

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 R10-2012 that was unanimously adopted February 15, 2012 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 R10-2012, approving submission of the FY 2012 TIGER Grant: February 15, 2012
2. COG Board Resolution R11-2012, approving administration of project: March 14, 2012
3. Arlington County Division of Transportation letter from Director Dennis Leach: March 8, 2012
4. District Department of Transportation letter from Director Terry Bellamy: March 13, 2012
5. Montgomery County Department of Transportation letter from Director Arthur Holmes, Jr: March 9, 2012
6. Governor of the State of Maryland, Martin O'Malley: October 31, 2011.
7. Prince George's County Department of Public Works and Transportation letter from Director Haitham Hijazi for New Carrollton: March 9, 2012
8. Prince George's County Department of Public Works and Transportation letter from Director Haitham Hijazi for West Hyattsville: March 9, 2012
9. Virginia Railway Express (VRE) project:
 - a. Fairfax County Department of Transportation letter from Director Tom Biesiadny: February 29, 2012
 - b. City of Manassas Community Development letter from Director Elizabeth Via-Gossman: March 14, 2012
 - c. City of Manassas Park letter from James Zumwalt, City Manager: September 28, 2011 *
 - d. Prince William County Board of Supervisors letter from Chairman Corey Stewart: February 27, 2012

* Reused from FY 2011 application

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

**RESOLUTION APPROVING THE SUBMISSION OF A
PRE-APPLICATION AND APPLICATION TO IMPLEMENT MULTIMODAL ACCESS
IMPROVEMENTS IN RAIL STATION AREAS IN THE NATIONAL CAPITAL REGION
FOR FUNDING UNDER THE US DEPARTMENT OF TRANSPORTATION (USDOT)
FY 2012 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 January 31, 2012, U.S. DOT released a notice of funding availability for the FY 2012 TIGER discretionary grant program; and

WHEREAS, the FY 2012 TIGER program is a competitive discretionary grant program administered through the US DOT Office of the Secretary funded with \$500 million appropriated through the FY 2012 Appropriations Act, \$380 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, at the July 21, 2011 TPB meeting, the Board approved TPB staff working with regional staff to develop and submit a regional TIGER application for the FY 2011 TIGER grant program, that centered 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, U.S. DOT staff indicated in a debrief of the TPB's FY 2011 TIGER application that its concept was exceptional and strongly encouraged re-submittal of the application for the FY 2012 TIGER grant opportunity; and

WHEREAS, additional refinements on the local project designs, costs and funding commitments, and implementation schedules will be provided to TPB staff by March 1 in order to perform and document the required analysis of the expected benefits and costs, including a calculation of net benefits;

NOW, THEREFORE BE IT RESOLVED THAT THE NATIONAL CAPITAL REGION TRANSPORTATION PLANNING BOARD approves the submission of a regional pre-application under the federal FY 2012 TIGER program by the due date of February 20, 2012, and the submission of an application by the due date of March 19, 2012.

**METROPOLITAN WASHINGTON COUNCIL OF GOVERNMENTS
777 NORTH CAPITOL STREET, NE
WASHINGTON, DC 20002-4239**

**RESOLUTION AUTHORIZING COG TO APPLY FOR AND ADMINISTER FUNDING FROM
THE USDOT'S FY 2012 TIGER COMPETITIVE GRANT PROGRAM**

WHEREAS, On January 31, 2012, U.S. DOT released a notice of funding availability for the FY 2012 TIGER discretionary grant program; and

WHEREAS, the FY 2012 TIGER program is a competitive discretionary grant program administered through the USDOT Office of the Secretary and funded with \$500 million appropriated through the FY 2012 Appropriations Act, \$380 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 FY 2012 TIGER grant funding guidelines; and

WHEREAS, the TPB adopted the attached Resolution, TPB R10-2012, on February 15, 2012, approving the submission of an application for a project to Implement Multimodal Access Improvements in Rail Station Areas in the National Capital Region for funding under the FY 2012 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 2012 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 2012 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 2012 TIGER Competitive Grant Program for a project to Implement Multimodal 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.



DEPARTMENT OF ENVIRONMENTAL SERVICES

Division of Transportation

Planning Bureau 2100 Clarendon Boulevard, Suite 900, Arlington, VA 22201
TEL 703-228-3681 FAX 703-228-7548 www.arlingtonva.us

March 8, 2012

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

Re: TIGER IV federal grant submission

Dear Chair Turner,

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 IV 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 within Arlington County.

- 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 Metro station and 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 serves automobiles. This 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.
- The intersection of US Route 29 and Lynn Street in Rosslyn, known as Rosslyn Circle, is where two of Northern Virginia's most important regional trails converge to provide a transfer to Rosslyn Metro station. The intersection is also the primary point where Metro passengers using Rosslyn station cross onto the Key Bridge to walk into the Georgetown neighborhood of the District of Columbia, which lacks a Metro station of its own. This intersection lacks adequate facilities for bike and pedestrian users to cross safely. The proposed project will provide an improved crossing at this key regional multimodal intersection.

Arlington is committed to these projects. Upon the award of a TIGER grant, Arlington will provide a local match of \$2,622,896, on top of a private contribution of \$3,270,000. Together, these non-federal funding sources represent 54.3% of the total costs associated with our proposed projects. Requested TIGER funds represent 45.7% of the total.

The Rosslyn Circle components of this application have completed review according to the National Environmental Policy Act of 1969, as amended (NEPA). The project received a Programmatic Categorical Exclusion on July 5, 2010, in accordance with agreement VA-01, approved by the FHWA on December 29, 2004.

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 to quickly satisfy them upon successful award of TIGER funding. 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, if necessary.

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 black ink, appearing to read "D. M. Leach".

Dennis Leach
Director of Transportation
Arlington County, Virginia

GOVERNMENT OF THE DISTRICT OF COLUMBIA
DEPARTMENT OF TRANSPORTATION



d. Office of the Director

March 13, 2012

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.

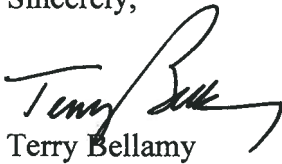
The proposed project is complying with the National Environmental Policy Act (NEPA) and has been approved as a Categorical Exclusion (CE) per 23 CFR 771.117. Under the FHWA “Environmental Impacts and Related Procedures” as described in 23 CFR 771.117 d(2), safety and traffic operations improvement projects, 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,

A handwritten signature in black ink, appearing to read "Terry Bellamy", with a stylized flourish at the end.

Terry Bellamy
Director

Attachment: Grant Application



DEPARTMENT OF TRANSPORTATION

Isiah Leggett
County Executive

Arthur Holmes, Jr.
Director

March 9, 2012

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

Dear Chairman Turner:

As a member of the National Capital Region Transportation Planning Board (TPB), the Metropolitan Planning Organization (MPO) for the Washington region, Montgomery County has worked with the MPO staff on the development of the TIGER IV 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.

The intersection of Georgia Avenue and Forest Glen Road is one of the most congested intersections located adjacent to a 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, as well as the establishment of 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 Montgomery County. Project planning is funded in the Montgomery County Capital Improvement Program and is underway. The Total TIGER request is for \$10,440,000, 67 percent of the project cost of \$15,555,000. The local match from Montgomery County is \$5,111,000 million, 33 percent of the project cost. This local match will be funded by bonds programmed in the Montgomery County Capital Improvement Project "State Transportation Participation – No. 500722." Easements for bikesharing stations will be provided by Holy Cross Hospital, WMATA, and other property owners. Montgomery County 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

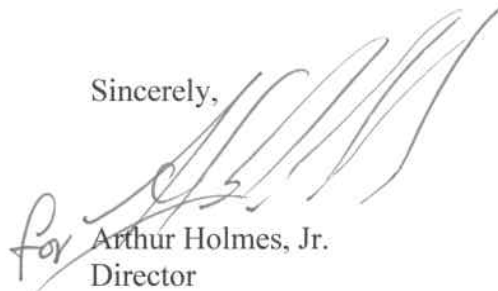
The Honorable Todd Turner
March 9, 2012
Page 2

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 CE under 23 CFR 771.117 C is an appropriate level of NEPA analysis for this project, and we anticipate submitting in summer 2012 a Categorical Exclusion request to the appropriate modal administration.

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

As shown in the attached 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 Montgomery County Capital Improvement Program. We look forward to partnering with TPB in this exciting effort.

Sincerely,

A handwritten signature in dark ink, appearing to read "Arthur Holmes, Jr.", is written over the printed name and title. The signature is fluid and cursive.

Arthur Holmes, Jr.
Director

AH:tt

Attachment

State Transportation Participation -- No. 500722

Category
Subcategory
Administering Agency
Planning Area

Transportation
Roads
Transportation
Countywide

Date Last Modified
Required Adequate Public Facility
Relocation Impact
Status

April 06, 2011
Yes
None.
On-going

EXPENDITURE SCHEDULE (\$000)

Cost Element	Total	Thru FY10	Rem. FY10	Total 6 Years	FY11	FY12	FY13	FY14	FY15	FY16	Beyond 6 Years
Planning, Design, and Supervision	415	415	0	0	0	0	0	0	0	0	0
Land	0	0	0	0	0	0	0	0	0	0	0
Site Improvements and Utilities	0	0	0	0	0	0	0	0	0	0	0
Construction	11,249	11,249	0	0	0	0	0	0	0	0	0
Other	73,811	19,977	0	49,411	8,188	16,292	17,681	7,250	0	0	4,423
Total	85,475	31,641	0	49,411	8,188	16,292	17,681	7,250	0	0	4,423

FUNDING SCHEDULE (\$000)

G.O. Bonds	5,881	0	0	1,458	1,000	0	0	458	0	0	4,423
Impact Tax	100	0	0	100	100	0	0	0	0	0	0
Revenue Bonds: Liquor Fund	65,031	17,178	0	47,853	7,088	16,292	17,681	6,792	0	0	0
State Aid	14,463	14,463	0	0	0	0	0	0	0	0	0
Total	85,475	31,641	0	49,411	8,188	16,292	17,681	7,250	0	0	4,423

DESCRIPTION

This project provides for the County's participation for the funding of State and Washington Metropolitan Area Transit Authority (WMATA) transportation projects that will add transportation capacity to the County's network, reduce traffic congestion in different areas of the County, and provide overall benefits to the public at large. Major projects to be funded will be selected from the most recent Joint priority letter signed by the County Executive and the President of the County Council and submitted to the County's Delegation in Annapolis, Maryland.

JUSTIFICATION

Montgomery County, as part of the Washington Region, has the third highest level of traffic congestion in the Nation. State roads carry the heaviest traffic volumes in the County; and the State has made it clear that the Transportation Trust Fund has not been growing at a rate that will allow them to complete major projects in the near future. Therefore, in order to directly address the congestion problems in Montgomery County, the County will participate in the construction of State projects; to improve the quality of life for our residents, eliminate or reduce delays at major bottlenecks in our transportation system, improve safety, and improve air quality in the immediate vicinity of the projects.

OTHER

Through FY09 the County contributed \$31.225 million to the State for:

- Acceleration of construction of MD 355/Montrose Parkway interchange (\$14.463 million)
- Design of the I-270/Watkins Mill Road interchange (\$2.4 million)
- Design of the MD97/Randolph Road interchange (\$14.362 million).

An additional commitment of \$26.83 million is included in the MOU's with the State for:

- Design of the Watkins Mill Road Bridge over I-270 (\$2.5 million)
- Phase II of the MD355 interchange connecting to Montrose Parkway East (\$9.0 million)
- Preliminary engineering for the Viers Mill Road Bus Rapid Transit (BRT) between Wheaton and Rockville (\$6.0 million)
- Preliminary engineering for improvements to MD97 from Forest Glen through Montgomery Hills (\$3.0 million)
- 50% of the design and construction costs of several intersection improvements (\$6.447 million).

The project also includes:

- Funding for the design and environmental analysis of the MD355 crossing associated with BRAC currently underway (\$880,000)
- Engineering design of a pedestrian tunnel beneath Georgia Avenue from the Forest Glen Metro Rail Station (\$2.0 million).

FY12 MOU's are under development by the State for:

- Final design and land acquisition of the Brookville Bypass (\$10.0 million)
- Preliminary engineering for the Georgia Avenue busway between Olney and the Glenmont Metro Rail Station (\$5.0 million).
- Design and Right-of-way acquisition and utility relocation for MD124 between Mid-County Highway and Airpark Road (\$5.0 million).

FISCAL NOTE

Amend expenditure and funding schedule to align with current MOU agreements with the State.

\$14,463,000 was originally advanced by the County to the State for the MD355/Montrose Parkway interchange. The County received reimbursement from the

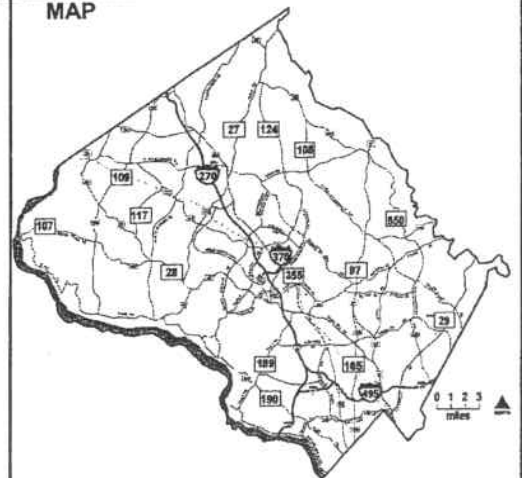
APPROPRIATION AND EXPENDITURE DATA

Date First Appropriation	FY07	(\$000)
First Cost Estimate	FY11	85,475
Current Scope		
Last FY's Cost Estimate		85,475
Appropriation Request	FY12	6,477
Supplemental Appropriation Request		0
Transfer		0
Cumulative Appropriation		74,575
Expenditures / Encumbrances		31,671
Unencumbered Balance		42,904
Partial Closeout Thru	FY09	0
New Partial Closeout	FY10	0
Total Partial Closeout		0

COORDINATION

Maryland State Highway Administration
Developers
Maryland-National Capital Park and Planning Commission
Montgomery County Fire and Rescue Service
Washington Metropolitan Area Transit Authority

MAP



State Transportation Participation -- No. 500722 (continued)

State in FY10.

\$2,000,000 of State Aid programmed in FY11 has been moved to the Traffic System Signal Modernization project (No. 500704) with repayment to this project in FY17.

OTHER DISCLOSURES

- The Executive asserts that this project conforms to the requirements of relevant local plans, as required by the Maryland Economic Growth, Resource Protection and Planning Act.

STATE OF MARYLAND
OFFICE OF THE GOVERNOR



MARTIN O'MALLEY
GOVERNOR

STATE HOUSE
100 STATE CIRCLE
ANNAPOLIS, MARYLAND 21401-1925
(410) 974-3901
(TOLL FREE) 1-800-811-6336

TTY USERS CALL VIA MD RELAY

March 12, 2012

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 express my strong support for the National Capital Region Transportation Planning Board's (TPB) application for funding through the TIGER 2012 program. This project focuses on pedestrian, bicycle and streetscape improvements to 16 rail station areas and aligns perfectly with the multimodal, collaborative nature of the TIGER program.

Partners on this application include local, regional and statewide entities in Maryland, Virginia and the District of Columbia. Although the DC region has been among the most successful in the country at promoting transit-oriented development, there has been a notable disparity in growth in certain areas. By funding projects that support existing transit and multimodal infrastructure, this package of investments will help address these disparities and foster complete, livable communities in the region.

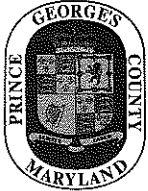
In order to strengthen the local match and express our commitment to the project, the State of Maryland is committing \$1.3 million in funds to the support the Forest Glen Metrorail Access Improvements component of the application.

Thank you for continuing to support TIGER. Knowing that this project is critical to achieving regional and national goals of improving access and mobility, increasing public safety, strengthening the environment, and promoting economic growth, I respectfully request your favorable consideration of this application.

Sincerely,

A handwritten signature in black ink, reading "Martin O'Malley".

Governor



Rushern L. Baker, III
County Executive

PRINCE GEORGE'S COUNTY GOVERNMENT



Department of Public Works and Transportation
Office of the Director



March 9, 2012

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

Dear Chair Turner:

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 that 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 several of the initial TLC study proposals. Included are 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 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.

Inglewood Centre 3
(301) 883-5600

9400 Peppercorn Place, Suite 300
FAX (301) 883-5709

Largo, Maryland 20774
TDD (301) 985-3894

The Honorable Todd Turner, Chair
March 9, 2012
Page 2

The Prince George's County Executive and other elected and appointed officials are very proud that the Governor announced 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 of 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 \$575,424, which includes design and construction. In these challenging economic times, we are pleased that Prince George's County has identified a \$172,627 local match for this project to improve our transportation system and support the request for \$402,797 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 black ink, consisting of several overlapping loops and a long horizontal stroke extending to the right.

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

cc: Ronald Kirby, Director of Transportation, MWCOG
The Honorable Eric Olson, Member, Transportation Planning Board
The Honorable Scott York, First Vice Chair, Transportation Planning Board
Carla A. Reid, Deputy Chief Administrative Officer
Aubrey Thagard, Assistant Deputy Chief Administrative Officer
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
Andre' Issayans, Deputy Director, Prince George's County, DPW&T
Victor Weissberg, Special Assistant to the Director, Prince George's County, DPW&T

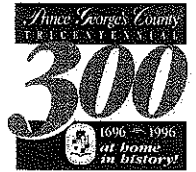


Rushern L. Baker, III
County Executive

PRINCE GEORGE'S COUNTY GOVERNMENT



Department of Public Works and Transportation
Office of the Director



March 9, 2012

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

Dear Chair Turner:

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 Todd Turner, Chair
March 9, 2012
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 black ink, consisting of several overlapping loops and a long horizontal stroke extending to the right.

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

cc: Ronald Kirby, Director of Transportation, MWCOG
The Honorable Eric Olson, Member, Transportation Planning Board
The Honorable Will Campos, County Council Member
The Honorable Scott York, First Vice Chair, Transportation Planning Board
Richard Sarles, General Manager, WMATA
Carla A. Reid, Deputy Chief Administrative Officer
Aubrey Thagard, Assistant Deputy Chief Administrative Officer
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
Andre' Issayans, Deputy Director, Prince George's County, DPW&T
Kristin Haldeman, WMATA
Victor Weissberg, Special Assistant to the Director, Prince George's County, DPW&T



County of Fairfax, Virginia

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

February 29, 2012

Mr. Todd Turner
Chair, National Capital Region Transportation Planning Board
777 North Capitol Street, NE
Suite 300
Washington, DC 20002

Dear Chairman Turner:

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 U.S. Department of Transportation's FY2012 Transportation Investment Generating Economic Recovery (TIGER) Discretionary Grant Program.

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 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



CITY OF MANASSAS VIRGINIA

COMMUNITY DEVELOPMENT

9027 Center Street
Manassas, VA 20110

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

Elizabeth S. Via-Gossman, AICP
Director

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
John A. Budesky

March 14, 2012

Mr. Todd Turner
Chair, National Capital Region Transportation Planning Board
777 North Capitol Street, NE
Suite 300
Washington, DC 20002

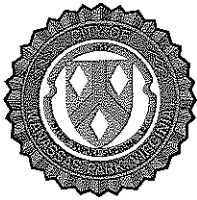
Dear Chairman Turner:

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 2012 Transportation Investments Generating Economic Recovery (TIGER) Discretionary 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.



ManassasCivilWar.org



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:

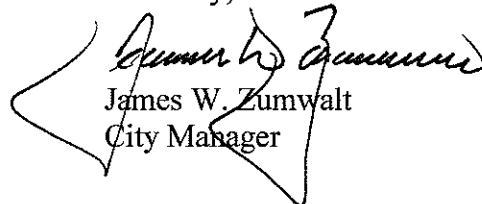
I am writing on behalf of the Manassas Park, Virginia City Council to endorse the Transportation Investment Generating Economic Recovery grant application being submitted through the Capitol Region Council of Governments to provide bicycle lockers at Virginia Railway Express train stations.

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.

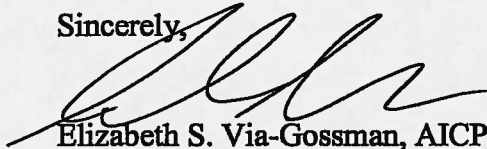
Sincerely,


James W. Zumwalt
City Manager

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.

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

Sincerely,



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

Cc: The Hon. Andrew Harrover, Vice Mayor
John A. Budesky, City Manager
Michael Moon, Director, Public Works and Utilities
Pat Weiler, Director, Finance and Administration



COUNTY OF PRINCE WILLIAM

1 County Complex Court, Prince William, Virginia 22192-9201
(703)792-4640 Metro (703) 631-1703 cstewart@pwcgov.org

Corey A. Stewart
Chairman

BOARD OF COUNTY SUPERVISORS

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Michael C. May
Frank J. Principi

February 27, 2012

Mr. Todd Turner
Chair, National Capital Region Transportation Planning Board
777 North Capitol St., NE
Suite 300
Washington, DC 20002

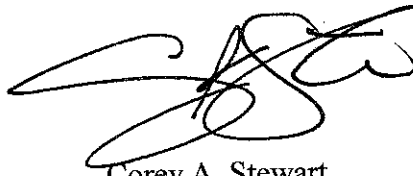
Dear Chairman Turner:

Prince William County is pleased to partner with the Virginia Railway Express (VRE) in joining the National Transportation Planning Board (TPB), the metropolitan planning organization for the Washington, DC region, as a joint applicant of the FY2012 Transportation Investments Generating Economic Recovery (TIGER) Discretionary Grant Program.

Prince William County supports the region's TIGER grant application and the opportunity it presents to improve non-motorized access for residents and visitors to the region's commuter and Metrorail stations via a healthy, non-polluting 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 for the County which 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,



Corey A. Stewart