

FOIA MARKER

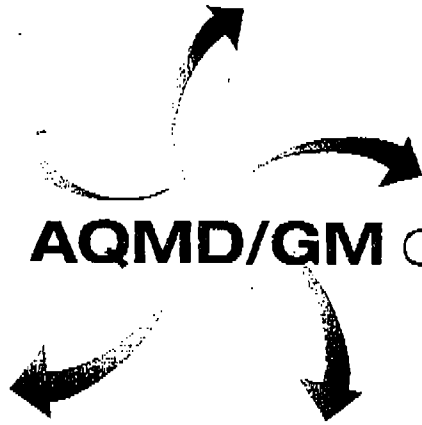
This is not a textual record. This is used as an administrative marker by the William J. Clinton Presidential Library Staff.

Collection/Record Group: Clinton Presidential Records
Subgroup/Office of Origin: Office of Environmental Initiatives
Series/Staff Member: Roger Ballentine
Subseries:

OA/ID Number: 19511
FolderID:

Folder Title:
Climate Change Other DoT [Department of Transportation] Related: Buses

Stack:	Row:	Section:	Shelf:	Position:
S	62	1	1	2

*uses***AQMD/GM** Community Clean Air Partnership

9/18
Roger B.!
FYI,
Andy

For Immediate Release: August 28, 2000

Contact: Dave Barthmuss, GM, 313.665.9036
Billy Kelly, SCAQMD, 909.396.3230
Scott Taylor, MS&L, 323.866.6054

Air Quality Management District, General Motors Announce Community Clean Air Partnership

Southern California Hybrid Transit Bus Deliveries Also Expected

LOS ANGELES—Clearer skies will be the result of an unprecedented community-focused partnership between the South Coast Air Quality Management District (AQMD) and General Motors (GM) unveiled today during a news conference held at Glassell Park Elementary School near downtown Los Angeles.

The Community Clean Air Partnership, a joint effort between the two organizations, was conceived to help clean the air in a way that will directly benefit young people in many of the most heavily affected communities in the region. GM is committing the broad array of its products and technologies including alternative-fuel vans, advanced locomotive technology, money, and other resources to the partnership.

Dr. William Burke, Chair of the AQMD Governing Board, and Dennis Minano, GM Vice President of Environment and Energy & Chief Environmental Officer, arrived at the news

AQMD-GM Community Clean Air Partnership

conference with students from Glassell Park Elementary School in a special clean fuel school bus that emits no soot in its exhaust.

In a related announcement, Burke and Minano revealed that Southern California will be among the first regions in the nation to receive hybrid electric transit buses from New Flyer of America that feature propulsion systems developed by GM's Allison Transmission Division.

The hybrid technology, which uses a combination of electric motors, batteries and an internal combustion engine, significantly reduces emissions, increases fuel economy by up to 50 percent and acceleration by up to 50 percent. The first hybrid bus will be delivered this fall, with a second delivery scheduled before the end of the year.

Only a week ago, the AQMD established a non-profit "Adopt-A-Bus" program with the goal of raising funds to retrofit school buses or help school districts purchase alternative fueled buses.

Minano handed Dr. Burke a check for \$250,000, making GM the first contributor to the new program. The cost to retrofit a typical school bus with a particulate trap is about \$7,500, according to the AQMD. In some cases the program will pay the difference in cost between a new regular diesel powered bus and the added cost of purchasing a new alternative-fuel powered bus. That cost can be as high as \$50,000 per bus.

The particulate trap technology, when used in conjunction with low sulfur fuel, will remove, on average, at least 80 percent of the soot and particulates from the exhaust. This is particularly important because tens of thousands of young people ride buses to school each day and will benefit directly from reduced exhaust emission.

"Nothing is more important to a community than safeguarding the future of its young people," declared Dr. Burke. "While it's clear that air quality has improved dramatically in the last decade, there are still many communities that endure more than their fair share of the burden from air pollution.

AQMD-GM Community Clean Air Partnership

"For instance, school buses and trains, contribute a fraction of the region's overall air quality problems. Yet children who ride a bus can be exposed to exhaust while waiting near an idling bus, and many rail lines run right next to minority communities," he said.

"The Community Clean Air Partnership is especially designed to help those children and those communities, and we are very grateful to General Motors and Mr. Minano for being an active partner in this effort," Burke added.

Since taking over as Chair of the AQMD's Board of Governors, Dr. Burke has initiated a number of programs that are targeted at young people and communities, including the "Children's Agenda," an effort to educate teachers and medical professionals about how to protect young people from air pollution.

"Dr. Burke's work is a good example of how we can build partnerships that will work to benefit communities," said Minano. "GM is committed to combining the power of its people, products, technology, and financial resources to benefit the communities in which we all live and work. It is particularly gratifying to be here with these students who represent the next generation of our community leaders."

GM has been a world leader in using advanced technologies to reduce air pollution. GM manufactured the first commercial electric vehicle, the EV1, and also produces a range of alternative fueled vehicles.

The Community Clean Air partnership is the result of a number of conversations between Dr. Burke and GM over the last nine months. Dr. Burke's vision for a community-oriented approach to creating healthier communities inspired GM to propose a number of ways in which the two organizations could work together.

GM is contributing the following items to the partnership:

- \$250,000 to the AQMD's Adopt-A-Bus program
- \$400,000 (estimated value) for nine Chevy Express/GMC Savana Bi-Fuel (CNG/gasoline) vans. The 12-passenger vans will be donated to South Coast region community organizations through the AQMD.

AQMD-GM Community Clean Air Partnership

- More than \$250,000 will be spent by Allison Transmission to develop hybrid electric bus propulsion systems, at least two of which, fitted with particulate traps, will be deployed in Southern California.
- \$1.5 million to develop air pollution reduction kits for passenger locomotives. The kit reduces NOx emissions by 23% and will be available in 2001. This achieves emissions reductions sooner and greater than required.
- GM will donate hardware, technology and information to AQMD's continuing effort to develop a natural gas-powered locomotive (valued at approximately \$80,000).

The Community Clean Air Partnership is an informal joint effort of the AQMD and GM designed to take positive action to help communities.

#

Report on Status of Fuel Efficiency on School Buses in U.S.

Nearly 60 percent of the nation's school buses are diesel while 40 percent run on gasoline. These are petroleum-based fuels with important ramifications for schools and the country. Inefficient school buses that run on diesel and gasoline contribute to local and global environmental problems. Schools prefer diesel buses because they offer better fuel economy-6-7 miles per gallon compared to 4-5 miles per gallon for gasoline buses-and are typically less costly to maintain. The national cost of asthma treatment is \$3.2 billion annually. Propane, natural gas and other alternative fuels are used in less than 1 percent of school buses nationwide. Called "alternatively fueled buses" AFBs, these buses offer created reduced emissions. If all diesel and gasoline buses were replaced with natural gas buses, emissions of hydrocarbons, carbon monoxide, oxides of nitrogen, and particulates would be reduced by an estimated 150,000 tons per year. In addition, domestically available gas would displace about 22 million barrels of oil annually, lessening our dependence on foreign oil.

California:

This state boasts **The Safe School Bus Clean Efficiency Demonstration Program** which was established by Assembly Bill 35 in 1988. It was the **Legislature's intent to fund this program at \$100 million**. Local educational agencies have contributed voluntary matching funds of \$610,000 to help defray the \$6.6 million price tag for the buses. The program has encouraged major bus manufacturers to make available technologies that reduce emissions and diversify our fuel sources. Recently developed electronic controls and catalysts improve engine combustion efficiency and reduce pollutants. The program promotes new clean-fuel vehicle industries, develops fueling infrastructure throughout California, and educates school districts about alternative fuels. This program has replaced more than 860 pre-1977 buses and these new buses meet or exceed Federal Motor Vehicle Safety Standards. In total, the improved fleet of buses is saving 1,550 MMTCE annually, or roughly 0.002 MMTCE annually.

Engines from John Deere Company together with **Blue Bird Company of Atlanta, Georgia** and **Detroit Diesel Corporation** together with **Crown Coach**, entered into agreements to develop alternative fuel school buses specifically to meet the needs of the School Bus Demonstration Program. The Energy Commission said since its inception in 1988, the Katz safe school bus program has displaced more than 12 million gallons of petroleum fuel. In addition, the low air emissions from the natural gas engines used in the program have resulted in greatly reduced hydrocarbon and carbon monoxide pollutants and have created a market for heavy-duty natural gas engines for school bus use.

Eg: Antelope Valley Schools, Lancaster, California

Purchased its first alternatively fueled buses in 1992, and now operates 48 such buses-41 are compressed natural gas (CNG) 16 are methanol, and one is electric.

Funding: All procurement costs for these buses and their fueling stations have been covered by grants from local and national organizations, including the **Department of Energy**.

Eg: San Mateo, California

Funding: **California Energy Commission** and the **Federal Petroleum Violation Escrow Account**, which consists of fines collected from oil companies that over-charged consumers at pumps during the 1970's oil crisis.

Pennsylvania:

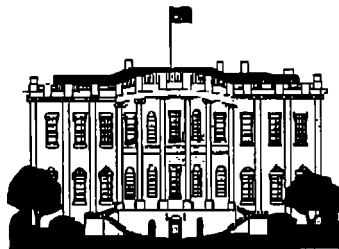
The Lower Merion School District began its move to compressed natural gas (CNG) buses in 1995, when the local community raised concerns about noise and pollution from the district's diesel buses. As of June 1999, the school district has 58 CNG buses-more than half its fleet-and plans to become the first Pennsylvania school district whose fleet runs entirely on alternative fuels.

Funding: Since purchasing its first bus in 1995, Lower Merion School District has received more than \$900,000 in grants from the **Pennsylvania Department of Environmental Protection, through its Alternative Fuel Incentive Grant Program**. It has received funding from the **U.S. Department of Energy and the Greater Philadelphia Clean Cities Program**.

New York:

The New York Power Authority and the New York City Board of Education displayed its first electric-powered and emission-free school bus September 16th, 1996.

Funding: The \$180,000 bus was funded by the **Power Authority** and the **City Department of Environmental Protection (DEP)**. The Power Authority, the nation's largest state-owned power agency, supplies electricity to governments, school districts and other public entities.

EXECUTIVE OFFICE OF THE PRESIDENT

Good

FAX TRANSMITTAL COVER SHEET**OFFICE OF MANAGEMENT AND BUDGET
FEDERAL INTER-AGENCY DC TASK FORCE OFFICE**Number of pages (including cover sheet) 9DATE: 9/12/00TO: Roger Ballentine
x61736

SUBJECT: _____

Comments: _____

_____From: ☒ Michael Barr
☐ Joyce Clements-Smith
☐ Phyllis Kaiser-DarkPhone No.: (202) 395-9155
(202) 395-6017
(202) 395-9155

Fax No.: (202) 395-5367

**DOWNTOWN DC**
Business Improvement District

② File - Downtown Auditor.

① 9/12/00 To: Roger Ballentine
F: Michael Barr
F11.**FACSIMILE TRANSMITTAL SHEET**

TO: Joyce Smith FROM: Anne-Marie Bairstow
202-661-7567 email: annemari@downtowndc.org
COMPANY OMB DATE: 1 / 100
FAX NUMBER: 395-7294 NO. OF PAGES, INCLUDING COVER:

COMMENTS:

Here is the survey A government
shuttles. I hope it looks okay.

Also attached please find the
revised map. It is still in
draft form because I am
waiting to hear back from
the Park Service - they want
to make additional changes
Michael's language about clean
and efficient technology is on
page 3.

Department/ Agency	Contact Person	Phone No.	Multiple Buildings in DCMA?	Shuttle Bus Service?	Non- workable Buses?	GSA Buses ?	Owned Buses ?	Contract Buses?	Contract Drivers?	Contract Buses & Drivers?	IAG Buses ?	Non- Employee Riders?	Rider Surveys?	Total Buses	Total Vans	Total Number Routes	Total Cost FY 1999	Miles Per Year	Employee Commute	Transit Subsidy	
NABA	Fritz Ankerman	301-266-438	**No-1	Yes	No	No	Yes	No	Yes	No	No	Yes-visits	No		1	1					
Commerce-Census	Jim Soto	301-467-227	**Yes	Yes	Yes-micro	5 vans	No	2 vans	No-feds	No	Yes-In	Yes-visits	No		7	4		\$131,091	43,600	No	Y-HO, N-G
Commerce-HIST	Robert Page	301-976-492	**No-1	Yes	Yes-micro	Y-vans	Y-bus	No	No	No	No	Yes-visits	Yes		11	5		\$332,279	49,000	Yes	No
Patent & Trade Off.	John Maxwell	703-305-816	Y-Crystal	Yes	Yes-micro	Y-Van	No	xxx	xxx	Yes-1 ea	No	Y-v&conts	No		2	2		\$187,200	51,000	Yes	Yes
Treas-IRS	Vivienne Ricks	202-283-379	**No-1	Yes	No	No	No	xxx	xxx	Yes	No	Y-v&RFe	Yes		1	1		\$271,000	129,500	No	Yes
Treas-BEP	Cheryl Motak	202-874-257	No-1	Yes	Yes	No	No	Yes	No-Fed	xxx	No	No	Yes		2	2		\$85,000	12,000	Yes	Yes
DOJ	Tony Butcher	202-353-018	Yes	Yes	Yes-micro	Yes-2	No	Yes-5	Y-6, 1Fd	xxx	No	Y-v&c	Yes		7	10		\$756,700	101,808	Yes	Yes
EPA	Melvin Jappy	202-584-823	Yes	Yes	No	Yes	No	xxx	xxx	Yes	No	Y-oonhs	Yes		6	6		\$918,374	156,896	No	Yes
Dept. of Education	Bill Mahan	202-205-065	Yes	Yes	No	No	No	xxx	xxx	Yes	No	Y-oonhs	No		2	2		\$238,768	49,849	Some	Yes-P.
Dept. of Energy	Vivian Brooks	202-588-437	**Yes	Yes	No	No	No	xxx	xxx	Yes	No	Y-oonhs	Y-daily		2	1		\$325,000	145,600	No	Yes
DOO-Navy	Malle Arthur	703-693-378	Yes	Yes	No	Yes-5	Yes-1	No	No-1Fd	xxx	No	Y-C&Rels	Yes		6	3		\$472,260	187,600	Yes	No
DOO-Air Force	Malle Arthur	703-693-378	**Yes	Yes	No	No	Yes	No	No-Feds	xxx	No	Y-C&Rels	Yes		2	2		\$141,000	80,000	Maybe-min	No
DOO-Army	Malle Arthur	703-693-376	Yes	Yes	Yes	No	No	xxx	xxx	Yes	No	Y-C&Rels	Yes		18	6		\$1,808,836	532,250	Maybe-min	No
DOT	Carol Sutton	202-368-209	Yes	Yes	Yes	Yes	No	No	Yes	No	No	Yes-visits	Yes		5	3		\$258,000	35,128	No	Yes-full
DOT-FHWA	Carol Sutton	202-368-209	**Yes	Yes	No	No	No	xxx	xxx	Yes	No	No	No	xxx	xxx			\$53,334	69,400	No	Yes-full
DOT-FAA	Carol Sutton	202-368-209	Yes	Yes	No	Yes	No	No	Yes	No	No	No	No	xxx	xxx			\$56,508	28,320	No	Yes-full
HUD-X7320	Linda Wade	202-706-061	Yes	Yes	No	No	No	xxx	xxx	Yes	No	Y-Feds	daily log		1	1		\$64,000	7,868	No	Yes-full
State	Larry Foss	202-847-362	Yes	Yes	No	Yes-8	Yes-2	Yes-1	Y-1,17F	xxx	No	Yes-visits	Yes		11	7		1,089,060	410,834	No	No
HHS-ACF	Nancy Shipa	102-461-568	Yes	Yes	No	Yes	No	No	Yes	xxx	No	Y-oonhs	No		1	1		\$82,532	4,046	No	Yes-P
HHS-HCFA	Ray Wajbel	410-786-788	Yes	Yes	Yes	No	No	xxx	xxx	Yes	No	Y-v&RFe	No		2	1		\$226,218		No	Y-recently
HHS-NIH	Sara Earl	301-408-627	*Yes	Yes	Y-micro	No	No	xxx	xxx	Yes	No	No	Y-monthly		18	11		\$5,870,784	334,821	Yes	Yes-full
Arch of the Capitol	Matthew Evans	202-224-664	Yes	Yes	No	No	Yes	No	No-Feds	No	No	No	No		3	1		\$150,000	20,000	Some	Yes
JSDA	Pat Smiley	202-720-393	Yes	Yes	Y-mebo	Yes-4	No	Yes-2	Y-2, 4Fd	xxx					6	8		\$600,880	225,888		
Library of Congress	Robert Bumette	202-707-720	Yes	Yes	No	Yes-2	No	No	Y-3	xxx	No	Y-con's	Yes		2	2				No	Yes
Interior	Bob Jarcho	202-709-332	Yes	Yes	No	No	No	xxx	xxx	Yes	No	Y-Feds&V	No		4	4				No	No
SEC	Rita Abbott	202-842-401	**No-1	Yes	No	No	No	xxx	xxx	Yes	No	Yes-visits	daily log		2	1				Yes	Yes-full
															124	85		\$13,872,162	2,673,808		

Memorandum of Agreement

THIS MEMORANDUM OF AGREEMENT (MOA) is made and entered into by and between

the office of the Mayor of the District of Columbia (Mayor's office),

the DC Department of Public Works (DC DPW),

the National Park Service (NPS),

the Washington Metropolitan Area Transit Authority (WMATA),

the Architect of the Capitol (AOC),

the Union Station Redevelopment Corporation (USRC),

the US General Service Administration (GSA),

the US Department of Transportation (DOT),

the National Capital Planning Commission (NCPC),

the Metropolitan Washington Council of Governments (MWCOC),

the Downtown D.C. Business Improvement District (DBID)

The purpose of this MOA is to create a partnership to develop a downtown circulator transportation service and lay the groundwork for collective solutions to larger transportation issues in the Downtown, Monumental Core and Union Station areas. For this effort, the group of agencies listed above is collectively known as the Downtown Circulator Partner Group.

Recitals:

WHEREAS, Access and linkages between Downtown DC, the National Mall, the US Capitol, Union Station, mass transit and the city road network are critical to the economic success of the District as a whole; and

WHEREAS, Downtown circulator buses are successfully used in many cities to move people between and around employment, tourist and commercial areas of their downtowns; and

WHEREAS, A downtown circulator system is an efficient and cost effective way to transport visitors, workers, and residents between the downtown retail core, the National Mall, the US Capitol and Union Station; and

WHEREAS, Attracting and retaining visitors is important for the District and the federal government; and

WHEREAS, As visitors to Washington DC continue to increase, the Monumental Core area is becoming saturated with visitors and museums and monuments are becoming overcrowded; and

WHEREAS, The City has a serious tour bus parking, idling and circulating problem that could be reduced in part by the introduction of a downtown circulator; and

WHEREAS, Downtown workers, both government and private sector, need better surface transportation options to move around during the day; and

WHEREAS, the National Capital Planning Commission's vision plan *Extending the Legacy: Planning America's Capital for the 21st Century*, calls for a circulator system that links major attractions in central Washington; and

WHEREAS, the estimated costs of a circulator as outlined in the Downtown DC BID's 1999 study are as follows: \$9 million in capital costs and annual operating costs of \$6 million.¹

NOW, THEREFORE, the Parties agree to work together to develop a phased circulator program along the following lines:

Phased service: Because of the complexity, expense, and evolving needs of the partner agencies, service will be phased to deal with short-term needs and possibilities first, gradually developing more extensive, longer-term solutions.

Phase I: The first phase addresses immediate transportation needs in the Monumental Core. The Park Service has completed a transportation study and is beginning an implementation plan. They have identified the need to move visitors along the National Mall, from the US Capitol to the Lincoln Memorial, and to Arlington Cemetery, the Roosevelt Memorial and the Jefferson Memorial. WMATA will work with the Park Service to see if any of these needs can be met with existing, modified, or expanded, Metrobus service. *Time frame:* Six months to a year.

Phase II: The second phase is to implement downtown circulator service on the routes proposed in the Downtown DC BID's 1999 study (or variations of those routes) between Union Station, Downtown DC, The Mall, and the US Capitol. *Time frame:* Begin service in 2003. Funding commitments are needed by the end of fiscal year 2001 for both capital and operating budgets.

Phase III: The third phase, after the National Park Service implementation plan is complete, will be the implementation of ~~the successor to Tourmobile~~ Park Service Alternative Visitor Transportation System (VTS). By planning now, this service may be integrated with the Downtown Circulator service. *Time frame:* Have service ready to go by ~~the time that the Tourmobile contract ends, in 2005.~~

¹ In 1999 dollars, based on routes and schedules in Parson Transportation Group 1999 study for Downtown DC BID. Cost estimates subject to change if routes, schedules, or stops are changed. The estimates may also be adjusted for inflation.

Phase IV: The fourth stage will be to implement centrally-located tourbus parking facilities that will serve the National Mall, the Capitol, and Downtown and implement a system to reduce the use of tourbuses to circulate people between destinations that are served by the circulator. *Time frame:* Planning to begin immediately, phase in as soon as location become available, select permanent site by 2005.

Phase V: The final stage of implementation is more expansive. It involves a comprehensive surface transportation – and visitor management – system that serves workers, residents and visitors to the Nation's Capital. The elements will include a comprehensive visitor center, located at a central location such as the proposed New York Avenue metro station, complete with abundant tourbus and car parking and a trolley link to the monuments and museums, the Capitol Visitor Center, Union Station and downtown. Tourists who come to the city by bus would be required to use the trolley system to circulate in the downtown core area. The new trolley system would incorporate some of the surface transportation services began in earlier phases. *Time frame:* Long-term, 7-10 years.

After each phase is implemented, services will be evaluated, and changes to successive phases may be made.

Clean and Efficient Technologies: In addition to ensuring that the vehicles used in the circulator program meet all federal, state and local emissions requirements, the Parties shall strive to develop a circulator program that uses only vehicles that utilize cleaner or highly efficient powertrain or fuel technologies, including but not limited to: compressed natural gas (CNG); pure electric; gasoline-electric hybrid technology; ethanol, methanol or other bio-based fuels; and fuel cells. To the extent authorized by law, the Parties shall consult with the Department of Energy and the Environmental Protection Agency in meeting these goals.

Specific Responsibilities

The Office of the Mayor of the District of Columbia – includes Deputy Mayor for Planning and Economic Development and the Office of Planning – (Mayor's Office) agrees to:

1. Convene the appropriate city agencies,
2. Investigate and identify funding sources to participated in each planning phase of the project,
3. Identify new, or unobligated, local and federal funds to contribute to the implementation of each phase,
4. Partner with the Downtown DC BID, ~~NPS~~ and NCPC (and other stakeholders who want to participate financially) to prepare a scope of work and hire a consultant to prepare an implementation plan for ~~both Phases III and IV~~; and to start a feasibility study for Phase V. This study will be done in coordination with the Park Service Phase III implementation plan, which will be a separate effort. (District contribution will not exceed \$200,000).

The **DC Department of Public Works (DC DPW)** agrees to:

1. Lend technical support to program planning and implementation and participate in stakeholder activities.

The **National Park Service (NPS)** agrees to:

1. Share the results of its transportation study,
2. ~~Coordinate Phase III implementation plan efforts with Partner with the Downtown DC BID, the DC Government, and NCPC (and other stakeholders who want to participate financially) partnership to prepare a scope of work and hire a consultant to prepare an implementation plan for both Phases III and IV; and to start a feasibility study for Phase V. (NPS contribution will not exceed \$100,000 currently budgeted).~~

The **Washington Metropolitan Area Transit Authority (WMATA)** agrees to:

1. Share information from the regional bus study,
2. Share information from regional light rail planning efforts,
3. Contribute its transit planning expertise.

The **Architect of the Capitol (AOC)** agrees to:

1. Evaluate options for tourbus service to the new visitor center (to open in 2005).

The **Union Station Redevelopment Corporation (USRC)** agrees to:

1. Share information from the Union Station transportation and garage expansion studies,
2. Consider relocating the Greyhound bus facilities entirely inside the Union Station Garage.

The **US General Service Administration (GSA)** agrees to:

1. Participate in inter-agency discussions about how to integrate federal agency shuttles into a single service,
2. Consider accommodating Greyhound bus facilities in the GSA air rights space north of H Street behind Union Station.

The **US Department of Transportation (DOT)** agrees to:

1. Participate in inter-agency discussions about how to integrate federal agency shuttles into a single service,
2. Guide the MOA group through the reauthorization process of the transportation funding bill.

The **National Capital Planning Commission (NCPC)** agrees to:

1. Share information on previous planning studies,
2. Lend technical support to program planning and implementation and participate in stakeholder activities,
3. Coordinate the planning effort of the federal agencies,
4. ~~Partner with the Downtown DC BID, and the DC Government, and NPS (and other stakeholders who want to participate financially) to prepare a scope of work and hire a consultant to prepare an implementation plan for both Phases III and IV; and to start~~

a feasibility study for Phase V. This study will be done in coordination with the Park Service Phase III implementation plan, which will be a separate effort. (NCPC contribution will not exceed \$50,000).

The Metropolitan Washington Council of Governments (MWCOG) agrees to:

1. Provide relevant regional planning data obtained through MWCOG's regular data collection efforts.

The Downtown D.C. Business Improvement District (DBID) agrees to:

1. Coordinate the meetings and discussions of the partner group. It also commits to providing up to \$100,000 of planning funds and \$1 million of capital funding for phase II,
2. Partner with NPS, NCPC and the DC Government (and other stakeholders who want to participate financially) to prepare a scope of work and hire a consultant to prepare an implementation plan for both Phases III and IV; and to start a feasibility study for Phase V. This study will be done in coordination with the Park Service Phase III implementation plan, which will be a separate effort.

AGREED TO:

THE MAYOR OF THE DISTRICT OF COLUMBIA
DC DEPARTMENT OF PUBLIC WORKS
DC OFFICE OF PLANNING

Signature: _____ Date: _____

Anthony Williams, Mayor

THE NATIONAL PARK SERVICE

Signature: _____ Date: _____

Arnold Goldstein, Superintendent, National Capital Region Parks Central

THE WASHINGTON METROPOLITAN AREA TRANSIT AUTHORITY

Signature: _____ Date: _____

Richard White, General Manager

THE ARCHITECT OF THE CAPITOL

Signature: _____ Date: _____

Alan Hantman, Architect of the Capitol

THE UNION STATION REDEVELOPMENT CORPORATION

Signature: _____ Date: _____

David S. Ball, President

THE US GENERAL SERVICE ADMINISTRATION

Signature: _____ Date: _____

Anthony Costa, Assistant Regional Administrator

THE US DEPARTMENT OF TRANSPORTATION

Signature: _____ Date: _____

Eugene A. Conti Jr., Assistant Secretary for Transportation Policy

THE NATIONAL CAPITAL PLANNING COMMISSION

Signature: _____ Date: _____

William R. Lawson, FAIA, Acting Executive Director

METROPOLITAN WASHINGTON COUNCIL OF GOVERNMENTS

Signature: _____ Date: _____

Michael Rogers, Executive Director

DOWNTOWN BUSINESS IMPROVEMENT DISTRICT

Signature: _____ Date: _____

Richard Bradley, Executive Director

**SUBJECT: Compressed Natural Gas (CNG)
Bus Procurement**

**PROPOSED
RESOLUTION
OF THE
BOARD OF DIRECTORS
OF THE
WASHINGTON METROPOLITAN AREA TRANSIT AUTHORITY**

WHEREAS, the Washington Metropolitan Area Transit Authority (WMATA) has a desire to make expanded efforts to improve the air quality and assist in reducing health risks in the region;

WHEREAS, Compressed Natural Gas (CNG) powered buses have proven to clearly reduce emissions below current diesel bus levels; and

WHEREAS, WMATA desires to maintain a fleet replacement program which permits an average fleet age to be maintained at seven and one-half years and is programmed to purchase 100 additional buses in FY 2001;

NOW, THEREFORE, BE IT RESOLVED, that staff is directed to procure up to 100 CNG forty-foot, low-floor transit buses with spares and support equipment in FY2001. The purchase of these CNG buses is subject to the availability of additional funding for the incremental costs associated with the buses and support equipment.

BE IT FURTHER RESOLVED that staff shall report at the November 9, 2000 Board meeting on the availability of ~~additional~~ funding to support the purchase of up to 100 CNG buses. ~~To the extent that some or all of the funding for the procurement of CNG buses is not available the remainder of the 100 bus procurement shall consist of forty-foot, low-floor diesel buses;~~

BE IT FINALLY RESOLVED that this Resolution is effective immediately.

REVIEWED AS TO FORM AND LEGAL SUFFICIENCY:

*passed
7 to 1*

Cheryl C. Burke, General Counsel

**MEMORANDUM
OF CALL**

Previous editions usable

TO:

R

☐ YOU WERE CALLED BY— ☐ YOU WERE VISITED BY—

OF (Organization)

Beverly
MD DOT - Dep. Sec.

☐ PLEASE PHONE (Enter area code, if necessary) ☐ DSN

(410) 865-1002

☐ WILL CALL AGAIN ☐ IS WAITING TO SEE YOU

☐ RETURNED YOUR CALL ☐ WISHES AN APPOINTMENT

MESSAGE

will be in all
afternoon

RECEIVED BY

A

DATE

TIME

3:45

NSN 7540-00-634-4018
50363-111
UNICOR FPI-SST

OPTIONAL FORM 363 (Rev. 7-94)
General Services Administration

**MEMORANDUM
OF CALL**

Previous editions usable

TO:

☐ YOU WERE CALLED BY— ☐ YOU WERE VISITED BY—

OF (Organization)

Gene Lynch
Dep COS to Glendenny

☐ PLEASE PHONE (Enter area code, if necessary) ☐ DSN

(410) 974-5024

☐ WILL CALL AGAIN ☐ IS WAITING TO SEE YOU

☐ RETURNED YOUR CALL ☐ WISHES AN APPOINTMENT

MESSAGE

RECEIVED BY

DATE

TIME

NSN 7540-00-634-4018
50363-111
UNICOR FPI-SST

OPTIONAL FORM 363 (Rev. 7-94)
General Services Administration

Washington Metropolitan Area Transit Authority Board of Directors

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From Janet

- WAMATA is considering the purchase of cng (compressed natural gas)-fueled buses to reduce the use of diesel fuel and realize air quality, public health, and maintenance benefits.
- Washington Gas is not able to design and build a fueling station of the size required for a transit station.
- Letters have been sent to WAMATA by companies that build and own/operate transit refueling stations describing services they can provide. These companies recover their costs thru a surcharge on the fuel sold.
- Decision is imminent by Board (7 September) to proceed with purchase of substantial number of buses (enough for a refueling station to make sense).
- Washington Gas would generate some funds by way of a “rental fee” for the pipes as the gas travels to a WAMATA facility (this is specified by regulation). Funding participation by Washington Gas on the facility side of a refueling station (i.e. not the distribution pipes) would not be subject to recovery thru rates and would come from shareholders.
- Participation of Washington Gas (in some form) could be the added support that enables the decision to purchase the cng buses.

► **John D. Gibson**
08/08/2000 01:13:04 PM
.....

Record Type: Record

To: See the distribution list at the bottom of this message
cc: jduffield@oce.usda.gov @ inet
Subject: biodiesel

Jim Duffield at USDA is taking the lead in getting us a summary of the cost and air benefits of powering the 1300 bus WMATA fleet with biodiesel for one year. He is coordinating with the Beltsville office. We may not have this really worked up until tomorrow. In the meantime, here's a very rough calculation that he walked us through based on info from FTA and published data.

The life of bus is 500,000 miles over 12 years; hence they run about 40,000 miles a year.
MPG is around 4

Thus, one bus needs 10,000 gallons a year

Thus, the 1300 bus fleet needs 13 million gallons a year

This is probably a bit low because we know from published sources that WMATA used 15.6 million gallons a year in 1993.

Taking 15 million gallons as our planning no. and assuming B20 costs between \$.20 and \$.25 cents per gallon more, it would take between \$3 million and \$3.75 million gallons to power the fleet for a year on B20.

Again, these nos. will be refined over the next 24 hours and a summary of air benefits will also be worked up.

Sam & Janet -- can you double check these nos. for reasonableness as I forward them to you? (as well as offer your opinion on the nos. above) Thanks.

Message Sent To:

Roger S. Ballentine/WHO/EOP@EOP
David Gardiner/WHCCTF/EOP@EOP
Janet Anderson/WHCCTF/EOP@EOP
Samuel F. Baldwin/OSTP/EOP@EOP
Debra Reed/CEQ/EOP@EOP

Does .20/.25 best estimate
include all differential
costs and assumed availability

Replacing conventional diesel fuel with biodiesel reduces nearly all forms of air pollution. Pure biodiesel (B100) can reduce cancer risks by 94 percent because it contains fewer toxics and cancer causing compounds compared to conventional diesel fuel. B100 reduces carbon monoxide, particulate matter and, hydrocarbons by 43, 55, and 56 percent respectively. There is small increase (about 6 percent) in nitrous oxide emissions relative to conventional diesel. B100 contains no sulfur, it is biodegradable, and it can reduce greenhouse gases.

Blending biodiesel with conventional diesel fuel also reduces air toxics and other harmful air emissions. The most common blend used today is 20 percent biodiesel and 80 percent conventional diesel (B20), because it reduces fuel costs considerably, while still providing significant reductions in emissions. Using B20 in a diesel engine instead of pure petroleum diesel reduces carbon monoxide, particulate matter, and hydrocarbons by 13, 18, and 11 percent respectively. It increases nitrous oxide emissions by about 1 percent.

Using B20 in WMATA's 1400 buses would cost between \$0.15 and \$0.30 per gallon. WMATA buses use about of 14 million gallons of diesel fuel per year. Therefore, using B20 could cost between \$2.1 and \$4.2 million, including delivery and fuel handling costs.

internal

8-16-00

THE WHITE HOUSE
WASHINGTON

'00 AUG 11 PM3:39

August 11, 2000

Copied
Ballentine
Podesta

MEMORANDUM FOR THE PRESIDENT

FROM: ROGER BALLENTINE *[Signature]*
RE: OFFICE OF ENVIRONMENTAL INITIATIVES WEEKLY

Climate Change

The U.S. Postal Service's airport facility in Anchorage, AK, will operate five fuel cells producing about 1 million watts of electricity-- one of the largest commercial fuel cell projects in the world (*Anchorage Daily News* 8/7). The project is a product of a partnership between several government agencies and Chugach Electric Association in Anchorage.

The number of city buses powered by natural gas in the United States is growing, but 93 percent of the nation's 50,000 transit buses still run on diesel, according to a study by an environmental research group (*AP/San Francisco Chronicle* 8/ 9). The study also reported that many cities, including New York City, Atlanta, Los Angeles and Sacramento, have said they will no longer purchase diesel buses. At your request, we are continuing to work on helping the District of Columbia use cleaner fuel and bus options.

I'd like to get this done before I leave - can we get them working to buy a few

Parts of Alaska and northern Eurasia have warmed by nearly 11 degrees Fahrenheit in the winter months over the past 30 years, according to climate data in a study by the University of Colorado's National Snow and Ice Data Center. No comparable warming has been documented using tree rings, ice cores or any other method.

Secretary Richardson and Senator Harry Reid (D-NV) announced the launch of a DOE partnership with private industry to develop geothermal energy in the West (*Las Vegas Review-Journal* 8/10). The goal of the program is to have geothermal energy account for 10 percent of the West's power supply within 20 years--primarily from Nevada, California, Utah and New Mexico. Funds will help develop new geothermal plants and advanced geothermal technology.

cc: John Podesta
Steve Ricchetti
Sandy Berger
Robert Lawrence
Chuck Brain
Charles Burson
George Frampton
Neal Lane



U.S. GENERAL SERVICES ADMINISTRATION
National Capital Region

JUN 10 2000

Mr. Michael Barr
Special Advisor to the President on the
District of Columbia
Office of Management and Budget
DC Taskforce
Room 464, EEOB
Washington, DC 20503

Dear Mr. Barr:

I would like to request your assistance in forming a group to discuss the possibility of integrating federal agency shuttle services with a more comprehensive downtown circulator system. As you know, the Downtown DC Business Improvement District (BID) recently convened a group of stakeholders to address surface transportation needs in the downtown and Monumental Core areas. Given the large federal presence in and around downtown Washington, several federal agencies, including the General Services Administration (GSA), are participating in these discussions.

There are many ways in which the Federal Government can be helpful in this effort to move employees, residents and visitors around the downtown area. One of the simplest could be to consolidate individual agency shuttles that are currently running between work sites, and use the savings to support the operation of a single, public downtown circulator service. According to BID's research, the Department of Justice, the Environmental Protection Agency, the Department of Agriculture, the Security and Exchange Commission, the Department of Education, the National Park Service, and GSA run shuttles in downtown Washington. Agency shuttles often have long headways, usually 20 to 30 minutes a part. They also can be expensive – costing each agency up to \$500,000 per year, according to a BID estimate. A downtown circulator system could eliminate the need for some of these shuttles, by providing as good or better service between agency work sites. It also would support the District of Columbia's efforts to increase economic development opportunities and decrease congestion.

301 7th Street, SW, Washington, DC 20407-0002

Federal Recycling Program



Printed on Recycled Paper

To explore the possibility of integrating agency shuttles with a consolidated downtown circulator system it will be necessary to involve all of the federal agencies which run shuttle buses. I hope that you will help me convene a group of agency representatives to begin to identify possible options. Please call me on (202) 708-5891 to discuss further. Thank you in advance for your assistance.

Sincerely,



Anthony E. Costa
Assistant Regional Administrator
Public Buildings Service



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Memorandum of Understanding

THIS MEMORANDUM OF UNDERSTANDING (MOU) is made and entered into by and between

the office of the Mayor of the District of Columbia (Mayor's office),

the DC Department of Public Works (DC DPW),

the National Park Service (NPS),

the Washington Metropolitan Area Transit Authority (WMATA),

the Architect of the Capitol (AOC),

the Union Station Redevelopment Corporation (USRC),

the US General Service Administration (GSA),

the US Department of Transportation (DOT),

the National Capital Planning Commission (NCPC),

the Downtown D.C. Business Improvement District (DBID)

The purpose of this MOU is to create a partnership to develop a downtown circulator transportation service and lay the groundwork for collective solutions to larger transportation issues in the Downtown, Monumental Core and Union Station areas.

Recitals:

WHEREAS, Access and linkages between Downtown DC, the National Mall, the US Capitol, mass transit and the city road network are critical to the economic success of the District as a whole; and

WHEREAS, Downtown circulator buses are successfully used in many cities to move people between and around employment, tourist and commercial areas of their downtowns; and

WHEREAS, A downtown circulator system is the most efficient and cost effective way to transport visitors, workers, and residents between the downtown retail core, the National Mall, the US Capitol and Union Station; and

WHEREAS, Attracting and retaining visitors is important for the District and the federal government; and

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WHEREAS, As visitors to Washington DC continue to increase, the Monumental Core area is becoming saturated with visitors and museums and monuments are becoming overcrowded; and

WHEREAS, The City has a serious tour bus parking, idling and circulating problem that could be reduced in part by the introduction of a downtown circulator; and

WHEREAS, Downtown workers, both government and private sector, need better surface transportation options to move around during the day; and

WHEREAS, the National Capital Planning Commission's vision plan *Extending the Legacy: Planning America's Capital for the 21st Century*, calls for a circulator system that links major attractions in central Washington; and

WHEREAS, the estimated costs of a circulator as outlined in the Downtown DC BID's 1999 study is as follows: \$9 million in capital costs and annual operating costs of \$6 million.

NOW, THEREFORE, the Parties agree to work together to develop a phased circulator program along the following lines:

Phased service: Because of the complexity, expense, and evolving needs of the partner agencies, service will be phased to deal with short-term needs and possibilities first, gradually developing more extensive, longer-term solutions.

Phase I: The first phase addresses immediate transportation needs in the Monumental Core. The Park Service has completed a transportation study and is beginning an implementation plan. They have identified the need to move visitors along the National Mall, from the US Capitol to the Lincoln Memorial, and to Arlington Cemetery, the Roosevelt Memorial and the Jefferson Memorial. WMATA will work with the Park Service to see if any of these needs can be met with existing, modified, or expanded, Metrobus service. *Time frame:* Six months to a year.

Phase II: The second phase is to implement downtown circulator service on the routes proposed in the Downtown DC BID's 1999 study (or variations of those routes) between Union Station, Downtown DC, The Mall, and the US Capitol. *Time frame:* Begin service in 2003. Funding commitments are needed by the end of fiscal year 2001 for both capital and operating budgets.

Phase III: The third phase, after the National Park Service implementation plan is complete, will be the implementation of the successor to Tourmobile. By planning now, this service may be integrated with the Downtown Circulator service. *Time frame:* Have service ready to go by the time that the Tourmobile contract ends, in 2005.

Phase IV: The fourth stage will be to implement centrally-located tourbus parking facilities that will serve the National Mall, the Capitol, and Downtown and implement a system to reduce the use of tourbuses to circulate people between destinations that are served by the circulator. *Time frame:* Planning to begin immediately, phase is as soon as location become available, select permanent site by 2005.

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Phase V: The final stage of implementation is more expansive. It involves a comprehensive surface transportation – and visitor management -- system that serves workers, residents and visitors to the Nation's Capital. The elements will include a visitor center at the new metro station on New York Avenue, complete with abundant tourbus and car parking and a trolley link to the monuments and museums, the Capitol Visitor Center, Union Station and downtown. Tourists who come to the city by bus would be required to use the trolley system to circulate in the downtown core area. The new trolley system would incorporate some of the surface transportation services began in earlier phases. *Time frame:* Long-term, 7-10 years.

After each phase is implemented, services will be evaluated, and changes to successive phases may be made.

Specific Responsibilities

The Office of the Mayor of the District of Columbia – includes Deputy Mayor for Planning and Economic Development and the Office of Planning (District) agrees to:

1. Convene the appropriate city agencies.
2. Investigate and identify funding sources to participated in each planning phase of the project.
3. Identify new, or unobligated, local and federal funds to contribute to the implementation of each phase.
4. Partner with the Downtown DC BID and the NPS (and other stakeholders who want to participate financially) to prepare a scope of work and hire a consultant to prepare an implementation plan for both Phase III and IV, and to start a feasibility study for Phase V. (District contribution will not exceed \$200,000).

The DC Department of Public Works (DC DPW) agrees to:

1. Lend technical support to program planning and implementation and participate in stakeholder activities.

The National Park Service (NPS) agrees to:

1. Share the results of its transportation study.
2. Partner with the Downtown DC BID and the DC Government (and other stakeholders who want to participate financially) to prepare a scope of work and hire a consultant to prepare an implementation plan for both Phase III and IV, and to start a feasibility study for Phase V. (NPS contribution will not exceed \$100,000 currently budgeted).

The Washington Metropolitan Area Transit Authority (WMATA) agrees to:

1. Share information from the regional bus study
2. Share information from regional light rail planning efforts
3. Contribute its transit planning expertise

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1. Evaluate options for tourbus service to new visitor center (to open in 2005).

The Union Station Redevelopment Corporation (USRC) agrees to:

1. Share information from the Union Station transportation and garage expansion studies.
2. Consider relocating the Greyhound bus facilities entirely inside the Union Station Garage – perhaps north of H Street.

The US General Service Administration (GSA) agrees to:

1. Participate in inter-agency discussions about how to integrate federal agency shuttles into a single service

The US Department of Transportation (DOT) agrees to:

1. Participate in inter-agency discussions about how to integrate federal agency shuttles into a single service
2. Guide the MOU group through the reauthorization of the transportation funding bill.

The National Capital Planning Commission (NCPC) agrees to:

1. Share information on previous planning studies
2. Lend technical support to program planning and implementation and participate in stakeholder activities.
3. Coordinate the planning effort of the federal agencies.

The Downtown D.C. Business Improvement District (DBID) agrees to:

1. Coordinate the meetings and discussions of the partner group. It also commits to providing up to \$100,000 of planning funds and \$1 million of capital funding for phase II.
2. Partner with the NPS and the District (and other stakeholders who want to participate financially) to prepare a scope of work and hire a consultant to prepare an implementation plan for both Phase III and IV, and to start a feasibility study for Phase V.

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Proposal For A Joint Implementation Study

to be funded by:

the office of the Mayor of the District of Columbia (Mayor's office),
the National Park Service (NPS),
the National Capital Planning Commission (NCPC),
the Downtown D.C. Business Improvement District (DBID)

in cooperation with:

the DC Department of Public Works (DC DPW),
the Washington Metropolitan Area Transit Authority (WMATA),
the Architect of the Capitol (AOC),
the Union Station Redevelopment Corporation (USRC),
the US General Service Administration (GSA),
the US Department of Transportation (DOT)

to develop a downtown circulator transportation service and lay the groundwork for collective solutions to larger transportation issues in the Downtown, Monumental Core and Union Station areas.

Convened by Deputy Mayor Eric Price, the above groups have been meeting to discuss surface transportation needs in the downtown, Monumental Core, US Capitol and Union Station areas. The partners have discovered many overlapping needs for their agencies and have identified an opportunity to collectively study transportation solutions. Preliminary discussions have outlined a five-step process, as follows:

Phase I: The first phase addresses immediate transportation needs in the Monumental Core. The Park Service has completed a transportation study and is beginning an implementation plan. They have identified the need to move visitors along the National Mall, from the US Capitol to the Lincoln Memorial, and to Arlington Cemetery, the Roosevelt Memorial and the Jefferson Memorial. WMATA will work with the Park Service to see if any of these needs can be met with existing, modified, or expanded, Metrobus service. *Time frame:* Six months to a year.

Phase II: The second phase is to implement downtown circulator service on the routes proposed in the Downtown DC BID's 1999 study (or variations of those routes) between Union Station, Downtown DC, The Mall, and the US Capitol. *Time frame:* Begin service in 2003.

Phase III: The third phase, after the National Park Service implementation plan is complete, will be the implementation of the successor to Tourmobile. By planning now, this service may be integrated with the Downtown Circulator service. *Time frame:* Have service ready to go by the time that the Tourmobile contract ends, in 2005.

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Phase IV: The fourth stage will be to implement centrally-located tourbus parking facilities that will serve the National Mall, the Capitol, and Downtown and implement a system to reduce the use of tourbuses to circulate people between destinations that are served by the circulator. *Time frame:* Planning to begin immediately, phase-in as soon as locations become available, select permanent site by 2005.

Phase V: The final stage of implementation is more expansive. It involves a comprehensive surface transportation -- and visitor management -- system that serves workers, residents and visitors to the Nation's Capital. The elements will include a visitor center at the new metro station on New York Avenue, or at Union Station, complete with abundant tourbus and car parking and a trolley link to the monuments and museums, the Capitol Visitor Center, Union Station and downtown. Tourists who come to the city by bus would be required to use the trolley system to circulate in the downtown core area. The new trolley system would incorporate some of the surface transportation services began in earlier phases. *Time frame:* Long-term, 7-10 years.

After each phase is implemented, services will be evaluated, and changes to successive phases may be made.

Several completed studies form the basis for these five phases: the Downtown DC BID's circulator study (1999), the National Park Service Monumental Core transportation study, and the National Capital Planning Commission's vision plan *Extending the Legacy: Planning America's Capital for the 21st Century*. In addition, WMATA is currently conducting a study of the regional bus system. All three completed studies have identified the need for better surface transportation in the downtown and Monumental Core areas.

Additionally, several other partners have identified related transportation needs: the US Capitol to handle an increase in tourbus traffic with their new visitor center coming on line in 2005, Union Station to handle tourbus and other traffic, the federal government to efficiently move employees between work sites.

In order to move forward with Phases II-V, further study is needed to develop implementation plans. The Downtown DC BID has already conducted a feasibility study for Phase II, estimating the costs to be \$9 million for capital and \$6 million in annual operating expense. The Downtown DC BID has also committed to providing up to \$100,000 of planning funds and \$1 million of capital funding for Phase II. The National Park Service is about to release an RFP for an implementation plan for Phase III. The Mayor's Office would like to partner with the NPS, the Downtown DC BID, the National Capital Planning Commission (NCPC), and other stakeholders who want to participate financially to prepare a scope of work and hire a consultant to prepare an implementation plan for both Phase III and IV, and to start a feasibility study for Phase V. The Mayor's Office is prepared to commit up to \$200,000. The Park Service already has \$100,000 budgeted for the Monumental Core surface transportation implementation plan.

In order to take advantage of funds that are available this year, it is important to move quickly to develop the joint scope and release the RFP(s). In mid July, the task group for the RFP will meet to prepare the scope, with the goal of releasing the RFP(s) by the end of September.



Government of the District of Columbia

Eric W. Price

Deputy Mayor for Planning and
Economic Development

TO: Alan Hantman, Architect of the Capital
Herb Franklin, Architect of the Capital
Tony Costa, GSA
John Parsons, National Park Service
Arnold Goldstein, National Park Service
Andrew Altman, DC Planning
Alex Eckmann, DC DPW

Rich Bradley, Downtown BID
Joe Sternlieb, Downtown BID
Rod Berfield, WMATA
Jim Hughes, WAMATA
Michael Barr, White House
Gerry Widdicombe, DC ODMPED

FROM: Eric Price, Deputy Mayor for Planning and Economic Development
E. W. Price for E. Price

RE: Rescheduling of Downtown Circulator Bus Meeting
April 27, 2000, at 4 pm:

DATE: April 17, 2000

I apologize for canceling last month's meeting on such short notice, but I was absorbed in the District's budget cycle. As a newcomer to the District government I was surprised at the amount of last minute work required. The remainder of this memo is a repeat of the one sent last month, except for the meeting dates.

The District and the Downtown Business Improvement District have been exploring the idea creating a Downtown Circulator bus to move people between our downtown, the Mall, the Capitol and Union Station. As you can see from the accompanying documents, both the Mayor and the DC Council have endorsed the Downtown Circulator bus. A quick and inexpensive surface circulator for this area has been proposed by many different entities over the years. Most recently the Downtown DC Business Improvement District has completed a feasibility study on demand, routes and costs.

We see the circulator as addressing four major needs:

- 1) Make it easier for people to get between the federal and commercial parts of the city by tying a surface circulator to existing Metro rail and bus commuter services.
- 2) Reduce congestion at Mall and Capitol attractions.
- 3) Increase visitors to the downtown commercial core.
- 4) Improve the overall experience of visiting attractions in the nation's capital.

441 4th Street, N.W., Suite 1140N • Washington, DC 20001 • (202) 727-6365 • Fax: (202) 727-6703

Downtown Circulator Meeting
April 17, 2000
Page Two

The initial capital costs are estimated at \$9 million (30 buses). The on-going operating costs are estimated at \$6 million per year (buses running from 9 am to 6 pm at five minute intervals). The two routes would be 1) north-south from south of the Mall to the new convention center along 7th and 9th Streets, NW, and 2) east-west loop going along F Street, NW to Union Station, to 1st Street, NE and SE to Independence Street, SE then over to 14th Street, and back to F St, NW (note that buses would be running both clockwise and counter-clockwise).

We would like to broaden the discussion group for this idea by inviting all parties whose input would be important to this project to meet to further examine this idea, and work together to drafting a plan to achieve the goal of a Downtown Circulator bus.

Please join me for a meeting in my office on Thursday, April 27th at 4:00 PM, 441 4th Street NW, Suite 1140N. If you have any questions about this meeting you can call either Gerry Widdicombe in my office at 727-0377 or Joe Sternlieb at the Downtown DC BID at 661-7566.

I look forward to seeing you on the 27th.



ANTHONY A. WILLIAMS
MAYOR

DEC 8 1999

Michael Barr
Special Assistant to the President for the District of Columbia
Old Executive Office Building
Washington, DC 20074

Dear Mr. Barr:

As you know, when I became Mayor, I proposed a bold vision for the District of Columbia. This vision includes taking advantages of the unique assets of the city and region, with a strong tourist economy being at the top of that list. I believe that one of the significant ways we can grow the city's economy and benefit our residents is by encouraging visitors to come to our city and to venture off the Mall once they are here.

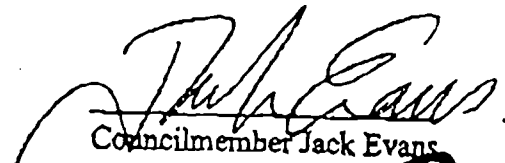
I am pleased to support the Downtown DC Business Improvement District's proposed downtown circulator as it supports this vision. I understand that an independent economic study has estimated that \$429 million in untapped retail spending potential leaks out of the Downtown DC neighborhood each year. Most of this money leaves the city in the pockets of tourists who never venture off the National Mall. I believe that by providing a quick, easy and reliable way to get around downtown, we will be able to provide visitors, workers and residents with more ready access to the new retail economy that is developing in the Downtown. This will certainly go far to improving the city's economic fortunes. It will also do a great deal to relieve growing congestion at the Mall's museums and monuments which has become an increasing problem for the National Park Service, Smithsonian, and Architect of the Capitol. It is my desire to form a partnership with the federal government to make the downtown circulator a reality.

The initial capital cost of purchasing rolling stock is estimated to be \$9 million. Operating costs are estimated to be approximately \$6 million per year. This project is really one that should be sponsored by both the federal and local governments as it goes far to address each jurisdiction's long-term interests. Whatever the administration can do to provide support for this project will be most appreciated. My goal is to implement this new service in FY 2002. I have assigned the task of coordinating the city's work on this project to Eric Price, the Deputy Mayor of Economic Development and I expect that he will be assisted by Andy Altman at the Office of Planning and Vanessa Dale Burns at the Department of Public Works. This is an exciting project and one that I look forward to working with the administration to implement as soon as possible.

Sincerely,

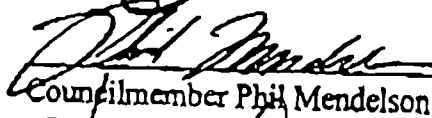
A handwritten signature in black ink that reads "Anthony A. Williams".

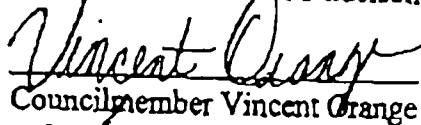
Anthony A. Williams

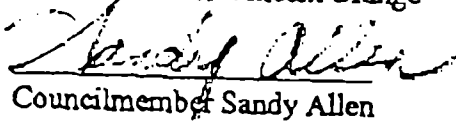

Councilmember Jack Evans


Councilmember David Catania

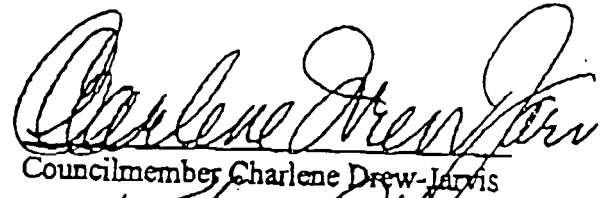

Councilmember Jim Graham


Councilmember Phil Mendelson

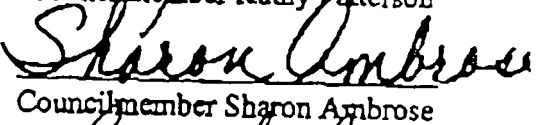

Councilmember Vincent Orange

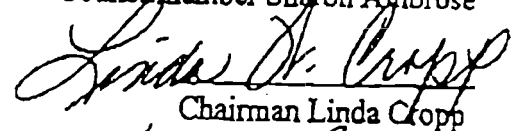

Councilmember Sandy Allen

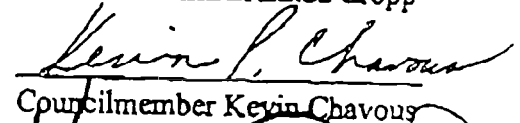

Councilmember Carol Schwartz

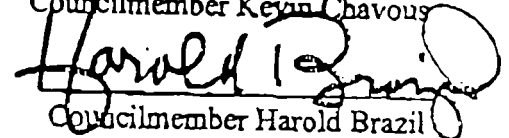

Councilmember Charlene Drew-Jarvis


Councilmember Kathy Patterson


Councilmember Sharon Ambrose


Chairman Linda Cropp


Councilmember Kevin Chavous


Councilmember Harold Brazil

A PROPOSED RESOLUTION

IN THE COUNCIL OF THE DISTRICT OF COLUMBIA

To declare the Sense of the Council in support of the development of a circulator bus system between the National Mall, the downtown, and other neighborhoods as an economic development tool to relieve the Mall area of overcrowding, increase commercial activity and retail sales in the city, and improve DC neighborhood exposure to visitors.

RESOLVED, BY THE COUNCIL OF THE DISTRICT OF COLUMBIA, That this resolution may be cited as the "Sense of the Council To Support The Creation of a Circulator Bus By The Downtown Business Improvement District Resolution of 1999".

Sec. 2. Findings.

(a) The Council of the District of Columbia finds that:

(1) The District of Columbia has dropped from the region's largest to the smallest retail center over the last 35 years.

(2) Average retail sales tax is 8% for dry goods, food and beverage sales in DC.

(3) \$1 million square feet of prime retail space generates approximately \$325 million in spending, \$26 million in direct sales tax revenue, and 2000 private service-sector jobs.

(4) The District's Comprehensive Plan and the Interactive Downtown Task Force Report, both call for the creation of an expanded retail core in Downtown DC focused on 7th and F Streets.

(5) There are currently 22 million annual visitors to the District, many of whom only visit the Mall and never spend any money at DC commercial establishments.

(6) A recent independent economic study found that there is \$429 million in untapped spending potential that leaks out of the city each year that could be spent in the Downtown retail core if there were a sufficient number and mix of retail stores, and better access to the downtown area from the Mall.

(7) The Downtown BID and the Mayor's retail task force are working together to create a pro-retail environment in the downtown retail core.

(8) There are plans to build or rehabilitate over 1 million square feet of new retail space in the downtown retail core within the next three years.

(9) There is currently three billion dollars worth of new commercial and residential development being built or in pre-development in the downtown.

(10) Access and linkages between the downtown and the mall are critical to the success of the new downtown retail core, and to the economic success of the city as a whole.

(11) Downtown circulator busses are successfully used in many cities to move people between and around employment, tourist and commercial areas of their downtown's

(12) A downtown circulator bus system is the most efficient and cost effective way to transport visitors, workers, and residents between the downtown retail core and the Mall in Washington DC.

(13) As visitors to Washington DC continue to increase, the Mall area is becoming saturated with visitors and museums and monuments are becoming overcrowded.

(14) The City has a serious tour bus problem that could be reduced in part by the introduction of a downtown circulator bus.

(15) It is a long-standing goal of the city to increase the visitor's exposure to parts of the city that are off the Mall.

Sec. 3. Therefore, it is the Sense of the Council to support efforts of the Downtown DC Business Improvement District, the Mayor, WMATA and other partners to work with the federal government to develop a downtown circulator bus to help move people between and around the Mall and the downtown in order to relieve the Mall area of overcrowding, increase commercial activity and retail sales in the downtown and improve DC neighborhood exposure to visitors. Be it further resolved that there will be an exploration of the potential for using these resources to expand circulator connections to neighborhood commercial districts.

Sec. 4. Fiscal Impact Statement.

(a) This resolution shall have no fiscal impact, as it references funds that would be designated by a program from a private entity.

Sec. 5. This resolution shall take effect immediately upon the first date of publication in the District of Columbia Register.

THE WHITE HOUSE

WASHINGTON

August 10, 2000

MEMORANDUM FOR JOHN PODESTA

CC: JACK LEW
GEORGE FRAMPTON
SYLVIA MATHEWS
MICHAEL DEICH
MARTHA FOLEY
WESLEY WARREN

FROM: ROGER BALLENTINE 

RE: Clean Buses in D.C.

As you know, the President has been very interested in promoting the use of clean bus technology by metropolitan transit authorities. More recently, the President has asked what we can do to promote the use of clean technologies, including "bio-diesel", in D.C.

He may have been prompted to ask this in part by the recent press over this issue. The Washington Metropolitan Area Transit Authority (WMATA) recently ordered over 200 diesel buses. There had been an unsuccessful effort by some WMATA board members, environmental groups, D.C. Council Members and others to have WMATA purchase compressed natural gas (CNG) buses instead.

WMATA is slated to purchase another 100 buses this fall and an additional 30 early next year. We are exploring what we can do to help move WMATA to purchase CNG buses as part or all of those orders. We are also looking at what we can do to have WMATA use bio-diesel in the existing fleet (bio-diesel is a blend of diesel fuel and renewable organic product, like used animal fat). CNG buses are more expensive than diesel buses (up to \$50,000 per bus) and require new fueling infrastructure (perhaps \$1 - \$3 million, although gas companies in other jurisdictions have been willing to fund all or part of the infrastructure costs in exchange for the sale of the gas to the transit authority). Bio diesel requires no changes to vehicles or infrastructure, but the fuel is \$.20 - \$.25 per gallon more expensive. However, the environmental benefits of bio-diesel pale in comparison to CNG, and there has been little focus in this debate on bio-diesel.

We have spoken with the Mayor's office, Council Members, friendly WMATA board members and staff, Del. Norton's staff, environmentalists, and other supporters of clean buses. The consensus viewpoint seems to be that the only resistance is based on money. If you think this is worth pursuing, I suggest we move on several fronts.

First, we would touch base with Members of Congress and relevant appropriators (Frank Wolf and Barbara Mikulski are key players). Second, we would see if there is any available funding at DOE and/or USDA, perhaps as part of the President's Bioenergy Initiative, to fund a bio-diesel pilot project with WMATA (cost: approx. \$1 - \$3 million). Third, we could search for any existing funding to cover the CNG purchases (\$3 - \$9 million), or seek to include this as part of an end-game strategy on the Transportation bill or elsewhere.

Please let me know how or whether you would like to proceed.

Copied to: Michael Barr
Special Advisor to the President on the District of Columbia

and left in place by the democratic governments that took over beginning in 1989. Though the courts could be tied up for years handling Gen. Pinochet's lawyers' challenges to prosecution, it is now at least possible that he could face charges in connection with the "disappearances" of 19 persons seized by his military minions—persons who, because their bodies have never been found, are considered victims of kidnappings not covered by the amnesty.

Gen. Pinochet was arrested in London 22 months ago in response to an extradition request from a Spanish judge pursuing a case against him for torture and murder of Spanish citizens and others during his dictatorship. Gen. Pinochet, now 84 years old, was eventually sent home by the British government for health reasons. But his arrest prompted a momentous international debate on the question of whether the signatory countries of international conventions on crimes against humanity may exercise what amounts to universal jurisdiction over perpetrators, including ex-heads of state, from outside their own borders. Rulings by the

Chilean government argued that Chile itself was the place where he should be tried, if anywhere. Ironically, though, that might not have been feasible if not for the attempt at international prosecution. Gen. Pinochet's long absence from his homeland gave Chileans a political and psychological space within which to reconsider the legitimacy and necessity of the amnesty he enjoyed. Actions against Gen. Pinochet began to be brought in Chilean courts. Tested and strengthened by this debate—which took place amid a presidential election—Chile's maturing democratic institutions will now attempt to weather the prosecution of a man who remains popular among a large minority of Chileans, including the still-powerful army. The army's commander, Gen. Ricardo Izurieta, greeted the Supreme Court ruling by expressing support for Gen. Pinochet, triggering a verbal clash with President Ricardo Lagos. Obviously, that is a power struggle the civilian president should and must win. In the meantime, there is some cause to celebrate the fact that when Gen. Pinochet came home, so did the legal case against him.

Try Cleaner Buses

WITH ASTHMA rates in the District more than twice the national average and regional air quality failing to meet EPA standards, local officials ought to jump at any opportunity to help clear the air. The Metro board has a chance to do just that by beginning to replace its aging diesel buses with alternative-fueled vehicles.

In the past Metro has been loyal to its diesel fleet, overhauling old buses or replacing them with newer versions of the same basic technology. Officials have held out the promise of moving to nonpolluting fuel-cell-driven buses in another 10 years or so, and in the meantime the newer diesels are cleaner than older models. But better options are available now. Buses powered with compressed natural gas emit virtually none of the toxic chemicals present in diesel exhaust, and far fewer lung-irritating particles and smog-forming nitrogen oxides.

Prompted by Metro board members Jim Graham of the District and Chris Zimmerman of Arlington—who have taken up a cause also being pushed by a coalition of environmental and health groups—the board asked its staff to review both natural gas and hybrid diesel-electric buses as possible alternatives. Both cost more than standard diesel; natural gas buses are less expensive per bus than the hybrids but also would require new refueling

stations. The extra costs are a concern for a transit system with many needs, but that shouldn't be the deciding factor in this case. Sickness caused by air pollution has a cost, too. Federal funds, which Del. Eleanor Holmes Norton has offered to help pursue, might help pay for alternative buses and infrastructure. Other cities have negotiated arrangements with gas companies to cut the costs of new refueling stations. Metro should pursue all these options.

A study released Tuesday by INFORM, a nonprofit environmental research group, saw long-term promise in hybrid diesel-electric buses but warned against too-heavy reliance on them now because the technology is still new and emissions performance over time is unclear. Compressed natural gas buses have been in service for a decade, and orders for them are increasing. The INFORM study called them "clearly the best choice" for transit agencies deciding which buses to purchase now and in the near future.

The Metro board will decide in September about the next 100 buses to be purchased for its fleet. Those were slated to be diesel vehicles, but the board can change the contract, and it should. By turning to natural gas, Metro can make a real contribution to cleaner air and public health.



U.S. GENERAL SERVICES ADMINISTRATION
National Capital Region

JUN 10 2000

Mr. Michael Barr
Special Advisor to the President on the
District of Columbia
Office of Management and Budget
DC Taskforce
Room 464, EEOB
Washington, DC 20503

Dear Mr. Barr:

I would like to request your assistance in forming a group to discuss the possibility of integrating federal agency shuttle services with a more comprehensive downtown circulator system. As you know, the Downtown DC Business Improvement District (BID) recently convened a group of stakeholders to address surface transportation needs in the downtown and Monumental Core areas. Given the large federal presence in and around downtown Washington, several federal agencies, including the General Services Administration (GSA), are participating in these discussions.

There are many ways in which the Federal Government can be helpful in this effort to move employees, residents and visitors around the downtown area. One of the simplest could be to consolidate individual agency shuttles that are currently running between work sites, and use the savings to support the operation of a single, public downtown circulator service. According to BID's research, the Department of Justice, the Environmental Protection Agency, the Department of Agriculture, the Security and Exchange Commission, the Department of Education, the National Park Service, and GSA run shuttles in downtown Washington. Agency shuttles often have long headways, usually 20 to 30 minutes a part. They also can be expensive – costing each agency up to \$500,000 per year, according to a BID estimate. A downtown circulator system could eliminate the need for some of these shuttles, by providing as good or better service between agency work sites. It also would support the District of Columbia's efforts to increase economic development opportunities and decrease congestion.

301 7th Street, SW, Washington, DC 20407-0002

Federal Recycling Program



Printed on Recycled Paper

To explore the possibility of integrating agency shuttles with a consolidated downtown circulator system it will be necessary to involve all of the federal agencies which run shuttle buses. I hope that you will help me convene a group of agency representatives to begin to identify possible options. Please call me on (202) 708-5891 to discuss further. Thank you in advance for your assistance.

Sincerely,



Anthony E. Costa
Assistant Regional Administrator
Public Buildings Service



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Memorandum of Understanding

THIS MEMORANDUM OF UNDERSTANDING (MOU) is made and entered into by and between

the office of the Mayor of the District of Columbia (Mayor's office),

the DC Department of Public Works (DC DPW),

the National Park Service (NPS),

the Washington Metropolitan Area Transit Authority (WMATA),

the Architect of the Capitol (AOC),

the Union Station Redevelopment Corporation (USRC),

the US General Service Administration (GSA),

the US Department of Transportation (DOT),

the National Capital Planning Commission (NCPC),

the Downtown D.C. Business Improvement District (DBID)

The purpose of this MOU is to create a partnership to develop a downtown circulator transportation service and lay the groundwork for collective solutions to larger transportation issues in the Downtown, Monumental Core and Union Station areas.

Recitals:

WHEREAS, Access and linkages between Downtown DC, the National Mall, the US Capitol, mass transit and the city road network are critical to the economic success of the District as a whole; and

WHEREAS, Downtown circulator buses are successfully used in many cities to move people between and around employment, tourist and commercial areas of their downtowns; and

WHEREAS, A downtown circulator system is the most efficient and cost effective way to transport visitors, workers, and residents between the downtown retail core, the National Mall, the US Capitol and Union Station; and

WHEREAS, Attracting and retaining visitors is important for the District and the federal government; and

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WHEREAS, As visitors to Washington DC continue to increase, the Monumental Core area is becoming saturated with visitors and museums and monuments are becoming overcrowded; and

WHEREAS, The City has a serious tour bus parking, idling and circulating problem that could be reduced in part by the introduction of a downtown circulator; and

WHEREAS, Downtown workers, both government and private sector, need better surface transportation options to move around during the day; and

WHEREAS, the National Capital Planning Commission's vision plan *Extending the Legacy: Planning America's Capital for the 21st Century*, calls for a circulator system that links major attractions in central Washington; and

WHEREAS, the estimated costs of a circulator as outlined in the Downtown DC BID's 1999 study is as follows: \$9 million in capital costs and annual operating costs of \$6 million.

NOW, THEREFORE, the Parties agree to work together to develop a phased circulator program along the following lines:

Phased service: Because of the complexity, expense, and evolving needs of the partner agencies, service will be phased to deal with short-term needs and possibilities first, gradually developing more extensive, longer-term solutions.

Phase I: The first phase addresses immediate transportation needs in the Monumental Core. The Park Service has completed a transportation study and is beginning an implementation plan. They have identified the need to move visitors along the National Mall, from the US Capitol to the Lincoln Memorial, and to Arlington Cemetery, the Roosevelt Memorial and the Jefferson Memorial. WMATA will work with the Park Service to see if any of these needs can be met with existing, modified, or expanded, Metrobus service. *Time frame:* Six months to a year.

Phase II: The second phase is to implement downtown circulator service on the routes proposed in the Downtown DC BID's 1999 study (or variations of those routes) between Union Station, Downtown DC, The Mall, and the US Capitol. *Time frame:* Begin service in 2003. Funding commitments are needed by the end of fiscal year 2001 for both capital and operating budgets.

Phase III: The third phase, after the National Park Service implementation plan is complete, will be the implementation of the successor to Tourmobile. By planning now, this service may be integrated with the Downtown Circulator service. *Time frame:* Have service ready to go by the time that the Tourmobile contract ends, in 2005.

Phase IV: The fourth stage will be to implement centrally-located tourbus parking facilities that will serve the National Mall, the Capitol, and Downtown and implement a system to reduce the use of tourbuses to circulate people between destinations that are served by the circulator. *Time frame:* Planning to begin immediately, phase is as soon as location become available, select permanent site by 2005.

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Phase V: The final stage of implementation is more expansive. It involves a comprehensive surface transportation – and visitor management -- system that serves workers, residents and visitors to the Nation's Capital. The elements will include a visitor center at the new metro station on New York Avenue, complete with abundant tourbus and car parking and a trolley link to the monuments and museums, the Capitol Visitor Center, Union Station and downtown. Tourists who come to the city by bus would be required to use the trolley system to circulate in the downtown core area. The new trolley system would incorporate some of the surface transportation services began in earlier phases. *Time frame:* Long-term, 7-10 years.

After each phase is implemented, services will be evaluated, and changes to successive phases may be made.

Specific Responsibilities

The Office of the Mayor of the District of Columbia – includes Deputy Mayor for Planning and Economic Development and the Office of Planning (District) agrees to:

1. Convene the appropriate city agencies.
2. Investigate and identify funding sources to participated in each planning phase of the project.
3. Identify new, or unobligated, local and federal funds to contribute to the implementation of each phase.
4. Partner with the Downtown DC BID and the NPS (and other stakeholders who want to participate financially) to prepare a scope of work and hire a consultant to prepare an implementation plan for both Phase III and IV, and to start a feasibility study for Phase V. (District contribution will not exceed \$200,000).

The DC Department of Public Works (DC DPW) agrees to:

1. Lend technical support to program planning and implementation and participate in stakeholder activities.

The National Park Service (NPS) agrees to:

1. Share the results of its transportation study.
2. Partner with the Downtown DC BID and the DC Government (and other stakeholders who want to participate financially) to prepare a scope of work and hire a consultant to prepare an implementation plan for both Phase III and IV, and to start a feasibility study for Phase V. (NPS contribution will not exceed \$100,000 currently budgeted).

The Washington Metropolitan Area Transit Authority (WMATA) agrees to:

1. Share information from the regional bus study
2. Share information from regional light rail planning efforts
3. Contribute its transit planning expertise

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1. Evaluate options for tourbus service to new visitor center (to open in 2005).

The Union Station Redevelopment Corporation (USRC) agrees to:

1. Share information from the Union Station transportation and garage expansion studies.
2. Consider relocating the Greyhound bus facilities entirely inside the Union Station Garage – perhaps north of H Street.

The US General Service Administration (GSA) agrees to:

1. Participate in inter-agency discussions about how to integrate federal agency shuttles into a single service

The US Department of Transportation (DOT) agrees to:

1. Participate in inter-agency discussions about how to integrate federal agency shuttles into a single service
2. Guide the MOU group through the reauthorization of the transportation funding bill.

The National Capital Planning Commission (NCPC) agrees to:

1. Share information on previous planning studies
2. Lend technical support to program planning and implementation and participate in stakeholder activities.
3. Coordinate the planning effort of the federal agencies.

The Downtown D.C. Business Improvement District (DBID) agrees to:

1. Coordinate the meetings and discussions of the partner group. It also commits to providing up to \$100,000 of planning funds and \$1 million of capital funding for phase II.
2. Partner with the NPS and the District (and other stakeholders who want to participate financially) to prepare a scope of work and hire a consultant to prepare an implementation plan for both Phase III and IV, and to start a feasibility study for Phase V.

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Proposal For A Joint Implementation Study

to be funded by:

the office of the Mayor of the District of Columbia (Mayor's office),
the National Park Service (NPS),
the National Capital Planning Commission (NCPC),
the Downtown D.C. Business Improvement District (DBID)

in cooperation with:

the DC Department of Public Works (DC DPW),
the Washington Metropolitan Area Transit Authority (WMATA),
the Architect of the Capitol (AOC),
the Union Station Redevelopment Corporation (USRC),
the US General Service Administration (GSA),
the US Department of Transportation (DOT)

to develop a downtown circulator transportation service and lay the groundwork for collective solutions to larger transportation issues in the Downtown, Monumental Core and Union Station areas.

Convened by Deputy Mayor Eric Price, the above groups have been meeting to discuss surface transportation needs in the downtown, Monumental Core, US Capitol and Union Station areas. The partners have discovered many overlapping needs for their agencies and have identified an opportunity to collectively study transportation solutions. Preliminary discussions have outlined a five-step process, as follows:

Phase I: The first phase addresses immediate transportation needs in the Monumental Core. The Park Service has completed a transportation study and is beginning an implementation plan. They have identified the need to move visitors along the National Mall, from the US Capitol to the Lincoln Memorial, and to Arlington Cemetery, the Roosevelt Memorial and the Jefferson Memorial. WMATA will work with the Park Service to see if any of these needs can be met with existing, modified, or expanded, Metrobus service. *Time frame:* Six months to a year.

Phase II: The second phase is to implement downtown circulator service on the routes proposed in the Downtown DC BID's 1999 study (or variations of those routes) between Union Station, Downtown DC, The Mall, and the US Capitol. *Time frame:* Begin service in 2003.

Phase III: The third phase, after the National Park Service implementation plan is complete, will be the implementation of the successor to Tourmobile. By planning now, this service may be integrated with the Downtown Circulator service. *Time frame:* Have service ready to go by the time that the Tourmobile contract ends, in 2005.

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Phase IV: The fourth stage will be to implement centrally-located tourbus parking facilities that will serve the National Mall, the Capitol, and Downtown and implement a system to reduce the use of tourbuses to circulate people between destinations that are served by the circulator. *Time frame:* Planning to begin immediately, phase-in as soon as locations become available, select permanent site by 2005.

Phase V: The final stage of implementation is more expansive. It involves a comprehensive surface transportation – and visitor management -- system that serves workers, residents and visitors to the Nation's Capital. The elements will include a visitor center at the new metro station on New York Avenue, or at Union Station, complete with abundant tourbus and car parking and a trolley link to the monuments and museums, the Capitol Visitor Center, Union Station and downtown. Tourists who come to the city by bus would be required to use the trolley system to circulate in the downtown core area. The new trolley system would incorporate some of the surface transportation services began in earlier phases. *Time frame:* Long-term, 7-10 years.

After each phase is implemented, services will be evaluated, and changes to successive phases may be made.

Several completed studies form the basis for these five phases: the Downtown DC BID's circulator study (1999), the National Park Service Monumental Core transportation study, and the National Capital Planning Commission's vision plan *Extending the Legacy: Planning America's Capital for the 21st Century*. In addition, WMATA is currently conducting a study of the regional bus system. All three completed studies have identified the need for better surface transportation in the downtown and Monumental Core areas.

Additionally, several other partners have identified related transportation needs: the US Capitol to handle an increase in tourbus traffic with their new visitor center coming on line in 2005, Union Station to handle tourbus and other traffic, the federal government to efficiently move employees between work sites.

In order to move forward with Phases II-V, further study is needed to develop implementation plans. The Downtown DC BID has already conducted a feasibility study for Phase II, estimating the costs to be \$9 million for capital and \$6 million in annual operating expense. The Downtown DC BID has also committed to providing up to \$100,000 of planning funds and \$1 million of capital funding for Phase II. The National Park Service is about to release an RFP for an implementation plan for Phase III. The Mayor's Office would like to partner with the NPS, the Downtown DC BID, the National Capital Planning Commission (NCPC), and other stakeholders who want to participate financially to prepare a scope of work and hire a consultant to prepare an implementation plan for both Phase III and IV, and to start a feasibility study for Phase V. The Mayor's Office is prepared to commit up to \$200,000. The Park Service already has \$100,000 budgeted for the Monumental Core surface transportation implementation plan.

In order to take advantage of funds that are available this year, it is important to move quickly to develop the joint scope and release the RFP(s). In mid July, the task group for the RFP will meet to prepare the scope, with the goal of releasing the RFP(s) by the end of September.



Government of the District of Columbia

Eric W. Price

Deputy Mayor for Planning and
Economic Development

TO: Alan Hantman, Architect of the Capital
Herb Franklin, Architect of the Capital
Tony Costa, GSA
John Parsons, National Park Service
Arnold Goldstein, National Park Service
Andrew Altman, DC Planning
Alex Eckmann, DC DPW

Rich Bradley, Downtown BID
Joe Sternlieb, Downtown BID
Rod Berfield, WMATA
Jim Hughes, WAMATA
Michael Barr, White House
Gerry Widdicombe, DC ODMPED

FROM: Eric Price, Deputy Mayor for Planning and Economic Development
E. W. Price

RE: Rescheduling of Downtown Circulator Bus Meeting
April 27, 2000, at 4 pm:

DATE: April 17, 2000

I apologize for canceling last month's meeting on such short notice, but I was absorbed in the District's budget cycle. As a newcomer to the District government I was surprised at the amount of last minute work required. The remainder of this memo is a repeat of the one sent last month, except for the meeting dates.

The District and the Downtown Business Improvement District have been exploring the idea creating a Downtown Circulator bus to move people between our downtown, the Mall, the Capitol and Union Station. As you can see from the accompanying documents, both the Mayor and the DC Council have endorsed the Downtown Circulator bus. A quick and inexpensive surface circulator for this area has been proposed by many different entities over the years. Most recently the Downtown DC Business Improvement District has completed a feasibility study on demand, routes and costs.

We see the circulator as addressing four major needs:

- 1) Make it easier for people to get between the federal and commercial parts of the city by tying a surface circulator to existing Metro rail and bus commuter services.
- 2) Reduce congestion at Mall and Capitol attractions.
- 3) Increase visitors to the downtown commercial core.
- 4) Improve the overall experience of visiting attractions in the nation's capital.

441 4th Street, N.W., Suite 1140N • Washington, DC 20001 • (202) 727-6365 • Fax: (202) 727-6703

Downtown Circulator Meeting
April 17, 2000
Page Two

The initial capital costs are estimated at \$9 million (30 buses). The on-going operating costs are estimated at \$6 million per year (buses running from 9 am to 6 pm at five minute intervals). The two routes would be 1) north-south from south of the Mall to the new convention center along 7th and 9th Streets, NW, and 2) east-west loop going along F Street, NW to Union Station, to 1st Street, NE and SE to Independence Street, SE then over to 14th Street, and back to F St, NW (note that buses would be running both clockwise and counter-clockwise).

We would like to broaden the discussion group for this idea by inviting all parties whose input would be important to this project to meet to further examine this idea, and work together to drafting a plan to achieve the goal of a Downtown Circulator bus.

Please join me for a meeting in my office on Thursday, April 27th at 4:00 PM, 441 4th Street NW, Suite 1140N. If you have any questions about this meeting you can call either Gerry Widdicombe in my office at 727-0377 or Joe Sternlieb at the Downtown DC BID at 661-7566.

I look forward to seeing you on the 27th.



ANTHONY A. WILLIAMS
MAYOR

DEC 8 1999

Michael Barr
Special Assistant to the President for the District of Columbia
Old Executive Office Building
Washington, DC 20074

Dear Mr. Barr:

As you know, when I became Mayor, I proposed a bold vision for the District of Columbia. This vision includes taking advantages of the unique assets of the city and region, with a strong tourist economy being at the top of that list. I believe that one of the significant ways we can grow the city's economy and benefit our residents is by encouraging visitors to come to our city and to venture off the Mall once they are here.

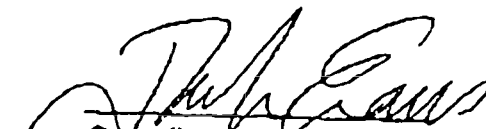
I am pleased to support the Downtown DC Business Improvement District's proposed downtown circulator as it supports this vision. I understand that an independent economic study has estimated that \$429 million in untapped retail spending potential leaks out of the Downtown DC neighborhood each year. Most of this money leaves the city in the pockets of tourists who never venture off the National Mall. I believe that by providing a quick, easy and reliable way to get around downtown, we will be able to provide visitors, workers and residents with more ready access to the new retail economy that is developing in the Downtown. This will certainly go far to improving the city's economic fortunes. It will also do a great deal to relieve growing congestion at the Mall's museums and monuments which has become an increasing problem for the National Park Service, Smithsonian, and Architect of the Capitol. It is my desire to form a partnership with the federal government to make the downtown circulator a reality.

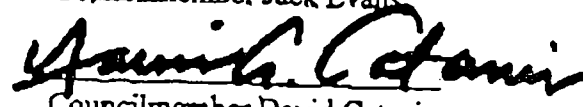
The initial capital cost of purchasing rolling stock is estimated to be \$9 million. Operating costs are estimated to be approximately \$6 million per year. This project is really one that should be sponsored by both the federal and local governments as it goes far to address each jurisdiction's long-term interests. Whatever the administration can do to provide support for this project will be most appreciated. My goal is to implement this new service in FY 2002. I have assigned the task of coordinating the city's work on this project to Eric Price, the Deputy Mayor of Economic Development and I expect that he will be assisted by Andy Altman at the Office of Planning and Vanessa Dale Burns at the Department of Public Works. This is an exciting project and one that I look forward to working with the administration to implement as soon as possible.

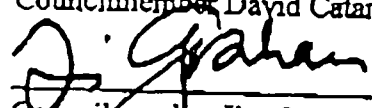
Sincerely,

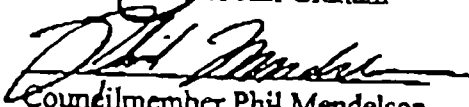
A handwritten signature in cursive script that reads "Anthony A. Williams".

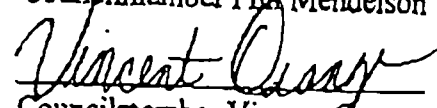
Anthony A. Williams


Councilmember Jack Evans

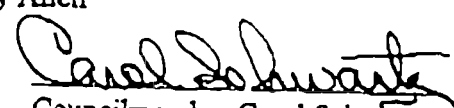

Councilmember David Catania


Councilmember Jim Graham

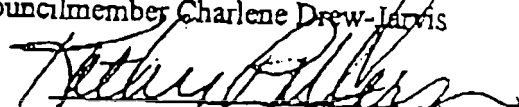

Councilmember Phil Mendelson

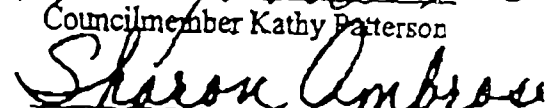

Councilmember Vincent Orange

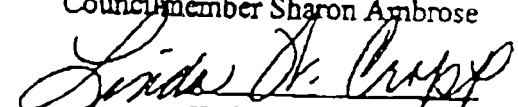

Councilmember Sandy Allen

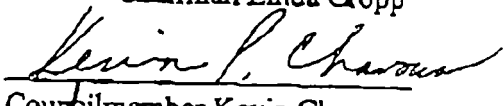

Councilmember Carol Schwartz

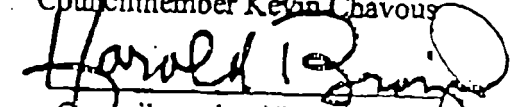

Councilmember Charlene Drew-Jarvis


Councilmember Kathy Patterson


Councilmember Sharon Ambrose


Chairman Linda Cropp


Councilmember Kevin Chavous


Councilmember Harold Brazil

A PROPOSED RESOLUTION

IN THE COUNCIL OF THE DISTRICT OF COLUMBIA

To declare the Sense of the Council in support of the development of a circulator bus system between the National Mall, the downtown, and other neighborhoods as an economic development tool to relieve the Mall area of overcrowding, increase commercial activity and retail sales in the city, and improve DC neighborhood exposure to visitors.

RESOLVED, BY THE COUNCIL OF THE DISTRICT OF COLUMBIA, That this resolution may be cited as the "Sense of the Council To Support The Creation of a Circulator Bus By The Downtown Business Improvement District Resolution of 1999".

Sec. 2. Findings.

- (a) The Council of the District of Columbia finds that:

(1) The District of Columbia has dropped from the region's largest to the smallest retail center over the last 35 years.

(2) Average retail sales tax is 8% for dry goods, food and beverage sales in DC.

(3) \$1 million square feet of prime retail space generates approximately \$325 million in spending, \$26 million in direct sales tax revenue, and 2000 private service-sector jobs.

(4) The District's Comprehensive Plan and the Interactive Downtown Task Force Report, both call for the creation of an expanded retail core in Downtown DC focused on 7th and F Streets.

(5) There are currently 22 million annual visitors to the District, many of whom only visit the Mall and never spend any money at DC commercial establishments.

(6) A recent independent economic study found that there is \$429 million in untapped spending potential that leaks out of the city each year that could be spent in the Downtown retail core if there were a sufficient number and mix of retail stores, and better access to the downtown area from the Mall.

(7) The Downtown BID and the Mayor's retail task force are working together to create a pro-retail environment in the downtown retail core.

(8) There are plans to build or rehabilitate over 1 million square feet of new retail space in the downtown retail core within the next three years.

(9) There is currently three billion dollars worth of new commercial and residential development being built or in pre-development in the downtown.

(10) Access and linkages between the downtown and the mall are critical to the success of the new downtown retail core, and to the economic success of the city as a whole.

(11) Downtown circulator busses are successfully used in many cities to move people between and around employment, tourist and commercial areas of their downtown's

(12) A downtown circulator bus system is the most efficient and cost effective way to transport visitors, workers, and residents between the downtown retail core and the Mall in Washington DC.

(13) As visitors to Washington DC continue to increase, the Mall area is becoming saturated with visitors and museums and monuments are becoming overcrowded.

(14) The City has a serious tour bus problem that could be reduced in part by the introduction of a downtown circulator bus.

(15) It is a long-standing goal of the city to increase the visitor's exposure to parts of the city that are off the Mall.

Sec. 3. Therefore, it is the Sense of the Council to support efforts of the Downtown DC Business Improvement District, the Mayor, WMATA and other partners to work with the federal government to develop a downtown circulator bus to help move people between and around the Mall and the downtown in order to relieve the Mall area of overcrowding, increase commercial activity and retail sales in the downtown and improve DC neighborhood exposure to visitors. Be it further resolved that there will be an exploration of the potential for using these resources to expand circulator connections to neighborhood commercial districts.

Sec. 4. Fiscal Impact Statement

(a) This resolution shall have no fiscal impact, as it references funds that would be designated by a program from a private entity.

Sec. 5. This resolution shall take effect immediately upon the first date of publication in the District of Columbia Register.

MEMORANDUM

TO: Roger Ballentine
David Gardiner

FROM: John Gibson

DATE: August 1, 2000

RE: DC Buses

hsg
call

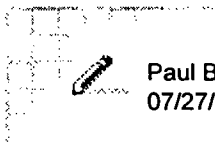
Another quick update on clean buses for WMATA.

- We are still waiting to hear back from Jack Basso on his assessment of the feasibility of getting an earmark in the DOT bill. We will also get his advice on what we need to do build support.
 - Apart from feasibility we will, when we hear from him, discuss with him the mechanical type of questions you were asking (what exactly needs to happen after the earmark to get the money into WMATA's coffers, etc.)
- We have contacted the Mayor's office and they are fully supportive and want to meet with us (and other proponents) next Monday at 2 p.m. to discuss strategy. Good. ← include.
- Eleanor Holmes Norton's office is fully supportive and ready to join forces with us. They stressed that it was crucial to get the Mayor's office and WMATA working hard for this if it was going to succeed.
- The Natural Gas Vehicle coalition has come up with some estimates (which we are looking over) on infrastructure costs. This number is still very soft and we realize we need to firm it up so we know how much to seek. What about a deal?
- We've approached WMATA board supporters and asked them to consider how they are going to get the board to make right decision given that we will not have a signed bill at the time they must make their decision (September). We also need to exhort them to do the work necessary to firm up the infrastructure number.
- We are still trying to answer some questions about biodiesel: availability of supply, price and feasibility of low sulfur diesel (the option favored by NGOs and WMATA clean fuels advocates).

Mylie Gonzalez

KOACAK → Beltsville

↳ Call Roger Canway



Paul Bledsoe
07/27/2000 02:16:17 PM

Record Type: Record

To: John D. Gibson/WHCCTF/EOP@EOP, Roger S. Ballentine/WHO/EOP@EOP

cc:

Subject: DC bus letter to editor Wash Times

Elliott Negin, Washington communications director for the Natural Resources Defense Council, urges the Washington, DC, public transit system to purchase "environmentally friendly" buses in a WASHINGTON TIMES letter to the editor. Negin: "Buses using compressed natural gas are the right choice for the Washington area. ... Metro should change its contract for the 100 buses it has ordered for next year and buy only buses that use compressed natural gas" (July 23). LETTERS TO THE EDITOR
July 23, 2000

Federal funds could pay for alternative-fuel
buses

I was surprised to read that Metro General Manager Richard A. White denies there is available funding to pay for the extra cost of alternative-fuel buses (" 'Cleaner' buses more expensive, officials say," Metropolitan, July 7). In the article, Mr. White maintained that if Metro purchases more environmentally friendly buses it will not be able to buy as many buses as it needs because they cost more than diesel buses. He then told your reporter: "There's no special pot of money for any of this."

Metro may not have a "pot of money" to pay for the incremental costs of alternative-fuel buses, but Mr. White is fully aware that federal money is available. Metro can purchase buses that operate on compressed natural gas instead of diesel and still get the number it needs. Transit agencies across the country are taking advantage of millions of dollars in federal funding to enable them to do just that.

In January, the Natural Resources Defense Council-Sierra Club Clean Bus Campaign furnished Mr. White's staff with a list of federal programs that will help pay for the incremental costs of new

infrastructure and buses that use compressed natural gas. More recently, D.C. Delegate Eleanor Holmes Norton, in a letter to Mr. White dated June 16, offered to help Metro secure additional federal funding to subsidize purchases of alternative-fuel buses. In the last sentence of her letter, she wrote: "I urge [the Washington Metropolitan Area Transit Authority] to make a decision as soon as possible so that any request I make for appropriations under the Clean Fuel Formula Program would be considered timely."

The Clean Fuel Formula Program, which is designed to assist public transit agencies in the conversion to alternative-fuel fleets, will pay for 80 percent of bus purchases and infrastructure conversion. In a letter to Mrs. Norton dated June 22, Mr. White responded, "I appreciate your willingness to assist in securing Clean Fuel Formula Grant Program funds for alternative fuel buses."

So why did Mr. White tell your reporter there is no "special pot of money" to pay for alternative-fuel buses?

Unfortunately, this is not the first time Mr. White and his staff have misrepresented the facts on this issue. Jack Requa, chief operating officer for Metro bus services, gave a presentation to the Metro Board on May 11 in which he claimed it would cost as much as \$20 million and take as long as two to three years to retrofit one fueling station to accommodate buses using compressed natural gas. This is a wild exaggeration. According to the General Accounting Office, the average cost to retrofit a fueling station is \$1.7 million for a 200-bus fleet, and the cost can go as high as \$5 million, but there are ways to cover the infrastructure cost. Metro can work out a deal with a private contractor. One private vendor, Trillium, is retrofitting two fueling stations for Los Angeles for free in exchange for a long-term contract to provide gas. The vendor plans to have the stations completed in six to eight months.

By failing to provide accurate information about alternative-fuel buses to the Metro Board, Mr. White and his staff are defacto making policy for Metro. The alternative fuels workshop held on July 6 was a step in the right direction to give the board more information, but that workshop should have been held a year ago, before the board decided to purchase 360 new diesel buses over the next three years without having the information it needed to make an informed decision.

Buses using compressed natural gas are the right choice for the Washington area. Metro should change its contract for the 100 buses it has ordered for next year and buy only buses that use

compressed natural gas. Mrs. Norton is ready to help secure funding, and there is plenty of time to retrofit a fueling station before the first such buses would arrive. Metro should put out a request for proposals immediately to find a private company to retrofit a station.

ELLIOTT NEGIN

Washington communications director
Natural Resources Defense Council
Washington

MEMORANDUM

TO: Roger Ballentine
David Gardiner

FROM: John Gibson

DATE: July 26, 2000

RE: DC Buses

A quick update on clean buses for WMATA.

Basic Facts: WMATA has 230 new diesel buses that are currently in delivery. WMATA has the option to purchase 100 additional buses under a contract with Orion. Our best information is that this option must be exercised by the end of September. There is an option for an additional 30 next year. The incremental cost of purchasing a CNG bus under this contract would be approximately \$50,000. The cost of a refueling station would run anywhere from \$1.7 million to \$5 million, depending on a variety of factors, including the degree to which the gas company would partner in supporting the project. Clean bus advocates believe that the only way they can overcome resistance within WMATA and on the WMATA board to the purchase of CNG buses is to make the cost argument go away. *It would take as much as \$12 million to do this (incremental cost of buses plus refueling station).*

Strategy: Essentially, the best thing we can do to help the clean bus advocates on the WMATA board is to get them the extra \$12 million in the DOT Appropriations bill. There is a bewildering array of potential programs where such an earmark would be most helpful (which I can enumerate in detail if you wish) but I think the short answer is that we would want to see it in the "discretionary capital fund for bus and bus related projects." The earmark could be as simple as "\$12 million for WMATA for the acquisition of compressed natural gas buses and compressed natural gas refueling stations." Although the conferees have not yet been appointed for the DOT bill, the WMATA board clean bus advocates and NGO community are anxious to start lobbying potential allies on this, including Mikulski and Wolf. They'd like to be able to do so saying that the WH is behind this.

An obstacle to overcome is the fact that such an earmark for WMATA does not currently exist in either the House or Senate bill, though apparently in the House bill there is about \$20 million leftover that they did not earmark. The Senate in its bill does not earmark *per se* but rather sets forth a laundry list of projects it would like to see funded. Generally when the bill comes out of conference, all the money is earmarked.

More troubling, however, OMB has informed me that the Administration is philosophically opposed to all such earmarks and has never and will never go to the conferees and say that the WH wants any given earmark. I guess our practice is always to say we are opposed, hold our nose, and sign the eventual bill (earmarks notwithstanding). I still have not reached Jack Basso

at DOT, though I'm still trying.

A final note on biodiesel: Among the clean bus advocates on the WMATA board and in the NGO community there is ignorance and outright opposition to using biodiesel for the existing fleet of diesel buses. Most WMATA board members literally do not know what it is or what its potential benefits are. NRDC (who is spearheading the clean bus campaign) believes that biodiesel's benefits are meager compared with its significantly higher cost. They – along with DC Council and WMATA board member Phil Mendelson – would prefer to secure a source of low-sulfur fuel that would permit installation of catalytic converters on the existing buses as they undergo their mid-life overhauls. This tells us that they are much more interested in reducing particulates than they are carbon. We can and should educate them on this set of issues but it is very difficult to see how they could be turned on this between now and September. In short, I don't think they can be persuaded to get behind any support we want to lend on this issue right now.

Is it available?
@ How much?

Cc: Debra Reed

1. WMATA directions for clean/advanced fuel implementations

The WMATA board of directors had a July 6, 2000 workshop to consider the options for their clean technology program. They had a variety of clean technology advocates speak during the three-hour meeting. The meeting was intended to be a fact-finding mechanism that would provide information on which to focus a WMATA clean/advanced fuel technology program. All of the major fuel technologies were presented as options. WMATA does have to exercise a purchase option for 100 coaches in the near term so could incorporate a clean/advanced fuels program into this order.

COG's Alternative fuels and Clean Cities committee is also focusing on the issue.

2. DOT Alternative and Advanced Fuel Programs

DOT has undertaken various advanced and alternative fuel transit technology development, demonstration and implementation programs.

A. Alternative fueled buses AF (Ethanol, Methanol, Liquefied Natural Gas (LNG), Compressed Natural Gas (CNG), and Propane) eligibility.

Federal Transit Administration (FTA) Capital Grants may be used by transit agencies for ~~purchase of AF vehicles. A grant for a project that~~ involves acquisition of equipment for compliance with the Clean Air Act receives 90 percent Federal share for the costs attributable to compliance (normal share is 80%). A number of challenging issues remain in improving the performance and safety of alternative fuel buses. These include: extending the range of CNG buses; refining the accuracy of fueling CNG buses; developing, testing and evaluating various methods for CNG cylinder recertification after varying periods of use.

Because of the structure of the enabling legislation this funding mechanism is not utilized often. Transit agencies do not feel there is sufficient fiscal incentive to make up for the associated expenses of implementing AF solutions.

B. CMAQ Congestion Mitigation and Air Quality Improvement Program.

FHWA funding for programs to reduce transportation related emissions in non-attainment and maintenance areas. Federal match is 80% of the cost of any eligible programs including facility construction as well as bus purchases.

The funds have been used for coach purchases. FY 99 funding was \$5 million, which enabled the purchase of 13 diesel coaches. This is a formula grant to states, which has an 80% federal match. However it is the states that ultimately guide the funds distribution process.

- C. Advanced Technology Transit Bus (ATTB) Lightweight, low floor, low emissions, user-friendly transit bus, using advanced technologies.

FTA's Advanced Technology Transit Bus (ATTB) technology development program is focused on developing a lightweight, low floor, low emission, user-friendly transit bus, using advanced technologies. Six prototypes underwent testing and evaluation, including functional, performance, operational, and on-road testing in various transit districts including the Massachusetts Bay Transportation Authority (MBTA) Washington Metropolitan Area Transit Authority (WMATA) and New York City Transit (NYCT). LACMTA delivered a final test report, prepared by Northrop Grumman Corporation, on the ATTB prototypes, summarizing results from the testing program.

The \$30 to \$40 million project has been completed. To date no manufacturers have pursued manufacturing the ATTB as a complete unit. However a variety of ATTB subsystem technologies such as hybrid-electric propulsion are emerging in the market.

- D. Clean Fuels Formula Grant programs for EPA defined non-attainment areas.

The Clean Fuels Formula Grant program is a new formula grant program created by the Transportation Equity Act for the 21st Century (TEA-21) intended to assist non-attainment and maintenance areas in achieving or maintaining attainment status. The program also seeks to support emerging technologies and create markets for new clean fuel technologies. Under the program, maintenance and non-attainment areas, as defined by the Environmental Protection Agency (EPA), can apply for funds to acquire clean fuel vehicles, to repower or retrofit engines for clean fuels operation, and to construct or improve facilities to support these vehicles. The legislation defines clean fuel vehicles as those powered by compressed natural gas, liquefied natural gas, biodiesel fuels, batteries, alcohol-based fuels, hybrid electric, fuel cell and clean diesel, and other low or zero emissions technology that sufficiently reduces harmful emissions. However congress has not yet funded this program.

The program was intended to be funded at \$100 to \$150 million however at this time there are no appropriations for the program.

- E. Fuel Cell Transit Bus Program.

The Fuel Cell Transit Bus Program is developing one of the leading candidates for fuel cell applications and is critical to the nation's economic competitiveness in this emerging technology area. In a congressionally mandated program with Georgetown University, two types of fuel cell technologies are currently being evaluated as the propulsion system for transit buses. The next generation program monitored the technical progress and safety use of on-board hydrogen-fueled fuel cell transit buses at the Chicago Transit Authority (CTA) and at BC Transit in Vancouver, British Columbia.

Communication between WMATA and the Fuel Cell test program are active. WMATA is considering getting involved with the management of the Georgetown program.

F. Advanced Vehicle Technology Program.

Funds advanced technology development and deployment through public-private consortia. The focus of the program is medium and heavy-duty vehicles. TEA-21 authorizes \$20 million per year.

At this time the authorization is basically 100% earmarked for other projects.

G. FTA Formula Grants are an additional potential source. The FY 00 funding level was \$537 million however the entire amount is already earmarked. The FY 02 \$407 million was recently earmarked. The next window of opportunity for formula grants funding would not be until the FY 03 cycle.

3. State of the Technology

Alternative fueled transit applications such as compressed natural gas (CNG) are the only real candidates for revenue service applications today. The typical bus purchase cost is between \$50 and \$75 thousand more per bus than the typical diesel bus unit cost of \$250,000 per unit. There are also additional fueling, infrastructure, and reliability costs over today's modern diesel equivalents.

Advanced fuel buses such as fuel cell and hybrid-electric buses are between two and three times the cost of a diesel equivalent, estimated at \$400,000 to \$500,000 per unit or more. The technology is also still in its infancy in terms of full time revenue service applications. The hybrid-electric version is particularly attractive because it will require no major infrastructure changes to an operation.

7-6-00

LETTERS TO THE EDITOR

Biodiesel: The Other Alternative

The June 25 *Close to Home* article "Dreadful-Easier Buses" prompted alternative fuels for the area's public buses. But contrary to its contention that natural gas is the only practical alternative for bus fuel in the near future, another solution could be initiated tomorrow.

At the U.S. Department of Agriculture's Agricultural Research Service center in Beltsville, we have been conducting a demonstration project for 11 months on the use of biodiesel as an alternative to petroleum diesel. This project, using B20 (a blend of 20 percent soybean-derived oil and 80 percent petroleum diesel) to fuel all 143 diesel engines on station, in-

cluding a bus, trucks, tractors and an assortment of other equipment, B20 can also be made from a number of crop oils as well as from animal fats and spent restaurant grease.

B20 has proven effective and complication-free. It reduces a number of gaseous emissions and particulate matter and does not require the purchase of new vehicles or any engine modification. B20 could be used in all Washington Metropolitan Area Transit Authority buses tomorrow.

RON KORCAK
Associate Director
Beltsville Agricultural Research Center
U.S. Department of Agriculture
Beltsville

Let All Parties Be Heard

E. J. Dianne Jr. acknowledges the valuable role of third parties but still wonders if they should be allowed in the presidential debates (opened, June 30). This isn't rocket science. Why is it that we can put a man on the moon but can't come up with a way to elect our president that allows voters to vote for their favorite candidate, allows multiple candidates to run and present their issues and ensures that the winner has majority support? The real fault lies with our presidential election method (also used to elect our congressional and state legislatures), which allows a candidate to win whether he or she has majority support or not. It defies the principle of "majority rule." If we used a runoff election or an "instant runoff," which elects a majority winner in one round, the "spoiler" problem would go away. Why not criticize our election method instead of the candidates?

JOHN C. STRAWN
Spokesperson and Coordinating
Committee Member
Green Party of California
Santa Barbara, Calif.

I disagree with any decision by the Commission on Presidential Debates that would limit election debates to the Democratic and Republican candidates. Many more issues face this country than are being addressed by the two main candidates. To limit debates as proposed is a form of censorship and a restriction of free speech. I request that my tax dollars be used to include at least the Reform Party candidate and possibly the Green Party candidate.

C. J. O'CONNELL
Stevenson Ranch, Calif.

Executive on the Front Line

The June 25 *Insider's Guide* ["Where Lincoln Meets the Enemy," Style] was quite interesting.

But John G. Leyden's statement that Abraham Lincoln "became the only U.S. president to come under enemy fire during wartime" is not true. Although Lincoln's rather foolhardy visit to Fort Stevens on July 12, 1864, resulted in a close call from the shot of a rebel sharpshooter, it was not the first (or only) such occurrence. On Aug. 24, 1814, during the War of 1812, President James Madison

joined the hastily assembled militia at the beginning of the brief skirmish known as the Battle of Bladensburg.

The poorly trained, under-equipped Americans were easily routed, and the British proceeded into Washington to burn the Capitol, the White House and other federal buildings. But the long-forgotten fact is that Madison was the only president to truly function as commander in chief on the battlefield while in office.

EDWIN R. SMITH
Bladensburg

The Boy Scouts Ruling

I am disappointed by the Supreme Court's ruling in *Boy Scouts of America v. Dale*. I am an Eagle Scout and an assistant scoutmaster, and I have no problem with a homosexual man participating in my troop.

The Supreme Court has not only reaffirmed discrimination in this country but also established a presumption that gay Boy Scout leaders will sexually molest their scouts. This presumption is what drives the homophobic leaders of the Boy Scouts of America to ban membership of gays.

I find it abhorrent that the United States rots its civil liberties, while attempting to remove those liberties from people who have a different sexual orientation from most of the pop-

ulation. The majority should rule with a merciful hand. We can grow together as a nation, but this cannot be easy when discrimination against "different" people continues.

NICHOLAS BRICKSON
Arlington

As a former Boy Scout, I applaud the Supreme Court ruling in *Boy Scouts v. Dale*. Scouting always has had the underlying message that certain principles, when enacted in daily life, form and build character. One of these is religion.

The foundation of the Boy Scouts is in Judeo-Christian values but embraces all religions as helping the individual find his way in a world of difficult choices. Scouting has never taught intolerance but has set forth some moral guidelines. If one believes something is right, one stands up for it. Otherwise, how can one keep oneself "physically strong, mentally awake and morally straight."

MARK PAVKOV
Edgewater

The Supreme Court decision allowing the exclusion of gay adults from serving as scoutmasters cited the Boy Scouts of America's status as a "private institution." But for a young boy who wants the scouting experience, what other organization can offer as much as the Boy Scouts?

Further, do those who run the Boy Scouts believe that they can prevent a boy from growing up gay by removing homosexuals from his line of vision?

Thousands of young boys who will grow up to be "open, aware homosexuals" are already enjoying merit

badges in this most American of institutions. Will they be ousted next? Will scouts who are members of the United Church of Christ, Reform Judaism or the Quakers still be eligible for the Scouts' God & Country Medal if they are not taught to condemn their homosexual neighbors?

Many parents mistakenly think that their children are now "safe" from homosexuality and possibly molestation. Many others, however, won't be able, in good conscience, to allow their young sons to participate in an officially exclusionary group such as the Boy Scouts.

ERIC C. PETERSON
Washington

Letters must be exclusive to The Post, must be signed and must include the writer's home address and day and evening telephone numbers. Because of space limitations, published letters are subject to abridgment. Although we are unable to acknowledge letters we cannot publish, we value the views of those who send us their comments. Letters should be addressed to Letters to the Editor and may be hand-delivered, submitted via U.S. mail or via our e-mail address at letters@edwashingtonpost.com

The Washington Post

THURSDAY, JULY 6, 2000

PHOTOCOPY
PRESERVATION

~~REBUTTAL~~
can we
speed up
development of
this attack
in DC

7-6-00

JP / R Ballentine
see letter
[Signature]

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'Cleaner' buses more expensive, officials say

By Daniel F. Drummond
THE WASHINGTON TIMES

Metro board members yesterday looked at alternatives to the current diesel-fueled Metrobuses, but "cleaner" would be costlier, according to environmental and transit officials.

The alternatives, such as buses fueled by compressed natural gas (CNG) and hybrid diesel-electric fueled buses, could tack as much as \$50,000 to \$100,000 onto the cost of a typical bus, experts said during the 3½-hour workshop.

Each diesel-powered bus costs an average of \$282,000, while a bus powered with CNG runs \$332,000 and diesel-electric hybrids cost as much as \$550,000, according to in-

dustry figures.

Both critics and supporters of CNG or any other alternative fuel agree there are higher costs with alternative-fuel buses and the facilities needed to keep them: A bus powered by CNG would need a new fueling station as well as a depot to store the buses. A fueling station could cost as much as \$5 million and a multistory depot could carry a \$40 million price tag, said Dana Lowell, assistant chief mechanical officer for research and development for New York City Transit.

But some defended the costs, saying the health benefits of less harmful emissions were worth it.

"The less polluting the fuel, the less pollution is in the air," said

Barry Garelick, a specialist with the federal Environmental Protection Agency.

Studies linking the chemicals found in diesel fumes to an increase in asthma and other respiratory problems are also a concern, said Dr. Ivan Walks, the District's director of health.

Board member and D.C. Council member Jim Graham, Ward 1 Democrat, said he understands there may be a higher cost to putting alternative-powered buses on the street, but they could actually save money on health costs.

"The District bears the brunt of the costs" healthwise, Mr. Graham said. "It's not just what's right but it's the overall cost."

There are 230 diesel-fueled Orion buses set to be delivered in September, and at least 100 more buses — regardless of the kind of fuel they run on — need to be ordered by then, too, said Metro General Manager Richard A. White.

Mr. White said the board is going to have to make a policy decision as to what kind of buses Metro should purchase for the 1,300-bus fleet. Yet, if the board chooses to buy the more environmentally friendly buses, Metro won't be able to take some of the older, more polluting buses off the streets because of high ridership.

"There's no special pot of money for any of this," Mr. White said.

CAVERN

From page C1

lion to restore the building at 2001 11th St. NW at the corner of U.

For many in the D.C. government his investment signals growing economic development, which at its current rate promises to connect with the revitalization of nearby Shaw, the new convention center and Georgia Avenue development.

Just last week, Mayor Anthony A. Williams pledged \$111 million toward the revitalization of Georgia Avenue, joining civic groups in their efforts to make infrastructure improvements and boost economic development. The mayor's plans include commercial facade enhancement, streetscape improvements, promoting homeownership and small-business development.

"Economic investment in any city is a good thing, the fact that people are willing to spend money [in the neighborhood] is a good thing," said Milton Bailey, acting director of the Department of Housing and Community Development.

The club first opened its doors in 1926 under the name Nightclub Bohemia, before becoming the Crystal Caverns and finally the Bohemian Cavern during the 1960s.

"The reappearance of the Bohemian Cavern is a signal to many native Washingtonians that the history of communities like U Street was valuable enough to be repeated," said Ward 4 council member Charlene Drew Jarvis.



Photo by Mary F. Calvert/The Washington Times

Willie Augburn cleans the sidewalk in front of the Bohemian Cavern, whose owner hopes will be a hit with D.C.-area jazz lovers.

"It's a very good sign, it's a way of tying new Washington to historic Washington," Mrs. Jarvis said.

In its heyday, the supper club had a \$1.50 cover charge and a \$1 minimum, and a jazz fan could get lamb chops and french fries for 75 cents.

No more. A membership to see every show could cost as much as \$2,500.

But Mr. Afshar says he's concerned about history as he is about making money.

"This is a cultural living museum. We didn't create something new — we basically restored the cave," he said.

Mr. Afshar had to demolish the building's dilapidated frame and

created something new from the prehistoric theme, complete with stalagmites and stone walls. Fine dining will be available on the street level, a lounge will occupy the top two levels and jazz will reverberate down in the caverns seven nights a week.

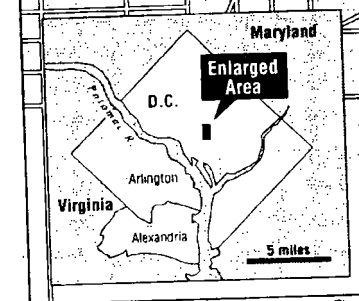
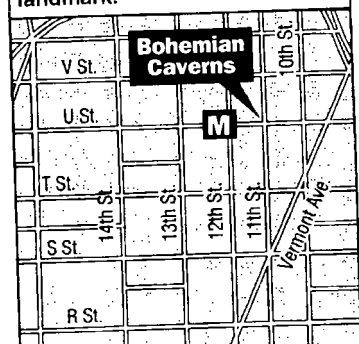
The rebirth of the three-story brick building attracts the attention of passers-by, and dozens of curious people drop in every week, Mr. Afshar said.

Wednesday, Veronica Cade, 42, and her co-worker Talmah Turner, 52, peered through the window during their lunch break and were treated to a tour of the building.

"It was nice to see the building renovated," said Miss Cade of

JAZZ REVS UP U STREET

The Bohemian Caverns opens today signaling the revitalization of a Washington landmark.

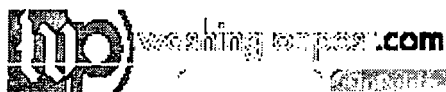


The Washington Times

Greenbelt, who has worked nearby at Howard University's College of Dentistry for 16 years and has seen the neighborhood change.

Mr. Afshar is nevertheless nervous about reopening night.

"I've done what I promised to the neighborhood," he said. "But, oh man, I can't sleep. My mind is working like a machine. You never know what's going to happen."


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Drive Against Diesel Buses Armed With Asthma Data

By *Lyndsey Layton*
Washington Post Staff Writer
Thursday, July 6, 2000; Page B04

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Partner:

Health officials who believe diesel buses are linked to a District asthma rate that is more than twice the national average will ask Metro today to test expensive, cleaner-burning buses and move away from its all-diesel fleet.

With alarming asthma rates "particularly among African American children, we are asking [Metro] to move to a pilot program with compressed natural gas buses," said Theodore J. Gordon, the District's director of environmental health.

While 2 percent of the national population suffers from asthma, 5 percent of District residents have it, Gordon said. More striking, he said, is that a breakdown of 1997 hospital discharges shows asthma most prevalent in Wards 4, 6, 7 and 8. Those wards have a Metrobus garage or are among the city's poorest--or both.

District officials planned to testify before Metro directors this morning to get the agency to rethink its sooty buses.

In addition to wanting tests of compressed natural gas buses, D.C. Mayor Anthony A. Williams (D) wants all 1,300 diesel Metrobuses retrofitted with catalytic converters to cut emissions. He also wants Metro to analyze the costs of making a wholesale switch from diesel to the cleaner-burning compressed natural gas buses.

The mayor's unusual jump into Metro's purchasing decisions is part of a campaign by two of the nation's largest environmental groups to persuade Metro to dump its diesel buses.

Using a strategy that brought them victory in New York this year, the Natural Resources Defense Council and the Sierra Club are applying political pressure to make an end run around Metro managers, who are loyal to diesel buses and have resisted most opportunities to change direction. As they did in New York, the environmentalists are lining up key political figures to apply pressure.

Advocates for natural gas-fueled buses have enlisted the support of Del. Eleanor Holmes Norton (D-D.C.), who is offering to secure federal funding for cleaner buses, as well as 22 health, environmental and

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"The air pollution levels here are too high," said Sharon Newsome, of Physicians for Social Responsibility.

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Newsome added that the District is likely to flunk the tough new federal air quality standards that take effect in 2003. Metro "can either choose to help meet new standards now, or only make the matter worse," Newsome said.

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Diesel exhaust contains nitrogen oxides and volatile organic compounds that combine to create ground-level ozone, a major source of smog. Although the District has no heavy industry generating pollution, it exceeds federal limits for ground-level ozone. The black diesel smoke also contains toxic compounds and fine particles that lodge in human lungs and have been linked to several health problems including asthma, chronic bronchitis, pneumonia, heart disease and, recent studies show, cancer.

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By contrast, natural gas-burning engines emit almost no fine particles or toxic chemicals and much less nitrogen oxides, although they do produce higher levels of carbon dioxide and carbon monoxide.

More

Metro has ordered 230 diesel buses to replace part of the transit agency's aging 1,300-bus fleet, the nation's fifth-largest, and has the option to order an additional 100 buses next year. Two of the agency's 12 directors support alternative fuel, but they have been outnumbered in discussions about changing technology.



Transit officials say they are turned off by the expense of compressed natural gas buses. They cost about 15 to 25 percent more than diesel buses and require special refueling stations that cost an average of \$1.7 million, according to a report by the General Accounting Office. In addition, transit agencies have to modify maintenance facilities to include new ventilation systems.

Meanwhile, performance reviews around the country are mixed. Some agencies rave about the buses; others say they are prone to breakdowns.

Jack Requa, Metro's chief operating officer for buses, opposes compressed natural gas buses and says the best solution to the emissions problem is a fuel cell technology that won't be ready for a decade. A fuel cell generates electricity from the chemical reaction of combining hydrogen and oxygen into water. The only emissions fuel cells produce are heat and water.

Metro directors are scheduled to hear a three-hour presentation this morning by transit and health experts about alternatives to diesel buses.

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— also — receives federal funding

The Washington Metropolitan Area Transit Authority (WMATA) was created by an interstate compact in 1967 to plan, finance, construct and operate a comprehensive mass transit system for the Washington metropolitan area.

The Authority began building its rail system in 1969, acquired the four area bus systems in 1973 and began operating the first phase of Metrorail in 1976.

The following jurisdictions comprise the transit zone:

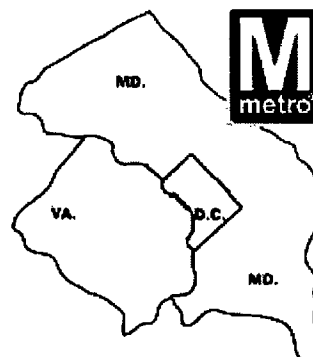
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Maryland

1. Montgomery County
2. Prince George's County

Virginia

1. Arlington County
 2. Fairfax County
 3. Loudoun County
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 5. City of Fairfax
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May 17, 2000

[Riding Metro](#)

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Cheryl Y. Johnson

www.wmata.com

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Bob Bowen

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Police Boys and Girls Clubs

(202) 388-8191

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Paul Royal

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Orion Bus Industries

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First of Metro's New Orion Bus Fleet Arrives as Orion Donates \$5,000 to Police Boys and Girls Clubs

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Children to Paint Bus Mural at Welcome Event

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The first of 230 state-of-the-art Orion buses rolled into town in time for a welcome ceremony at the Richard England Clubhouse and Community Center, 4103 Benning Road, N.E., on Wednesday, May 17, 10:30 a.m. During the ceremony, a group of Metropolitan Police Boys and Girls Clubs members painted a mural to adorn the sides of a new Orion bus. Orion also made a special \$5,000 donation to the Police Boys and Girls Clubs.

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The ceremony, at the Richard England Clubhouse, featured a group of boys and girls, ages 8-10, creating an original, colorful mural with the theme, "Things of Spring." Placed on blank advertising panels, the mural was attached to the side of an Orion bus for display over the next week.

Max the Metro Mascot was also on hand to greet the children and provide each with a gift bag of Metro mementos. The children were also able to pose for pictures with Max.

Two new buses were displayed as well. Both 40-feet in length, one has the height of the floor at the usual distance from the ground, and the other one is called a low-floor bus because its floor is much closer to the ground. The low-floor bus makes it easy for persons with disabilities and senior citizens to board the bus. If a person is in a wheelchair, he or she rides up a ramp to enter the bus.

"On behalf of our passengers, we are very pleased to welcome our new fleet of buses," stated Jack Requa, Chief Operating Officer for Bus Service. "A significant number of children ride our buses, so it is fitting that we welcome these buses at the Richard England Clubhouse, a place dedicated to providing additional resources to children."

"These buses will be a significant part of the community, so we thought it would be appropriate to mark the occasion with this donation," said Paul Royal, Executive Vice President of Orion Bus Industries. "Metro has shown great confidence in our projects and has made a significant investment in the region's transit future with this purchase. Orion is pleased to make a similar investment in the future of the children at the Police Boys and Girls Clubs."

Metro will receive 100 Orion VI low-floor buses and 130 Orion V standard floor buses. The order contains an option for an additional 330 buses.

"We confirmed our order with Orion last November and the fact that Orion buses are on Washington's streets less than six months later is a remarkable achievement," said Requa. "I know that our riders will appreciate the modern comforts and style of the new Orion buses."

"This represents the fastest turnaround of an order in Orion's history," said Royal. "Full delivery of the base order should be completed in three to four months, well ahead of schedule."

The Boys and Girls Clubs will use the donation from Orion for transporting children to its Ernest W. Brown camp. Each summer 1,200 to 1,500 boys and girls between 7 and 13 years of age travel to the countryside of Scotland, Maryland, for a week-long adventure at Camp Brown. The camp is 80 miles south of Washington, D.C.

"Orion's donation will pay dividends all summer long and is a true investment in the community," said Bob Bowen, Executive Vice President for the Boys and Girls Clubs. "For many of our children, the trip to Camp Brown is their first one outside of an urban setting. The experiences they have at the camp are truly significant and memorable."

Orion supplies transit buses for the North American market from its head office in Mississauga, Ontario, Canada, and assembly plant in Oriskany, New York. It is an industry leader that provides high quality, environmentally friendly products to its clients.

The Metropolitan Police Boys and Girls Clubs is a non-profit, charitable 501(c)(3) organization operating in and serving residents of the District of Columbia. The clubs provide the youth of the city with relevant social, recreational, athletic, and educational activities to help them develop into responsible citizens. The clubs also provide positive role models and safe havens in which to play and learn.



John D. Gibson

07/17/2000 06:06:00 PM

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Record Type: Record

To: Roger S. Ballentine/WHO/EOP@EOP

cc: David Gardiner/WHCCTF/EOP@EOP, Miriam L. Seifter/WHO/EOP@EOP

Subject: dc buses

Roger, you should check out the articles Miriam found if you haven't read them already. They give the basic lay of the land but may not be totally accurate or complete.

On the advice of Lee Slaezick of DOE, I spoke with Bill Sigel at DOT, Federal Tansit Administration. He said that WAMTA was thinking of changing their current order for more diesel buses -- a fact seemingly at variance with the newspaper article's statement that they are to be delivered in September - - but that they were also very interested in low sulfur diesel/natural gas/hybrids for their future orders. His impression was that WAMTA wanted to try all 3 while the No Va. members wanted natural gas. He also suggested we call Jack Requa who is the Chief Operating Officer for buses -- may not be a good idea since the Post says he is not an ally on this. Sigel is also getting some from FTA to call me who understands the financial/federal matching fund aspect of this issue. Plus I have a couple of others I plan to call on my own. IGA is totally checked out on this right now since Zina (the DC person) is still in Charlotte for the NACO meeting.

More later.

Miriam -- make sure Roger has copies of the articles that you faxed to me; thanks.



U.S. Department of Transportation
Office of Public Affairs
Washington, D.C.
www.dot.gov/briefing.htm

News

FOR IMMEDIATE RELEASE

Thursday, February 3, 2000
Contact: Gail Taylor
Telephone: 202-366-4043
FTA 1-00

**U.S. Transportation Secretary Slater Announces
\$600 Million Loan Guarantee for Washington Metro**

Delivering on President Clinton's and Vice President Gore's agenda to make American communities more livable, U.S. Transportation Secretary Rodney E. Slater today announced a \$600 million loan guarantee for the Washington Metropolitan Area Transit Authority (WMATA) to begin a \$2.3 billion capital improvement program.

The loan guarantee to WMATA is the first to be made possible by the Transportation Infrastructure Finance and Innovation Act of 1998 (TIFIA), an innovative financing program established in the Transportation Equity Act for the 21st Century (TEA-21), which President Clinton signed into law on June 9, 1998. Lehman Commercial Paper, Inc., New York, is the lender.

"This innovative financing program is a catalyst for creating jobs and continuing our nation's record economic growth," said President Clinton. "Today it is benefitting our neighbors in Washington, D.C., and future innovative financing like it will support important transportation projects of critical importance in other parts of the nation."

WMATA will use this loan guarantee to expedite upgrading and modernizing of the original 103-mile Metrorail system, some parts of which are more than 20 years old. These upgrades will include rehabilitation of the entire railcar fleet, overhaul of buses, purchase of over 1,000 buses over the next 10 years, replacement of the automated train control system, installation of protective canopies over outdoor escalators, rehabilitation of escalators and elevators system-wide, and installation of a new automated traveler information system. The rehabilitation also will enable Metrorail to work together more effectively with the Metrobus and other county and local bus systems in the metropolitan region.

"In his State of the Union message, President Clinton asked for a continued commitment to making American communities more livable," said Secretary Slater. "This project is a good example of how we are working to meet regional needs – innovating to expand the base of financing alternatives available to address needs that might not otherwise be met."

Through TIFIA, the U.S. Department of Transportation can provide credit assistance rather than grants to public and private sponsors of major surface transportation projects. WMATA's is the first of five projects announced by Secretary Slater last September to receive the innovative financial assistance. The other four are State Route 125 in San Diego; Miami Intermodal Center; Tren Urbano, San Juan, Puerto Rico; and the Farley-Pennsylvania Station Redevelopment Project, New York.

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May 15, 2000

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Contact:

Ray Feldmann

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Orion Bus Industries and the Washington Metropolitan Area Transit Authority (WMATA) are welcoming the arrival of 230 new Orion buses to provide service for residents of the metropolitan area. Orion is donating \$5,000 to the Metropolitan Police Boys and Girls Clubs at a ceremony to be attended by officials from Metro, the Police Boys and Girls Clubs, and Congressman Sherry Boehlert, representative of Oriskany, NY, where the Orion buses are assembled.

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Twenty children from the Richard England Clubhouse and Community Center will create an original mural with the theme, "Things of Spring." Using colorful paints, the children will create the artwork during the ceremony while wearing oversized T-shirts just for the occasion. The mural will adorn a new Orion bus following the ceremony. Max the Metro Mascot will also be on hand to greet the children and provide them each with a gift bag of Metro mementos.

Metro is receiving 130 regular-height floor buses and 100 low-floor buses. Each of the 40-foot buses will be on display.

WHO:

Gladys W. Mack, Chairman of the Metro Board of Directors;
Jack Requa, Metro Chief Operating Officer for Bus Service;
Congressman Sherry Boehlert (R-New Hartford), 23rd District,
New York; and Paul Royal, Executive Vice President,
Metropolitan Police Boys and Girls Clubs.

WHEN:

Wednesday, May 17, 2000, at 10:30 a.m.

WHERE:

Richard England Clubhouse and Community Center, 4103
Benning Road, N.E.