. In 2018, the Ride On program consisted of 79 fixed routes that provided about 22 million unlinked passenger trips. Ride On operates mainly in neighborhoods as a collector and distributor to major transfer points and transit centers in the County. In 2018, 61% of customers reported using Ride On services daily (5-7 times per week).

Ride On Goals and Objectives. The County last updated Ride On's goals in the 2008 Strategic Transit Plan, restating them in the *Bus Fleet Management Plan for 2013 to 2020*, published in 2014. The 2008 recession delayed many of the stated goals provided below. OLO found Ride On's goals and objectives have not been updated to reflect recent County priorities and Ride On's place within the County's changing transit network.

- Double transit ridership by 2020
- Provide transit service to all areas that have an average of 3+ households or 4+ jobs per acre
- Increase peak hour frequency to every 10 minutes or better
- Increase span of service for local buses to 19-24 hours of service per day
- Target pockets of low-income areas with non-traditional services
- 25+ Park & Ride lots in the County
- 100% customer service satisfaction
- 5,500 bus stops American with Disabilities Act (ADA) compliant
- Capacity for 600 buses
- Fleet reliability: 100%
- 95% on-time performance
- Keep pace with latest technology
- Operate 100% environmentally friendly buses

For a complete copy of OLO-Report 2020-10, go to:

<http://www.montgomerycountymd.gov/OLO/Reports/CurrentOLOReports.html>

Chapter 5. Demographic Profile of Ride On Customers

This chapter summarizes the most recent demographic data available about Ride On customers. Under Title VI the Civil Rights Act of 1964, the federal government requires the County to survey Ride On customers at least every five years to determine riders' race, color, national origin, English-proficiency, language spoken at home, household income, type of fare purchased, and travel patterns.⁶³ The demographic information in this chapter is derived from on-board surveys conducted in 2018 and reported by MCDOT in *Ride On Title VI Data Report*, May 2019 (371 pages).

More details for the items noted below with an asterisk (*) can be found in tables on the following pages.

Customers	Roughly 38,070 people used Ride On services on an average weekday.
Daily use*	Over 60% of customers said they used Ride On daily. (See Table 5-1.)
Residence	About 89% of Ride On customers were County residents.
Trips	58% of trip origins were home and 43% of trip destinations were work
Gender	Customers were about equally male and female.
Race/Ethnicity*	36% of Ride On customers were Black or African American. (See Tables 5-2 and 5-7.) 78% of customers were categorized as Black, Indigenous, or people of color (BIPOC). ⁶⁴
Language*	42% of customers spoke a language other than English at home. (See Table 5-3.)
Income*	47% of riders reported an annual household income of less than \$30,000 dollars. ⁶⁵ (See Table 5-4.)
Education*	69% of the customers had a Bachelor's degree, a post-graduate degree, or some college education. (See Table 5-5.)
Age*	29% of Ride On customers were between 35 and 54 years old. (See Table 5-6.)
Smartphones	79% of customers had a smartphone.
Credit Cards	69% of customers owned a credit or debit card.
Employment	18% of survey respondents were Federal employees or contractors.
Access Mode	Over 58% of customers said their mode of access (getting to the bus) and egress (travel mode used after getting off the Ride On bus) was walking. Other modes in declining order: Metrorail, another Ride On bus, a Metrobus, or a car that was parked).

The next three pages include tables with more details from the Title VI survey responses.

⁶³ Ride On Title VI Data Report (May 2019), p.1.

⁶⁴ The Title VI surveys asked Ride On customers to select a response identifying themselves as White, American Indian or Alaskan Native, Black or African American Descent, Asian, Hawaiian or other Pacific Islander, Hispanic, Middle Eastern Descent, Two or More Races, or Rather not say. The Title VI reports appear to use the term "minority" to refer to the customers who selected a response other than White or Rather not say. This OLO report will use the term Black, Indigenous, or people of color (BIPOC) in place of "minority" when referring to that Title VI survey data.

⁶⁵ The median annual household income for a family of four in Montgomery County in 2018 was \$108,000. Federal Reserve Bank of St. Louis (FRED) Economic Research.

Table 5-1. Frequency of Use

	# of Survey Responses	%
Weekly trips		
Daily (5-7 trips)	5,733	60.7%
Often (4-8 trips)	2,387	25.3%
Occasionally (1-3 trips)	1,321	14.0%
Total Responses	9,441	100%
No Response	1,456	
Total Surveys	10,897	

Source: Title VI Data Report (May 2019), Table 18, p.26.

Table 5-2. Race and Ethnicity

Race/Ethnicity	# of Survey Responses	% of Total
Black or African American	3,828	36.0%
White	2,078	19.6%
Hispanic or Latinx	1,956	18.4%
Asian	973	9.2%
Two or More Races	622	5.9%
Rather Not Say	958	9.0%
Other categories	205	1.9%
Total Responses	10,620	100%
No Response	277	
Total Surveys	10,897	

Source: Title VI Data Report (May 2019), Table 7, p.12.

Table 5-3. Predominant Language Spoken at Home

Primary Language Other Than English	# of Survey Responses	% of Total
Yes	4,547	42.7%
No	6,084	57.2%
Other	10	0.1%
Total Responses	10,641	100%
No Response	256	
Total Surveys	10,897	

Source: Title VI Data Report (May 2019), Table 8, p.13.

Table 5-3(a) Of those speaking a language other than English at home, the primary language spoken was:

Spanish	1,415	50.9%
French	460	16.6%
Amharic	214	7.7%
Chinese	117	4.2%
Hindi	79	2.8%
Tagalog	78	2.8%
Portuguese	38	1.4%
All Other Languages	378	13.6%
Total	2,779	100%

Source: Title VI Data Report (May 2019), Table 9, p.14.

Table 5-4. Annual Household Income

Annual Household Income	# of Survey Responses	%
Less than \$20,000	2,483	27.3%
\$20,00 to \$29,999	1,760	19.4%
\$30,000 to \$49,999	1,755	19.3%
\$50,000 to \$74,999	1,052	11.6%
\$75,000 to \$99,999	687	7.6%
\$100,000 to \$149,999	701	7.7%
\$150,000 to \$199,999	400	4.4%
\$200,000 or more	249	2.7%
Total Responses	9,087	100.0%
No Response	1,810	
Total Surveys	10,897	

Source: Title VI Data Report (May 2019), Table 13, p.19.

Table 5-6. Age

Age	# of Survey Responses	% of Total
Under 18	535	5.1%
18 - 24	2,406	22.7%
25 - 34	2,457	23.2%
35 - 54	3,102	29.3%
55 - 64	1,379	13.0%
65+	704	6.7%
Total Responses	10,583	100%
No Response	314	
Total Surveys	10,897	

Source: Title VI Data Report (May 2019), Table 11, p.17.

Table 5-5. Education

Education Level	# of Survey Responses	% of Total
High School	2,533	24.4%
GED	695	6.7%
Some College	3,155	30.4%
Bachelor's Degree	2,132	20.6%
Post-Graduate	1,850	17.8%
Total Responses	10,365	100%
No Response	532	
Total Surveys	10,897	

Source: Title VI Data Report (May 2019), Table 12, p.18.

Attachment B

Policy Documents

Equitable Access and Bus Shelter Upgrades Project
Montgomery County, Maryland

Buses and Bus Facilities Grant Program
2022

FY 2021-2024 TIP - Transportation Improvement Program

T3063: Bus Stop Improvement Program

SHARE

Project Type

Transit - Passenger Facilities

TIP

21-00

Agency Phase ID

P507658

Completion Year

-

Total Cost

\$9,145,000

Lead Agency

Montgomery County

County

Montgomery

Municipality

-

Contact

-

Project Limits

Not Location Specific

Implementation Status

-

Project Description

This project provides for the installation and improvement of capital amenities at bus stops in Montgomery County to make them safer, more accessible, and attractive to users and to improve pedestrian safety for County transit passengers. These enhancements can include items such as sidewalk connections, improved pedestrian access, pedestrian refuge islands and other crossing safety measures, area lighting, and paved passenger standing areas. In prior years, this project included funding for the installation and replacement of bus shelters and benches along Ride-On and County Metrobus routes; benches and shelters are now in the operating budget.

FUND OVERVIEW

PHASE	FUND SOURCE	PRIOR	FFY2021	FFY2022	FFY2023	FFY2024	FUTURE	TOTAL
Preliminary Engineering	Local	\$2,164,000	\$160,000	\$160,000	\$160,000	\$160,000	-	\$2,804,000
Total Preliminary Engineering		\$2,164,000	\$160,000	\$160,000	\$160,000	\$160,000	-	\$2,804,000
Right of Way	Local	\$3,157,000	-	-	-	-	-	\$3,157,000
Total Right of Way		\$3,157,000	-	-	-	-	-	\$3,157,000
Construction	Local	\$2,224,000	\$240,000	\$240,000	\$240,000	\$240,000	-	\$3,184,000
Total Construction		\$2,224,000	\$240,000	\$240,000	\$240,000	\$240,000	-	\$3,184,000
Total Programmed		\$7,545,000	\$400,000	\$400,000	\$400,000	\$400,000	-	\$9,145,000

Montgomery County Climate Action Plan

Transportation Actions

Montgomery County safely, affordably, and sustainably moves people and connects places.

- Transition to 100% zero emissions transportation and expand supporting infrastructure.
- Provide clean, efficient, frequent, and reliable public transit.
- Reduce use of personal automobiles and increase use of transit and active transportation options like biking, walking, and micromobility services with safe, supportive infrastructure and land use, along with greater use of transportation demand management to achieve trip reduction.
- Introduce new technologies and approaches to transition to a green transportation system.

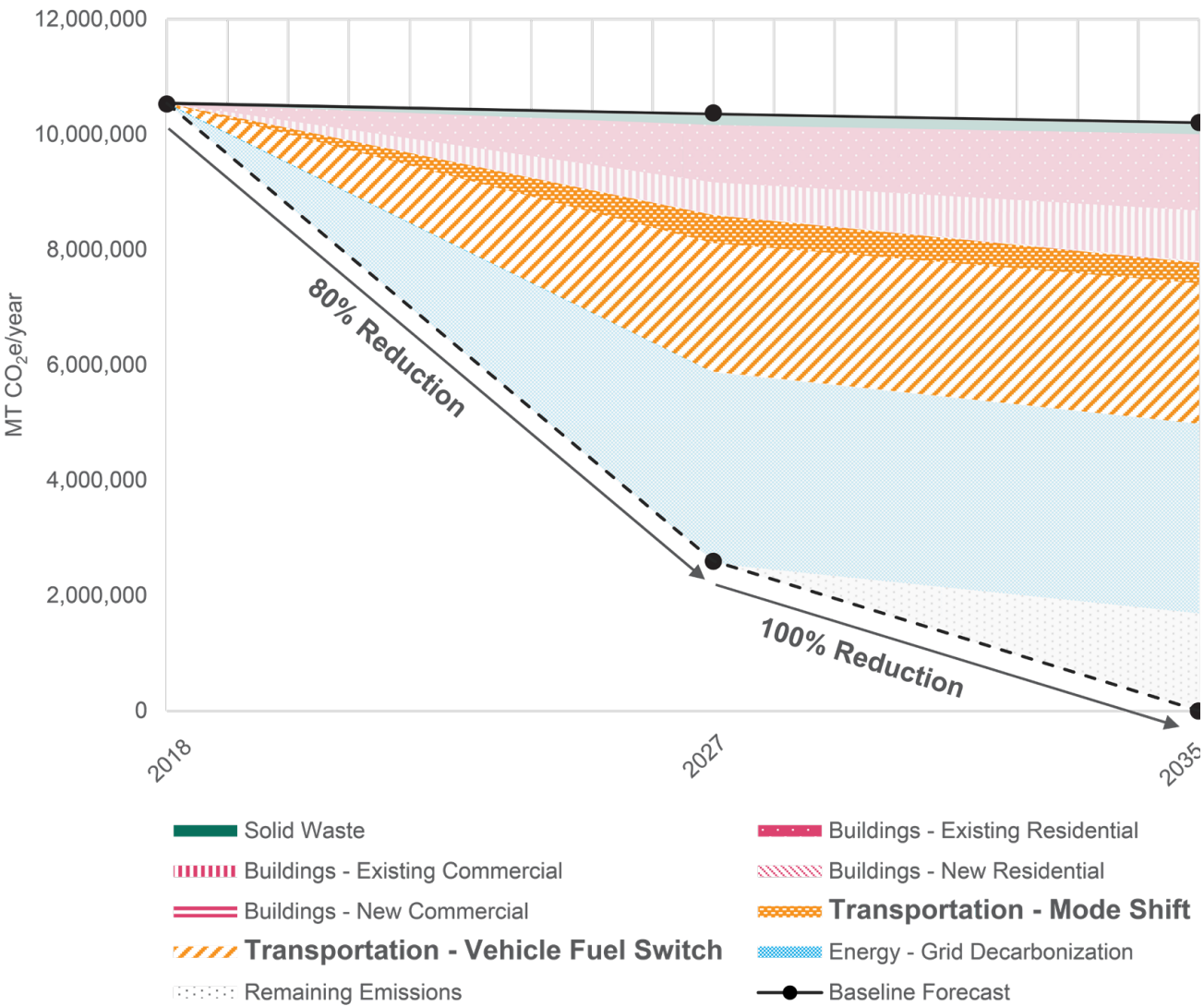
Transportation

Target: 100% zero emissions transportation options, including all private and public vehicles (for example, cars, trucks, buses) by 2035.

Reduce private vehicle trips from 75% of total trips (the 2018 base level) to 60% by 2027.

Double the proportion of bus, rail, and bicycle trips (or offset any deficit with increases in other micromobility, walking or telework) over the 2018 base levels of total trips by 2035.

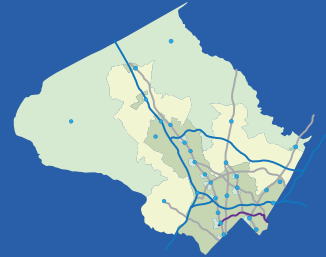
Transportation Emissions Reduction Pathway



This graph shows the approximate amount of GHG emissions the County will need to reduce in the transportation sector to meet its 2027 and 2035 climate goals, as modeled in CURB. The actions presented in this section will help the County reduce GHG emissions in this sector toward its climate goals and are ordered by descending GHG emissions reduction potential.

A GENERAL PLAN TO KEEP MONTGOMERY COUNTY THRIVING FOR THE NEXT 30 YEARS

THE PLAN VISION: Thrive Montgomery 2050 envisions a county that is more urban, more diverse, and more connected, providing a high quality of life for existing residents while also welcoming new residents and new ideas. Specifically, Montgomery County in 2050 consists of a web of Complete Communities connected by vibrant corridors. Individual and unique centers of neighborhood activity and urban nodes optimize land use with a variety of housing types and price points. Housing is located close to transit, workplaces, needed goods and services, public amenities and active park spaces. Two types of corridors connect these Complete Communities to the rest of the county: 1. multimodal transportation and services; and 2. green parks, stream valleys, and trails.



MAJOR THEMES





The Mission

The Mission of the Office of Racial Equity and Social Justice is to reduce and eliminate racial disparities and inequities in Montgomery County.

Contact Us

Director: Tiffany Ward

Address: 101 Monroe Street, Rockville, MD 20850

Phone: 240-777-5334

MPIA Contact: Tiffany.Ward@montgomerycountymd.gov

Administrative Specialist II:

Andrea.Gardner@montgomerycountymd.gov

Program Manager, Training: TBD

Program Manager, Policy Analyst:

Sarah.Alvarez@montgomerycountymd.gov

The Purpose

The Office of Racial Equity and Social Justice (ORESJ) is a county-wide office focused on advancing racial equity and dismantling structural racism within County Government. The ORESJ was created in December of 2019 by The Racial Equity and Social Justice Act to help reduce and ultimately eliminate racial and other disparities experienced by residents of color across Montgomery County. We do this by supporting County Departments in normalizing conversations on race and other equity issues, organizing staff to work together for transformational change, and operationalizing new practices, policies and procedures that are equity centered. impact plans.

We have been given the charge of facilitating the Racial Equity and Social Justice Committee, training County staff and Equity Leads, and conducting department-wide Equity Assessments to assist every department in creating Racial Equity Action Plans.

The Office of Racial Equity and Social Justice recognizes that it will take transformational shifts within government to truly address disparities experienced by communities of color and low-income communities, and therefore we focus our efforts on building capacity within the government to understand what it takes to advance racial equity within every County Department. We believe that equity is everyone's job, and our office provides training, technical assistance and tools to all of our County Departments and the staff.

Background

"Not everything that is faced can be changed, but nothing can be changed until it is faced" – James Baldwin

At first glance Montgomery County appears to be a bastion of wealth and opportunity. In fact, until very recently Montgomery County was the richest county in Maryland. Upon closer examination we found revealing disparities in education, housing, transportation, poverty and income.

In Montgomery County, white median household income (\$119,000) almost double that of Hispanic or Latinx (\$66,000) and Black or African American (\$62,000) households. White households earned approximately 10% more than Asian households (\$109,000). Source: American Community Survey 5-Year Estimates 2018

Black children in Montgomery County have a poverty rate more than 6x that of white children in Montgomery County. Source: ACS 5-Year Estimates 2018

More members of the white (72%) and Asian (67%) populations received bachelor's degrees compared to Black or African American (43%) and Hispanic or Latinx (25%) residents.

Similarly, more white (73%) and Asian (74%) populations own their homes in Montgomery County compared to Black or African-American (43%) and Hispanic or Latinx (49%) residents. Source: Latest Available ACS 1-Year Estimates 2016-2018

Data only partially helps us to understand these disparities, as a County government and as a community we need to center the lived experiences of members of communities of color. We must take an honest look at history, systems and institutions to analyze how disproportionality exists across all sectors and issue areas.

We will take a systems approach to our analysis ridding ourselves of the myth that individual people are the problem. We must understand that people are not the problem, it is the systems and

Across all outreach efforts, the following were identified as top priorities for Montgomery County residents to improve road safety.

Building new and improving existing sidewalks. Residents felt unsafe walking around the county because many neighborhoods lack sidewalks. For sidewalks along multi-lane roadways, residents felt unsafe walking on narrow sidewalks located adjacent to fast car traffic and having utility poles and other obstructions further shrinking space for pedestrians. Having more sidewalks with a buffer from car traffic was a common desire across communities, demographics, and outreach efforts.

Expanding the bikeway network. Residents felt biking in the county was the least safe travel mode compared to driving and walking. Those wanting to bike more, but currently felt unsafe to do so, mentioned that bicycle lanes separated from car traffic would encourage them to bike in the county. The expansion of bike lanes next to the curb was a concern for people with disabilities. In conversations with people with disabilities, their top concerns with the new bike lanes were accessibility to the curb and sidewalk and navigation to and from floating bus stops.

More safe crossing opportunities for pedestrians and cyclists. Community members noted that many parts of the county, particularly along highways, have long distances between crossings with a traffic signal or beacon present to stop cars as they attempted to cross. In listening sessions, participants mentioned they would cross outside crosswalks because the distance was too far to the nearest protected crossing.

Safer access to and from bus stops.

Transit riders had concerns about access and amenities at bus stops around the county. Bus stops along busy roads are not always located near an intersection or with traffic control device, making access on foot difficult. Riders would like to see more shelters and trees near stops to provide respite from the elements, trash and recycling receptacles, and potentially cameras to address crime.

More proactive and intentional engagement from the County Government.

In community interviews and listening sessions, participants mentioned they were not aware or concerned people in their community were not aware of on-going County Government planning efforts and ways to interact with the county to provide feedback or resolve an issue. The County needs to use multiple communication channels (websites, surveys, newsletters, town halls, etc.) and across multiple languages to ensure all voices are heard in the decision-making process.

Improving driver behavior for speeding and stopping for pedestrians.

Residents frequently mentioned drivers speeding and not yielding to pedestrians as the top unsafe behaviors on county roads. When ranking priorities in the survey, respondents were more supportive of lowering speed limits than expansion of automated enforcement. There was more support for automated speed enforcement than against, but perceptions about speed enforcement being about revenue than safety persist.

T-2: Transit Stop Safety: Provide safe crossings to and from transit stops through auditing transit stops and implementing audit recommendations. **Develop consistent bus stop infrastructure (poles, benches, shelters, etc.)**

Lead: Transportation **Contributor:** WMATA, State Highway Admin.

CRF: 3⁴² **ACC:** 3 **RESJ:** 3 **INVEST:** 2 **Priority:** ☒

Why Do This? Many transit stops in the County lack a safe and convenient crossing. Pedestrians have been struck and killed when walking to and from bus stops in the County.

FY22 Work Plan:

- 1) Scope of Ride On Bus Route Restructuring Study incorporates leading practices for safe bus stop placement in developing recommended route changes.
- 2) Upgrades for 2-3 corridors along high crash risk routes.

FY23 Work Plan:

- 1) Upgrades for 2-3 corridors along high crash risk routes.
- 2) Advance design of pilot program in Downtown Silver Spring for urban navigation for people with no and low vision.

Budget Sources: P502107 - Ride On Bus Route Restructuring Study, P507658 - Bus Stop Improvements

T-3: School Bus Stop Safety: Systematically review and upgrade school bus stop locations and pick up/drop off at schools to ensure student safety.

Lead: Public Schools **Contributor:** Transportation

CRF: 1 **ACC:** 3 **RESJ:** 2 **INVEST:** 1 **Priority:**

Why Do This? Provide pickup and drop off locations that minimize the need to cross or wait for a bus along multi-lane roads.

FY22 Work Plan:

Continue review of bus stops along major roadways and moving them to nearby local streets where possible.

FY23 Work Plan:

Continue review of bus stops along major roadways and moving them to nearby local streets where possible.

Budget Sources: Montgomery County Public Schools – Student Transportation

Attachment C

Budget Documents

Equitable Access and Bus Shelter Upgrades Project
Montgomery County, Maryland

Buses and Bus Facilities Grant Program
2022



Bus Stop Improvements (P507658)

Category	Transportation	Date Last Modified	01/11/22
SubCategory	Mass Transit (MCG)	Administering Agency	Transportation
Planning Area	Countywide	Status	Ongoing

EXPENDITURE SCHEDULE (\$000s)

Cost Elements	Total	Thru FY21	Est FY22	Total 6 Years	FY 23	FY 24	FY 25	FY 26	FY 27	FY 28	Beyond 6 Years
Planning, Design and Supervision	4,262	2,993	309	960	160	160	160	160	160	160	-
Land	737	569	168	-	-	-	-	-	-	-	-
Construction	2,709	425	844	1,440	240	240	240	240	240	240	-
Other	208	208	-	-	-	-	-	-	-	-	-
TOTAL EXPENDITURES	7,916	4,195	1,321	2,400	400	400	400	400	400	400	-

FUNDING SCHEDULE (\$000s)

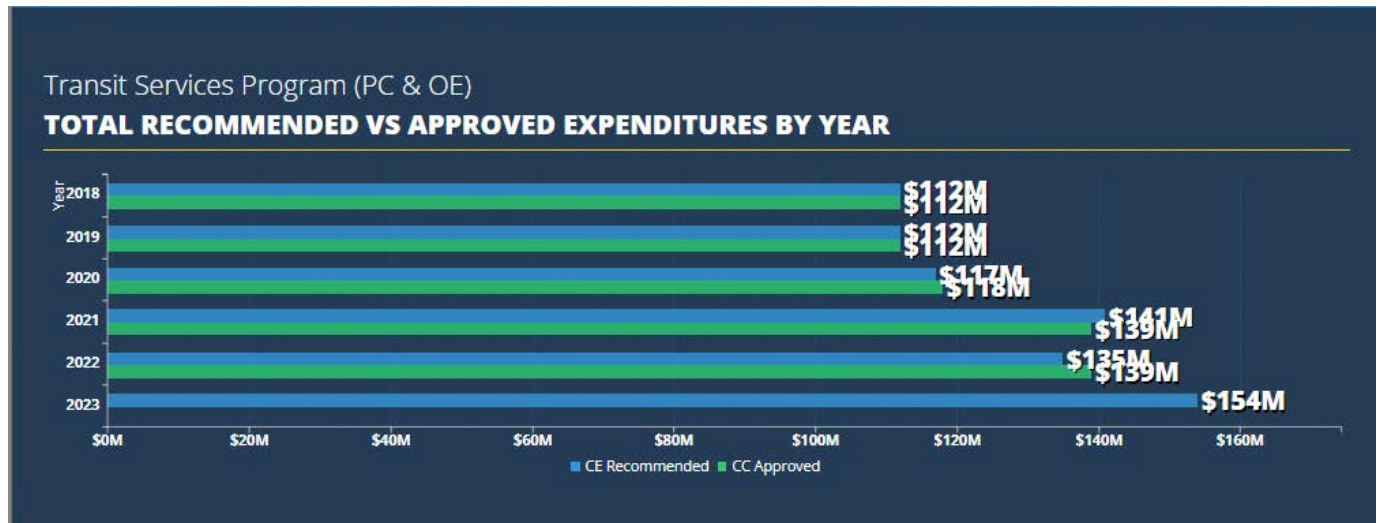
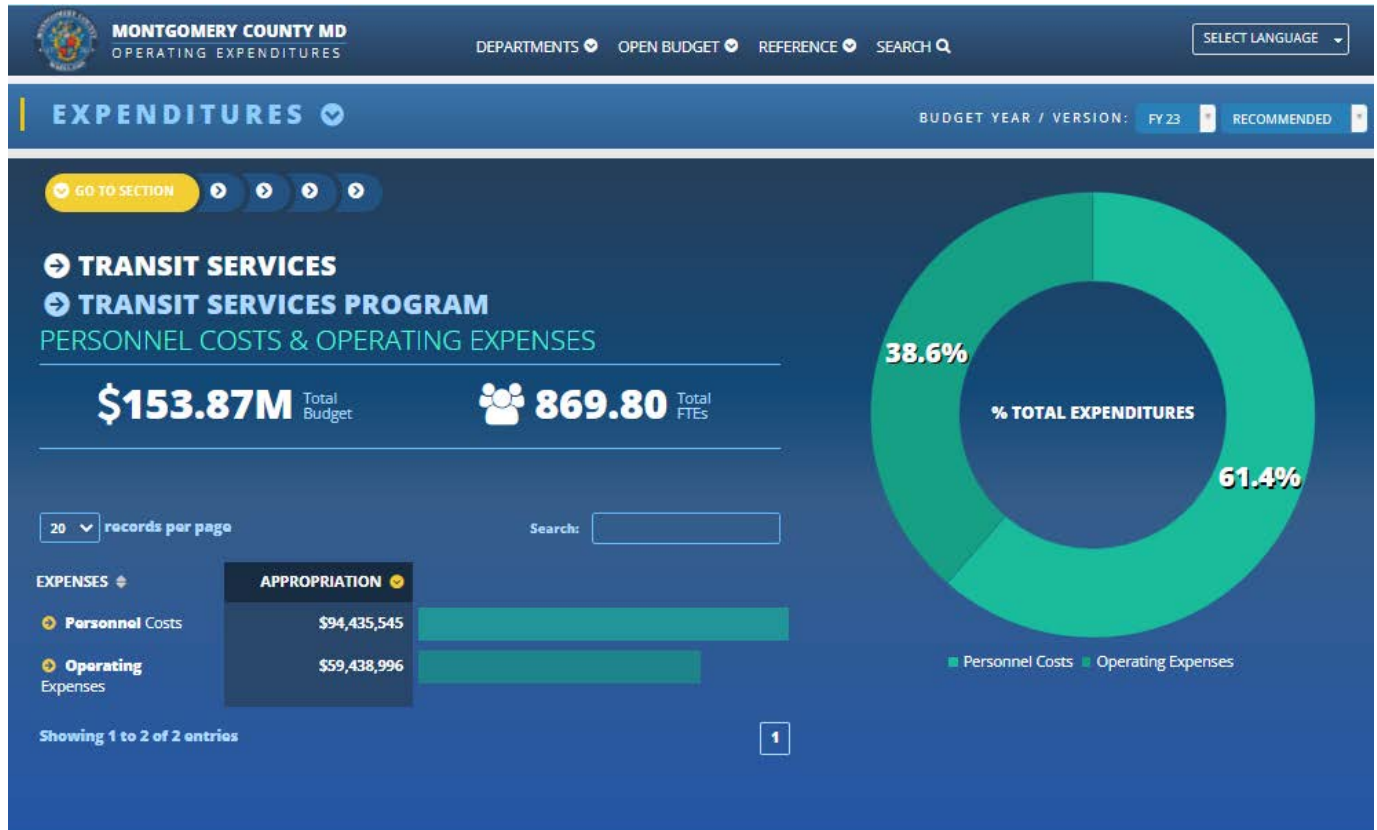
Funding Source	Total	Thru FY21	Est FY22	Total 6 Years	FY 23	FY 24	FY 25	FY 26	FY 27	FY 28	Beyond 6 Years
Current Revenue: Mass Transit	4,718	997	1,321	2,400	400	400	400	400	400	400	-
G.O. Bonds	3,198	3,198	-	-	-	-	-	-	-	-	-
TOTAL FUNDING SOURCES	7,916	4,195	1,321	2,400	400	400	400	400	400	400	-

APPROPRIATION AND EXPENDITURE DATA (\$000s)

Appropriation FY 23 Request	400	Year First Appropriation	FY76
Appropriation FY 24 Request	400	Last FY's Cost Estimate	7,116
Cumulative Appropriation	5,516		
Expenditure / Encumbrances	4,302		
Unencumbered Balance	1,214		

PROJECT DESCRIPTION

This project provides for the installation and improvement of capital amenities at bus stops in Montgomery County to make them safer, more accessible and attractive to users, and improve pedestrian safety for County transit passengers. These enhancements can include items such as sidewalk connections, improved pedestrian access, pedestrian refuge islands and other crossing safety measures, area lighting, paved passenger standing areas, and other safety upgrades. In prior years, this project included funding for the installation and replacement of bus shelters and benches along Ride On and County Metrobus routes. Benches and shelters are now handled under the operating budget. Full-scale construction began in October 2006. Through FY21, approximately 3,618 stops with 1,333 curb ramps; 422 concrete kneewalls for safety and seating; 89,957 linear feet of sidewalk; and 179,531 linear feet of ADA concrete pads have been modified or installed.



Attachment D

Letters of Support

Equitable Access and Bus Shelter Upgrades Project
Montgomery County, Maryland

Buses and Bus Facilities Grant Program
2022

Congress of the United States

Washington, DC 20510

May 18, 2022

Administrator Nuria Fernandez
Federal Transit Administration
U.S. Department of Transportation
1200 New Jersey Avenue, S.E.
Washington, D.C. 20590

Dear Administrator Fernandez:

We write to express our full support for Montgomery County's application for the Social Equity and Accessibility Improvement in Transit Passenger Facilities through the Federal Transit Administration's Buses and Bus Facilities Competitive Program.

Bus shelters are essential amenities in a transit network, as they encourage increased ridership by providing better customer access and experience. They can reduce wait times and ease the travel experience in uncertain weather. Bus shelters also provide a more physical presence to transit service, supporting a positive perception of the quality of service available.

Montgomery County's current shelter inventory originated through a franchise agreement in 2000, which allowed the County to share in advertising revenue while a third party provided and maintained the amenity. Since the franchise agreements ended in 2019, the community has lost 14 bus shelters due to accidents and other environmental factors. Unfortunately, because the shelters were acquired through an exclusive agreement and are proprietary, the County has informed us that it does not have access to replacement shelters or to parts for repairs. Those shelters, 15 years and older, are at the end of their useful life and in need of replacement as they now require excessive maintenance costs. Montgomery County's application to boost its public transit system with investments in new, highly-visible and rider-friendly bus shelters will be matched with local funds.

We request your full consideration of Montgomery County's application to provide quality and accessible bus transit, encourage ridership, create high-quality jobs, and improve transit safety.

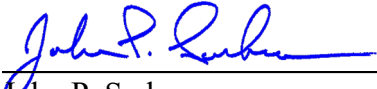
Sincerely,



Benjamin L. Cardin
United States Senator



Chris Van Hollen
United States Senator



John P. Sarbanes
Member of Congress



Anthony G. Brown
Member of Congress



Jamie Raskin
Member of Congress



David J. Trone
Member of Congress



OFFICE OF THE COUNTY EXECUTIVE

Marc Elrich
County Executive

May 16, 2022

The Honorable Pete Buttigieg, Secretary
U.S. Department of Transportation
1200 New Jersey Avenue, S.E.
Washington, D.C. 20590

Dear Secretary Buttigieg:

I am writing in strong support of Montgomery County Department of Transportation's application for funding through the Federal Transit Administration's Bus and Bus Facilities program for the Equitable Access and Bus Shelter Upgrade Project. Upon successful award of the grant, Montgomery County will provide the required local funding match.

This project will replace the County's oldest bus shelters with a new, modern design that prioritizes safety, ease of use, and rider comfort. The identified bus stops were selected for improvement based on age, condition, and equity considerations. Nearly 90 percent of the selected bus stops are in an Equity Emphasis Area, which is regionally defined as a census tract with high concentrations of low-income individuals and/or racial and ethnic minorities. All improvements will directly benefit the County's bus system riders.

The project will help to achieve the County's Vision Zero safety goals by creating safer and more walkable communities. The project will take a holistic look at each bus stop and, where needed, will improve access, add sidewalks, create safer pedestrian crossings, and increase lighting.

The improved bus stops will also advance our climate action goals by making bus transit more convenient, more appealing, and safer. The County's goals—to reach an 80 percent reduction in greenhouse gas emissions by 2027 and a 100 percent reduction by 2035—are among the most ambitious in the country. Meeting these goals requires continued investments in our transit infrastructure.

I appreciate USDOT's commitment to funding high-quality projects with visible and sustainable community benefits, and I urge you to support funding this worthy project.

Sincerely,

Marc Elrich
County Executive



MONTGOMERY COUNTY COUNCIL
ROCKVILLE, MARYLAND

OFFICE OF THE COUNCIL PRESIDENT

May 16, 2022

The Honorable Pete Buttigieg, Secretary
U.S. Department of Transportation
1200 New Jersey Avenue, S.E.
Washington, D.C. 20590

Dear Secretary Buttigieg:

We are writing in strong support of the Montgomery County Department of Transportation's application for funding through the Federal Transit Administration's Bus and Bus Facilities program for the Equitable Access and Bus Shelter Upgrade Project. Upon successful award of the grant, Montgomery County will provide the required local funding match.

This project will provide critical bus stop upgrades in the communities that need it most and is part of the County's larger strategy to create a healthy, climate-resilient, and equitable future for all while also generating economic value and providing public services cost-effectively.

All people, regardless of their gender, age, color, or income deserve to feel safe riding transit. This project will replace the County's oldest bus shelters with a new, modern design that prioritizes safety, ease of use, and rider comfort. Nearly 90 percent of the selected bus stops are in an Equity Emphasis Area, which is regionally defined as a census tract with high concentrations of low-income individuals and/or racial and ethnic minorities. All improvements will directly benefit the County's bus system riders.

The project will help to achieve the County's Vision Zero safety goals by creating safer and more walkable communities. It will also advance our climate action goals by making bus transit more appealing, convenient, and safer.

We appreciate USDOT's commitment to funding high-quality projects with visible and sustainable community benefits, and we urge you to support funding this worthy project.

Sincerely,

A handwritten signature in black ink, appearing to read "Gabe Albornoz".

Gabe Albornoz
President, Montgomery County Council

May 13, 2022

The Honorable Pete Buttigieg, Secretary

U.S. Department of Transportation
1200 New Jersey Avenue, S.E.
Washington, D.C. 20590

Dear Secretary Buttigieg:

I am writing to express my support of the Montgomery County Department of Transportation's (MCDOT) application for funding through the Federal Transit Administration's Bus and Bus Facilities program for the Equitable Access and Bus Shelter Upgrade Project.

The project will replace the county's damaged and destroyed bus shelters with a new, modern design that prioritizes safety, ease of use and rider comfort. Bus stops and their surroundings factor heavily on a rider's experience of taking transit, and great bus stops can drive ridership and benefit the entire community. Enhancing bus stops is a low-cost, high-impact way to make system-wide upgrades to a transit network and an essential step in encouraging more transit use, sustainable living, and healthier lifestyles.

As we work towards a future that is more equitable and inclusive, prioritizing access to infrastructure and amenities in racially, socially, and economically isolated areas is paramount. Nearly 90 percent of the selected bus stops are in an Equity Emphasis Area (identified communities with a high concentration of low-income households and people of color), meaning this project will have visible benefits for the county's most vulnerable residents.

The project will help to achieve the county's Vision Zero safety goals by creating safer and more walkable communities. It will also advance our climate action goals by making bus transit more convenient, more appealing and safer.

We appreciate your consideration and urge you to fund this worthy project.

Sincerely,



Casey Anderson
Chair



National Capital Region
Transportation Planning Board

May 16, 2022

Nuria Fernandez
Administrator
Federal Transit Administration
1200 New Jersey Ave, SE
Washington, D.C. 20590

Re: FY 2022 Grants for Buses and Bus Facilities Program Grant Application by Montgomery County, Maryland for the Equitable Access and Bus Shelter Upgrade Project

Dear Administrator Fernandez:

I am writing to express the support of the National Capital Region Transportation Planning Board (TPB), the Metropolitan Planning Organization (MPO) for the National Capital Region, for an application by Montgomery County, Maryland for a Grants for Buses and Bus Facilities Program grant for the Equitable Access and Bus Shelter Upgrade Project.

Montgomery County proposes to replace bus shelters and upgrade access at 178 bus stop locations throughout the county. Bus shelters are the single most requested bus stop feature as they provide riders with physical protection and a sense of dignity. The project will replace the County's damaged and destroyed bus shelters with a new, modern design that prioritizes safety, ease of use and rider comfort. Nearly 90 percent of the selected bus stops are in a Metropolitan Washington Council of Governments (MWCOC) designated Equity Emphasis area, meaning this project will have visible benefits for the County's most vulnerable residents. The new shelters will directly benefit the County's bus riders, advance climate action goals by making bus transit more convenient and appealing, and create safer and more walkable communities.

The project proposed for this grant directly responds to the regional transportation goals adopted by the TPB and identified in the Washington region's long-range transportation plan, Visualize 2045; improved access to transit is one of the seven Aspirational Initiatives of the plan. In July 2021 the TPB adopted a resolution that identified equity as a fundamental value and integral part of all of the board's work activities; this grant would directly support such regional activities. The TPB has long supported investment in our public transportation system and in pedestrian infrastructure to provide a broad range of equitable and affordable transportation choices for our region.

The TPB requests your favorable consideration of this request by Montgomery County. I anticipate that upon a successful grant award, subject to the availability of the required matching funding, the region's transportation improvement program (TIP) will be amended to include the grant funding for this project.

Sincerely,

A handwritten signature in black ink, reading "Pamela Sebesky".

Pamela J. Sebesky
Chair, National Capital Region Transportation Planning Board

Cc: Mr. Chris Conklin, Director, Montgomery County Department of Transportation

METROPOLITAN WASHINGTON COUNCIL OF GOVERNMENTS

777 NORTH CAPITOL STREET NE, SUITE 300, WASHINGTON, DC 20002 MWCOC.ORG/TPB (202) 962-3200



May 9, 2022

The Honorable Pete Buttigieg, Secretary
U.S. Department of Transportation
1200 New Jersey Avenue, S.E.
Washington, D.C. 20590

Subject: City of Gaithersburg Support for Bus Shelter Grant Application

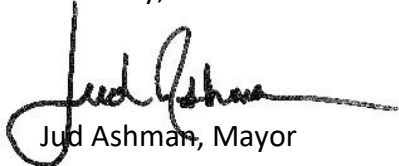
Dear Secretary Buttigieg,

The City of Gaithersburg is pleased to partner with Montgomery County for the ***“Montgomery County Equitable Access and Bus Shelter Upgrade Project”*** grant application for funding through the Federal Transit Administration’s Bus and Bus Facilities program.

Reliable, affordable public transportation is critical for economic opportunity and community prosperity for the entire community. Bus shelters make public transit more appealing, and they increase ridership. This grant would provide much needed funding to replace many existing damaged or deteriorating bus shelters in the City.

We appreciate USDOT’s commitment to funding high-quality projects with visible and sustainable community benefits, and we urge you to support funding this worthy project.

Sincerely,



Jud Ashman, Mayor

City of Gaithersburg • 31 South Summit Avenue, Gaithersburg, Maryland 20877-2038
301-258-6300 • FAX 301-948-6149 • cityhall@gaithersburgmd.gov • gaithersburgmd.gov

MAYOR
Jud Ashman

COUNCIL MEMBERS
Neil Harris
Lisa Henderson
Jim McNulty
Ryan Spiegel
Robert T. Wu

CITY MANAGER
Tanisha R. Briley

May 4, 2022

The Honorable Pete Buttigieg, Secretary
U.S. Department of Transportation
1200 New Jersey Avenue, S.E.
Washington, D.C. 20590

Dear Secretary Buttigieg:

On behalf of UFCW Local 1994 MCGEO (MCGEO), I am writing to express my support of the Montgomery County Department of Transportation's (MCDOT) application for funding through the Federal Transit Administration's Bus and Bus Facilities program for the Equitable Access and Bus Shelter Upgrade Project.

The project will replace the County's damaged and destroyed bus shelters with a new, modern design that prioritizes safety, ease of use and rider comfort. Bus stops and their surroundings factor heavily on the rider's experience of taking transit, and that great bus stops can drive ridership and benefit the entire community. Enhancing bus stops is a low-cost, high-impact way to make system-wide upgrades to a transit network.

MCGEO is a labor union representing approximately 9,000 workers in Maryland, primarily in public service. We are committed to advancing the economic interests of our members, their families and the communities we serve through the collective bargaining, legislative, political, and organizing processes; adding value to the work experience and building a stronger, more vibrant community. We pursue policies and objectives to sustain and protect an effective infrastructure of public services – education, health, recreation, transportation, commerce and public safety – which improve and enrich the quality of life for all.

The project will help to achieve the County's Vision Zero safety goals by creating safer and more walkable communities. It will also advance our climate action goals by making bus transit more convenient, more appealing and safer.

We appreciate your consideration and urge you to fund this worthy project.

Sincerely,



Gino Renne
President, UFCW Local 1994 MCGEO
Vice President, UFCW International Union



May 13, 2022

The Honorable Pete Buttigieg, Secretary
U.S. Department of Transportation
1200 New Jersey Avenue, S.E.
Washington, D.C. 20590

Reg: Montgomery County Department of Transportation's application for funding through the Federal Transit Administration's Bus and Bus Facilities program for the Equitable Access and Bus Shelter Upgrade Project.

Dear Secretary Buttigieg,

Sierra Club Montgomery County Maryland Group is writing in strong support of Montgomery County Department of Transportation's application for funding through the Federal Transit Administration's Bus and Bus Facilities program for the Equitable Access and Bus Shelter Upgrade Project.

Bus shelters improve the overall experience of passengers waiting for a bus, as shelters provide physical protection, comfortable places to wait, and shelter from the wind and rain --- thus encouraging riders to make a trip. A well-designed shelter makes a big difference when you are waiting on a bus for 10-15 minutes or more. This aligns well with Sierra Club's goal of getting more people to use transit.

The county's Equitable Access and Bus Shelter Upgrades Project will replace shelters and upgrade access at 158 bus stops throughout the county. Note that nearly 90 percent of these shelters are located in Equity Emphasis Areas (regionally defined as a census tract with high concentrations of low-income individuals and/or racial and ethnic minorities). These bus stop improvements will directly benefit the County's most reliable bus system users.

This project aligns well with Sierra Club's goal of addressing climate change. We want more people to use public transit, which conveys many more people in much less space than individual automobiles, which keeps traffic congestion lower, and which in turn reduces air pollution caused by vehicles idling.

The project also will help to achieve the County's Vision Zero safety goals by creating safer and more walkable communities. It will also advance our climate action goals by making bus transit more convenient, more appealing and safer.

We appreciate USDOT's commitment to funding high-quality projects with visible and sustainable community benefits, and we urge you to support funding this worthy project.

Sincerely,

Shruti Bhatnagar, Chair
Sierra Club Montgomery County, Maryland
Shruti.bhatnagar@mdsierra.org | 240.498.3459

Tina Slater, Transportation Lead
Sierra Club Montgomery County, MD
slater.tina@gmail.com

Sierra Club Montgomery County, P.O. Box 4024, Rockville, MD 20849

May 16, 2022

The Honorable Pete Buttigieg, Secretary
U.S. Department of Transportation
1200 New Jersey Avenue, S.E.
Washington, D.C. 20590

Dear Secretary Buttigieg:

We are writing in strong support of the Montgomery County Department of Transportation's (MCDOT's) application for funding through the Federal Transit Administration's Bus and Bus Facilities Grant Program for the Equitable Access and Bus Shelter Upgrade Project. The Coalition for Smarter Growth advocates for walkable, inclusive, and transit-oriented communities as the most sustainable and equitable way for the Washington, D.C. region to grow and provide opportunities for all.

Montgomery County's project will replace damaged and destroyed bus shelters with a new, modern design that prioritizes safety, ease of use and rider comfort. The new shelter design, which MCDOT will develop in partnership with the community, will serve as the gateway to the county's bus system for decades to come.

Enhancing bus stops is a low-cost, high-impact way to make system-wide upgrades to a transit network. Bus riders in Montgomery County are overwhelmingly lower income, without a car, have limited English proficiency, and nearly 80% are people of color. Almost half of riders have an annual household income under \$30,000. Transportation is crucial to escaping poverty; research has found that areas with low average commute times have the highest social mobility. This project will overwhelmingly benefit vulnerable populations and the working class.

Because bus stops are embedded into the fabric of a neighborhood, the improvements will not only benefit bus riders, but also the nearby community. Bus stops and their surroundings factor heavily on the rider's experience of taking transit, and great bus stops lead to higher ridership. A well-designed public space may lead to greater walkability in the area and a safer environment that is more conducive towards active transportation for local residents. Nearly 90 percent of the selected bus stops are in an Equity Emphasis Area, meaning this project will have visible benefits for the County's most vulnerable residents.

Everyone deserves a safe, accessible and attractive place to wait for the bus. Transit is a vital public service and a must-have for the county to thrive as a sustainable, equitable and economically-competitive community. We appreciate USDOT's commitment to funding high-quality projects with visible and sustainable community benefits, and we urge you to support funding this worthy project.

Sincerely,

Jane Lyons
Maryland Advocacy Manager
Coalition for Smarter Growth

Attachment E

Schedule and Timeline

Equitable Access and Bus Shelter Upgrades Project
Montgomery County, Maryland

Buses and Bus Facilities Grant Program
2022

