

# 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**

**April 20, 2011**

**TO:** Transportation Planning Board

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

**RE:** Letters Sent/Received Since the March 16<sup>th</sup> TPB Meeting

The attached letters were sent/received since the March 16<sup>th</sup> TPB meeting. The letters will be reviewed under Agenda #5 of the April 20<sup>th</sup> TPB agenda.

Attachments

# 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

April 19, 2011

The Honorable Sean T. Connaughton  
Secretary, Virginia Department Transportation  
Patrick Henry Building  
1111 East Broad Street  
Richmond, Virginia 23219

Dear Secretary Connaughton:

Thank you for your letter of March 16, 2011, in which you requested research support from TPB staff to assist your efforts to improve governance at WMATA. Your request was discussed at the TPB meeting of March 16. The request was approved with one amendment, consented to by Andrew Scott of the Maryland Department of Transportation who represented the WMATA Governance Work Group (GWG) at the meeting. I am writing to inform you of this action, and to convey certain other noteworthy points that arose from the discussion at the TPB meeting.

You requested that TPB staff review the relevant literature and the practices of peer agencies regarding four topics. To the four topics that you outlined in your letter, the TPB added a fifth: 'Funding needs of WMATA'. The TPB believes that its staff can provide useful information to the GWG on this topic, based on a review of the relevant literature and of how other transit systems are funded.

TPB members sought assurance, which Mr. Scott provided, that a decision to approve the proposed work scope would not be seen as an endorsement of the plan laid out in the GWG document 'Transforming Governance of the Washington Metropolitan Area Transit Authority', and that the focus of the research to be conducted by TPB staff would be on items unrelated to the WMATA compact. I would like to place on record that the TPB is only providing research support and is not taking any position on the items covered by this research.

On a related matter, Mr. Scott was asked for an update regarding the interaction of the GWG with local jurisdictions. Mr. Scott replied that a draft report would be presented to TPB stakeholders, including local and municipal governments, to obtain feedback before releasing the report for public comment. TPB members welcomed this news and look forward to providing input in due course.

Sincerely,



Muriel Bowser

Chair

National Capital Region  
Transportation Planning Board

# 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

April 19, 2011

The Honorable Beverley K. Swaim-Staley  
Secretary, Maryland Department of Transportation  
7201 Corporate Center Drive  
Hanover, Maryland 21076

Dear Secretary Swaim-Staley:

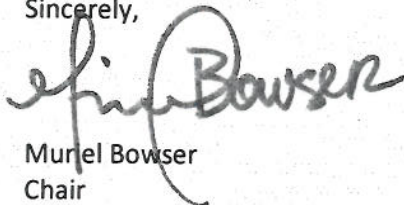
Thank you for your letter of March 15, 2011, in which you requested research support from TPB staff to assist your efforts to improve governance at WMATA. Your request was discussed at the TPB meeting of March 16. The request was approved with one amendment, consented to by Andrew Scott of the Maryland Department of Transportation who represented the WMATA Governance Work Group (GWG) at the meeting. I am writing to inform you of this action, and to convey certain other noteworthy points that arose from the discussion at the TPB meeting.

You requested that TPB staff review the relevant literature and the practices of peer agencies regarding four topics. To the four topics that you outlined in your letter, the TPB added a fifth: 'Funding needs of WMATA'. The TPB believes that its staff can provide useful information to the GWG on this topic, based on a review of the relevant literature and of how other transit systems are funded.

TPB members sought assurance, which Mr. Scott provided, that a decision to approve the proposed work scope would not be seen as an endorsement of the plan laid out in the GWG document 'Transforming Governance of the Washington Metropolitan Area Transit Authority', and that the focus of the research to be conducted by TPB staff would be on items unrelated to the WMATA compact. I would like to place on record that the TPB is only providing research support and is not taking any position on the items covered by this research.

On a related matter, Mr. Scott was asked for an update regarding the interaction of the GWG with local jurisdictions. Mr. Scott replied that a draft report would be presented to TPB stakeholders, including local and municipal governments, to obtain feedback before releasing the report for public comment. TPB members welcomed this news and look forward to providing input in due course.

Sincerely,



Murel Bowser  
Chair  
National Capital Region  
Transportation Planning Board

# 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

April 19, 2011

Mr. Terry Bellamy  
Interim Director  
District of Columbia Department of Transportation  
2000 14th Street, NW, 6th Floor  
Washington, DC 20009

Dear Mr. Bellamy:

Thank you for your letter of March 16, 2011, in which you requested research support from TPB staff to assist your efforts to improve governance at WMATA. Your request was discussed at the TPB meeting of March 16. The request was approved with one amendment, consented to by Andrew Scott of the Maryland Department of Transportation who represented the WMATA Governance Work Group (GWG) at the meeting. I am writing to inform you of this action, and to convey certain other noteworthy points that arose from the discussion at the TPB meeting.

You requested that TPB staff review the relevant literature and the practices of peer agencies regarding four topics. To the four topics that you outlined in your letter, the TPB added a fifth: 'Funding needs of WMATA'. The TPB believes that its staff can provide useful information to the GWG on this topic, based on a review of the relevant literature and of how other transit systems are funded.

TPB members sought assurance, which Mr. Scott provided, that a decision to approve the proposed work scope would not be seen as an endorsement of the plan laid out in the GWG document 'Transforming Governance of the Washington Metropolitan Area Transit Authority', and that the focus of the research to be conducted by TPB staff would be on items unrelated to the WMATA compact. I would like to place on record that the TPB is only providing research support and is not taking any position on the items covered by this research.

On a related matter, Mr. Scott was asked for an update regarding the interaction of the GWG with local jurisdictions. Mr. Scott replied that a draft report would be presented to TPB stakeholders, including local and municipal governments, to obtain feedback before releasing the report for public comment. TPB members welcomed this news and look forward to providing input in due course.

Sincerely,



Muriel Bowser

Chair

National Capital Region  
Transportation Planning Board



# COMMONWEALTH of VIRGINIA

## DEPARTMENT OF TRANSPORTATION

4975 Alliance Drive  
Fairfax, VA 22030

GREGORY A. WHIRLEY  
COMMISSIONER

April 19, 2011

The Honorable David F. Snyder  
Vice Mayor, City of Falls Church  
Member - Transportation Planning Board  
300 Park Avenue,  
Suite 303-E  
Falls Church, VA 22046

Dear Mr. Snyder:

I am writing to respond to the question you asked during the March 16, 2011 Transportation Planning Board regarding Virginia's funding for MATOC (Metropolitan Area Transportation operations Center) – "When would Virginia fund its fair share to MATOC?"

The Virginia Department of Transportation has committed to fund \$50,000.00 to MATOC this year and the Northern Virginia Transportation Authority (NVTA) has committed to spend \$100,000.00. It is also my understanding that both entities have for this purpose committed Federal CMAQ (Congestion Mitigation Air Quality) dollars apportioned to the Commonwealth of Virginia.

Let me offer to meet and discuss with you how or whether additional funds to MATOC from either NVTA or VDOT could compete with current congestion mitigation priorities primarily in Northern Virginia as well as in the Commonwealth as a whole. If my understanding of the question is correct, the voting members of the Northern Virginia Transportation Authority and/or the Commonwealth Transportation Board would need to have data that shows how providing more money (up to an additional \$250,000.00) to MATOC will give a better return than sending it to their current priorities.


Staff from the NVTA, TPB and VDOT will be having a conference call next week to review the pros and cons of additional funding for your consideration in presenting to the NVTA. I will also forward the review within VDOT and to the Northern Virginia CTB members for their consideration.

Mr. David Snyder  
March 19, 2011

Page 2

I look forward to meeting with you. Please call me any time at 703-259-1959.

Sincerely,

  
Garrett W. Moore, P.E.  
District Administrator  
VDOT - Northern Virginia District

cc: Mr. Hari Sripathi, Director Regional Operations, VDOT-NoVA (w/ attachment)  
Ms. Renee Hamilton, ADA for PIM, VDOT- NoVA “  
Ms. Connie Sorrell, Chief of Systems Operations, VDOT-Central Office “

# National Capital Region Transportation Planning Board

777 North Capitol Street, N.E., Suite 300, Washington, D.C. 20002-4290 (202) 962-3200 Fax: (202) 962-3202 TDD: (202) 962-3213

April 13, 2011

The Honorable Catherine Hudgins, Chair  
Washington Metropolitan Area Transit Authority (WMATA) Board of Directors  
600 5th Street, NW  
Washington, D.C. 20001

Subject: Nominations of National Capital Region Transportation Planning Board (TPB) Access for All Advisory Committee Members for the WMATA Accessibility Advisory Committee

Dear Chair Hudgins:

It is my pleasure to nominate the following four TPB Access for All (AFA) Advisory Committee members to serve on WMATA's Accessibility Advisory Committee (AAC). I understand that WMATA will choose two AFA members out of the four nominations:

Ms. Regina Lee Byrd  
7825 Mandan Rd Apt 104  
Greenbelt, MD 20770  
(301) 441-4663; rvltravel@hotmail.com

Ms. Sarah Gotbaum  
4925 Battery Lane Apt 606  
Bethesda, MD 20814  
(301) 951-3920; sargot@earthlink.net

Ms. Doris Ray  
2300 Clarendon Boulevard, Suite 305  
Arlington, VA 22201  
(703) 525-3268; dorisr@ecnv.org

Reverend Gloria Swieringa  
P.O. Box 441543  
Fort Washington, MD 20749  
(301) 292-6234

These four individuals are submitting the required AAC application directly to WMATA. Please note that a request has been made that WMATA reimburse committee members for travel expenses, such as MetroAccess fares, associated with attending the AAC meetings. I look forward to greater collaboration between the two committees and thank you for the opportunity to provide these nominations.

Sincerely,

/s/

Patrick L. Wojahn  
Chair, TPB Access for All Advisory Committee  
Councilmember, City of College Park

cc: Christian Kent, Assistant General Manager, Department of Access Services  
The Honorable Muriel Bowser, TPB Chair, D.C. Councilmember

The National Capital Region Transportation Planning Board (TPB) will host a

# Regional Freight Forum

**When: Wednesday, April 27, 2011**

**Time: 8:30am-1:45pm**

**Where: Hyatt Regency Washington on Capitol Hill  
(Thornton Room)**

**400 New Jersey Ave NW, DC 20001**



## AGENDA

*The Regional Freight Forum will bring freight industry stakeholders and public agency experts to the table. Panel members will discuss regional demand and supply trends from their freight lens. This is an interactive event with opportunities for attendees to weigh in on regional freight priori-*

*This event follows upon the Transportation Planning Board's approval of the [National Capital Region Freight Plan 2010](#) on July 21, 2010.*

8:30-9:00 Coffee & Continental Breakfast

9:00-9:15 **Welcome, Victor Weissberg, Prince George's County, TPB Freight Subcommittee Chairman**

Opening Remarks, Muriel Bowser, TPB 2011 Chairwoman  
District of Columbia City Councilwoman

9:15-9:30 **John D. Porcari, Deputy Secretary of Transportation**

9:30-10:10 **Panel 1: Perspectives on Demand, Eulois Cleckley DDOT (Moderator)**

Donald Ludlow, Cambridge Systematics  
Rosalyn Wilson, Delcan  
George Schoener, I-95 Corridor Coalition

10:10-11:00 **Panel 2: Freight System, Erik Johnson VDOT (Moderator)**

Randy Mullet, Con-way Trucking/Logistics  
Quinton Kendall, CSX Transportation  
Darrell Wilson, Norfolk Southern  
Leo Schefer, Washington Airports Task Force

11:00-11:15 Coffee Break

11:15-12:15 **Panel 3: Prioritizing Freight Investments, Victor Weissberg (Moderator)**

Anne Ferro, Federal Motor Carrier Safety Administration  
Karen Rae, Federal Railroad Administration  
John Horsley, American Assoc. of State Highway and Transportation Officials

12:15-12:45 Lunch

12:45-1:30 **Lunch Speaker**

Mortimer Downey, Chairman of Coalition for Americas Gateways and Trade Corridors, former Deputy Secretary of Transportation 1993-2001

1:30-1:45 **Closing Remarks, Victor Weissberg**

**RSVP at [www.mwcog.org/FreightForum/](http://www.mwcog.org/FreightForum/)**

For questions, contact Karin Foster at [kfoster@mwcog.org](mailto:kfoster@mwcog.org) or by phone at 202-962-3206.



# SAVE THE DATE

An Electric Vehicle (EV) Forum for Metropolitan Washington Local Governments

- **Purpose**
  - To examine successful local and regional EV readiness strategies
  - To begin the conversation on a regional level on how to transition to new transportation capabilities
- **The forum will include**
  - The role of area utilities in electric vehicle infrastructure development
  - National and regional perspectives by the US DOE and industry experts
  - A vehicle showcase of electric vehicle technology
- **Expected outcome**
  - A draft framework to establish a network of key stakeholders to assist in the development of regional plan

Friday, April 29, 2011  
777 North Capitol Street NE, Ste. 300  
Washington, DC  
COG Board Room (Third Floor)  
10:00 am – 2:00 pm

To register for this event, click [here](#) or cut and paste the link in your browser:

[https://www.mwmcog.org/calendar/detail.asp?EVENT\\_ID=7345&MONTH\\_CHOICE=4&DAY\\_CHOICE=29&YEAR\\_CHOICE=2011](https://www.mwmcog.org/calendar/detail.asp?EVENT_ID=7345&MONTH_CHOICE=4&DAY_CHOICE=29&YEAR_CHOICE=2011)

For more information, contact:

Leah Boggs at 202-962-3336 or [lboggs@mwmcog.org](mailto:lboggs@mwmcog.org)

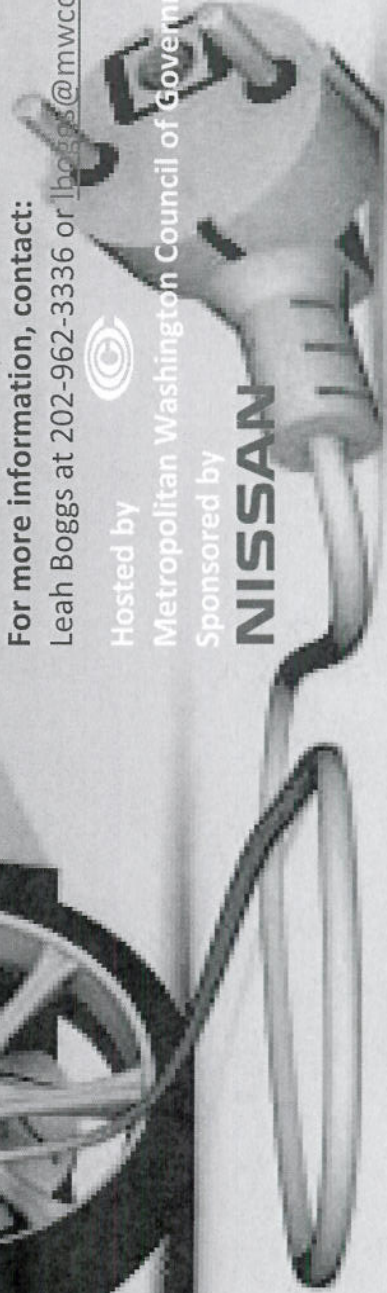


Hosted by

Metropolitan Washington Council of Governments

Sponsored by

**NISSAN**



**G. STANLEY DOORE**

2913 Shanandale Drive  
Silver Spring, MD 20904-1822  
Tel.: 301.572.4939 Cell: 301-346-2662  
E-mail: [Stan@doore.net](mailto:Stan@doore.net)

2011 March 21

Chair and Members, NCR-TPB  
Metropolitan Washington Council of Governments  
777 North Capitol Street NE Suite 300  
Washington DC 20002-4290

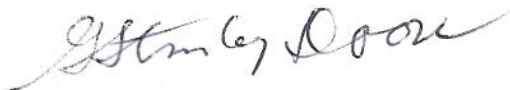
The Transportation Planning Board needs to focus on the type and structure of transportation to avoid winter storm problems like the January 29 storm reported in the March 2011 TPB News.

Light rail trolley on streets is the wrong approach. Light rail will add to everyday transportation problems and it will make single events like winter storms and other events even worse.

Elevated monorail, conventional and cantilevered, rises above it all. Visit web sites [www.monorails.org](http://www.monorails.org) and [www.otg-inc.com](http://www.otg-inc.com). We need to learn from the rest of the world since others have built, are building and plan to build more elevated monorail systems.

Elevated monorail avoids congestion but costs about the same to build as light rail and could cost less to operate. It avoids accidents too. Cantilevered monorail, in particular, avoids weather problems like snow, ice and other storms because its power and rails are somewhat protected.

Sincerely yours,





March 30, 2011

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



Dear Ms. Bowser,

The Baltimore Museum of Industry [BMI] is pleased to announce that the recipient of the 2011 William Donald Schaefer Industrialist of the Year Award will be Michael J. Ward, Chairman and CEO of CSX Corporation.

The award will be presented at the museum's annual Industrialist of the Year Luncheon on Thursday, June 9, 2011. The Industrialist of the Year Award was established in 2004 to recognize and celebrate visionary business leaders who play a vital role in Maryland's industrial and economic life. Each year, over 350 people attend the award luncheon, a major gathering of Maryland's industrial, business, and economic leaders.

The Industrialist of the Year Luncheon also raises funds in support of the BMI's educational programs. Each year over 80,000 Maryland schoolchildren visit the museum and participate in programs that supplement in-class learning with hands-on experiences across the curriculum, including social studies, math, science, and language arts. Since 2004, the Award Luncheon has raised over \$500,000 in support of these programs.

Michael Ward was born and raised in Baltimore, graduated from the University of Maryland and received his MBA from Harvard University. He began his career with the Chessie System in Baltimore. As his career progressed through CSX, he held positions in nearly all aspects of the railroad industry. He became CEO of CSX in 2003. While CSX's corporate headquarters is in Jacksonville, Florida, the railroad is a critical factor in Maryland's economy. And as the successor railroad to the B&O, CSX is an industrial giant with over 180 years of service here in Maryland.

CSX's National Gateway, a public/private partnership, is in the process of creating a more efficient rail route linking East Coast ports with major markets in the Midwest. The National Gateway will enhance the Port of Baltimore's ability to handle goods going to and coming from world markets. It will also increase potential market access for Maryland and the Port from 7 to 20 American cities, while making major reductions in energy and carbon footprints. National Gateway may be a new initiative for the 21<sup>st</sup> Century, but it also harkens back to Maryland's history as having the nation's westernmost Atlantic port, thus providing the quickest route from America's interior to world markets.

I encourage you to join BMI and the broader Maryland business community in honoring Michael Ward by becoming a sponsor of the 2011 Industrialist of the Year. As a sponsor, you and your company will be recognized prominently for your support, and at the same time you will be helping the museum continue its educational outreach. Detailed sponsorship information is enclosed.

Thank you for your consideration. Should you have any questions, please feel free to contact Penelope Fallon at 410.727.4808 ext. 129 or at [pfallon@thebmi.org](mailto:pfallon@thebmi.org). We look forward to seeing you on June 9<sup>th</sup>!

Sincerely,

Roland H. Woodward  
Executive Director

1415 Key Highway  
Inner Harbor South  
Baltimore, Maryland 21230

Tel: 410.727.4808  
Fax: 410.727.4869  
[www.thebmi.org](http://www.thebmi.org)





## Meet Michael J. Ward



Michael J. Ward was named chairman and chief executive officer of CSX Corporation, one of the nation's premier transportation and logistics companies, in January 2003. Over his 33-year career, Mr. Ward has headed CSX Transportation's operations, coal sales and marketing, and finance departments.

Under Mr. Ward's leadership, the company achieved its safest year in 2010 while providing outstanding service to customers and posting a record financial performance.

The company's commitment to safety and preparing its network for long-term freight demand is demonstrated by its planned 2011 capital investment of \$2.0 billion, an all-time high.

According to Mr. Ward, long-term demand for transportation services in the U.S. will continue to create growth opportunities for the freight rail industry and enable CSX and the rail industry to provide continued value to the American economy. "In my career with CSX, I have never felt more confident that we have the right people and the right tools in place to deliver environmental and economic benefits to our nation," he said. "We have established a firm foundation with committed employees and disciplined operations that will enable us to capitalize on the positive long-term outlook for freight rail services."

A native of Baltimore, Md., Mr. Ward was Railway Age magazine's Railroader of the Year for 2008. He earned a bachelor's degree from the University of Maryland in 1972, and received a master's degree in business administration from the Harvard Business School in 1976. Mr. Ward serves on the boards of the Association of American Railroads, Ashland Inc., City Year, United Way of Northeast Florida, and Hubbard House. His other business affiliations include The Florida Council of 100, The Business Roundtable, and The Kentucky Coal Council.

CSX Corporation, based in Jacksonville, Fla., owns one of the nation's leading transportation companies, providing rail, intermodal, and rail-to-truck transload services that connect 70 ocean, river, and lake ports, as well as more than 200 short line and regional railroads. Its principal operating company, CSX Transportation, Inc., which has approximately 30,000 employees, operates the largest railroad in the eastern United States with a 21,000-mile rail network linking commercial markets in 23 states, the District of Columbia, and two Canadian provinces.