

# Appendix 3

## Additional Support Letters

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

1. Congressional Representative Gerald Connolly (VA-11): October 26, 2011
2. Congressional Representative Donna Edwards (MD-4): October 27, 2011
3. Congressional Representative Chris Van Hollen (MD-8): October 24, 2011
4. Regional Transit Operator, WMATA, Nat Bottigheimer, Assistant General Manager: September 27, 2011
5. Maryland Department of Transportation, Beverley Swaim-Staley, Secretary: October 18, 2011
6. Holy Cross Hospital, Kevin Sexton, President and CEO: August 4, 2011
7. Washington Area Bicyclist Association, Shane Farthing, Executive Director: October 18, 2011
8. Arlington Bicycle Advisory Committee, Mark Blacknell, Chair: October 18, 2011

GERALD E. CONNOLLY  
11TH DISTRICT, VIRGINIA  
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**Congress of the United States**  
**House of Representatives**  
**Washington, DC 20515-4611**

COMMITTEE ON  
OVERSIGHT AND GOVERNMENT REFORM  
SUBCOMMITTEES:  
BANKING MEMBER, TECHNOLOGY, INFORMATION  
POLICY, INTERGOVERNMENTAL RELATIONS AND  
PROCUREMENT REFORM  
FEDERAL WORKFORCE, US POSTAL SERVICE,  
AND LABOR POLICY  
GOVERNMENT ORGANIZATION, EFFICIENCY  
AND FINANCIAL MANAGEMENT  
COMMITTEE ON FOREIGN AFFAIRS  
SUBCOMMITTEES:  
TERRORISM, NONPROLIFERATION AND TRADE  
MIDDLE EAST AND SOUTH ASIA

October 26, 2011

The Honorable Ray LaHood  
Secretary  
US Department of Transportation  
1200 New Jersey Ave SE  
Washington, DC 20590

Dear Secretary LaHood,

Thank you for your continued service to our nation and for your efforts to provide transportation choices in communities across the nation. Your work here in the National Capital Region to advance the Dulles Corridor Metrorail Project has been invaluable, and it has been a pleasure collaborating with you on that vital project of regional and national significance.

I write to express my support for a TIGER 3 grant application submitted by the Virginia Railway Express (VRE) and the Metropolitan Washington Council of Governments to construct bicycle lockers at eight VRE stations in Northern Virginia. This low-cost project would expand commuting options and transit use in our region by facilitating bicycle access to VRE. As you know, VRE serves lower-density suburban portions of Northern Virginia. As a result, it is not practical for a large number of commuters to walk from their homes to nearby stations. Installing bike lockers would provide current and prospective riders with the option of bicycling to a station rather than driving. This project represents one of the lowest-cost options for expanding the availability of transit in a region that desperately needs more commuter choices.

I respectfully request your consideration for this application. It also is supported by the City of Manassas and Prince William County, which would contribute the 20% local match. Western Prince William residents suffer one of the longest commutes in the nation, and both local governments recognize there is substantial demand for bicycle facilities to allow for safe and convenient bicycle commuting. Construction of bicycle lockers at VRE stations would represent a significant improvement. Please don't hesitate to contact my office if we can provide additional information.

Sincerely,

  
Gerald E. Connolly  
Member of Congress  
11<sup>th</sup> District, Virginia

GC/ZF

HOUSE COMMITTEE ON  
TRANSPORTATION AND INFRASTRUCTURE

HOUSE COMMITTEE ON  
SCIENCE AND TECHNOLOGY

**Congress of the United States**  
**House of Representatives**  
Washington, DC 20515-2004

October 27, 2011

The Honorable Ray LaHood  
Secretary  
U.S. Department of Transportation  
Southeast Federal Center Building  
1200 New Jersey Avenue, SE  
Washington, DC 20590

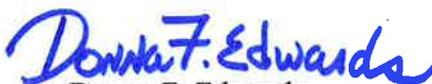
Dear Secretary LaHood:

I am writing to offer my strong support for three projects to receive Fiscal Year 2012 discretionary grant funding through the National Infrastructure Investments program (TIGER III). These investments will help fulfill an enormous need for good jobs and multimodal transportation solutions in the most congested region in the country. The three projects are:

- **MD 201 - \$10 million request:** This project will restructure MD 201 between MD 450 and MD 410 with bicycle and pedestrian improvements, providing improved access to transit facilities and calming vehicular traffic through reduced lane and shoulder widths.
- **Anacostia Riverwalk Trails – Kenilworth Gardens – \$12 million request:** The D.C. Department of Transportation is partnering with the Maryland Department of Transportation for construction of the final two miles in a 20-mile trail system for bicycles and pedestrians along the Anacostia River.
- **TPB Access to Transit Stations - \$24.2 million request:** The Transportation Planning Board of the Metropolitan Washington Council of Governments is seeking to construct a package of bicycle and pedestrian upgrades in the D.C. area that will improve access to Metro stations.

These projects are part of a comprehensive strategy to create jobs, improve livability, leverage public and private investment, increase levels of public safety, and achieve other national and regional goals. I would ask that you give them every consideration, under applicable rules and regulations, since these projects would help achieve these goals.

Sincerely,



Donna F. Edwards  
Member of Congress

CHRIS VAN HOLLEN  
8TH DISTRICT, MARYLAND

COMMITTEE ON THE BUDGET

1707 LONGWORTH HOUSE OFFICE BUILDING  
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[www.vanhollen.house.gov](http://www.vanhollen.house.gov)

**Congress of the United States**  
**House of Representatives**  
Washington, DC 20515

October 24, 2011

The Honorable Ray LaHood  
Secretary  
U.S. Department of Transportation  
Southeast Federal Center Building  
1200 New Jersey Avenue, S.E.  
Washington, DC 20590-0001

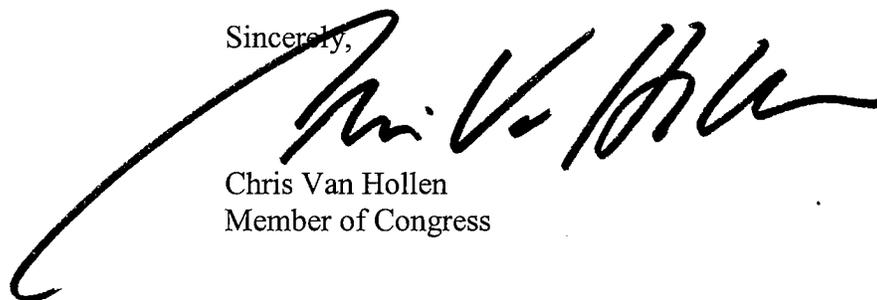
Dear Secretary LaHood:

I am pleased to strongly support the application of the Transportation Planning Board of the Metropolitan Washington Council of Governments ("TPB") for a TIGER III FY2012 discretionary grant from the National Infrastructure Investments program.

TPB is seeking \$24.2 million for bicycle and pedestrian upgrades in the metropolitan D.C. area that will improve access to Metro stations. This project is part of a comprehensive strategy to create jobs, improve livability, leverage public and private investment, and enhance public safety. Moreover, these improvements will promote environmental sustainability through non-motorized and public transit use in the most congested region in our country.

I strongly support TPB's efforts to obtain this critical funding and trust that its application will be given every consideration.

Sincerely,



Chris Van Hollen  
Member of Congress

CVH/sr



September 27, 2011

Chairwoman Muriel Bowser  
National Capital Region Transportation Planning Board  
777 N. Capitol Street, NE  
Suite 300  
Washington, DC 20002

Dear Chairwoman Bowser,

The Washington Metropolitan Area Transit Authority (WMATA) is pleased to submit this letter of support to the National Capital Region Transportation Planning Board's application for TIGER Program grant funds.

The purpose of the application is to fund the construction of pedestrian and bicycle improvements that provide access to rail stations. WMATA actively promotes walking and biking as a cost-effective way for customers to access the transit system. This past February, WMATA's Board of Director's adopted goals for the agency to increase the number of patrons who arrive at Metrorail stations by walking or biking. This project supports this vision by improving the walking and biking environment around a number of WMATA's stations.

WMATA also recognizes the many other benefits that walking and bicycling offers in terms of physical health, decreased air emissions and motorized vehicle congestion. Furthermore, improving bicycle and pedestrian access to rail stations provides lower income citizens in the Washington region with an inexpensive and on-demand way to complete a trip that otherwise might cost them more in time and/or money.

Overall, the project will make the region more livable and promote balanced growth near transit. We look forward to participating in its implementation.

Sincerely,

Nat Bottigheimer  
Assistant General Manager  
Department of Planning & Joint Development

**Washington  
Metropolitan Area  
Transit Authority**

600 Fifth Street, NW  
Washington, DC 20001  
202/962-1234

[www.metroopensdoors.com](http://www.metroopensdoors.com)

A District of Columbia,  
Maryland and Virginia  
Transit Partnership



**Maryland Department of Transportation**  
The Secretary's Office

**Martin O'Malley**  
Governor

**Anthony G. Brown**  
Lt. Governor

**Beverley K. Swaim-Staley**  
Secretary

**Darrell B. Mobley**  
Deputy Secretary

October 18, 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 Chairman Bowser:

The Maryland Department of Transportation (MDOT) is pleased to support the National Capital Region Transportation Planning Board's (TPB) application for the 2011 Transportation Investments Generating Economic Recovery (TIGER) Competitive Grant Program. The TPB's grant application concept centers on innovative rail station access projects, including pedestrian, bicycle, streetscape or other circulation improvements that would improve access to the region's commuter and Metro rail stations. The application concept aims to support and promote mixed-use development near rail station areas to reduce distances between housing and employment, thereby reducing Vehicle Miles of Travel and congestion. We look forward to partnering with the Maryland localities to ensure that the projects are successful.

Thank you for the opportunity to endorse the package of projects for the 2011 TIGER application. If you have any questions or comments, please do not hesitate to contact Mr. Donald A. Halligan, at 410-865-1275, toll-free at 888-713-1414 or via email at [dhalligan@mdot.state.md.us](mailto:dhalligan@mdot.state.md.us). Of course, please feel free to contact me directly.

Sincerely,

A handwritten signature in blue ink, appearing to read "Beverley K. Swaim-Staley".

Beverley K. Swaim-Staley  
Secretary

cc: Ms. Lyn Erickson, Manager, Office of Planning and Capital Programming,  
Maryland Department of Transportation  
Mr. Donald A. Halligan, Director, Office of Planning and Capital Programming,  
Maryland Department of Transportation  
Mr. Gregory I. Slater, Director, Office of Planning and Preliminary Engineering,  
State Highway Administration



**HOLY CROSS HOSPITAL**

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(301) 754-7000  
[www.holycrosshealth.org](http://www.holycrosshealth.org)

August 4, 2011

Mr. Edgar A. Gonzalez  
Deputy Director for Transportation Policy  
Montgomery County Department of Transportation  
101 Monroe Street  
Rockville, Maryland 20850

Dear Mr. Gonzalez:

This letter confirms Holy Cross Hospital's support for Montgomery County's efforts to apply for a U.S. Department of Transportation (USDOT) grant to build a pedestrian-bicycle underpass from the Forest Glen Metro station to the east side of Georgia Avenue and ancillary bicycle sharing stations. Through a Transportation Investment Generating Economic Recovery (TIGER) grant, USDOT is seeking applications to improve transit and pedestrian access at selected rail station areas.

Holy Cross Hospital, one of the largest employers in Montgomery County and the second largest hospital in the state of Maryland, is located approximately one mile from the Forest Glen Metro station. For more than 30 years, the hospital has been challenged to offer quality programs and services as the communities we serve urbanize and grow at a rapid pace, and, importantly, age in place. Not only is space for clinical programs a challenge for us but so is having sufficient available parking on campus. To help mitigate these and other challenges over the last 30 years, Holy Cross Hospital has moved several non-clinical areas off campus and has provided off-site parking for hospital staff. In more recent years, Holy Cross Hospital has made a concerted effort to encourage transportation alternatives by implementing several incentives, including but not limited to: subsidizing Metro fares for staff; operating a shuttle bus between Forest Glen Metro and the hospital campus for staff; securing more off-site parking lots for staff cars; and establishing a transportation kiosk in the hospital lobby for patients, visitors, and staff seeking alternative transportation means to the hospital, including Metro information and Montgomery County's bus schedules.

Recently, Holy Cross Hospital was approved to build a new patient tower on the campus and to expand an existing parking garage. In granting the approval, the Montgomery County Board of Appeals required Holy Cross Hospital to develop a Transportation Management Plan to further mitigate campus parking. Among the

Holy Cross Hospital. Experts In Medicine, Specialists In Caring.

Mr. Edgar A. Gonzalez  
August 4, 2011  
Page 2

approved strategies are to increase transit use, enhance pedestrian access, and expand transportation alternatives, including providing zip cars and more bicycle racks.

And, in an effort to boost Metro ridership to the hospital, Holy Cross Hospital, with support from the surrounding neighborhood associations, has appealed to WMATA to change the name of the Forest Glen Metro to "Holy Cross Hospital-Forest Glen" Metro station. We believe this change in station name would bring even more visibility to the underutilized Metro station. In anticipation of that name change, Holy Cross Hospital expanded its shuttle service from the Forest Glen Metro to include patients and visitors. Heretofore, for liability reasons, the service was limited to staff.

As another element of that strategy, Holy Cross Hospital supports, and will participate in, Montgomery County's efforts to secure a TIGER grant to build a pedestrian-bicycle underpass from the Forest Glen Metro station to the east side of Georgia Avenue and, by this letter, offers a section of our campus to include a bicycle sharing station where patients, visitors, and staff can participate in the bicycle sharing program at Holy Cross Hospital and the Forest Glen Metro station.

This brief summary of Holy Cross Hospital's parking and transportation challenges and responses thereto, I believe, reflects our creative approaches to mitigating what is arguably a growing problem for the Metropolitan region. Getting the masses out of their cars and using rail and transit requires similar creative approaches. The pedestrian-bicycle underpass and the bicycle sharing stations would certainly fit with that approach.

Sincerely,



Kevin J. Sexton  
President & CEO



WASHINGTON AREA BICYCLIST ASSOCIATION

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P: 202.518.0524 F: 202.518.0936

[WWW.WABA.ORG](http://WWW.WABA.ORG)

October 18, 2011

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

Dear Chairwoman Bowser:

As an organization dedicated to the promotion of bicycling as a safe, sustainable, affordable means of transportation throughout the Washington, DC region, the Washington Area Bicyclist Association (WABA) enthusiastically supports the TIGER III grant application for physical improvements to Army-Navy Drive in Arlington County, and the placement of Capital Bikeshare stations to create usage and connectivity between Pentagon City and the Columbia Pike corridor.

For area bicyclists, this project provides a key opportunity to improve both regional connectivity and safety, and to begin to overcome the longstanding challenges of neighborhood and employment centers separated by highways difficult to traverse on bike or on foot. Better access among Columbia Pike, the Pentagon, and Pentagon City are vital to improved cycling conditions and increased bicycle modeshare.

This project sensibly builds on the existing success of Capital Bikeshare and makes much-needed physical roadway improvements to allow cyclists of all ages and abilities to ride safely on the currently inhospitable Army-Navy Drive.

For the improvements in connectivity, accessibility, and safety for bicyclists—as well as the aggregate reduction in air pollution and improvement public health that are likely to result from this significant increase in accommodating cyclists in this key connecting corridor—WABA supports these improvements to Army-Navy Drive without hesitation. We look forward to its implementation.

Sincerely,

Shane Farthing  
Executive Director

October 18, 2011

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

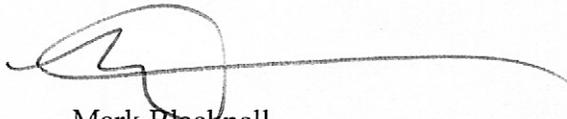
Dear Chairwoman Bowser:

I am writing to express the support of the Arlington Bicycle Advisory Committee (“BAC”) for Arlington County’s application for funds to construct improvements along Army Navy Drive in Arlington’s Pentagon City neighborhood.

It is the view of the BAC that the planned improvements will help transform the Pentagon City area for cyclists. In addition to improving safety in specific problem areas, the overall effect of the project will be to create an environment that invites residents and workers to reduce their reliance on personal vehicles for short intra-neighborhood trips and opt for the bicycle. This contributes to lower congestion, improved air quality, and a more vibrant street life.

In sum, this project would provide much-needed improvements in a busy residential and commercial district full of Arlington cyclists and pedestrians. The Arlington Bicycle Advisory Committee endorses this project and respectfully requests that the Transportation Planning Board also support this project and its funding.

Sincerely,

A handwritten signature in black ink, appearing to read 'Mark Blacknell', with a long horizontal flourish extending to the right.

Mark Blacknell  
Chair  
Arlington Bicycle Advisory Committee