

Appendix 3

Additional Support Letters

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

1. Joint Letter from Congressional Representatives Gerald Connolly (VA-11), Donna Edwards (MD-4), Jim Moran (VA-8), Eleanor Holmes Norton (DC- At-Large), Chris Van Hollen (MD-8): March 8, 2012
2. Regional Transit Operator, WMATA, Richard Sarles, General Manager: March 9, 2012
3. Fairfax County Board of Supervisors, Chairman Sharon Bulova: February 29, 2012
4. Washington Area Bicyclist Association, Shane Farthing, Executive Director: March 9, 2012
5. Joint Letter from the Coalition for Smarter Growth (CSG), Piedmont Environmental Council
Sierra Club - Virginia Chapter, Sierra Club - Montgomery County Maryland, Stewart Schwartz (CSG): March 9, 2012
6. New Carrollton JV, LLC – Joint Letter from Thomas Archer (Forest City Washington) and Dan McCabe (Urban Atlantic): February 13, 2012

Congress of the United States
Washington, DC 20515

March 8th, 2012

Dear Secretary LaHood,

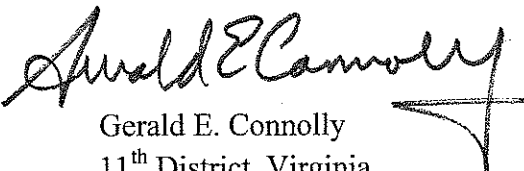
Thank you for your continued support of multimodal transportation choices. We are writing to request your support for the National Capital Region Transportation Planning Board's (TPB) FY 2012 TIGER discretionary grant application. The TPB is the Metropolitan Planning Organization for the National Capital Region, representing urban, suburban, and exurban local governments, and has developed a comprehensive package of region-wide multimodal improvements.

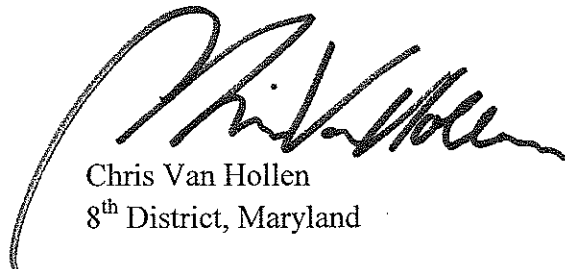
The TPB's proposal would improve bicycle and pedestrian infrastructure throughout the region, with a focus on improving access to Metrorail and regional mass transit stations. Although our region has a more extensive Metrorail system than many urban centers, too many of the stations do not have safe or convenient access to nearby neighborhoods. The TPB's application would link neighborhoods to transit hubs with a comprehensive suite of cycle tracks and paths, sidewalks, lighting, bikeshare stations, wayfinding, and bike parking. By improving non-motorized access to existing transit stations, The TPB's proposal would improve transit, pedestrian, and bike mode share in the most cost effective manner possible.

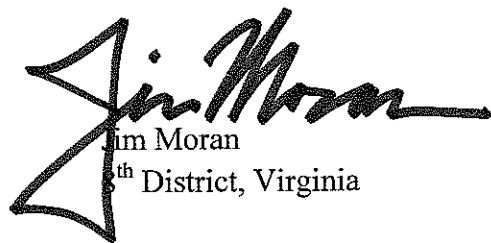
In addition to targeted pedestrian and bicycle infrastructure near Metrorail stations, The TPB's application includes multiuse trail projects to improve safety and expand non-motorized capacity at two of the busiest locations in the urban core. Construction of a cycle track near Army Navy Drive, in proximity to three Metrorail stations, will provide non-motorized access in a corridor that now is unsafe for pedestrians and cyclists. Rebuilding the Rosslyn Circle Trail crossing will reduce the incidence of automobile/bike/pedestrian accidents and fix a choke point which is unsafe and inconvenient for trail users and automobile drivers alike.


This package of projects exemplifies the goals of the TIGER program: Creating transportation choices, building more livable communities, and identifying cost-effective, multimodal transportation solutions. The success of such improvements here in the nation's capital would serve as a model for other communities. We respectfully request your support for The TPB's application for this round of TIGER grants and appreciate your consideration.


Sincerely,


Gerald E. Connolly
11th District, Virginia


Chris Van Hollen
8th District, Maryland


Jim Moran
8th District, Virginia


Eleanor Holmes Norton
At-Large, District of Columbia


Donna Edwards
4th District, Maryland



March 9, 2012

Chairman Todd Turner
National Capital Region Transportation Planning Board
777 N. Capitol Street, NE
Suite 300
Washington, DC 20002

Dear Chairman Turner:


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. Last year, WMATA's Board of Directors 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 reduced motorized vehicle congestion, improved air quality and promoting physical health. 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,



Richard Sarles
General Manager and
Chief Executive Officer

**Washington
Metropolitan Area
Transit Authority**

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

By Metrorail:
Judiciary Square—Red Line
Gallery Place-Chinatown—
Red, Green and
Yellow Lines
By Metrobus:
Routes D1, D3, D6, P6,
70, 71, 80, X2

*A District of Columbia,
Maryland and Virginia
Transit Partnership*



SHARON BULOVA
CHAIRMAN

COMMONWEALTH OF VIRGINIA
County of Fairfax
BOARD OF SUPERVISORS

12000 GOVERNMENT CENTER PKWY
SUITE 530
FAIRFAX, VIRGINIA 22035-0071
TELEPHONE: 703/324-2321
FAX: 703/324-3955
TTY: 711

chairman@fairfaxcounty.gov

February 29, 2012

The Honorable Ray LaHood
Secretary
United States Department of Transportation
1200 New Jersey Avenue, SE
Washington, DC 20590

Dear Secretary LaHood:

I am writing in support of Metropolitan Washington Council of Governments' (COG) FY 2012 TIGER Discretionary Grant Program Application. I strongly support the multimodal capital improvement projects identified in the application. These projects will enhance non-motorized access to transit stations throughout the region including Virginia Railway Express stations in Fairfax County.

The Fairfax County Board of Supervisors is committed to encouraging mixed use, transit-oriented development. In order for this development to succeed, pedestrians and bicyclists must have safe and convenient access to transit. The projects in this application are a very cost-effective approach to increased pedestrian and bicycle mode share by providing pedestrian and bicycle facilities including bicycle parking and storage.

In 2006 the Board of Supervisors unanimously supported the comprehensive bicycle initiative, which included development of the first bicycle route map of the county, bike racks on all Fairfax Connector buses, on-road bike routes on several roadways, and the development of the Tysons and Countywide Bicycle Master Plans.

This application meets the goals of the TIGER program by supporting affordable and environmentally sustainable modes of transportation. With the implementation of new bicycle infrastructure in the District of Columbia and Northern Virginia and the success of the Capital Bikeshare system, the National Capital area has become a leader in demonstrating the feasibility of using bicycles to supplement transit. The projects in this application will build on that success and be a showcase to the rest of the country.

Sincerely,

Sharon Bulova



WASHINGTON AREA BICYCLIST ASSOCIATION

2599 Ontario Rd. NW
Washington, DC 20009
P: 202.518.0524 F: 202.518.0936

WWW.WABA.ORG

March 9, 2012

Secretary Ray LaHood
United States Department of Transportation
1200 New Jersey Ave., SE
Washington, DC 20590

Dear Secretary LaHood:

Thank you for your continued support of multimodal transportation choices. We are writing to request your support for the National Capital Region Transportation Planning Board's (TPB) FY 2012 TIGER discretionary grant application. The TPB is the Metropolitan Planning Organization for the National Capital Region, representing urban, suburban, and exurban local governments, and has developed a comprehensive package of region-wide multimodal improvements.

The TPB's proposal would improve bicycle and pedestrian infrastructure throughout the region, with a focus on improving access to Metrorail and regional mass transit stations. Although our region has a more extensive Metrorail system than many urban centers, too many of the stations do not have safe or convenient access to nearby neighborhoods. The TPB's application would link neighborhoods to transit hubs with a comprehensive suite of cycle tracks and paths, sidewalks, lighting, bikeshare stations, wayfinding, and bike parking. By improving non-motorized access to existing transit stations, the TPB's proposal would improve transit, pedestrian, and bike mode share in the most cost effective manner possible.

In addition to targeted pedestrian and bicycle infrastructure near Metrorail stations, the TPB's application includes multiuse trail projects to improve safety and expand non-motorized capacity at two of the busiest locations in the urban core. Construction of a cycle track near Army Navy Drive, in proximity to three Metrorail stations, will provide non-motorized access in a corridor that now is unsafe for pedestrians and cyclists. Rebuilding the Rosslyn Circle Trail crossing will reduce the incidence of automobile/bike/pedestrian accidents and fix a choke point which is unsafe and inconvenient for trail users and automobile drivers alike.

This package of projects exemplifies the goals of the TIGER program: Creating transportation choices, building more livable communities, and identifying cost-effective, multimodal transportation solutions. The success of such improvements here in the nation's capital would serve as a model for other communities. We respectfully request your support for the TPB's application for this round of TIGER grants and appreciate your consideration.

Sincerely,

Shane Farthing
Executive Director

Coalition for Smarter Growth, Piedmont Environmental Council
Sierra Club - Virginia Chapter, Sierra Club - Montgomery County Maryland

March 9, 2012

Secretary Ray LaHood
U.S. Department of Transportation
1200 New Jersey Ave, SE
Washington, DC 20590

Re: 2012 TIGER Grants - National Capital Region Transportation Planning Board Application

Dear Secretary LaHood:

We are writing to offer our strongest possible endorsement of the National Capital Region Transportation Planning Board's 2012 TIGER discretionary grant application. The National Capital Region Council of Governments and Transportation Planning Board have demonstrated impressive regional cooperation and coordination and have adopted a regional vision focused on transit and transit-oriented development. The region, linking urban, suburban and rural jurisdictions in DC, Maryland and Virginia, has the potential to become a national model for sustainable, efficient land use and multimodal transportation.

Our region has achieved remarkable success with transit-oriented development, which allows us to grow while reducing per capita vehicle miles traveled and vehicle trips. However, many of our Metro stations still lack safe pedestrian and bicycle access and our park and ride lots at the stations are filled to capacity. Analysis by Metro indicates that significant transit ridership gains can be achieved at lower public cost through the provision of better walking and bicycling facilities including sidewalks, bike lanes and trails, bicycle parking, wayfinding and other measures. Where we have created more walkable and bike friendly environments we have seen these transportation modes boom.

A 2012 TIGER grant to the National Capital Region for this project would offer "bang for the buck," capitalizing on the progress to date and resulting in immediate and tangible mode share gains for transit, walking and bicycling, particularly in the peak hour. The package of projects

directly addresses the goals of the TIGER program to create transportation choices, build livable communities, and cost-effectively implement multi-modal transportation solutions.

Our organizations, who have worked for better transportation and land use planning in the Washington DC region, can say with certainty that investing in this project for this region could not be more timely and can be a model for the role that TIGER grants can play in achieving cost-effective and sustainable transportation solutions.

Thank you,

Sincerely,

A handwritten signature in black ink, appearing to read "Stewart Schwartz". The signature is fluid and cursive, with a large, sweeping "S" at the beginning.

Stewart Schwartz
Executive Director
(certifying the following sign-ons)

Chris Miller
President
Piedmont Environmental Council

David Dickson
Program Manager
Sierra Club, Virginia Chapter

Alvin Carlos
Chair
Sierra Club, Montgomery County, MD

New Carrollton JV, LLC
c/o Urban-Atlantic Development
Suite 600
7735 Old Georgetown Road
Bethesda, Maryland 20814

February 13, 2012

Mr. Victor Weissberg
Special Assistant to the Director
Department of Public Works & Transportation
9400 Peppercorn Place
Suite #300
Upper Marlboro, MD 20774

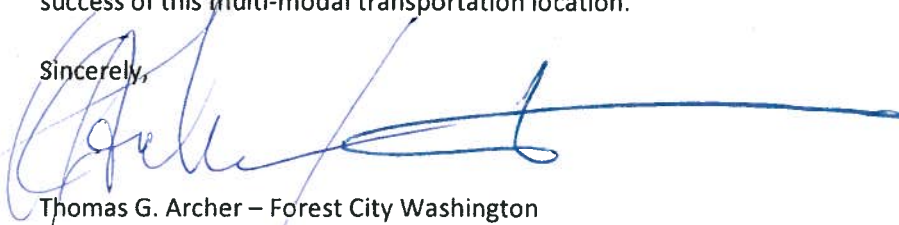
Dear Mr. Weissberg:

Thank you for forwarding your application for the Tiger Grant for bicycle/pedestrian improvements at the New Carrollton Metro Station.

As you know the team comprised of Urban Atlantic, Forest City Washington and The NAI Michael Companies has been selected as the master planner / developer for the site. We agree that no other site in the metro area or the state has the attributes that this site offers and with proper planning this station can become the hallmark of Transportation Oriented Development in the country. Of course, proper planning includes providing for and facilitating regional access but just as important is establishing methods to facilitate access from the neighboring communities. As such, we agree that a walkable and bicycle-friendly community is of the utmost importance to a multi-modal transportation hub such as New Carrollton. Enhanced signage, facilities for bicycles and sidewalk improvements will contribute to pedestrian environment and permeability so that close-in and regional circulation can be enhanced.

We're delighted to support your efforts and agree that your suggestions will contribute to the long-term success of this multi-modal transportation location.

Sincerely,

A handwritten signature in blue ink, appearing to read 'Tom Archer', with a long horizontal flourish extending to the right.

Thomas G. Archer – Forest City Washington
Dan McCabe – Urban Atlantic