

# National Capital Region Transportation Planning Board

777 North Capitol Street, N.E., Suite 300, Washington, D.C. 20002-4290 (202) 962-3310 Fax: (202) 962-3202 TDD: (202) 962-3213

## **Item #5**

### **MEMORANDUM**

**September 10, 2009**

**TO:** Transportation Planning Board

**FROM:** Ronald F. Kirby  
Director, Department of  
Transportation Planning

**RE:** Letters Sent/Received Since the July 15<sup>th</sup> TPB Meeting

The attached letters were sent/received since the July 15<sup>th</sup> TPB meeting. The letters will be reviewed under Agenda #5 of the September 16<sup>th</sup> TPB agenda.

Attachments



**MARYLAND TRANSIT ADMINISTRATION**

**MARYLAND DEPARTMENT OF TRANSPORTATION**

Martin O'Malley, Governor • Anthony G. Brown, Lt. Governor  
Beverly K. Swaim-Staley, Acting Secretary • Paul J. Wiedefeld, Administrator

August 12, 2009

Ms. Letitia Thompson  
Regional Administrator, Region III  
Federal Transit Administration  
1760 Market Street  
Philadelphia PA 19103

Re: Purple Line Transit Study, Montgomery and Prince George's County, MD

Dear Ms. Thompson:

This letter is to inform you that on August 4, 2009, Governor Martin O'Malley identified his preferred alternative for the Purple Line corridor in Montgomery and Prince George's Counties, Maryland. The Governor selected a modified version of the Medium Investment Light Rail Alternative evaluated in the Alternatives Analysis/Draft Environmental Impact Statement (AA/DEIS) as the preferred alternative. A copy of the Governor's announcement is attached.

The Governor made his selection on the basis of the AA/DEIS process and after consideration of the recommendations from the two counties. The AA/DEIS process was conducted in full accordance with all applicable planning regulations and included an extensive public participation process and regular and frequent coordination with local officials and stakeholders. The four public hearings held in November 2008 and the more than 3,000 comments received in the 90-day public review period revealed strong support for the project in general, and particularly for light rail. The County Councils and County Executives of both Montgomery and Prince George's Counties recommended the light rail option announced by the Governor. While this alternative has been identified by the Governor, MTA will continue to analyze all issues and concerns raised throughout the study process. The projected ridership is substantial and reflects the important need for this project and its numerous benefits to the Washington region and to the many communities through which it will travel.

The Metropolitan Washington Council of Governments has recently proposed an amendment of its Constrained Long Range Plan (CLRP) to add the portion of the Purple Line from Silver Spring to New Carrollton. The Bethesda to Silver Spring segment of the project has long been included in the CLRP. The regional CLRP amendment is scheduled to be adopted on October 21, 2009.

Ms. Letitia Thompson  
Page Two

The Maryland Transit Administration (MTA) is now prepared to advance the project and seek entry into the Preliminary Engineering phase of the New Starts program. We look forward to working with Federal Transit Administration (FTA) staff from headquarters and Region III, and with the FTA's Project Management Oversight consultant on the details of New Starts activities, submissions, and schedules. I recognize that this will involve a great deal of work on the part of your agency's staff and I appreciate the effort that will be involved as we move forward, preparatory to entering Preliminary Engineering in the Fall of 2009. Ms. Diane Ratcliff, MTA Director, Office of Planning (410-767-3787, dratcliff@mtamaryland.com), and Mr. Mike Madden, MTA Project Manager (410-767-3694, mmadden@mtamaryland.com) are our points of contact for the project.

In closing, I would like to thank you for the willingness with which your staff has worked with us through these early stages of the project; they have provided us with invaluable guidance and advice. We look forward to the advancement of the Purple Line project, which we believe will provide benefits to the entire region and will be a model of how to incorporate transit into our older established communities.

Sincerely,

A handwritten signature in black ink that reads "Paul J. Wiedefeld" with a stylized flourish at the end.

Paul J. Wiedefeld  
Administrator

Attachment

cc: Ms. Susan Borinsky, FTA Washington  
Mr. Alex Eckmann, FTA Washington  
✓ Mr. Ron Kirby, Director, Transportation Planning Board, MWCOG  
Ms. Gail McFadden-Roberts, FTA Region III  
Mr. Peter Rogoff, FTA Washington  
Mr. Henry Kay, Deputy Administrator for Planning and Engineering, MTA  
Mr. Michael D. Madden, Chief, Project Development, Office of Planning, MTA  
Ms. Diane Ratcliff, Director, Office of Planning, MTA  
Ms. Beverley Swaim-Staley, Acting Secretary, MDOT





**Media Contacts:** Shaun Adamec                      Christine Hansen  
Office: 410-974-2316                      Office: 410-974-2316  
**FOR IMMEDIATE RELEASE** Cell: 410-919-3206                      Cell: 443-336-5270

## GOVERNOR O'MALLEY ANNOUNCES PURPLE LINE LOCALLY PREFERRED ALTERNATIVE

*'Next Generation' of Transit Connects Montgomery and Prince George's Counties*

**NEW CARROLLTON, MD (August 4, 2009)** - Governor Martin O'Malley announced today that the locally preferred alternative (LPA) for the Purple Line will consist of a light rail line operating along a 16-mile east-west corridor from Bethesda in Montgomery County to New Carrollton in Prince George's County. The project will now be submitted to the Federal Transit Administration (FTA) under its "New Starts" process as the State seeks the approval to begin preliminary engineering and competes for federal funding for the \$1.5 billion project.

"The Purple Line will create a lasting legacy by providing more transportation capacity in a way that protects and preserves existing communities," said Governor O'Malley. "This east-west light rail line will connect with Metro and MARC in a way that will help reduce our dependence on cars by providing a reliable and environmentally friendly transit option to connect people with their places of employment, places of worship, and centers of economic development throughout the region. This is the basis for our Smart, Green, and Growing initiative."

"Governor O'Malley and I have made public transportation one of our top priorities because we understand that Maryland cannot continue to move forward if our neighbors are buried in gridlock," Lt. Governor Brown said. "The Purple Line project will do more than shuttle residents east and west through the Washington suburbs. It will connect people to opportunities. I applaud all the men and women who have shared our efforts to expand and improve public transportation and I look forward to traveling along this light rail in the near future to visit my friends in Silver Spring, in Bethesda and in New Carrollton."

The preferred alternative selected will connect major employment and activity centers in Bethesda/Chevy Chase, Silver Spring, University of Maryland College Park, and New Carrollton with residential and commercial areas located in between, including the Takoma Park/Langley Park community. It will link both branches of the Washington Metropolitan Area Transit Authority Metrorail Red Line at Bethesda and Silver Spring, the Green Line at College Park, and the Orange Line at New Carrollton. The project will also connect all three MARC commuter rail lines, Amtrak, and local bus services.

"Moving forward on a light rail Purple Line is good news for thousands of Marylanders currently wasting time, money and gas in gridlock," said Senator Cardin, a member of the Senate Environment and Public Works Transportation Subcommittee. "The lack of affordable, convenient transportation choices connecting Maryland communities, along with Metro, MARC and Amtrak, has been frustrating for individuals and businesses throughout our region, but that is changing. As we begin to develop climate change legislation in the Senate, my number one priority will be to ensure that we make robust investments in public transit projects such as the Purple Line that will be good for our economy and good for our environment."

"The Purple Line is a critical project for Montgomery and Prince George's counties, and I intend to partner with my Congressional colleagues to ensure that it receives the federal funding it deserves. It is essential that this project be implemented in a manner that preserves the integrity of the Capital Crescent Trail and minimizes the impact on



surrounding neighborhoods. I will work with Governor O'Malley and federal transportation officials to accomplish this goal," said Congressman Chris Van Hollen (D-MD).

The Purple Line LPA will be a pedestrian friendly system with a total of 21 stations proposed for the corridor that are projected to handle 64,800 boardings a day by 2030. On the eastern end, it will operate along the Montgomery County Master Plan Georgetown Branch alignment where innovative design techniques will be used to allow the trail and the Purple Line to coexist in a community-friendly-manner.

"As a long-time champion of the Purple Line, I am excited that we are poised at the state and federal levels to make the Purple Line a reality," said Rep. Donna F. Edwards. "While this project will impact some more than others along the route, the Purple Line project will promote transit system connectivity and provide much-needed transportation options for the entire region. It will improve east to west transportation across the region, and will be a source of economic development for both Prince George's and Montgomery Counties. I thank Governor O'Malley, Senator Cardin, and County Executives Leggett and Johnson for their ongoing commitment to the Purple Line Project."

The Purple Line LPA will largely run on the surface with one short tunnel section, one aerial section, and several underpasses and overpasses of busy roadways. It will operate mainly in dedicated or exclusive lanes, allowing for fast, reliable transit operations. The users of the Purple Line will generally access the line by foot, since it directly serves local communities, or by other transit services, particularly Metrorail and local bus services.

The planning for this project has included extensive public participation and the Maryland Transit Administration (MTA) has worked with local community members to develop alternatives that provide the greatest benefits, while minimizing adverse impacts. The Purple Line alternative selected has the support of both Jack B. Johnson, County Executive for Prince George's County and Isiah Leggett, County Executive for Montgomery County. Support for the alternative also comes from both county councils, the mayors of many towns, and numerous legislators along the 16-mile corridor.

"Too much time is spent in the car each day going to and from work. This is lost time that could be spent with family and friends. The Purple Line will give commuters another mass transit option and shorten commute times, thus allowing people to spend less time away from their loved ones," said Prince George's County Executive Jack Johnson. "Additionally, it will give us more opportunities to create mixed-used, transit-oriented development projects where our residents can live, work and have easy access to public transportation."

The MTA will continue to work to address and mitigate concerns and issues raised by communities and citizens throughout the study process. Public outreach and agency coordination will continue to be an integral part of the development of the final environmental impact statement, providing opportunities for local residents and stakeholders to contribute to the planning and design of the project. With appropriate approvals and funding, construction could start in 2013 and service on the Purple Line could begin in 2016.

Governor O'Malley also announced today the preferred alternative for the Baltimore Red Line. The Red Line is a 14-mile, east-west light rail line that will extend from the Woodlawn area in Baltimore County to the Johns Hopkins Bayview Medical Campus in east Baltimore City. It will provide convenient connections to the Metro Subway, the existing Light Rail system, MARC commuter trains and local bus routes to create a comprehensive regional transit network. Together, the Purple Line and the Red Line represent the next generation of transit in Maryland.

For more information on the Purple Line, please visit [www.purplelinemd.com](http://www.purplelinemd.com).

[View a list of Purple Line Frequently Asked Questions and Responses.](#)

[View a map of the planned route for the Purple Line.](#)

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# COMMONWEALTH of VIRGINIA

DEPARTMENT OF TRANSPORTATION

1401 EAST BROAD STREET

RICHMOND, VIRGINIA 23219-2000

David S. Ekern, P.E.  
COMMISSIONER

August 17, 2009

Mr. Martin E. Nohe  
Chairman  
Northern Virginia Transportation Authority  
4031 University Drive, Suite 200  
Fairfax, Virginia 22030

Mr. Henry Connors, Jr., Chairman  
Fredericksburg Metropolitan Planning Organization  
Post Office Box 863  
Fredericksburg, Virginia 22404

Dear Chairman Nohe and Chairman Connors:

As you know, the Virginia Department of Transportation and Virginia Department of Rail and Public Transportation have undertaken a scope review of the entire I-95/395 HOV/Bus/HOT Lane project. The purpose of the project is to provide a free flowing travel facility that is part of a regional network of managed lanes; to expand HOV and transit usage in the corridor; to serve major employment sites in the corridor, including the 90,000 Department of Defense jobs in the corridor; and to manage congestion through variable pricing.

Our original schedule called for the project to reach commercial close this month. However, due to local government and community concerns, as well as challenging credit market conditions, we will not reach commercial close this month. It is our intention to continue the project development efforts along the following lines:

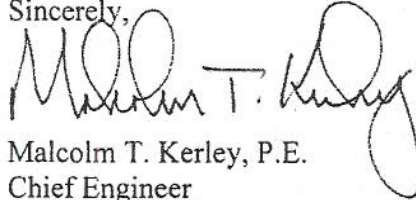
- The project team will continue to work collaboratively with Arlington, Alexandria, and Fairfax County staff to address the local traffic impact issues between Eads Street and Duke Street. There is very significant work underway to address the traffic impacts of BRAC and other new development at Seminary Road and to minimize or eliminate local traffic impacts at the Shirlington rotary. Better understanding of the local impacts and operational issues at Eads Street will require more time and analysis. And, enhanced bus service to the regional core can improve traffic circulation at the Pentagon and potentially reduce Metrorail crowding. Development of capacity and access improvements at Shirlington or Seminary Road will not proceed until this consultative process is completed. A re-evaluation or supplement to the approved environmental document may be needed as a result of these efforts.

Mr. Martin E. Nohe  
Mr. Henry Connors, Jr.  
August 17, 2009  
Page Two

- The project team will continue to work collaboratively with Stafford, Prince William, and Fairfax Counties, and appropriate transit staff, to develop the HOT lanes project from Garrisonville Road to just inside the Beltway. This includes the identification of significant additional commuter parking spaces in the corridor and associated transit investments. It is possible that development of these improvements and investments may proceed more quickly than those improvements and investments north of Beltway.
- The project team will continue to work collaboratively with all affected stakeholders to assure that the significant transit capital and transit operating commitments are met.

Thank you for the many constructive comments received on this project. Should you have any questions, please contact Mr. Young Ho Chang, project manager, at (703) 430-7500.

Sincerely,



Malcolm T. Kerley, P.E.  
Chief Engineer

Copy: Chief Elected Officials in I-95 Corridor  
Secretary Pierce R. Homer  
Commissioner David S. Ekern  
Mr. Charles M. Badger



GERALD E. CONNOLLY  
11TH DISTRICT, VIRGINIA

AUG 3 - 2009

327 CANNON HOUSE OFFICE BUILDING  
WASHINGTON, DC 20515  
(202) 225-1492

COMMITTEE ON THE BUDGET

COMMITTEE ON  
OVERSIGHT AND GOVERNMENT REFORM

SUBCOMMITTEES:  
FEDERAL WORKFORCE, POSTAL SERVICE,  
AND THE DISTRICT OF COLUMBIA

GOVERNMENT MANAGEMENT, ORGANIZATION,  
AND PROCUREMENT

COMMITTEE ON FOREIGN AFFAIRS

SUBCOMMITTEES:  
TERRORISM, NONPROLIFERATION AND TRADE

MIDDLE EAST AND SOUTH ASIA

**Congress of the United States**  
**House of Representatives**  
**Washington, DC 20515-4611**

FAIRFAX OFFICE:  
4115 ANNANDALE ROAD  
SUITE 103  
ANNANDALE, VA 22003  
(703) 256-3071

PRINCE WILLIAM OFFICE:  
4308 RIDGEWOOD CENTER DRIVE  
WOODBIDGE, VA 22192  
(703) 670-4989

July 10, 2009

The Honorable David F. Snyder  
Vice Chairman  
National Capitol Region Transportation Planning Board  
777 North Capitol St  
Washington, DC 20002

Dear Vice-Chairman Snyder,

*Paul!*

Thank you for contacting me with respect to transportation reauthorization legislation. I appreciate the TPB's thoughtful suggestions.

Prior to the release of the transportation reauthorization draft, I wrote to Chairman Oberstar to suggest that reauthorization reduce bureaucratic obstacles to planning and construction of new transit projects and focus on more balanced multimodal infrastructure that gives travelers choices and reduces congestion. I have also cosponsored several "marker" bills that emphasize the importance of congestion management and environmental stewardship. All of these efforts are consistent with the TPB's support for streamlining the planning process, reducing inconsistencies in analysis of different modes, and enhanced coordination with elected officials from local and state governments. It is judicious of you to support a wide range of funding options, because at this point it is difficult to anticipate which may be politically feasible to implement. As you know, I will vigorously support a funding option that will invest in our region's infrastructure in a manner that is fair to 11<sup>th</sup> District residents.

Once again, thank you for expressing your concern on this very important issue. I appreciate hearing from you. For more information on my views on other issues, please feel free to visit my website at <http://connolly.house.gov>. I also encourage you to visit the website to sign up for my e-newsletter.

Sincerely,



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

GC/ZF

*All the best Paul!*



U.S. Department  
of Transportation  
**Federal Highway  
Administration**

JUL 23 2009

1200 New Jersey Ave., SE  
Washington, D.C. 20590

In Reply Refer To:  
HOTM-1

Mr. Morteza Salehi, District Administrator  
Virginia Department of Transportation  
14685 Avion Parkway  
Chantilly, VA 20151

Dear Mr. Salehi:

Thank you for submitting a proposal to the Value Pricing Pilot (VPP) program in response to the Federal Register Notice (FRN) (Volume 73, Number 180) published on September 16, 2008, inviting State and local governments and other public authorities to apply to participate in the VPP program. A total of 26 eligible proposals were received from 12 States (including the District of Columbia), requesting a total of \$80.15 million in VPP Program funds. Approximately \$11.2 million was available in FY 2009 to support funding these projects; however, only \$6.2 million was used to fund the five projects which met the criteria for funding under this program. Unfortunately, Regional Value Pricing Study to Develop A 2020 Plan For A Network of Value Priced Lanes and High Quality Bus Rapid Transit (BRT) Service For The Metropolitan Washington Region proposal submitted by your agency was not recommended for funding by the review team.

As there is a balance of approximately \$5 million remaining a supplementary FRN will be issued soon to only seek applications for region wide transportation pricing studies and for transportation pricing implementation projects that do not entail tolling roadways. The notice will represent the remaining fiscal year 2009 funding, and if Congress chooses to extend SAFETEA-LU VPP program funding into fiscal year 2010, it will include any funds made available through Congressional funding extensions, as well.

If there are any questions related to this project, please contact Ms. Angela F. Jacobs at 202-366-0076. Thank you again for applying to the VPP program.

Sincerely yours,

Robert E. Arnold  
Director, Office of Transportation Management



**RECEIVED**

JUL 28 2009

NOVA  
ADMINISTRATION





# COMMONWEALTH of VIRGINIA

Office of the Governor

Pierce R. Homer  
Secretary of Transportation

P.O. Box 1475  
Richmond, Virginia 23218

(804) 786-8032  
Fax: (804) 786-6683  
TTY: (800) 828-1120

July 20, 2009

Mr. Charles A. Jenkins, Chairman  
National Capital Region Transportation Planning Board  
Metropolitan Washington Council of Governments  
777 North Capitol Street, Suite 300  
Washington, DC 20002-4201

Dear Chairman Jenkins:

As you may be aware, the 2009 General Assembly passed HJR 756, which requests Metropolitan Planning Organizations of Virginia organize and establish a Virginia Association of Metropolitan Planning Organizations (VAMPO). The resolution requires the initial support, assistance and consultation for VAMPO's establishment to be provided by the Secretary of Transportation. The prospective association's overall goal is to facilitate improvements in Virginia's transportation development process.

I believe that VAMPO has the potential to further strengthen the state and regional partnerships in Virginia:

- Chapters 670 and 690 of the 2009 Acts of Assembly, require the Intermodal Office of Planning and Investment to work with MPOs to develop regional transportation and land use performance measures.
- The upcoming federal transportation reauthorization anticipates a larger role from MPOs in transportation planning and project delivery.
- Additionally, I would like to see more involvement by state elected officials in the MPO transportation planning process.

A strong partnership will be essential for successful implementation of these initiatives.

To facilitate initial discussions, the Virginia Association of Planning District Commissions (VAPDC) has kindly agreed to include VAMPO on their agenda for the upcoming annual conference in Virginia Beach, with this particular event scheduled for 1:30PM on July 31<sup>st</sup>. Deputy Secretary of Transportation Ralph M. Davis will provide a presentation on the legislative requirement after which there will be open discussion on how to address the requirement.

I hope that you will be able to attend and discuss these matters at the July 31st meeting. Until another process is agreed to, my office will be glad to provide support including notice of subsequent activities. A copy of the HJR 756 is provided in the attachments. If you have questions or, in lieu of attending the meeting, would like to provide verbal or written comments, please contact Ms. Marsha Fiol, VDOT's Director of Transportation and Mobility Planning at [Marsha.Fiol@VDOT.Virginia.gov](mailto:Marsha.Fiol@VDOT.Virginia.gov) at (804) 786-2985.

Sincerely,

  
Pierce R. Homer

Copy: The Honorable John Cosgrove  
The Honorable Yvonne Miller  
The Honorable Joe May  
Mr. Ronald F. Kirby, Director of Transportation Planning



2009 SESSION

ENROLLED

HOUSE JOINT RESOLUTION NO. 756

*Requesting the Secretary of Transportation to support and assist in the establishment of a Virginia Association of Metropolitan Planning Organizations.*

Agreed to by the House of Delegates, February 26, 2009

Agreed to by the Senate, February 24, 2009

WHEREAS, there are 14 Metropolitan Planning Organizations (MPO) operating in the Commonwealth of Virginia, all duly established pursuant to federal transportation legislation, 23 C.F.R. 450.300 series; and

WHEREAS, these MPOs are especially important in that, pursuant to federal legislation, they are, as the lead agencies, responsible for conducting the cooperative metropolitan transportation planning and programming process in their respective regions; and

WHEREAS, the transportation planning and programming decisions made by these MPOs presage the future investment and expenditure of hundreds of millions of dollars of public moneys on an annual basis; and

WHEREAS, while these MPOs are necessarily independent, whether large or small, they have numerous common interests at both the policy and technical levels, and they seek to interpret and adhere to the requirements of the same federal legislation; now, therefore, be it

RESOLVED by the House of Delegates, the Senate concurring, That the Secretary of Transportation be requested to support and assist in the establishment of a Virginia Association of Metropolitan Planning Organizations (VAMPO). The VAMPO will augment, not supplant, the duties of the individual MPOs in carrying out their respective metropolitan transportation planning and programming functions

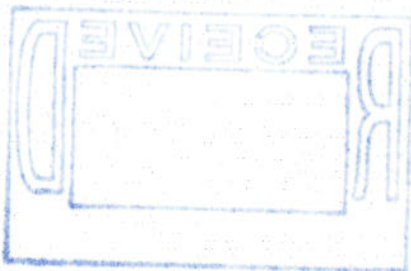
The Secretary of Transportation is further requested to assist the Virginia Association of Planning District Commissions and the Transportation Planning Board for the National Capital Area with the determination of the scope of VAMPO activities and responsibilities best suited to the professional needs of the Commonwealth of Virginia or adopt other measures to enhance the effectiveness, professionalism and confidence of the state's MPO organizations.

In consultation with the Secretary of Transportation, Virginia's Metropolitan Planning Organizations are requested to organize the VAMPO, define its mission, and report on statutory changes, if any, that are needed to improve the statewide planning and programming of transportation programs and projects to improve and streamline the Virginia transportation development process.

The Secretary of Transportation shall submit to the Division of Legislative Automated Systems an executive summary and report of its progress in meeting the requests of this resolution no later than the first day of the 2010 Regular Session of the General Assembly. The executive summary and report shall be submitted for publication as provided in the procedures of the Division of Legislative Automated Systems for the processing of legislative documents and reports and shall be posted on the General Assembly's website.

ENROLLED

HJ756ER







**U.S. House of Representatives**  
**Committee on Transportation and Infrastructure**

**James L. Oberstar**  
Chairman

Washington, DC 20515

**John L. Mica**  
Ranking Republican Member

David Heymsfeld, Chief of Staff  
Ward W. McCarragher, Chief Counsel

July 20, 2009

James W. Coon II, Republican Chief of Staff

Mr. Ronald F. Kirby  
National Capital Region Transportation Planning Board  
777 North Capitol Street NE, Suite 30  
Washington, DC 20002

Dear Mr. Kirby:

The Committee on Transportation and Infrastructure continues to closely oversee the implementation of transportation and infrastructure provisions of the American Recovery and Reinvestment Act of 2009 ("Recovery Act") (P.L. 111-5),<sup>1</sup> to ensure that the funds provided are invested quickly, efficiently, and in harmony with the job-creating purposes of the Recovery Act. To this end, we request that Metropolitan Planning Organizations (MPOs) coordinate with their Governor's office to ensure the Governor provides updated specific transparency and accountability information about funds suballocated to your MPO by **September 20, 2009, and November 20, 2009.**

In the nearly five months since enactment of the Recovery Act, many States, MPOs, and public transit agencies have demonstrated the ability of transportation and infrastructure programs to create and sustain family-wage jobs, contribute to our nation's long-term economic growth, and help the United States recover from the worst recession since the Great Depression. These five months have also provided ample time and opportunity for underperforming States, MPOs, and public transit agencies to step up their efforts, sign contracts, and put shovels into the ground. ***Accordingly, beginning in September, the Committee will highlight the best and worst performers in implementing Recovery Act transportation and infrastructure programs.***

The periodic transparency and accountability reports also reveal that States and MPOs are lagging behind in putting to work Recovery Act highway funds that are suballocated to MPOs. I recognize that States had been focused on meeting the June 30, 2009 deadline for obligating 50 percent of State-administered highway funds, a deadline that does not apply to funds suballocated to

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<sup>1</sup> The Recovery Act provides \$64.1 billion of infrastructure investment authorized by the Committee on Transportation and Infrastructure to enhance the safety, security, and efficiency of our highway, transit, rail, aviation, environmental, inland waterways, public buildings, and maritime transportation infrastructure. This investment includes almost \$40 billion of Federal-aid highway, public transit, and Clean Water environmental infrastructure funding under the jurisdiction of this Committee that is distributed directly to States, metropolitan areas, and public transit agencies by existing statutory formulas.



MPOs.<sup>2</sup> Now that this deadline has passed, I expect States and MPOs to increase their rate of obligation on these suballocated funds, as well as of putting contracts out to bid, signing contracts, and breaking ground on projects during the coming months.

### **COMMITTEE OVERSIGHT**

Throughout the development of the Recovery Act, I emphasized the importance of transparency and accountability and ensured that the transportation and infrastructure programs would be subject to rigorous oversight. On February 27, 2009, and May 1, 2009, the Committee sent letters to States, the District of Columbia, Territories, MPOs, and public transit agencies to request information on recipients' use of Recovery Act formula funds for highways, bridges, public transit, clean water, and other infrastructure projects under the Committee's jurisdiction.

According to the most recent submissions, as of May 31, 2009, 4,098 highway and transit projects in all 50 States, three Territories, and the District of Columbia have been put out to bid, totaling nearly \$16 billion. This represents 46 percent of the total available formula funds for highway and transit projects. Forty-seven States and the District of Columbia have signed contracts for 2,294 highway and transit projects totaling \$6.5 billion, an increase of over 200 percent in the 30 days since the previous reporting deadline (April 30, 2009). Work has begun on 1,243 projects in 47 States and the District of Columbia totaling \$4.4 billion, an increase of more than 225 percent in the past 30 days.

The Committee compiled these submissions and released a State-by-State breakdown on this use of Recovery Act formula funds. To download this table, please visit the Committee's website: <http://transportation.house.gov/>, and click on the blue box entitled "Transparency and Accountability Information". The Committee will continue to release updated data that reflects the regular reporting to the Committee.

On June 25, 2009, the Committee also held its second in a series of oversight hearings on implementation of the Recovery Act. Administrators of Federal transportation agencies and State and local officials, along with a construction representative, testified about how these funds are already getting workers off the bench and back on the job. The information submitted in your previous reports proved critical to this review of Recovery Act programs. Continued direct reporting to the Committee is essential to our efforts to ensure that every State partner in Federally-funded programs can deliver projects and create urgently needed employment in the tight timeframes set forth in the Act.

### **FOCUS ON BEST AND WORST PERFORMERS**

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<sup>2</sup> The Recovery Act includes specific "use-it-or-lose-it" deadlines by which States and other recipients must invest transportation and infrastructure funding provided under the Act. For Federal-aid Highway formula funds, 50 percent of State-administered funds must be obligated within 120 days of apportionment (June 30, 2009) and all funds must be obligated within one year of apportionment (March 2, 2010). As of June 19, 2009, all States had met the 50 percent requirement for highway funds. For transit formula grants, 50 percent of funds must be obligated within 180 days of apportionment (September 1, 2009) and all funds must be obligated within one year of apportionment (March 5, 2010).



*The five months since the Recovery Act's enactment has provided enough time for States, MPOs, and public transit agencies, to significantly implement Recovery Act programs by signing contracts for and beginning shovel-ready projects. By now recipients of Recovery Act funds should have completed the diversity of actions and processes that exist on State and local levels, including public participation and bidding of projects, and be able to quickly and efficiently invest these funds.*

*Accordingly, beginning in September, the Committee will highlight the best and worst performers in implementing Recovery Act transportation and infrastructure programs.* The Committee plans to focus on the percentage of allocated funds associated with projects under contract and projects underway. Monitoring these indicators, along with the amount of allocated funds associated with obligated projects as well as projects put out to bid, will help us measure the Recovery Act's progress.

Focusing exclusively on the funds outlayed fails to provide a good sense of Recovery Act progress because transportation projects primarily operate on a reimbursement mode. For example, States seek reimbursement for highway projects after construction is underway. Knowing how many funds are associated with projects under contract and projects underway better captures the extent to which Recovery Act funds have arrived on Main Street.

#### ONGOING REPORTING

The Committee requests that recipients submit updated reports to the Committee by **September 20, 2009**, and **November 20, 2009** (data in these reports should include cumulative information regarding what has occurred as of August 31, 2009, and October 31, 2009, respectively). As before, Governors will report to the Committee on behalf of MPOs regarding highway formula funds suballocated to your MPO, which serves a transportation management area pursuant to Section 133 of Title 23, United States Code. The Committee will continue to request that Governors regularly report to the Committee on behalf of MPOs regarding implementation of the Recovery Act. ***MPOs should not directly report to the Committee.***

If you have any questions regarding this request, please have your staff visit our website or contact Joseph Wender, Counsel to the Committee on Transportation and Infrastructure, at (202) 225-4472 or [Joseph.Wender@mail.house.gov](mailto:Joseph.Wender@mail.house.gov).

Thank you for your efforts.

Sincerely,



*Jim Oberstar*  
James L. Oberstar, M.C.  
Chairman



# ***NEWS RELEASE***

**FOR IMMEDIATE RELEASE**

**July 24, 2009**

**For more information, contact:**

Jo'Ellen Countee, District of Columbia Homeland Security  
and Emergency Management Agency, 202-727-2985

Rick Abbruzzese, Maryland Governor's Communications Office, 410-974-2316

Bob Spieldenner, Virginia Department of Emergency Management, 804-897-6510

Merni Fitzgerald, Fairfax County Office of Public Affairs, 703-324-3189

## **National Capital Region Selects Homeland Security Projects to Fund**

Officials announced today that they will use federal homeland security funds to strengthen their abilities to manage large, regional events. The money will be spent to increase security at Metro stations, assist law enforcement agencies to share information, expand traffic monitoring, provide shelter to people with special needs and deal with mass casualties.

The announcement came from local and state officials in the National Capital Region (NCR), representing the District of Columbia Mayor Adrian M. Fenty, Maryland Governor Martin O'Malley and Virginia Governor Timothy M. Kaine.

In June, the U.S. Department of Homeland Security awarded the NCR \$58,006,500 through the Urban Areas Security Initiative Program. Some of the projects to be funded include:

- **Bridge, Tunnel and Metro Station Security** (\$4.7 million): The region will buy additional video cameras to monitor critical bridges and tunnels. Similarly, more cameras will be added to Metro stations across the region. These cameras will help officials to monitor crowds or traffic during events, as well as more closely look for suspicious activity.

- more -

STATE OF MARYLAND  
Montgomery County | Prince George's County

DISTRICT OF COLUMBIA

COMMONWEALTH OF VIRGINIA  
City of Alexandria | Arlington County | City of Fairfax | Fairfax County | City of Falls Church | Loudoun County |  
City of Manassas | City of Manassas Park | Prince William County



**National Capital Region Selects Homeland Security Projects to Fund (cont.)**

- **Law Enforcement Information Sharing** (\$9.03 million): The region's law enforcement information sharing system will be expanded, allowing officers to look up criminal records or other data from their cell phones or wireless devices. This system can only be used from police cars now, but mobile access will help officers during large events. Used by 98 local, state and federal law enforcement agencies, the system enables police from different jurisdictions to view and share each other's criminal records and data.
- **Traffic Monitoring** (\$5.4 million): Traffic sensors will be installed along potential evacuation routes in D.C., Maryland and Virginia, allowing officials to monitor traffic volume and speed. While sensors have been installed on many highways, they will be placed on other major roads across the region. State and local traffic information systems also will be integrated, allowing the region to better manage traffic during a large event or evacuation. For example, state and local officials will be able to better coordinate traffic signal timing.
- **Shelter Supplies** (\$1.04 million): The region will improve its ability to shelter and care for people with special needs, pets and children. Additional staff will be trained to operate shelters for people with special needs, and the region will buy additional shelter supplies and equipment.
- **Patient Tracking System** (\$1.5 million): The region will implement an initiative that allows emergency rooms to track the real-time location of ambulances from every hospital in the region. ERs also will be able to monitor the treatment capacities at every hospital. This program will help the 34 hospitals in the region to treat a surge of injuries or casualties following a disaster.

The National Capital Region — which is comprised of 11 local jurisdictions, two states and the District of Columbia — prepares for and responds to disasters collaboratively. This unique regional structure, in the area that is home to the nation's capital with the associated elevated risks, requires a regional effort to determine how to best allocate scarce resources.

The NCR's elected officials, emergency management, law enforcement, fire and public health personnel; state homeland security offices; and nonprofit and private sectors work together across the region's jurisdictional boundaries to identify and prioritize projects to improve the region's emergency preparedness and response capabilities.

Past UASI grants have been used to prepare, train and equip law enforcement, fire, emergency medical services, transportation, public health and other first responders, improving their capabilities to prevent and respond to a wide range of potential hazards in the NCR.

- more -

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City of Manassas | City of Manassas Park | Prince William County

**National Capital Region Selects Homeland Security Projects to Fund (cont.)**

The funding has also been used to assist public safety officials to communicate across jurisdictional boundaries by enhancing interoperable communications; offer emergency alerts and notifications to the public; educate the public on disaster preparedness; assist special needs populations to prepare for major emergencies; increase medical readiness; and equip first responders to respond to all types of hazardous situations.

The National Capital Region invests in disaster preparations in an efficient, regionally coordinated manner, and focuses the region's homeland security spending on the greatest risks and needs.

###

**About the National Capital Region**

The NCR encompasses the District of Columbia and parts of Maryland and Virginia, including the cities of Alexandria, Fairfax, Falls Church, Manassas and Manassas Park and the counties of Arlington, Fairfax, Loudoun, Prince William in Virginia and Montgomery and Prince George's in Maryland, which include the municipalities of Bowie, College Park, Gaithersburg, Greenbelt, Rockville and Takoma Park.

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City of Manassas | City of Manassas Park | Prince William County



METROPOLITAN WASHINGTON AIRPORTS AUTHORITY



August 19, 2009

Ron Kirby  
Director, Department of Transportation and Planning  
Metropolitan Washington Counsel of Governments  
777 North Capital Street, N.E., Suite 300  
Washington, DC 20002

Dear Ron:

As you know, late last year the Virginia Department of Transportation (VDOT) transferred responsibility for the operation and management of the Dulles Toll Road to the Metropolitan Washington Airports Authority. At the time of the transfer, VDOT issued a permit authorizing the Authority, among other things, to operate the toll road and to set, charge and collect tolls.

Section 4.02(e) of the VDOT permit requires the Airports Authority, when setting toll rates for the Dulles Toll Road, to “analyze and forecast any diversion of traffic from the Toll Road and provide that information to the regional metropolitan planning organization.” The Authority has recently proposed to increase the toll rates on the Dulles Toll Road and, in connection with this proposal, has, as § 4.02(e) requires, analyzed and projected the diversion of traffic associated with the proposed toll rate increases. That analysis and projection is set forth in a traffic and revenue study that has been prepared by Wilbur Smith & Associates.

I have enclosed a copy of the Wilbur Smith report. The analysis and forecast of traffic diversion that may result from increases in the toll rates on the Dulles Toll Road are discussed in Chapter 5, “Estimated Traffic and Toll Revenue,” of the enclosed report.

If you or anyone on your staff would like to discuss the analysis and projection in the Wilbur Smith report, please give me a call, and I will make the necessary arrangements.

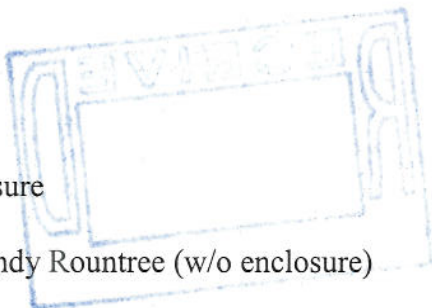
I hope you are well.

Sincerely,

Philip G. Sunderland  
Vice President and General Counsel

Enclosure

cc: Andy Rountree (w/o enclosure)





August 10, 2009

Mr. Ronald Kirby  
Director of Transportation Planning  
MWCOG  
777 N. Capitol Street, NE, Suite 300  
Washington, DC 20002

**RE: Prince William County Commuter Ferry Service Study & Route Proving Exercise**

Dear Mr. Kirby,

As you may be aware, over the past several months Prince William County has conducted a route proving exercise and prepared a study investigating the feasibility of commuter ferry service on the Potomac River. We are pleased to inform you that the results of the RPE have been analyzed and that the study is nearing completion. We would like to invite you to attend a meeting to present the study findings and distribute advanced copies of a portion of the feasibility report. A summary of the meeting time and location are below:

**Meeting:** Prince William County Commuter Ferry Service Study Results Presentation

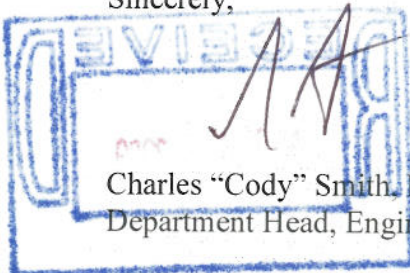
**Location:** Prince William County Government Offices  
5 County Complex Court  
Prince William, VA 22192  
Conference Room 107

**Date & Time:** August 19, 2009, 1:30 pm

Prince William County appreciates the regional cooperation that has been demonstrated through this process and looks forward to investigating means by which continued cooperation can be facilitated.

Please contact me by office phone at (703) 674-5791 or by e-mail at [cesmith@g-and-o.com](mailto:cesmith@g-and-o.com) to RSVP for this meeting or to obtain further information.

Sincerely,



Charles "Cody" Smith, PE  
Department Head, Engineering





**Maryland  
Transportation  
Authority**

Martin O'Malley  
Governor

Anthony Brown  
Lt. Governor

Beverley K. Swaim-Staley  
Acting Chairman

Peter J. Basso  
Rev. Dr. William C. Calhoun, Sr.  
Mary Beyer Halsey  
Louise P. Hoblitzell  
Richard C. Mike Lewin  
Isaac H. Marks, Sr., Esq.  
Michael J. Whitson  
Walter E. Woodford, Jr., P.E.

Ronald L. Freeland  
Executive Secretary

2310 Broening Highway  
Suite 150  
Baltimore MD 21224  
410-537-1000  
410-537-1090 (fax)  
410-355-7024 (TTY)  
1-866-713-1596

e-mail: mdta@  
mdtransportation  
authority.com

www.mdtransportation  
authority.com

August 12, 2009

Mr. Ronald Kirby  
Director of DTP  
Metropolitan Washington Council of Governments  
777 North Capitol Street, N.E.  
Suite 300  
Washington, DC 20002

RE: Governor Harry W. Nice Memorial Bridge Improvement Project  
Charles County, Maryland and King George County, Virginia

Dear Mr. Kirby:

The Governor Harry W. Nice Memorial Bridge (Nice Bridge) Improvement Project Environmental Assessment (EA) prepared by the Maryland Transportation Authority (Authority) and approved by the US Department of Transportation, Federal Highway Administration is enclosed for your review.

The EA presents the results of engineering and environmental studies to improve the Nice Bridge. The planning study and associated documentation have been performed and completed in accordance with the National Environmental Policy Act (NEPA), and address additional Federal and State laws including, but not limited to: Section 404 of the Clean Water Act, Section 7 of the Endangered Species Act, Section 4(f) of the U.S. Department of Transportation Act of 1966, Section 106 of the National Historic Preservation Act of 1966, Title VI of the 1964 Civil Rights Act, the Clean Air Act as amended in 1990, Executive Order (EO) 12898, the Maryland Environmental Policy Act (MEPA), the Uniform Relocation Assistance and Real Property Acquisition Policies Act as amended in 1987, and the Smart Growth Priority Funding Areas Act of 1997.

Beginning on August 14, 2009, the EA will be available at the Charles County Public Library-La Plata Branch, and the L. E. Smoot King George County Public Library. In addition, the EA may be reviewed during normal business hours by appointment at the following locations:

Maryland Transportation Authority  
Division of Capital Planning  
2310 Broening Highway, Suite 125  
Baltimore, MD 21224

August 12, 2009  
Page 2

Maryland Transportation Authority  
Governor Harry W. Nice Memorial Bridge  
P. O. Box 8  
US 301 South  
Newburg, MD 20664

Federal Highway Administration – DelMar Division  
10 S. Howard Street, Suite 2450  
Baltimore, MD 21202

The public comment period begins on August 14, 2009 and ends on October 9, 2009. Comments may be submitted in writing on or before October 9, 2009 to:

Mr. Glen Smith, Project Manager  
Maryland Transportation Authority  
2310 Broening Highway, Suite 125  
Baltimore, Maryland 21224  
E-Mail: [nicebridgestudy@mdta.state.md.us](mailto:nicebridgestudy@mdta.state.md.us)  
Phone: 410-537-5665  
Fax: 410-537-5653

For additional information concerning this project, please contact me.

Sincerely,



Glen Smith  
Project Manager  
Maryland Transportation Authority

cc: Agency Distribution List



**Harry W. Nice Memorial Bridge Improvement Project  
Agency Distribution List**

Mr. Ian Cavanaugh  
Federal Highway Administration, DelMar Division  
10 South Howard Street, Suite 2450  
Baltimore, MD 21202

Ms. Barbara Rudnick  
Office of Environmental Programs (3EA30)  
U.S. Environmental Protection Agency  
1650 Arch Street  
Philadelphia, PA 19103-2029

Director, Office of Environmental Policy and  
Compliance  
US Department of Interior  
Main Interior Building (MS 2462)  
1849 C St, NW  
Washington, DC 20240

Mr. Steve Harman  
U.S. Army Corps of Engineers  
Baltimore District (CENAB-OP-RT)  
P.O. Box 1715  
10 S. Howard Street  
Baltimore, MD 21201

Mr. John Nichols  
U.S. Department of Commerce  
NOAA/NMFS  
Habitat Conservation Division  
Chesapeake Bay Program Office  
401 Severn Avenue, Suite 107A  
Annapolis, MD 21403

Captain C.T. Hanft, US Navy Commanding Officer  
Naval Support Activity South Potomac  
6509 Sampson Road, Suite 217  
Dahlgren, VA 22448-5108

Mr. Robert Zepp  
U.S. Department of the Interior  
Fish and Wildlife Service  
Chesapeake Bay Field Office  
177 Admiral Cochrane Drive  
Annapolis, MD 21401

Mr. Jon Hall  
National Resources Conservation Service  
John Hanson Business Center  
339 Busch's Frontage Road,  
Suite 301  
Annapolis, MD 21409-5543

Ms. Alice Allen-Grimes  
Regulatory/U.S. Army Corps of Engineers  
Norfolk District  
803 Front Street  
Norfolk, VA 23510-1096

Mr. Waverly Gregory  
U.S. Coast Guard  
Office of Bridge Administration; 5th District  
LANTAREA Federal Building  
431 Crawford Street  
Portsmouth, VA 23704  
Attn: Gary Heyer

Mr. John Simkins  
Federal Highway Administration, VA Division  
400 North 8<sup>th</sup> Street  
Richmond, VA 23219-4825

Mr. Greg Golden  
Environmental Review Unit  
Maryland Department of Natural Resources  
580 Taylor Avenue  
Tawes State Office Building, B-3  
Annapolis, MD 21401

Mr. Elder Ghigiarelli  
Maryland Department of the Environment  
Wetlands and Waterways Program  
1800 Washington Blvd., Suite 430  
Baltimore, MD 21230-1708

Ms. Beth Cole  
Maryland Historical Trust  
100 Community Place  
Crownsville, MD 21032

**Harry W. Nice Memorial Bridge Improvement Project  
Agency Distribution List**

Ms. Julie Roberts  
Maryland Department of Natural Resources  
Critical Area Commission  
1804 West Street, Suite 100  
Annapolis, MD 21401

Ms. Bihui Xu  
Maryland Department of Planning  
301 W. Preston Street, Suite 1101  
Baltimore, MD 21201-2305

Ms. Heather Murphy  
Deputy Director  
Office of Planning  
Maryland Department of Transportation  
7201 Corporate Center Drive  
Hanover, MD 21076

Mr. Gregory Slater  
Maryland State Highway Administration  
707 North Calvert Street, C-411  
Baltimore, MD 21202

Mr. Keith Tignor  
Virginia Department of Agriculture and Consumer  
Services  
PO Box 1163  
Richmond, VA 23218

Mr. Robert S. Munson  
Planning Bureau Manager  
Virginia Department of Conservation and Recreation  
203 Governor Street, Suite 326  
Richmond, VA 23219

Mr. Steve Hardwick (Water Quality)  
Virginia Department of Environmental Quality  
629 East Main Street  
P.O. Box 1105  
Richmond, VA 23219

Mr. Thomas Faha  
Northern Regional Office  
Virginia Department of Environmental Quality  
13901 Crown Court  
Woodbridge, VA 22193

Mr. Dean Cumbia  
Virginia Department of Forestry  
900 Natural Resources Drive, Suite 800  
Charlottesville, VA 22903

Ms. Amy Ewing  
Virginia Department of Game and Inland Fisheries  
4010 West Broad Street  
Richmond, VA 23230-1104

Mr. Marc E. Holma  
Virginia Department of Historic Resources  
2801 Kensington Avenue  
Richmond, VA 23221

Mr. Matthew Heller  
Virginia Department of Mines, Minerals, and Energy  
Division of Mineral Resources  
900 Natural Resources Drive, Suite 500  
Charlottesville, VA 22903

Mr. Dan Bacon  
Virginia Marine Resources Commission  
2600 Washington Avenue, 3<sup>rd</sup> Floor  
Newport News, VA 23607-0756

Mr. Jason McGarvey  
Virginia Outdoors Foundation  
101 North 14<sup>th</sup> Street, 17<sup>th</sup> Floor  
Richmond, VA 23219

Mr. Nick Nies  
Virginia Department of Transportation  
1401 East Broad Street  
Richmond, VA 23219

Mr. Quintin Elliott  
District Administrator  
Virginia Department of Transportation  
Fredericksburg District Office  
87 Deacon Road  
Fredericksburg, VA 22405-6105

Mr. Melvin Beall, Jr.  
Charles County Department of  
Planning and Growth Management  
P.O. Box 2150  
La Plata, MD 20646  
**HAND DELIVERED**

Mr. Jack Green  
King George County Office of  
Community Development  
Revercomb Administration Building  
10459 Courthouse Drive, Suite 104  
King George, VA 22485  
**HAND DELIVERED**



**Harry W. Nice Memorial Bridge Improvement Project  
Agency Distribution List**

Mr. Stephen Eckel  
King George County Planning Commission  
12341 Calvert Court  
King George, VA 22485  
**HAND DELIVERED**

Mr. Tim Smith  
King George County Department of Parks and  
Recreation  
P.O. Box 71  
King George, VA 22485  
**HAND DELIVERED**

Mr. Lloyd P. Robinson  
Director Transportation Planning  
Fredericksburg Area Metropolitan Planning  
Organization  
3304 Bourbon Street  
Fredericksburg, VA 22408

Mr. Wayne E. Clark, Executive Director  
Tri-County Council for Southern Maryland  
P.O. Box 745  
Hughesville, MD 20632

Mr. Ronald Kirby, Director DTP  
Metropolitan Washington Council of  
Governments  
777 North Capitol Street, N.E.  
Suite 300  
Washington, D.C. 20002

Mr. Roy A. Knox,  
Vice President of Administration and Finance  
Virginia Tourism Corporation  
901 East Byrd Street  
Richmond, VA 23219



July 20, 2009

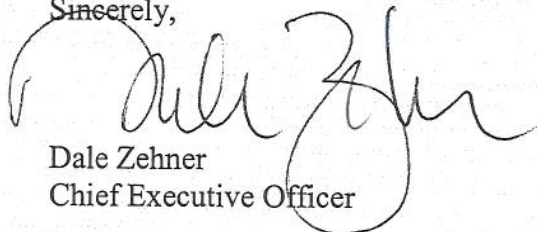
Mr. Gabe Klein  
Director  
District Dept. of Transportation  
Government of the District of Columbia  
Frank D. Reeves Municipal Center  
2000 14th Street NW  
6th Floor  
Washington, DC 20009

Mr. Klein:

I am writing in regards to the District Department of Transportation (DDOT) Long Bridge Integrity and Capacity Study project, added to the region's Constrained Long Range Transportation Plan (CLRP) and FY2010-2015 Transportation Improvement Program (TIP) by the National Capital Region Transportation Planning Board at its July 15, 2009 meeting.

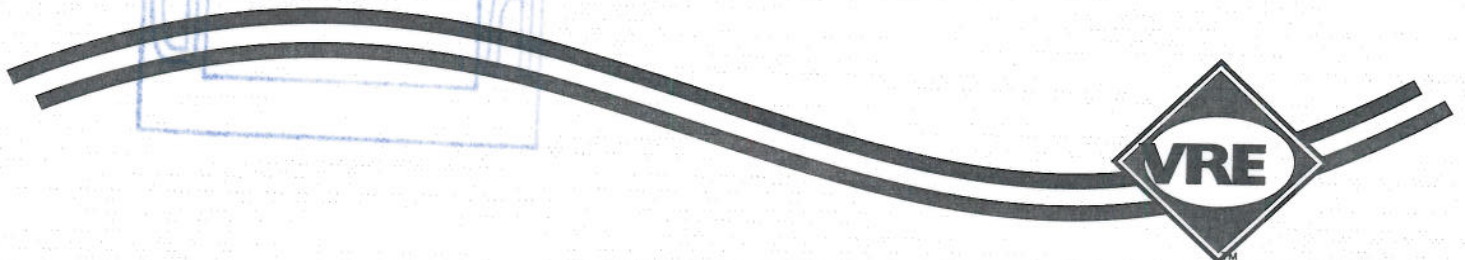
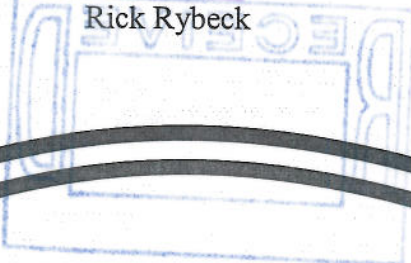
Virginia Railway Express (VRE), in its Strategic Plan, identifies the Long Bridge as a major bottleneck to expanding commuter rail capacity between the District of Columbia and Virginia. Therefore, VRE has great interest in the planned study. As it moves forward, I request that DDOT coordinate with VRE staff to ensure VRE commuter rail operational requirements are taken into consideration. If possible, we would like to have a representative on the study team. Christine Hoeffner, VRE's Manager of Planning, will be the point of contact for the project and can be reached at (703) 838-5442.

Sincerely,



Dale Zehner  
Chief Executive Officer

cc: Ron Kirby  
Rick Rybeck





**VIRGINIA RAILWAY EXPRESS**  
1500 King Street, Suite 202  
Alexandria, VA 22314  
P: (703) 684-1001  
F: (703) 684-1313  
www.vre.org

August 12, 2009

Mr. Gabe Klein, Director  
District Dept. of Transportation  
Government of the District of Columbia  
Frank D. Reeves Municipal Center  
2000 14th Street NW, 6th Floor  
Washington, DC 20009

Mr. Klein:

I write in support of the District Department of Transportation's (DDOT) proposed National Environmental Policy Act (NEPA) and preliminary engineering (PE) study to address the structural integrity and capacity of the CSX Long Bridge over the Potomac River. The Long Bridge is a key link in the Washington, DC to Richmond, VA rail corridor and its safety and functionality is vital to the success of all modes that utilize the bridge.

Unfortunately, due to current fiscal conditions, VRE is unable to commit any matching funds to the DDOT study. Should DDOT receive federal funds for the study, it is my desire, as well, to have VRE staff actively participate in the study efforts.

Sincerely,



Dale Zehner  
Chief Executive Officer

cc: Ron Kirby ✓  
Rick Rybeck ✓



GOVERNMENT OF THE DISTRICT OF COLUMBIA  
DISTRICT DEPARTMENT OF TRANSPORTATION



OFFICE OF THE DIRECTOR

**JUL 31 2009**

Mr. Charles Jenkins, Chair  
Transportation Planning Board  
Metropolitan Washington Council of Governments  
777 North Capitol Street, NE – Suite 300  
Washington, DC 20002

Dear Mr. Jenkins,

Pursuant to the authority provided by the attached e-mail and table appointing me as the District Department of Transportation's (DDOT) representative to the National Capital Region Transportation Planning Board (TPB), this letter designates the following DDOT staff members to serve as my alternates to the TPB:

- Karina Ricks, Associate Director, Transportation Policy & Planning Administration (TPPA) - [karina.ricks@dc.gov](mailto:karina.ricks@dc.gov), (202) 671-2542
- Rick Rybeck, Deputy Associate Director, TPPA – [rick.rybeck@dc.gov](mailto:rick.rybeck@dc.gov), (202) 671-2325
- Maurice Keys, Deputy Associate Director, TPPA – [maurice.keys@dc.gov](mailto:maurice.keys@dc.gov), (202) 671-0497
- Mark Rawlings, Regional Planner, TPPA – [mark.rawlings@dc.gov](mailto:mark.rawlings@dc.gov), (202) 671-2234

Thank you for your assistance in this regard.

Sincerely,



Gabe Klein  
Director

cc: Ron Kirby, COG (via e-mail)  
Karina Ricks, DDOT (via e-mail)  
Rick Rybeck, DDOT (via e-mail)  
Maurice Keys, DDOT (via e-mail)  
Mark Rawlings, DDOT (via e-mail)



**From:** Daggett, Tanya (EOM) [mailto:Tanya.Daggett@dc.gov]  
**Sent:** Tuesday, January 27, 2009 10:02 AM  
**To:** Nicole Hange  
**Subject:**

**Good Morning,**

**Sorry for the delay, I have provided the names of the 2009 Appointments.**

**Please give me a call directly if you have any questions. My number: 202 727-6970**

**METROPOLITAN WASHINGTON COUNCIL OF GOVERNMENTS  
 2009 SOLICITATION FOR APPOINTMENTS**

<b>INDEPENDENT POLICY BOARDS</b>	<b>Current 2008 Appointment</b>	<b>2009 Appointment</b>
<b>COG Board of Directors</b> Meets monthly from 12 noon to 2:00 p.m.	Adrian Fenty Dan Tangherlini	Mayor Adrian Fenty Dan Tangherlini
<b>National Capital Region Transportation Planning Board</b> Meets monthly 12 noon to 2:00 p.m.	Emeke Mnome Harriet Tregoning	Gabe Klein Harriet Tregoning
<b>Metropolitan Washington Air Quality Committee</b> Meets monthly 12 noon to 2:00 p.m.	Vacant Vacant	George Hawkins Gabe Klein
<b>POLICY COMMITTEES</b>	<b>Current 2008 Appointment</b>	<b>2009 Appointment</b>
<b>Metropolitan Development Policy Committee</b> Meets bi-monthly 9:30 a.m. to 11:30 a.m.	Harriet Tregoning Vacant	Harriet Tregoning Karina Ricks
<b>Human Services and Public Safety Policy Committee (a)</b> Meets bi-monthly 12 noon to 2:00 p.m.	Vacant (HS) Darrell Darnell (PS)	Darrell Darnell <i>Clarence Carter</i>
<b>Aviation Policy Committee (b)</b> Meets bi-monthly 10:00 a.m. to 12 noon	Hubert Johnson	<b>No appointment action required.</b>
<b>Chesapeake Bay and Water Resources Policy Committee</b> Meets bi-monthly 9:45 a.m. to 11:45 a.m.	Hamid Karimi	

Notes:

- (a) Newly created committee resulting from the merger of the Human Services and Public Safety Policy Committees.
- (b) Work program and scope of the Aviation Policy Committee is under review; no appointments are requested.
- (c) Alternates are shown in italics.

