

Validate Form

FY 2024 All Stations Accessibility Program (ASAP)

Applicant and Proposal Profile

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

Section I. Applicant Information

**Applicants applying for both a planning and a construction project must submit two separate applications, one for each type of project.

Organization Legal Name:

FTA Recipient ID Number:
(if applicable)

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

Applicant Eligibility:

- Designated Recipient that operates or allocates funds to inaccessible pre-ADA or "legacy" - rail fixed guideway public transportation systems
- States that operate legacy rail fixed guideway public transportation systems
- Local Governmental Entity that operates legacy rail fixed guideway public transportation systems

Project Location:

- Large Urbanized Area (200,000+ people)
- Small Urbanized Area (50,000-199,999 people)
- Rural (less than 50,000 people)

Description of Service Provided and Areas Served:

The Maryland Transit Administration (MTA) is a sub-agency of the Maryland Department of Transportation (MDOT), a public agency established in 1970 by the State of Maryland. MTA provides mass transit service within the Baltimore-Washington metropolitan area and is one of the largest multimodal transit systems in the United States. Within the Baltimore region, MTA's services include fixed-route local and express bus service, Light Rail, Metro Subway, and paratransit service. Throughout Maryland, MTA's services include commuter bus and Maryland Area Regional Commuter (MARC) Train (commuter rail). MTA also directs funding and statewide assistance to Locally Operated Transit Systems (LOTS) in 26 Maryland jurisdictions and to rural intercity bus operators and other non-emergency medical transit providers.

MARC serves eight counties and Baltimore City in Maryland, two counties in West Virginia, and the District of Columbia across the Penn, Camden, and Brunswick Lines and 42 total train stations, 12 of which are on the Camden Line. MARC ridership has continued to rise following ridership losses during the Covid-19 pandemic, and there are over 306,000 average monthly riders on the system's three lines as of December 2023. On MARC's Camden Line, ridership has rebounded 33% since the beginning of Covid compared to pre-pandemic levels.

MTA has been working diligently to improve accessibility of its passenger-facing facilities in recent years. In 2021 MTA proactively launched Fast Forward, a wide-ranging effort that focuses on improving transit reliability, travel times, and customer safety and access, with the overall goal of enhancing the MTA passenger's complete transit experience from door to door. The \$12 million in accessibility and connectivity enhancements provided through Fast Forward include making ADA and pedestrian safety improvements near bus stops, adding more bus shelters, equipping every rail station with bike racks, improving signage to convey real-time information, and

creating new and enhanced transit hubs. MTA's prioritization of accessibility-related improvements is also reflected across the MARC system, as evidenced by recent Americans with Disabilities Act (ADA)-compliant renovations at multiple MARC stations – BWI Marshall Airport, Camden, and Edgewood – as well as ongoing improvements at Germantown and Odenton MARC stations, and other planned redesigns, such as the 2022 ASAP Grant-funded planning and NEPA project for an accessible Martin State Airport Station.

Congressional Districts (Project Location)

Congressional District

MD-004



Insert Item

Section II. Project Information

About the Project

Project Title:
(Descriptive title of this project)

College Park MARC Station 30% Design and NEPA Project

Project Executive Summary:

The College Park MARC Station 30% Design and NEPA Project ("The Project") proposes completion of preliminary (30%) design plans and NEPA documentation for a fully accessible College Park Station on the MARC system's Camden Line. The Project will use ASAP Grant funding to complete the first phase, 30% design, as MTA continues to pursue completion of full design (100%) in order to enable construction that will make this multimodal hub permanently accessible. The project is supported by public and private partners as indicated by letters of support (Appendix 1) and MTA's Letter of Commitment (Appendix 2).

Resulting improvements will allow users of all abilities to easefully board and depart MARC trains from new 600-foot, low-level platforms on the northbound and southbound sides, and will also add safety protections in and around the station that will directly meet the needs of passengers with disabilities. College Park is a legacy MARC station dating back to the 19th century – MDOT began operating MARC service at the station in 1984 – that predates the Americans with Disabilities Act (ADA) and is not currently ADA-compliant. The station has multiple crossings, including two pedestrian tunnels (one of them ADA-compliant) leading from the ground-level platform to the adjacent Washington Metro and bus stations, and a grade crossing from the platform that is not ADA-compliant and presents safety risks to passengers using mobility devices. Passengers who use a wheelchair or are otherwise physically limited from using stairs are unable to board trains at College Park due to the need to use a temporarily deployed staircase to board and alight trains; to reach the closest ADA-accessible Camden Line station, they must travel five miles by car or bus or ride the Washington Metro Green Line one station to the north to board at Greenbelt MARC Station. With ASAP funding, MTA will prepare 30% designs that revisit the station's spartan design to enable installation of new low-level platforms, tactile warning strips, new public announcement and LED signage systems, ADA-friendly pathways to existing parking areas, and potential intertrack fencing to improve safety. The project will also leave space for a potential future 3rd track, which will be studied as part of the funded NEPA analysis.

This project is especially important given that College Park is home to Maryland's flagship university, which has more than 40,000 students and employs 10,000 faculty members and staff. College Park MARC Station also has numerous connections to other transit services. These include WMATA, Central Maryland Regional Transportation Agency (RTA), and Prince George's County buses; heavy rail via Washington Metro; the University of Maryland Shuttle, and, soon, light rail via MTA's forthcoming Purple Line. The station is a multimodal hub for many different transit users, including Baltimore-D.C. commuters, D.C.-area workers, and UMD students, staff, and faculty, and use is projected to increase with the opening of the Purple Line.

With funding made available explicitly for the purpose of bringing ADA-inaccessible rail stations like this one into full compliance, MTA

will prepare the necessary engineering designs and fulfill NEPA requirements to realize the equitable, full-capacity service of College Park MARC Station. The growth of the College Park area and forthcoming launch of Purple Line light rail service create a critical moment for MTA to complete the Project using available ASAP funds.

Project Type: Capital

Number of stations/facilities to be repaired, improved, modified or retrofitted

Planning

Section III. Evaluation Criteria

Demonstration of Need

Did the station exist prior to the enactment of the Americans with Disabilities Act of 1990? Yes No

Is the station or facility currently accessible? Yes No

Will all publicly accessible areas of this proposed station(s) or facility project be ADA accessible? Yes No

The station lacks accessible features in several areas and is one of five non-ADA-compliant stations among 12 overall on the Camden line. The next-closest ADA-compliant station is Greenbelt (one stop, 2.5 miles away by train or five miles by car).

1 (Area Inaccessibility): Issues contributing to lacking ADA accessibility include:

-The main approach to the ground-level platform is a non-ADA-compliant grade crossing, with train tracks that are not easily traversable for someone using a wheelchair or other mobility device. WMATA built two pedestrian tunnels beneath their tracks during the early 1990s amid construction on the College Park Metro Station. The northern tunnel is ADA-accessible by design, but the pavement of the southern tunnel accessing the Baltimore-bound MARC platform is in poor condition. (Appendix 3)

-The most glaring accessibility issue is the inability for all passengers to board or exit trains from the ground-level platform itself. Doing so requires the use of a temporary footstool placed outside of railcars by MARC operators, which makes it impossible to board and alight trains for a passenger who uses a wheelchair or has other physical limitations preventing them from using stairs. (Appendix 3)

-The platform also lacks tactile warning strips serving passengers with visual disabilities to alert them to the edge of the platform, and there is no inter-track fencing to shield passengers from standing near oncoming and outgoing trains near platform areas.

2 (Intermodal Transfers): The station has significant intermodal connectivity thanks to its placement next to the WMATA College Park Metro Station, which opened in 1993, as well as various bus and shuttle lines. Existing connections nearby include:

- WMATA Metro Green Line
- WMATA MetroBus lines 83, 86, C8, F6, J4, and R12
- Prince George’s County’s The Bus lines 14 and 17
- The Regional Transportation Agency of Central Maryland’s 302/G bus line
- The University of Maryland Shuttle

Intermodal connectivity will continue to increase with the debut of the MTA Purple Line, a new light rail system spanning 16 miles between Bethesda and New Carrollton. The Purple Line, due to begin operating in 2027, will include a dedicated station a short walk away from the existing MARC station.

3 (Serves Major Activity Centers): College Park includes major activity centers, including:

- The University of Maryland, the state's flagship university
- The Xfinity Center, an 18,000-seat indoor arena that hosts UMD sports games, concerts, student activities, and more
- SECU Stadium, a 52,000-seat outdoor stadium that hosts UMD football and men's lacrosse games
- A main street of restaurants, small businesses, and residential units along Baltimore Avenue in downtown College Park
- Federal government offices that are major employers, including the National Archives' Archives II facility, the National Oceanic and Atmospheric Administration's Weather Prediction Center, and the U.S. Food and Drug Administration's Center for Food Safety and Applied Nutrition
- Local government offices for the City of College Park
- Multiple MedStar Health medical centers and affiliated doctor's offices

4 (Transfer Point): As noted above, the station provides a transfer point between the MARC Camden Line and WMATA Metro Green Line. It will also soon serve as a transfer point for MTA's Purple Line.

5 (Ridership): The station had 90 average daily weekday passenger boardings in 2023, ranking sixth among all 12 Camden Line MARC stations but below the average of 158 daily weekday boardings among all Camden Line stations. The station's inaccessibility and lack of amenities or accessible features may suppress ridership, especially among people with disabilities.

6 (Paratransit Reduction): The Project has high potential to reduce paratransit reliance. From 7/1/23-12/31/23, the paratransit service MetroAccess had 1,800 trips with an origin or destination within 3/4 of a mile of the MARC station.-

Demonstration of Benefits

Project benefits align with the six need-based criteria listed in Demonstration of Need. The Project is also a local and regional planning priority and offers key equity and job access-related benefits.

1) Regarding station accessibility, the newly designed station will enable accessible boarding and alighting from MARC Camden Line trains onto the station platform, provide for multiple accessible pathways to adjacent intermodal connections, eliminate the unsafe grade crossing, and create safe and accessible routes to parking. The newly designed station will provide direct regional access to College Park, the state's flagship university, and multiple regionally significant employment and research institutions.

2) The Project will create an accessible path between the station and the adjoining College Park Metro Station, locally and university-operated bus stops, and the planned Purple Line station. These improvements will strengthen intermodal connectivity and the regional transit system's overall accessibility. (Appendix 4)

3) College Park is a major economic activity center. In addition to its clusters of jobs at higher education facilities, sporting event venues, and local and federal government offices noted above, College Park is experiencing sustained economic growth. From 2015 through 2022, the city added more than 1,700 new residential units (a 31% increase), and there are 2,100 units in the development pipeline, according to a 2023 City of College Park Economic Development Visioning Study. Significant recent and future projects include the Discovery District, a 2 million-square-foot research and technology park at UMD; The Hotel @ UMD, a 297-room hotel that opened in 2017; Discovery Point, a mixed-use development with offices, over 200 new residential units, and commercial spaces; and Aviation Landing, a 1.3 million-square-foot mixed-use development near the College Park Airport, adjacent to the MARC station. (Appendix 5)

According to Longitudinal Employer-Household Dynamics Census data, most College Park area workers originate from other cities, including those served by the Camden Line like Washington D.C. and Baltimore City, the terminuses for this MARC line. (Appendix 6) For surrounding residents, the Project will support access to good-paying jobs in major employment centers along the Camden Line, including Annapolis Junction, Baltimore, and D.C. The Project will also provide access to expanding job and education opportunities near the station for those traveling along the Camden Line.

4) The Maryland Statewide Transit Plan identifies College Park as a transfer station for the future Purple Line, and notes it "will provide direct connections to the WMATA Metrorail Red, Green and Orange Lines at Bethesda, Silver Spring, College Park, and New Carrollton and will also connect to MARC rail, Amtrak, and local bus services." (Appendix 7) Making the station fully accessible will further elevate its utilization as a key transfer point between the Purple Line, MARC, and Metro.

5) The Project is oriented to support an economically vital future for the surrounding area. As transit ridership nationwide continues to recover from Covid-19, investment in station accessibility and associated trackwork at the station will remove a key barrier to growth in commuter rail service. Additionally, track improvements are a critical step towards increased Camden Line train frequency

and reliability.

6) With a more accessible College Park MARC Station, there is potential to shift some of WMATA’s paratransit service over to fixed route service. With the regional nature of MARC service, an accessible College Park MARC Station can also provide an option for trips across cities in Maryland that cannot currently be serviced by the local paratransit services. This regional mobility is critical for Marylanders to access the significant employment, education, and research centers located in College Park.

Planning and Local or Regional Prioritization

The Project is referenced directly or indirectly in the following local, regional, and state planning documents:

-Maryland’s Statewide Transit Plan explicitly mentions a priority to make transit stops and stations more physically accessible. (Appendix 7) MTA is working with local jurisdictions to ensure 30% of transit stops and stations will be ADA compliant by 2025, and aiming for 100% ADA compliance by 2045.

-The 2019 MARC Cornerstone Plan identifies improvements to Camden Line stations as a key investment area. The Plan emphasizes the need for station enhancements to improve the customer experience for accessible transit service. (Appendix 8) MTA recently kicked off an ambitious project, its MARC Growth and Transformation Plan, to develop a long-term vision that prioritizes its commuter rail service. This plan will explore future expansion of MARC service, including the Camden Line, with station accessibility as a critical objective.

-One objective of the City of College Park’s Strategic Plan is to expand and promote alternative transportation approaches to build a more interconnected and accessible city for all. One of the city’s strategies to achieve this goal is adding 5,000 linear feet of sidewalks for greater accessibility for those who are on foot trying to access local modes of transportation. (Appendix 9)

-The City College Park prepared an Economic Development Visioning Plan in 2023 that emphasizes opportunities to expand connectivity between modes of transit at the nexus of WMATA’s Green Line, MTA’s Purple Line, and MARC. The plan establishes an existing lack of connection and accessibility to the core of College Park, and notes that improved accessibility can help support the growth in the surrounding area. (Appendix 5)

-The Prince George’s County 2035 Approved General Plan, created by the Maryland National Capital Park and Planning Commission (MNCPPC), includes a goal to support accessible connectivity within local communities and to other multimodal options such as Metro, bicycling, and buses. (Appendix 10)

-The University of Maryland Campus Facilities Master Plan established goals under the section “Vehicular and Pedestrian Circulation Systems,” outlining how accessibility must be incorporated across multiple transportation modes, including via connections to existing transit systems in the College Park area, such as the MARC station and the adjacent College Park Metro Station. (Appendix 11)

-The Purple Line TOD Study, prepared by the MNCPPC, mentions College Park specifically among five planned TOD-oriented stations on the Purple Line. It discusses ensuring that all stops are ADA compliant under its "Transit Recommendations" section in order to help facilitate transfers between rail lines and buses. This includes the underground tunnels linking the Metro station with the MARC station, as well as the bus station. It also recommends including shelters, seating, lighting, transit route displays, and shaded areas to accommodate riders of all abilities. (Appendix 12)

Local Financial Commitment

Matching Funds Amount:

Provide information on the source, availability, and supporting documentation:

The matching funds will come from the State of Maryland’s Transportation Trust Fund. The Transportation Trust Fund was created in 1971 to establish a dedicated fund to support the Maryland Department of Transportation (MDOT). Sources of funds include motor fuel taxes, vehicle excise (titling) taxes, motor vehicle fees (registrations, licenses and other fees), and federal aid. In addition, the Transportation Trust Fund also includes a portion of the State’s tax on corporate income, a portion of the State’s sales and use taxes on short-term vehicle rentals, operating revenues (e.g., transit fares, port fees, airport fees), and bond proceeds. Federal aid projections are based on current appropriations and the match required to meet capital program cashflow needs. Bonds are issued to

support the cashflows of projects in the capital program while maintaining debt coverage requirements.

Project Budget

Description	QTY	Federal Amount Requested	Local Match Amount	Other Federal Funds	Other	Total Cost	
Surveys, Testing, Investigation	1	324,200	81,100	0	0	405,300	X

Description	QTY	Federal Amount Requested	Local Match Amount	Other Federal Funds	Other	Total Cost	
Preliminary Engineering (including CSX costs)	1	648,500	162,200	0	0	810,700	X

Description	QTY	Federal Amount Requested	Local Match Amount	Other Federal Funds	Other	Total Cost	
Project Delivery (Project Management; Legal; Permits; Fees) for Preliminary Design	1	64,840	16,210	0	0	81,050	X

Description	QTY	Federal Amount Requested	Local Match Amount	Other Federal Funds	Other	Total Cost	
Contingency (30%)	1	357,790	90,490	0	0	448,280	X

Insert Item	Total:	1,395,330	350,000	0	0	1,745,330	
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Project Scalability

Is project scope scalable? Yes No

If Yes, specify minimum Federal Funds necessary:

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

A scaled-down version of this project would complete 15% conceptual design of the same proposed station improvements (rather than 30% design) and the investigation of potential environmental impacts. The partially funded grant project would provide the minimum required momentum to carry the project forward from the concept phase into preliminary design and would allow for further coordination with CSX to phase project construction. A 15% design project scenario would address design challenges, including but not limited to placement and positioning of new low-level platforms, new additions such as wheelchair lifts, tactile warning strips, and any potential inter-track fencing. Completion of 15% design will address the major components related to station configuration, ensuring a smooth path forward to finalizing 30% and, eventually, 100% design plans. The budget for the scaled down option is estimated at 33% of the budget of the full project (30% design and NEPA documentation). The budget for the full project (30% and NEPA documentation) includes the cost of surveys, testing, and investigation, as well as the cost of preliminary engineering and half of the budget for project management. All calculations for professional services included in the project budget were made using an estimate of construction that includes guideway and track elements, station components, sitework, and systems investments as shown in Appendix 13. The budget for the full project (30% design and NEPA documentation) also includes 35% of the design contingency noted in Appendix 13.

Project Implementation Strategy

Within one month of award announcement, MTA Environmental Planning staff will submit the request for NEPA for design. MTA has already begun investigating the project area for known historic resources, has identified several resources it does not anticipate will

be negatively affected, and has begun consultation with resource agencies to inform future design plans. Based on completed research, site visits, and correspondence with resource agencies, MTA does not anticipate any fatal flaws to the project. The preliminary engineering and final design process will inform the development of technical documents in support of a request for NEPA for construction, which will occur when the agency has information regarding availability of construction funding.

If awarded, MTA will work with the Washington Council of Governments (MWCOCG) and MDOT to incorporate the Project into local, regional, and state plans expeditiously. The Project will be added to the Transportation Improvement Program (TIP), which typically takes 60-90 days based on MTA experience.

MTA will lead the Project in coordination with CSX. MTA has designated the MARC Deputy Director as the Project Manager responsible for oversight and implementation. The Project will be managed by a dedicated team comprised of a Chief Facilities Officer, a Chief Transportation Officer, a Safety Compliance Officer, a Community Outreach Coordinator, an Environmental Planning Manager, a Manager of Facilities Engineering, ADA & Sustainability, and a Lead Track Engineer. The project team will be responsible for Project Contracting, Oversight, and Change Order Management. MTA will continue to work closely with CSX to ensure that design of the portions of rail running along CSX-owned track follow CSX design standards and fit within long-range investment plans. CSX will review design work at key milestones, beginning with concept revisions (15%) and preliminary phases (30%); these reviews will be covered by grant funding. MTA will also continue to coordinate with WMATA about interaction with adjacent WMATA-owned property. Finally, MTA will coordinate internally with the Purple Line project to ensure design integration with future Purple Line facilities.

As grant recipient, MTA will continue to coordinate with CSX, as well as WMATA, the City of College Park, Prince George’s County, and other involved stakeholders. To effectively engage older adults and people with disabilities, project implementation will be informed by the MTA Inclusive Transportation Planning Program. Through this program, MTA has applied a human-centered design approach to building relationships with members of the disability community to collaboratively develop, test, and refine solutions for improved customer experience.

MTA will hold regular meetings to review the schedule and design status and to evaluate risks. These meetings will involve the technical consultant and key project stakeholders who will help to address risk and mitigation strategies. MTA’s technical consultant will be responsible for developing the risk register and master budget and schedule, and will be responsible for managing risk and the budget and schedule through updates at each milestone. These updates will identify project risks, describe cost and schedule impacts, propose mitigation measures, determine the person and/or team responsible for mitigation, and document when the risk is resolved. The schedule will account for items such as review and comment periods, deliverables, milestones, and the critical path which will be distinguishable from non-critical activities. It will also depict activities, descriptions, durations, start and finish dates, and the logical relationships between activities. The MTA Office of Planning and Programming, led by the Capital Program Manager, will submit the required FTA progress reports, including FTA quarterly progress reports, Federal financial quarterly reports, and the final performance report.

Project Proposed Milestones (Timeline)

Timeline Item Description	Timeline Item Date	
Anticipated Grant Award Notification	08/01/2024	X
Submit NEPA Request to FTA for Design	09/01/2024	X
Sign Grant Award Funding Agreement	04/01/2025	X
Completion of 30% Design and NEPA	04/01/2027	X
Project Closeout	01/01/2028	X

Insert Item

Technical, Legal, and Financial Capacity

As grant recipient, MTA will coordinate with all key participants to ensure compliance with all federal grant reporting and other regulatory standards. MTA has the legal, financial, and technical capacity to carry out the Project. Proposed project personnel have the technical qualifications, experience, and resource capacity to complete the proposed 30% design and required NEPA documentation, particularly given that MTA is completing a similar-scoped project using ASAP Grant funds received in 2022 for the Accessible Martin Airport Station Project.

MTA is supported by the Maryland Transportation Trust Fund, and as the 13th-largest transit operator in the country, has extensive experience successfully executing and completing FTA grant-funded projects in compliance with federal grant requirements. As evidence of this experience, from 2019 through 2023, MDOT MTA has closed over 50 federal grants (including formula funding) and continues to proactively manage further FTA grants from prior years.

MTA has the experience required to effectively complete this project, given its proven track record of delivering large rail construction projects – including ones addressing ADA compliance – within budget and on schedule. Examples include:

- In 2012, MTA completed a range of accessibility and innovation-related upgrades at Edgewood MARC Station, including the addition of two new shelters (one with a built-in elevator), ADA ramps, and a new stormwater management system, all without any interruptions to commuter rail service.
- In 2013, MTA completed construction of a new ADA-accessible MARC station at Halethorpe, consisting of two platforms, a pedestrian bridge, stairs, elevator towers, ADA-compliant sidewalks and ramps, platform-length canopies, restrooms, and more.
- An ongoing project in partnership with Amtrak at Aberdeen Station on MARC’s Penn Line is adding high-level platforms to facilitate improved accessibility for people with disabilities, and to improve pedestrian accessibility in the surrounding area.
- An ongoing 30% design study for improvements at Germantown Station on MARC’s Brunswick Line will enhance bus circulation, sidewalks, and wayfinding.
- An ongoing renovation at Odenton Station on MARC’s Penn Line will improve the station interior and exterior. These renovations will improve the passenger experience and the agency has completed significant design milestones to date.
- The forthcoming Accessible Martin Airport Station Project will improve safety and accessibility by constructing new northbound and southbound platforms, grade-separated crossings, an ADA-compliant public announcement system, boarding and alighting areas at bus stops, and more.

Utilizing its in-house Inclusive Transportation Planning program, MTA executes essential and advanced accessibility tasks with thoroughness and attention to detail. The program illustrates MTA’s commitment to improving customer experience and increasing technical capacity to successfully engage with the disability community on capital projects. Demonstrative activities include providing accessible Word documents for major reports, offering ASL interpreter services for in-person and virtual events, using accessible color palettes and alternative text in presentations, and gathering critical insight about appropriate signage heights, how to accommodate mobility device turning radii into bus shelter designs, and where to install visual and tactile cues for boarding areas. Overall, MTA’s Inclusive Transportation Planning program demonstrates the value of building long-term relationships with the disability community. Recent projects and activities include in-person rail station assessments, prototyping and testing wayfinding signage at Charles Center Metro Station and North Avenue Cycle Track, previewing Metro car door barriers at Hopkins Metro Station, designing and testing improved bus stop amenities, and designing and printing braille route flip books for MTA service.

Section IV. Additional Considerations (NOFO Section E.2)

Creating Good-Paying Jobs

- Is this a facility project? Yes No
- Is the total project cost over \$35 million? Yes No
- Is there a commitment to registered apprenticeship positions and use of apprentices on the project? Yes No
- Is there a project labor agreement? Yes No

Is there a commitment to participating in the U.S. Department of Labor’s Office of Federal Contract Compliance Programs (OFCCP) Mega Construction Project Program if selected by OFCCP (see F.2.e. Federal Contract Compliance)? Yes No

Please describe the use of apprentices and partnerships with workforce development programs that have supportive services:

The Project will consist of design and NEPA tasks to be completed by technical staff in-house at MTA, as well as consultants supporting the agency. The preliminary engineering stages of this project do not provide an early opportunity for apprenticeship or workforce development programs, but MTA anticipates an opportunity to include these elements as part of a future, separate construction phase.

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):

The project will improve the function, safety, and overall accessibility of a MARC station at a key juncture of heavy rail, bus, and future light rail connections while directly serving riders in two identified Justice40 communities located within one mile of the MARC station. Among census tracts within a one-mile radius of the project area, 14% are considered disadvantaged according to the USDOT Equitable Transportation Community (ETC) Explorer Tool, encompassing an estimated 4,900 disadvantaged residents. (Appendix 14)

The USDOT ETC Explorer Tool identifies census tracts 8066.02 and 8067.13 as disadvantaged communities within one mile of the Project. Note: Census Tract 8067.13 does not appear as an identified Justice40 community on the White House Climate and Economic Justice Screening Tool (CEJST), cited below, and Census Tract 8070 (noted below) does not appear as an identified transportation-disadvantaged community on the ETC Explorer Tool.

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

This one-mile radius includes two Justice40 census tracts, 8070 and 8066.02, per the CEJST. (Appendix 15) Census Tract 8070 is disadvantaged in linguistic isolation, low median income, the share of people in households with incomes at or below the federal poverty level, and the share of adults age 25 and older with less than a high school education. Demographically, 58% of its residents are minorities and 8% identify as Hispanic or Latino.

Census Tract 8066.02 is disadvantaged in proximity to hazardous waste facilities, traffic proximity and volume, low income, linguistic isolation, and percentage of adults age 25 and older less than a high school education. Demographically, 87% of its residents identify as minorities and 39% identify as Hispanic or Latino.

There were no College Park MARC Station riders originating in or ending trips from these tracts in 2023 (see below), but MTA anticipates a more accessible, improved station will induce more ridership to and from these communities.

Justice40 Population Impacted

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

Actual or Estimated Annual Ridership Count

Census Tract 8070

0

Census Tract 8066.02

0

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

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