



NATIONAL CAPITAL REGION TRANSPORTATION PLANNING BOARD

May 26, 2015

Mr. Anthony Foxx
Secretary of Transportation
U.S. Department of Transportation
1200 New Jersey Ave, SE
Washington, DC 20590

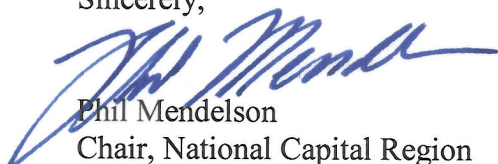
Dear Secretary Foxx:

I am writing to express the support of the National Capital Region Transportation Planning Board (TPB), the metropolitan planning organization (MPO) for the national capital region, for an application under the FY 2015 Transportation Investment Generating Economic Recovery (TIGER) Discretionary Grant Program.

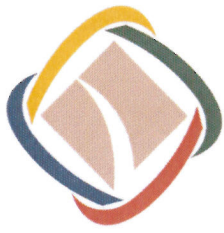
The United States Institute of Peace (USIP) Headquarters Pedestrian Access Project would provide improved accessibility to its new campus for visitors and pedestrians. The USIP Headquarters has a prominent position adjacent to the National Mall, and is in need of pedestrian improvements to safely connect its 50,000 annual visitors to its renovated training facilities on Navy Hill overlooking the Potomac River. This project is consistent with the National Capital Planning Commission's efforts to improve pedestrian connections in the Northwest Rectangle Sector of Washington, DC. The major institutions in this sector include USIP, the Kennedy Center, the U.S. State Department's new Diplomacy Center, the Vietnam Veterans Memorial Education Center, and the Lincoln Memorial.

The Transportation Planning Board supports these goals and appreciates your strong consideration of this application as it directly responds to regional transportation goals and priorities adopted by the Transportation Planning Board and identified in the Washington region's long-range transportation plan. I understand that upon successful grant award, the region's transportation improvement program (TIP) will be amended to include the grant funding.

Sincerely,



Phil Mendelson
Chair, National Capital Region
Transportation Planning Board



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Dear Secretary Foxx:

I am writing to express the support of the National Capital Region Transportation Planning Board (TPB), the metropolitan planning organization (MPO) for the national capital region, for the City of Alexandria's application under the FY 2015 Transportation Investment Generating Economic Recovery (TIGER) Discretionary Grant Program.

The Potomac Yard Metrorail Station project will construct a new station on the existing Metrorail Blue and Yellow Lines between the Ronald Reagan Washington National Airport Metrorail Station and the Braddock Road Metrorail Station. This additional rapid transit access point is needed to address existing and future travel demand in the area resulting from the City of Alexandria's planned development of Potomac Yard, which will include a major transit-oriented, mixed-use activity center of more than 12 million square feet. The station will provide a rail transit option to residents, employees, and customers while helping to preserve open space and productive agricultural land on the outskirts of the region.

The Transportation Planning Board supports these goals and appreciates your strong consideration of this application as it directly responds to regional transportation goals and priorities adopted by the Transportation Planning Board and identified in the Washington region's long-range transportation plan. I understand that upon successful grant award, the region's transportation improvement program (TIP) will be amended to include the grant funding.

Sincerely,

Phil Mendelson
Chair, National Capital Region
Transportation Planning Board



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Dear Secretary Foxx:

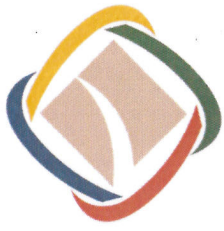
I am writing to express the support of the National Capital Region Transportation Planning Board (TPB), the metropolitan planning organization (MPO) for the national capital region, for Montgomery County's application under the FY 2015 Transportation Investment Generating Economic Recovery (TIGER) Discretionary Grant Program.

The Montgomery County MD 355 Ride On Plus Transit Improvements Project (ROP) will enable the implementation of a premium bus service with zero-emission vehicles, off-board fare collection, and transit signal priority, as well as complementary streetscape and bicycle / pedestrian improvements. The project would improve passenger transit mobility while connecting riders to major private and government job centers.

The Transportation Planning Board supports these goals and appreciates your strong consideration of this application as it directly responds to regional transportation goals and priorities adopted by the Transportation Planning Board and identified in the Washington region's long-range transportation plan. I understand that upon successful grant award, Montgomery County will provide the required local funding and operating match for this project. The region's transportation improvement program (TIP) will be amended to include the project upon award.

Sincerely,

Phil Mendelson
Chair, National Capital Region
Transportation Planning Board



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May 26, 2015

Mr. Anthony Foxx
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U.S. Department of Transportation
1200 New Jersey Ave, SE
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Dear Secretary Foxx:

I am writing to express the support of the National Capital Region Transportation Planning Board (TPB), the metropolitan planning organization (MPO) for the national capital region, for Prince George's County's application under the FY 2015 Transportation Investment Generating Economic Recovery (TIGER) Discretionary Grant Program.

The Ager Road/West Hyattsville Transit Access Project will implement a comprehensive Green Street/Complete Street set of infrastructure improvements to improve safety and enhance mobility for all users of the transportation network, enhance community cohesiveness, encourage healthier living opportunities, and promote livable communities. It will create a welcoming and healthier environment with the addition of street trees and reduction of impervious area draining directly to the Anacostia River thereby providing improvements to water quality and quantity control and will promote continued economic development, both along the Ager Road corridor and near the West Hyattsville Metrorail station.

The Transportation Planning Board supports these goals and appreciates your strong consideration of this application as it directly responds to regional transportation goals and priorities adopted by the Transportation Planning Board and identified in the Washington region's long-range transportation plan. I understand that upon successful grant award, the region's transportation improvement program (TIP) will be amended to include the grant funding.

Sincerely,

Phil Mendelson
Chair, National Capital Region
Transportation Planning Board