

Appendix 2

Project Partner Support Letters

Letters include local match and NEPA assurances from the jurisdictions that own portions of the proposed project. Underpinning these letters of support is TPB Resolution R3-2012 that was unanimously adopted September 21, 2011 and approved the submission of this application, signaling broad regional support for the proposed project.

The following is a list of letters included in this section:

1. TPB Resolution R3-2012, approving submission of the FY 2011 TIGER Grant: September 21, 2011
2. COG Board Resolution R-50-2011, approving administration of project: October 12, 2011
3. Arlington County Office of the County Manager letter from Barbara Donnellan: October 18, 2011
4. District Department of Transportation letter from Director Terry Bellamy: October 27, 2011
5. Montgomery County Department of Transportation letter from Arthur Holmes, Jr: October, 18, 2011
6. Prince George's County Department of Public Works and Transportation letter from Director Haitham Hijazi for New Carrollton: October 27, 2011
7. Prince George's County Department of Public Works and Transportation letter from Director Haitham Hijazi for West Hyattsville: October 27, 2011
8. City of Rockville letter from Scott Ullery, City Manager: October 17, 2011
9. Virginia Railway Express (VRE) letter from Chief Executive Officer Dale Zehner: October 26, 2011
 - a. Fairfax County Department of Transportation letter from Tom Biesiadny: October 25, 2011
 - b. City of Manassas Community Development letter from Elizabeth Via-Gossman: September 12, 2011
 - c. City of Manassas Park letter from James Zumwalt, City Manager: September 28, 2011
 - d. Prince William County Department of Transportation letter from Thomas Blaser: September 14, 2011

NATIONAL CAPITAL REGION TRANSPORTATION PLANNING BOARD
777 North Capitol Street, N.E.
Washington, D.C. 20002

**RESOLUTION APPROVING THE SUBMISSION OF A
PRE-APPLICATION TO IMPLEMENT PEDESTRIAN AND BICYCLE ACCESS
IMPROVMENTS IN RAIL STATION AREAS IN THE NATIONAL CAPITAL REGION
FOR FUNDING UNDER THE US DEPARTMENT OF TRANSPORTATION (USDOT)
FY 2011 TIGER COMPETITIVE GRANT PROGRAM**

WHEREAS, the National Capital Region Transportation Planning Board (TPB), which is the metropolitan planning organization (MPO) for the Washington Region, has the responsibility under the provisions of the Safe, Accountable, Flexible, and Efficient Transportation Equity Act - A Legacy for Users (SAFETEA-LU) of 2005 for developing and carrying out a continuing, cooperative and comprehensive transportation planning process for the Washington Metropolitan Area; and

WHEREAS, On July 1, 2011, U.S. DOT released an interim notice of funding availability for the FY 2011 TIGER discretionary grant program, and a final notice of funding availability on August 12, 2011; and

WHEREAS, the FY 2011 TIGER program is a competitive discretionary grant program administered through the US DOT Office of the Secretary funded with \$527 million appropriated through the FY 2011 Appropriations Act, \$387 million of which is available for capital projects in urban areas; and

WHEREAS, the TIGER program focuses on five primary criteria: state of good repair, safety, sustainability, livability, and economic competitiveness; and two secondary criteria: innovation and partnership; and

WHEREAS, the TIGER program provides the TPB with a good opportunity to fund innovative and challenging transportation projects that would be multimodal, multijurisdictional, multi-partnered and difficult to implement under other "modal" funding sources, in the process of meeting USDOT's long-term goals and objectives, such as providing regional benefits and strengthening regional partnerships, promoting multimodal travel by increasing connectivity and feasibility of using transit throughout the region, and increasing affordable transportation options; and

WHEREAS, the FY 2011 TIGER application timeframe requires a pre-application to be submitted by October 3 with a final application due by October 31; and

WHEREAS, at the July 21 TPB meeting, the Board approved TPB staff working with regional staff to develop a regional application that would center on funding small-scale,

innovative transit access projects, including pedestrian, bicycle, streetscape or other circulation improvements to improve access to selected rail stations and encourage mixed-use development around the stations; and

WHEREAS, on July 29 an e-mail request was sent to TPB member jurisdictions requesting them to identify potential infrastructure projects for inclusion in the TPB application, and TPB staff and staff from member jurisdictions met on August 17 and 30 to review the proposed project details, costs and local funding match sources, required assurances, operating funding sources, and alternative financing opportunities, such as private contributions; and

WHEREAS, on September 9, the TPB Technical Committee was briefed on the recommended local projects for the application to implement pedestrian and bicycle access improvements in rail station areas and recommended that the projects be presented to the TPB for approval on September 21; and

WHEREAS, the recommended local projects for the application include:

- Forest Glen Underpass in Montgomery County,
- Pedestrian Safety Measures for New Carrollton Metro Station in Prince George's County,
- West Hyattsville Metro Station / Ager Road Improvements in Prince George's County,
- Safer Walkways around the Twinbrook Metro Station in the City of Rockville,
- Army Navy Drive Multimodal Access Improvements in Arlington County,
- Bicycle Lockers at VRE Stations, and
- Fort Totten Access Improvements in the District of Columbia, as described in the attached memorandum; and

WHEREAS, additional details on the local project designs, costs and funding commitments, and implementation schedules will be provided to TPB staff by September 30 in order to perform and document the required analysis of the expected benefits and costs, including a calculation of net benefits,

WHEREAS, at its October 19 meeting the TPB will be asked to review and approve the final application for submission by October 31;

NOW, THEREFORE BE IT RESOLVED THAT THE NATIONAL CAPITAL REGION TRANSPORTATION PLANNING BOARD approves the recommended local projects for submission of a pre-application for a regional application under the federal FY 2011 TIGER program by the due date of October 3, 2011 as described in the attached memorandum.

METROPOLITAN WASHINGTON COUNCIL OF GOVERNMENTS
777 NORTH CAPITOL STREET, N.E.
WASHINGTON, D.C. 20002

**RESOLUTION AUTHORIZING COG TO APPLY FOR AND ADMINISTER FUNDING FOR A
PROJECT TO IMPLEMENT PEDESTRIAN AND BICYCLE ACCESS IMPROVMENTS IN RAIL
STATION AREAS IN THE REGION FROM THE FY 2011 TRANSPORTATION INVESTMENTS
GENERATING ECONOMIC RECOVERY (TIGER) COMPETITIVE GRANT PROGRAM OF THE US
DEPARTMENT OF TRANSPORTATION (USDOT)**

WHEREAS, On July 1, 2011, USDOT released an interim notice of funding availability for the FY 2011 TIGER discretionary grant program, and a final notice of funding availability on August 12, 2011; and

WHEREAS, the FY 2011 TIGER program is a competitive discretionary grant program administered through the USDOT Office of the Secretary funded with \$527 million appropriated through the FY 2011 Appropriations Act, \$387 million of which is available for capital projects in urban areas; and

WHEREAS, the National Capital Region Transportation Planning Board (TPB), as the metropolitan planning organization (MPO) for the Washington Region, has the responsibility under the provisions of the Safe, Accountable, Flexible, and Efficient Transportation Equity Act - A Legacy for Users (SAFETEA-LU) of 2005 for developing and carrying out a continuing, cooperative and comprehensive transportation planning process for the Washington Metropolitan Area; and

WHEREAS, metropolitan planning organizations like the TPB are eligible applicants under the expressed FY 2011 TIGER grant funding guidelines; and

WHEREAS, the TPB adopted the attached Resolution, TPB R3-2012, on September 21, 2011, approving the submission of a pre-application for a project to Implement Pedestrian and Bicycle Access Improvements in Rail Station Areas in the National Capital Region for funding under the FY 2011 TIGER competitive grant program; and

WHEREAS, the TPB will be the lead applicant in the grant application and COG/TPB will be the direct recipient of up to \$30 million for a regional pedestrian and bicycle access improvements to rail stations project, and other state, regional and local agencies will be joint applicants and sub-recipients of FY 2011 TIGER grant funding included in the application; and

WHEREAS, COG is the administrative agent of the TPB, and the COG Board authorizes the executive director to apply for and administer grant funding on behalf of the TPB; and

WHEREAS, applying for an FY 2011 TIGER grant represents a significant regional funding opportunity.

**NOW, THEREFORE, BE IT RESOLVED BY THE BOARD OF DIRECTORS OF THE
METROPOLITAN WASHINGTON COUNCIL OF GOVERNMENTS THAT:**

The Executive Director, or his designee, is authorized to apply for and administer grant funding from USDOT's FY 2011 TIGER Competitive Grant Program for a project to Implement Pedestrian and Bicycle Access Improvements in Rail Station Areas in an amount no less than \$10,000,000 and not to exceed \$30,000,000 in accordance with provisions of the grant program. No COG matching funds are required.

COPY TESTE:

Diane Humke, Board Clerk



OFFICE OF THE COUNTY MANAGER

2100 Clarendon Boulevard, Suite 302, Arlington, VA 22201
TEL 703-228-3120 FAX 703-228-3218 TTY 703-228-4611 www.arlingtonva.us

October 18, 2011

Muriel Bowser
Chair, National Capital Region Transportation Planning Board
777 North Capitol Street, NE
Suite 300
Washington, DC 20002

Re: TIGER III federal grant submission

Dear Chair Bowser,

As a member of the National Capital Region Transportation Planning Board (TPB), the metropolitan planning organization (MPO) for the Washington region, Arlington County has worked with MPO staff on development of the TIGER III regional access to transit grant submitted for the Washington region by the TPB. Arlington County enthusiastically supports the region's grant application, which was approved by the TPB for submittal to the U.S. Department of Transportation.

We are looking forward to implementing the proposed project components. Army Navy Drive is an important urban arterial street, which will have to be reconceived as a more complete, multimodal facility in order to meet the growing needs of the Pentagon City transit oriented development area. Our proposed project, which has been planned in partnership with the Federal Highway Administration (FHWA), would redesign and rebuild the street in order to serve pedestrians, cyclists, and transit users as well as it serve automobiles. The project also includes the addition of 10 bikesharing stations to the Capital Bikeshare network, which already includes over 200 existing or planned bikesharing stations in Arlington and the District of Columbia.

Arlington is committed to this project. Upon the award of a TIGER grant, Arlington will provide a local match of \$1,872,896, which represents 27% of the total cost for the Army Navy Drive project, including bikesharing.

The project components proposed to be implemented through this grant application may be subject to the provisions of the National Environmental Policy Act of 1969, as amended (NEPA). Upon successful award of the TIGER grant, Arlington will conduct the appropriate level of NEPA analysis. The project as proposed in this application meets the definition of projects defined in: 23 CFR 771.117 C(3) Construction of bicycle and pedestrian lanes, paths, and facilities. Therefore, we believe a CE under 23 CFR 771.117 C is an appropriate level of NEPA analysis for this project, and we anticipate

submitting a CE request to the appropriate modal administration once analysis has been completed.

The Army Navy Drive project was identified by FHWA as a mitigating project for its 14th Street Bridge EIS. This may adequately fulfill NEPA documentation requirements for this aspect of the project. However, should it be determined that additional NEPA actions are necessary; Arlington is prepared to move quickly to satisfy them.

As project owner, Arlington County certifies it will comply with all wage rate requirements and other applicable provisions of the United States Code, Subchapter IV of Chapter 31 of Title 40.

As part of project implementation, Arlington County will comply with all applicable federal, state and local permitting requirements.

We look forward to partnering with TPB in this exciting effort.

Sincerely,

A handwritten signature in blue ink, appearing to read "Barbara M. Donnellan", with a stylized flourish at the end.

Barbara M. Donnellan
County Manager



COPY

DEPARTMENT OF TRANSPORTATION

Isiah Leggett
County Executive

Arthur Holmes, Jr.
Director

October 18, 2011

The Honorable Muriel Bowser, Chair
National Capital Region Transportation Planning Board
Metropolitan Washington Council of Governments
777 North Capitol Street, NE, Suite 300
Washington, DC 20002-4290

Dear Chairperson Bowser:

As a member, of the National Capital Region Transportation Planning Board (TPB), the Metropolitan Planning Organization (MPO) for the Washington region, Montgomery County (MC) has worked with the MPO staff on the development of the TIGER III Forest Glen Metro Access project grant submitted for the Washington region by the TPB. This application was approved by the TPB for submittal to the U.S. Department of Transportation. Montgomery County enthusiastically supports the grant application.

Furthermore, the intersection of Georgia Avenue and Forest Glen Road is one of the most congested intersections located adjacent to a Washington Metropolitan Area Transit Authority (WMATA) subway station in the Washington Metropolitan Area. Construction of an underground passageway or bridge that separates pedestrians accessing the station from on-street traffic will make it safer; and more inviting for pedestrians and bicyclists to access the Forest Glen Metro Station. In addition to the tunnel or bridge, the project includes the construction of one elevator to connect the street level directly to the mezzanine of the Forest Glen Metrorail Station to improve access for persons with disabilities. It also establishes bikeshare stations at the Forest Glen Metrorail Station, Holy Cross Hospital and the surrounding areas.

The Forest Glen Metro Access project is a clear priority for MC Project planning which is funded in the MC Capital Improvement Program (CIP) and is underway. The Total TIGER request is for \$14.4 million, 80 percent of the project cost. The local match from MC is \$3.6 million, 20 percent of the project cost. This \$3.6 million local match will be funded by bonds programmed in the MC CIP "State Transportation Participation – NO. 500722." The Forest Glen Metro Access project has been identified on the State Participation program for funding, additionally, there is sufficient funding not dedicated to other projects to fully meet the grant requirements. (Please refer to the attached project description form.) Easements for bikesharing stations will be provided by Holy Cross Hospital, WMATA, and other property owners. MC will be responsible for Bikesharing operating and maintenance costs. WMATA will be responsible for the operation and maintenance of the underpass or bridge and the elevator.

Office of the Director

101 Monroe Street, 10th Floor • Rockville, Maryland 20850 • 240-777-7170 • 240-777-7178 FAX
www.montgomerycountymd.gov

Located one block west of the Rockville Metro Station

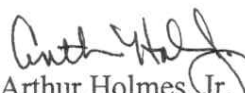
The Honorable Muriel Bowser, Chair
October 18, 2011
Page 2

The project as proposed in this application meets the definition of project defined in: 23 CFR 771.117 C (3) Construction of bicycle and pedestrian lanes, paths and facilities. Therefore, we believe a Categorical Exclusion (CE) under 23 CFR 771.117 C is an appropriate level of National Environmental Policy Act analysis for this project, and we anticipate submitting a CE request to the appropriate modal administration once analysis has been completed.

As part of project implementation, MC will comply with all applicable Federal, State, and local permitting requirements. As with all capital construction projects in MC, all applicable Federal, State and local permits will be identified and obtained in accordance with our standard construction management procedures.

As shown in the enclosed project description form for the "State Transportation Participation project, the local match for the Forest Glen Metro Access project has already been approved by the County Executive, and by resolution of the County Council. I sign this letter noting this County Executive and Council Approval as part of the implementation of the MC CIP. We look forward to partnering with TPB in this exciting effort.

Sincerely,


Arthur Holmes, Jr.
Director

AH:ar

Enclosure

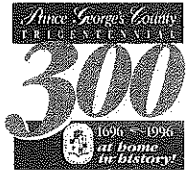


Rushern L. Baker, III
County Executive

PRINCE GEORGE'S COUNTY GOVERNMENT



Department of Public Works and Transportation
Office of the Director



October 27, 2011

The Honorable Muriel Bowser, Chair
National Capital Region Transportation Planning Board
Metropolitan Washington Council of Governments
777 North Capitol Street, N.E., Suite 300
Washington, DC 20002

Dear Chairperson Bowser:

On behalf of the Prince George's County Department of Public Works and Transportation (DPW&T), I am pleased to support the Pedestrian Safety Measures for the New Carrollton Metro Station Project for inclusion in the TIGER III Discretionary Grants application. Prince George's County strongly supports the safety and accessibility benefits of this project.

The New Carrollton Metro Station is currently Prince George's County's only full-service intermodal transportation center. As such, it provides the region with an excellent opportunity to transform the New Carrollton Metro Station into a premier, high-intensity and livable urban center that is a regional transit-oriented destination featuring a walkable and transit friendly environment. Toward this end, the 2010 New Carrollton Approved Transit District Development Plan (TDDP) and Transit District Overlay Zoning Map Amendment included planning concepts, recommendations, and implementation steps stemming from the recommendations of the 2004 New Carrollton Transit-Oriented Development Strategy Planning Study, proposed public infrastructure investment recommendations provided by the Urban Land Institute Technical Assistance Panel convened in July 2007, and an extensive public outreach program that included intensive hands-on workshops. Subsequent to the approval of the Plan, Prince George's County's Maryland-National Capital Park and Planning Commission (M-NCPPC), through the Washington Metropolitan Council of Governments Transportation Planning Board (MWCOG-TPB), approved the 2010 Transportation Land-Use Connection (TLC) Study for the New Carrollton Metro Station area that provided a tool box of 29 recommended capital improvements.

After a careful and exhaustive review, this grant request calls for implementation of 12 of the initial TLC study proposals. Included is the installation of sidewalk and crossing improvements and signal timing changes, as identified in the TLC Study, and the pedestrian and bicycle recommendations of the 2010 TDDP around the New Carrollton Metro Station, which

The Honorable Muriel Bowser, Chair
October 27, 2011
Page 2

will assist the County in attracting future economic development to this area. Further, the New Carrollton Metro Station is the Number 1 identified Transit Oriented Development (TOD) priority in the County. Ensuring that it is a safe pedestrian and bicycle friendly environment is critical to enhancing existing transit infrastructure and compounding its value as a TOD.

The Prince George's County Executive and other elected and appointed officials are very proud of our Governor's recent announcement that the Department of Housing and Community Development will be relocating to New Carrollton. The County has been working vigorously with WMATA, State and private bidders on a request for qualifications regarding the potential for developing both the North and South parcels at the New Carrollton Metro Station. With all of these exciting elements taking shape, it is even more important for vital safety infrastructure to be improved and in place, as well as to ensure the safest community possible, all of which will result in the greatest potential for economic development at this critical time.

The total project costs to provide the needed safety improvements surrounding the New Carrollton Metro Station are \$945,595, which includes design and construction. In these challenging economic times, we are pleased that Prince George's County has identified a \$269,119 local match for this project to improve our transportation system and support the request for \$676,476 as part of the TIGER III application. We support the inclusion of Pedestrian Safety Measures for the New Carrollton Metro Station into this vital grant application, which will help to foster economic development, regional equity and balance, reduce congestion, enhance safety, and generate a healthier, more vibrant and walkable community for all.

Should you have questions or comments regarding this project, please contact Victor Weissberg of my staff at 301.883.5600 or via email at vweissberg@co.pg.md.us.

Sincerely,

A handwritten signature in dark ink, consisting of several overlapping loops and a long horizontal stroke at the end.

Haitham A. Hijazi, Ph.D., P.E.
Director

Attachment

cc: The Honorable Eric Olson, Member, Transportation Planning Board
Todd Turner, First Vice Chair, Transportation Planning Board
Ronald Kirby, Director of Transportation, MWCOG
Andre' Issayans, Deputy Director, Prince George's County, DPW&T
Victor Weissberg, Special Assistant to the Director, Prince George's County, DPW&T
Donald A. Halligan, Director, Office of Planning and Capital Programming, MDOT
Lyn Erickson, Manager, Office of Planning and Capital Programming, MDOT
Michael Nixon, Manager, Office of Planning and Capital Programming, MDOT

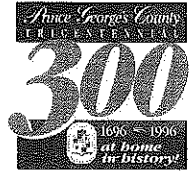


Rushern L. Baker, III
County Executive

PRINCE GEORGE'S COUNTY GOVERNMENT



Department of Public Works and Transportation
Office of the Director



October 27, 2011

The Honorable Muriel Bowser, Chair
National Capital Region Transportation Planning Board
Metropolitan Washington Council of Governments
777 North Capitol Street, N.E., Suite 300
Washington, DC 20002

Dear Chairperson Bowser:

Serving in my capacity as the Director of the Prince George's County Department of Public Works and Transportation (DPW&T), I am pleased to support the inclusion of Prince George's County's West Hyattsville Access Project into the Metropolitan Washington Council of Governments application for the TIGER III Discretionary Grants application. This project is very important to Prince George's County, as it will support the upgrade to and construction of "Green and Complete Roadway" elements designed to improve community safety, as well as enhance environmental benefits and access to commercial areas and the West Hyattsville Metro Station.

This project addresses key elements from WMATA's Access Improvements Study. Two of the elements from that Study included in this grant request are the completion of sidewalk gaps along Jamestown Road (heavily traveled by pedestrians walking along the shoulder), and a WMATA Secure Bike Parking Facility at the West Hyattsville Station.

The TIGER request for this project includes \$650,000 in construction costs, of which \$250,000 is for sidewalk installation along Jamestown Road, and \$400,000 for the construction of a WMATA Secure Bike Parking Facility. In addition, the County will fund \$37,500 for the design of Jamestown Road. In these challenging economic times, Prince George's County is proud that a 24% local match of the total project cost is provided.

The Honorable Muriel Bowser, Chair
October 27, 2011
Page 2

Should you have questions or comments regarding this project, please contact Victor Weissberg of my staff at 301.883.5600 or via email at vweissberg@co.pg.md.us.

Sincerely,

A handwritten signature in dark ink, consisting of several overlapping loops and a long horizontal stroke at the end.

Haitham A. Hijazi, Ph.D., P.E.
Director

Attachment

cc: The Honorable Eric Olson, Member, Transportation Planning Board
Todd Turner, First Vice Chair, Transportation Planning Board
The Honorable Will Campos, County Council Member
Ronald Kirby, Director of Transportation, MWCOG
Richard Sarles, General Manager, WMATA
Andre' Issayans, Deputy Director, Prince George's County, DPW&T
Victor Weissberg, Special Assistant to the Director, Prince George's County, DPW&T
Donald A. Halligan, Director, Office of Planning and Capital Programming, MDOT
Lyn Erickson, Manager, Office of Planning and Capital Programming, MDOT
Michael Nixon, Manager, Office of Planning and Capital Programming, MDOT
Kristin Haldeman, WMATA

GOVERNMENT OF THE DISTRICT OF COLUMBIA
DEPARTMENT OF TRANSPORTATION



d. Office of the Director

October 27, 2011

The Honorable Muriel Bowser, Chairperson
National Capital Region Transportation Planning Board
Metropolitan Washington Council of Governments
777 North Capitol Street, N.E., Suite 300
Washington, DC 20002-4290

Dear Chairperson Bowser:

The District Department of Transportation (DDOT) on behalf of the Mayor of the District of Columbia (District) is pleased to join the National Capital Region Transportation Planning Board (TPB) as a joint applicant for discretionary grant funds available through the Transportation Investment Generating Economic Recovery (TIGER) Competitive Grant Program. As a joint applicant and owner of components of the grant request, the District and DDOT enthusiastically support this application, understand the obligation this role confers upon us and will cooperate at all levels in carrying out the activities to be supported by the TIGER grant. The District will be providing \$834,210 in local match. DDOT's match for the federal grant, at 20 percent, would come from the District's local highway trust fund, which is largely funded by fuel tax receipts. In recent years, the District, like other jurisdictions, has seen declines in fuel tax receipts, but the District Government has indicated and demonstrated a willingness to direct other funds to the local highway trust fund if shown that such funds are essential to qualify for available federal transportation grants.

The DDOT project identified for implementation through this program will redesign 1st Place NE and Galloway Street NE in the District of Columbia to improve circulation and make the infrastructure around the Fort Totten Metrorail station safe and accessible for all modes. This project was initiated by DDOT to improve access and circulation for the confluence of pedestrians, bicyclists, buses, and vehicles at the Fort Totten Metrorail station. The final study report recommends pedestrian improvements including building missing sidewalk linkages, expanding some sidewalks to accommodate bicyclists, relocating crosswalks to safe locations, adding secure bike parking, and improving lighting. There are several major infrastructure

changes occurring in the area, including a planned intersection reconfiguration at Riggs Road NE and South Dakota Avenue NE. Additionally, several major real estate developments are in various stages of planning and construction in the immediate vicinity that will result in notable increases of residential and commercial densities. These and other projects underscore the need to provide safe and efficient multimodal traffic circulation in the project study area.

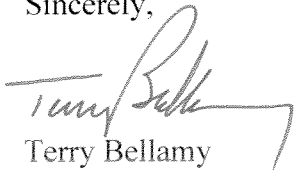
The proposed project is complying with the National Environmental Policy Act (NEPA) and has been approved as a Categorical Exclusion (CE) per 23 CFR 771.117. Under the FHWA “Environmental Impacts and Related Procedures” as described in 23 CFR 771.117 d(2), safety and traffic operations improvement projects, such as the proposed project for this application, meets the criteria to be classified as a CE under NEPA (40 CFR 1508.4 and 23 CFR 771.117a).

As project owner, DDOT certifies it will comply with all wage rate requirements and other applicable provisions of the United States Code, Subchapter IV of Chapter 31 of Title 40.

As part of project implementation, DDOT will comply with all applicable federal, state, and local permitting requirements. The proposed project location is entirely within DDOT right-of-way and DDOT anticipates that few permits will be required. DDOT will identify and obtain all required permits in accordance with our standard construction management procedures required for all capital construction projects in the District of Columbia.

We look forward to partnering with the TPB in this exciting effort.

Sincerely,



Terry Bellamy
Director

Attachment: Grant Application



111 Maryland Avenue | Rockville, Maryland 20850-2364 | 240-314-5000
www.rockvillemd.gov

October 17, 2011

Ms. Muriel Bowser, Chair
National Capital Region Transportation Planning Board
777 N. Capital Street, N.E., Suite 300
Washington, D.C. 20002

Subject: FY 2011 TIGER Program Letter of Support

Dear Chair Bowser,

The City of Rockville, Maryland, is pleased to join the National Capital Region Transportation Planning Board (TPB) as a joint applicant for the Transportation Investment Generating Economic Recovery (TIGER) program. As a joint applicant and owner of components of the grant request, the City of Rockville supports this application, understands the obligation this role confers upon the City and will cooperate at all levels in carrying out the activities to be supported by the TIGER grant. The City of Rockville will provide local matching funds, in the amount of \$100,318 through the City Capital Improvement Program.

City of Rockville projects identified for implementation through this program include pedestrian safety and accessibility enhancements around the Twinbrook Metrorail station. The proposed pedestrian enhancements are the result of a TPB Transportation/ Land-Use Connections technical assistance grant study completed in Fiscal Year 2011. These projects are subject to the provisions of the National Environmental Policy Act (NEPA) of 1969, as amended. The project as proposed in this application, meets the definition of project defined in: 23 CFR 771.117 C(3) Construction of bicycle and pedestrian lanes, paths and facilities. Therefore, we believe a Categorical Exclusion under 23 CFR 771.117 C is an appropriate level of NEPA analysis for this project, and we anticipate submitting a CE request to the appropriate modal administration, once analysis has been completed. Regardless of the level of NEPA review to be performed, the City of Rockville will complete the NEPA process by June 30, 2013 in accordance with the requirements of the TIGER grant.

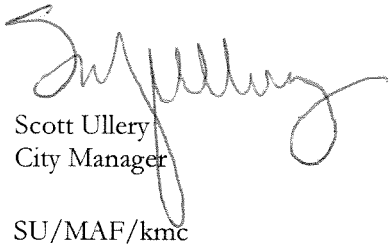
As project owner, the City of Rockville certifies that it will comply with all wage rate requirements and other applicable provisions of the United States Code, Subchapter IV of Chapter 31 of Title 40. As part of project implementation, the City of Rockville will comply with all applicable federal, State, and local permitting requirements. The improvements identified for completion through this program require limited surface disturbance and no changes to current or planned land use. Therefore, it is anticipated that few, if any, permits will be required. Nevertheless, as with all capital construction projects in the

Muriel Bowser, Chair
October 17, 2011
Page 2

City of Rockville, applicable federal, State and local permits will be identified and obtained in accordance with our standard construction management procedures.

We look forward to partnering with the TPB in this effort.

Sincerely,



Scott Ullery
City Manager

SU/MAF/kmc

cc: Craig L. Simoneau, P.E., Director of Public Works
Emad Elshafei, P.E., Chief of Traffic and Transportation
Matthew Folden, Transportation Planner II
Day file

VIRGINIA RAILWAY EXPRESS

1500 King Street, Suite 202

Alexandria, VA 22314

P: (703) 684-1001

F: (703) 684-1313

www.vre.org

October 26, 2011

Ms. Muriel Bowser
Chair, National Capital Region Transportation Planning Board
777 North Capitol Street, NE
Suite 300
Washington, DC 20002

Dear Chairman Bowser:

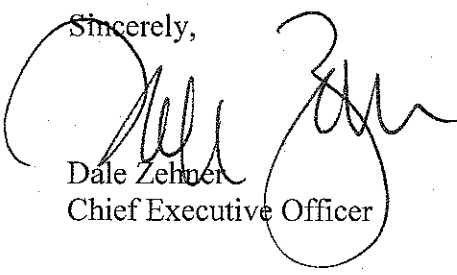
Virginia Railway Express (VRE) is pleased to partner with its member jurisdictions – Fairfax and Prince William Counties and the Cities of Manassas and Manassas Park – in joining the National Capital Region Transportation Planning Board, the metropolitan planning organization for the Washington, DC region, as a joint applicant of the FY 2011 Transportation Investments Generating Economic Recovery (TIGER) Competitive Grant Program.

VRE and its member jurisdictions are committed to improving non-motorized access options for residents and visitors to the region's commuter and Metrorail stations via a healthy, nonpolluting and affordable transportation option. The addition of bicycle lockers at VRE stations expands upon existing station bicycle amenities and satisfies an unmet need identified by the bicycle community for safe and secure bicycle parking.

VRE's member jurisdictions have committed to provide the local match to implement the improvements at the VRE stations within their respective jurisdictions. The VRE bike locker project as proposed in this application meets the definition of project as defined in: 23 CFR 771.117 C (3) Construction of bicycle and pedestrian lanes, paths, and facilities. Therefore, we believe a CE under 23 CFR 771.117 C is an appropriate level of NEPA analysis for this project, and we anticipate submitting a CE request to the appropriate modal administration once analysis has been completed.

We look forward to partnering with the Transportation Planning Board in this exciting effort.

Sincerely,


Dale Zehner
Chief Executive Officer





County of Fairfax, Virginia

To protect and enrich the quality of life for the people, neighborhoods and diverse communities of Fairfax County

October 25, 2011

Ms. Muriel Bowser, Chair
National Capital Region Transportation Planning Board
777 North Capitol Street, NE, Suite 300
Washington, DC 20002

Dear Chairman Bowser:

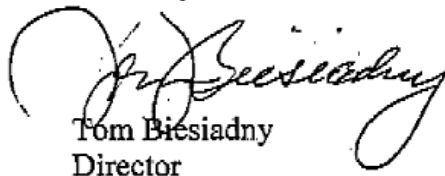
Fairfax County is pleased to partner with the Virginia Railway Express (VRE) in joining the National Capital Region Transportation Planning Board (TPB), the metropolitan planning organization (MPO) for the Washington region, as a joint applicant of the Department of Transportation's National Infrastructures Investments Under the Full-Year Continuing Appropriations, 2011, or commonly referred to as TIGER Discretionary Grants.

Fairfax County is committed to improving non-motorized transportation options. In 2006, the Board of Supervisors unanimously supported the County's comprehensive bicycle initiative, a program designed to make Fairfax County bicycle friendly and safe. As part of this program, efforts are being made to improve and expand bicycle parking at our park-and-ride lots, Metrorail stations, and Virginia Railway Express stations. This grant application will provide funding to expand and improve bicycle parking at three of the VRE facilities within the County; (Rolling Road, Backlick Road, and the Franconia-Springfield). The addition of these improvements will address growing demand for safe and secure bike parking.

Subject to appropriation by the Fairfax County Board of Supervisors at the time that the grant is awarded, the County will provide the local match to implement these improvements at the three defined locations within Fairfax County.

We look forward to partnering with the Virginia Railway Express and Transportation Planning Board in this exciting project. If you have any questions or need additional information, please call Charlie Strunk, our Bicycle Program Coordinator, at (703) 877-5600, or me at (703) 877-5663.

Sincerely,


Tom Biesiadny
Director

Ms. Muriel Bowser

October 25, 2011

Page 2 of 2

cc: Members, Board of Supervisors
Anthony H. Griffin, County Executive
Robert A. Stalzer, Deputy County Executive
Catherine A. Chianese, Assistant County Executive
Christine Hoeffner, Virginia Railway Express
Todd Wigglesworth, Acting Chief, Coordination and Funding Division, FCDOT
Michael R. Lake, Senior Transportation Planner, FCDOT
Charlie Strunk, Bicycle Coordinator, FCDOT



Elizabeth S. Via-Gossman, AICP
Director

CITY OF MANASSAS VIRGINIA

COMMUNITY DEVELOPMENT

9027 Center Street
Manassas, VA 20110

Telephone: 703/257-8223
Facsimile: 703/257-5117

MAYOR
Harry J. Parrish II

CITY COUNCIL
Andrew L. Harrover, V. Mayor
Marc T. Aveni
Sheryl L. Bass
J. Steven Randolph
Jonathan L. Way
Mark D. Wolfe

CITY MANAGER
Lawrence D. Hughes

September 12, 2011

Ms. Muriel Bowser
Chair, National Capital Region Transportation Planning Board
777 North Capitol Street, NE
Suite 300
Washington, DC 20002

Dear Chairman Bowser:

The City of Manassas, VA is pleased to partner with Virginia Railway Express (VRE) in joining the National Capital Region Transportation Planning Board (TPB), the metropolitan planning organization (MPO) for the Washington region, as a joint applicant of the FY 2011 Transportation Investments Generating Economic Recovery (TIGER) Competitive Grant Program.

Manassas, VA enthusiastically supports the region's TIGER grant application and the opportunity it presents to improve non-motorized access options for residents and visitors to the region's commuter and Metrorail stations via a health, nonpolluting and affordable transportation option. Specifically for the VRE station within the City of Manassas, the addition of bicycle lockers expands upon existing station bicycle amenities and satisfies an unmet need identified by the bicycle community which Manassas and VRE has been unable to address through existing funding programs. Increasing facilities for non-motorized travel is consistent with the City's Comprehensive Plan.

Subject to budget and appropriation by the Manassas City Council at the time that the grant is awarded to the VRE, the City will provide the local match to implement the lockers at VRE stations within the City of Manassas. In addition, the City of Manassas, Department of Community Development will cooperate in carrying out those activities and project components identified in the TIGER grant application for which the City of Manassas is responsible.



ManassasCivilWar.org

Ms. Muriel Bowser
September 12, 2011
Page 2

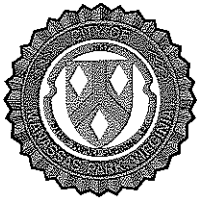
We look forward to partnering with VRE and TPB in this exciting effort.

Sincerely,

A handwritten signature in black ink, appearing to read 'Elizabeth S. Via-Gossman', with a stylized, flowing script.

Elizabeth S. Via-Gossman, AICP
Director, Community Development

Cc: The Hon. Andrew Harrover, Vice Mayor
Lawrence D. Hughes, City Manager
Michael Moon, Director, Public Works and Utilities
Pat Weiler, Director, Finance and Administration



CITY OF MANASSAS PARK

City Hall • One Park Center Court • Manassas Park, Virginia 20111-2395
(703) 335-8800 • Fax (703) 335-0053
www.cityofmanassaspark.us

Mayor:
Frank Jones

Vice Mayor:
Bryan E. Polk

City Manager:
James Zumwalt

September 28, 2011

Council Members:
Preston Banks
Brian Leeper
Keith D. Miller
Suhas Naddoni
William J. Treuting

Ms. Muriel Bowser, Chair
National Capital Region Transportation Planning Board
777 N. Capitol St. NE, Suite 300
Washington, DC 20002

Dear Chairman Bowser:

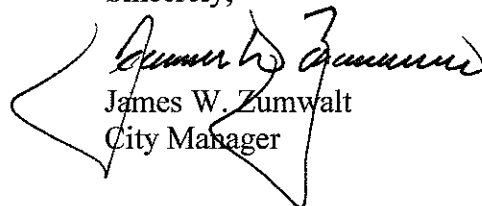
I am writing on behalf of the Manassas Park, Virginia City Council to endorse the Transportation Investment Generating Economic Recovery grant application being submitted through the Capitol Region Council of Governments to provide bicycle lockers at Virginia Railway Express train stations.

As the photo shows, even on a rainy day a significant number of commuters leave their cars at home and bike to the Manassas Park VRE Station for their daily trip to work. The bike rack provided at the station is frequently crowded, provides limited security for the bicycles, and provides no protection in inclement weather. The proposed lockers will be a great asset to the conscientious members of the community who are setting a green example for their fellow commuters and should increase the number commuters using non-motorized transportation to get to the train station.



As an indication of their support for the project, the Manassas Park City Council has agreed to provide the local match to help fund construction of the lockers.

Sincerely,


James W. Zumwalt
City Manager



COUNTY OF PRINCE WILLIAM

5 County Complex Court, Suite 290, Prince William, Virginia 22192-9201
(703) 792-6825 Metro (703) 631-1703 Fax (703) 792-7159

DEPARTMENT OF
TRANSPORTATION

Thomas Blaser
Director

September 14, 2011

Ms. Muriel Bowser
Chair, National Capital Region Transportation Planning Board
777 North Capitol Street, NE, Suite 300
Washington, DC 20002

Dear Chairman Bowser:

Prince William County is pleased to partner with the Virginia Railway Express (VRE) in joining the National Capital Region Transportation Planning Board (TPB), the metropolitan planning organization (MPO) for the Washington region, as a joint applicant of the FY 2011 Transportation Investments Generating Economic Recovery (TIGER) Competitive Grant Program.

Prince William County supports the region's TIGER grant application and the opportunity it presents to improve non-motorized access options for residents and visitors to the region's commuter and Metrorail stations via a healthy, nonpolluting and affordable transportation option. Specifically for VRE stations within the County, the addition of bicycle lockers expands upon existing station bicycle amenities and satisfies an unmet need identified by the bicycle community which the County and VRE have been unable to address through existing funding programs. The project is a clear priority as the County will be providing the 20% local match to implement the lockers at VRE stations within Prince William County. In cooperation with VRE, Prince William County will assist VRE in carrying out those activities and project components identified in the TIGER grant application for which the County is responsible.

We look forward to partnering with VRE and the TPB in this exciting effort.

Sincerely,

Thomas Blaser
Director of Transportation

Cc: Board of County Supervisors
County Executive
Dale Zehner, VRE, Chief Executive Officer