

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 9, 2010

TO: Transportation Planning Board

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

RE: Letters Sent/Received Since the July 21st TPB Meeting

The attached letters were sent/received since the July 21st TPB meeting. The letters will be reviewed under Agenda #5 of the September 15th 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

August 23, 2010

Honorable Frank R. Lautenberg
U.S. Senate
Senate Hart Building 324
Washington D.C. 20510

Dear Senator Lautenberg,

The National Capital Region Transportation Planning Board has learned that you recently introduced the Focusing Resources, Economic Investment, and Guidance to Help Transportation (FREIGHT) Act of 2010. It comes on the heels of our Transportation Planning Board's approval on July 21, 2010 of the *National Capital Region Freight Plan 2010*.

The anticipated growth in population and employment in our region coupled with external factors such as the completion of the Panama Canal expansion in 2014 will have tremendous impacts on freight transportation movements. The FREIGHT Act addresses many of the concerns such as congestion, energy conservation, and safety that were raised in the *National Capital Region Freight Plan 2010*.

We would be pleased to share our experience in developing our freight plan with you and to lend our Metropolitan Planning Organization's perspective on planning for growth in freight movement.

Sincerely,

A handwritten signature in black ink, appearing to read 'DS', with a long horizontal line extending to the right.

David Snyder
Chair, National Capital Region
Transportation Planning Board

cc: Honorable Patty Murray, U.S. Senate
Honorable Maria Cantwell, U.S. Senate

CAGTC

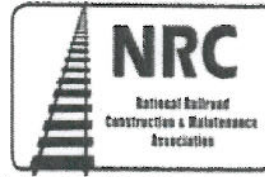
Coalition for America's
Gateways & Trade Corridors



Finding the ways that work



Transportation
for America



The Voice of the Railroad Construction Industry

FOR IMMEDIATE RELEASE

Contact: Jeff Agnew: (202) 828-9100 (o) / 703-203-8720 (c)

**Senators Lautenberg, Murray and Cantwell
Introduce Legislation for New Freight Program**

FREIGHT Act of 2010 is a major shift in national transportation policy to support economic growth with targeted investment in efficient, clean, multimodal infrastructure for the movement of goods

WASHINGTON, DC (July 22, 2010) – Senator Frank Lautenberg (D-NJ), with co-sponsors Senator Patty Murray (D-WA) and Senator Maria Cantwell (D-WA), today introduced the Focusing Resources, Economic Investment, and Guidance to Help Transportation Act of 2010 (FREIGHT Act), a landmark bill, leading the charge to transform America's transportation policy and investment by focusing on the freight network that enables goods and commodities to move about and reach their markets. The FREIGHT Act provides a visionary, comprehensive, systemic approach to infrastructure investment that addresses the nation's commerce needs while providing a solid foundation that will also help our nation meet its energy, environmental and safety goals. The bill also calls for the creation of a new National Freight Infrastructure Grants initiative – a competitive, merit-based program with broad eligibility for multimodal freight investment designed to focus funds where they will provide the most public benefit.

"Poor planning and underinvestment in our transportation infrastructure has led to increased congestion at our ports, highways, airports, and railways, and increases the cost of doing business. If we want to help U.S. businesses succeed and create new jobs, we need a freight transportation system that works better and can grow with the changing needs of the global economy," said Senator Lautenberg in his statement.

"The FREIGHT Act is a paradigm shift our CAGTC members have long advocated and represents a bold step toward ensuring our nation's economic competitiveness in the 21st century," said Mortimer Downey, CAGTC Chairman, Senior Advisor, Parsons Brinckerhoff and former U.S. Deputy Secretary of Transportation. "For the first time ever, the bill establishes a comprehensive freight policy with outcome-based goals and creates a broad multimodal, competitive freight-specific program to provide the infrastructure necessary to move this country's commerce and drive the economy."

The FREIGHT Act of 2010 directs the Department of Transportation (USDOT) to develop and implement two institutional advances that will improve and coordinate policy within the federal government and the states. The first is a National Freight Transportation Strategic Plan to guide and inform goods movement infrastructure investments in future years. In addition, it calls for the creation of an Office of Freight Planning and Development, led by an Assistant Secretary for Freight Planning and Development. The bill instructs USDOT to develop baselines, tools and methods within two years to measure progress.

"A truly multimodal national freight program that is accountable to measurable performance targets and benchmarks is something the U.S. has needed for a long time," said James Corless, director of Transportation for America. "We applaud Senator Lautenberg for recognizing that our freight system can move our goods from coast to coast and power the economy while also being part of the solution for many of our most pressing problems: air quality, dangerous emissions, oil dependence, and congestion on our highways and interstates, to name just a few."

In developing the National Freight Transportation Policy, the FREIGHT Act also encourages concurrent improvements in air quality impacts, carbon emissions, energy use and public health and safety by establishing environmental goals to complement goals for reducing delays and improving travel time reliability on freight corridors, at gateways and heavy freight population centers. Similarly, the grant program sets criteria to prioritize projects that improve freight mobility and enhance economic growth, while incentivizing environmental improvements.

"Congress must modernize our outdated freight infrastructure to reduce its harmful environmental and public health impacts," said Kathryn Phillips, a transportation expert with the Environmental Defense Fund. "This important bill provides a roadmap to target federal investment to create a cleaner, more reliable freight system for the 21st century."

System performance is emphasized throughout the FREIGHT Act and projects will be judged on benefit-cost analysis. The significant overlap among public and private interests in the freight system is recognized through encouraged planning and cooperation with private sector interests, while the grant program leverages Federal investment by promoting non-Federal contributions to projects.

"The National Freight Infrastructure Investment Grants program proposed in this bill would be an important addition to the federal toolbox. It would help fund exactly the type of multi-modal, multi-jurisdictional, major transportation infrastructure projects that have historically been overlooked by the federal transportation investment process," said Chuck Baker, CAGTC Member and President of the National Railroad Construction and Maintenance Association.

The Coalition for America's Gateways and Trade Corridors, Environmental Defense Fund and Transportation for America commend Senator Lautenberg and the other co-sponsors of this visionary and strategically important policy. The three organizations have agreed to work together in support of the FREIGHT Act and call upon all in the transportation community to join in support.

About CAGTC

The Coalition for America's Gateways and Trade Corridors (CAGTC) is a diverse coalition of more than 60 organizations dedicated to increasing federal investment in America's intermodal freight infrastructure. In contrast to single mode interests, CAGTC's main mission is to promote a seamless goods movement transportation system across all modes to enhance capacity and economic growth. Website: www.tradecorridors.org Twitter: <https://twitter.com/CAGTC> Facebook: <http://www.facebook.com/pages/edit/?id=261369164334#/pages/Coalition-for-Americas-Gateways-and-Trade-Corridors/261369164334>

About EDF

A leading national nonprofit organization, Environmental Defense Fund represents more than 700,000 members. Since 1967, Environmental Defense Fund has linked science, economics, law and innovative private-sector partnerships to create breakthrough solutions to the most serious environmental problems. Twitter: <http://twitter.com/EnvDefenseFund> Read our Way2Go blog at <http://blogs.edf.org/transportation> Website: www.edf.org/ Facebook: <http://www.facebook.com/EnvDefenseFund>.

About Transportation for America

Transportation for America is a growing, national coalition committed to creating a new national transportation program that will take America to the 21st Century by building a modernized infrastructure and healthy communities where people can live, work, and play. www.t4america.org

About National Railroad Construction and Maintenance Association.

The National Railroad Construction and Maintenance Association is the national trade association organized to serve the needs of railroad contractors, suppliers, and the entire railroad and rail transit construction industry. www.nrcma.org

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FREIGHT ACT

Focusing Resources Economic Investment, and Guidance to Help Transportation

Introduced by Senators Lautenberg, Murray, and Cantwell

July 21, 2010

Bill Highlights:

-National Freight Strategic Plan

-Establish Office of Freight Planning and Development, led by an Assistant Secretary for Freight and Development

-National Freight Infrastructure Grants Initiative

Title I: “Freight Transportation Policy and Strategic Development”

“To improve the efficiency, operation, and security of the national transportation system to move freight by leveraging investments and promoting partnerships that advance interstate and foreign commerce...”

-Objectives

1. Target investment
2. Advance energy conservation
3. Advance safety and public health
4. Improve performance and reliability
5. Promote partnerships between federal, state, local governments, private sector, others
6. Encourage ITS operations/technology

-Goals

1. Reduce delays
2. Increase travel time reliability
3. Reduce by 10 percent freight transportation fatalities by 2015
4. Reduce freight transportation CO² by 40% in 2030
5. Reduce air, water, noise pollution

-Strategic Plan Contents

1. Assessment of current conditions
2. Analysis of emerging long-term trends
3. Challenges to meet policy
4. Proposed investment plan to develop priorities for federal investments
5. Guidelines
6. Priority freight corridors and gateways

-Implementation

1. Consistency
2. Requirement regional, state, and local surface transportation planning efforts funded with federal \$ are consistent with the Freight Act objectives, goals
3. Submit comprehensive annual report

-Secretary shall submit biennial progress reports (begin 2 years after Secretary posts Plan)

-Data gathering

-Funding “\$3M authorized to be appropriated to the Secretary of Transportation to implement this subsection” (Strategic Plan)

-Data and Planning Tools

1. Outcome-oriented, performance-based

FREIGHT ACT

Focusing Resources Economic Investment, and Guidance to Help Transportation

Introduced by Senators Lautenberg, Murray, and Cantwell

July 21, 2010

2. Collection of transportation-related data, demand forecasts, modal diversion forecasts, effect on congestion, pollution, health...improve Commodity Flow Survey

Title II: "Freight Transportation Investment"

-Eligible projects

1. Port development/improvement
2. Multimodal terminal
3. Land port
4. Freight rail improvement/capacity expansion
5. ITS to reduce congestion and improve safety
6. Improved access to port or terminal
7. Planning/preparation/design for the above projects

-Selection criteria

1. Supports objectives
2. Leverages federal investment
3. Improves mobility
4. Incorporates new and innovative technology
5. Improves energy
6. Maintain or protect the environment
7. Reduce congestion
8. Improve freight infrastructure
9. Safety
10. Demonstrated need for federal support
11. Enhance economic development, competitiveness

-Federal Share of Net Project Cost

1. Federal share of a grant for the project shall not exceed 80 percent
2. Priority to projects seeking lower federal share of the project net capital cost

-Major Projects

1. A grant for a project of \$500,000,000 or more shall be submitted to the Secretary

-Financial Plan

1. Recipient for a project with an estimated total cost of \$100,000,000 or more shall prepare an annual financial plan

-Applicant Definition

"State, a political subdivision of a State, government-sponsored authorities and corporations, and the District of Columbia"



September 9, 2010

The Honorable Gerald E. Connolly
327 Cannon House Office Building
Washington, DC 20515

Dear Representative Connolly:

Thank you for your letter dated July 29, 2010 regarding the recent results of the Commuter Connections 2010 State of the Commute (SOC) Survey. You raised questions about the validity of the results in the SOC survey concerning the percentage of bicycle commuters in the Washington Region and the percentage of federal workers who telework. I have looked into each of these results, and prepared the following additional information concerning each one.

The Percentage of Bicycle Commuters in the Washington Region.

You note that the percentage of bicycle commuters in Washington DC increased between 2000 and 2008 according to the Census and the American Community Survey while the SOC results show bicycle/walk trips for the Washington Region as essentially flat between 2001 and 2010. These data do not reflect a drop in suburban/exurban bicycling or walking. The difference is likely the result of several factors related to survey methodology.

First, bike use is a very small percentage of total mode use in the region, thus it is particularly difficult to measure changes over time. The 6,600-respondent sample for the SOC survey is robust, with a regional confidence level of 95% \pm 1.2%. But the percentages of commuters region-wide who primarily use bike to commute have ranged from 0.2% to 0.5% in the four SOC surveys conducted to date, so even a doubling of the observed bike share would be within the \pm 1.2% range and would not be statistically reliable. Additionally, the District of Columbia represents only 12% of the regional worker population, so a large change could occur in bike use in this jurisdiction without a measurable effect on the regional percentage. The 2000-2008 increase in the bike share for DC shown in the Census data is statistically significant at the 95% confidence level, but it is not statistically significant for the other jurisdictions outside of DC.

Second, it is difficult to compare mode use data from the SOC, ACS, and decennial census, because those surveys count mode use differently and have different survey methodologies. The sample size of workers in the 2000 and 2008 Census Surveys were larger than the SOC, thus enabling the Census survey data to more accurately reflect the walk/bike share.



Third, part of the difference also could be due to the data collection period of the SOC, which is late January to mid-April. This time period, which is less attractive for bicycling, likely attracts the most committed riders. If new riders are occasional riders, the winter bike share measured in the SOC might not reflect new ridership. Additionally, the SOC survey only includes workers living in "households". Workers living in "group quarters" are more likely to commute to their jobs by walking or bicycling.

The Percentage of Federal Workers Who Telework.

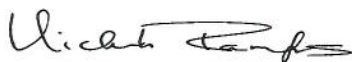
The telework data shown for federal government workers in the Washington Region in the 2010 SOC did show a 27% rate of teleworking. In accordance with the definition that has been used in all four SOC surveys to date, this includes workers who telework either regularly or occasionally. The Office of Personnel Management (OPM) found that 10% of all federal workers telework regularly (meaning one or more days per week). This was very close to the SOC's result that 11% of federal employees in the Washington DC region telework one or more days per week.

OPM's survey also found that 12% of federal workers telework less than one day per week on average which would bring the total federal telework rate to 22%. This is compared to the SOC's overall rate for of 27% for the Washington DC region. The Washington DC region's federal telework rate is likely to be higher than the national average, due to the predominance of office positions in the headquarters locations. I would also note that, as with any sampled survey, the 27% figure is subject to some statistical variation. The sample size of federal employees in the SOC survey is 1,605, with a confidence level of 95% \pm 2.4%. Thus, the regional federal telework percentage could fall between 25% and 29%.

An additional significant result from the SOC survey is that 35% of the federal work force in the Washington DC metropolitan region stated that they "could and would" telework because they felt that their job responsibilities would allow them to work at a location other than their main workplace at least occasionally, and would telework if they were given the opportunity. This represents an opportunity to achieve even greater teleworking for federal government employees in the future.

We greatly appreciate your work on expanding telework participation in the region, and we look forward to continuing to work with you on reducing traffic congestion and improving air quality in the region through transportation demand management strategies.

Sincerely,



Nicholas Ramfos
Director, Commuter Connections
Metropolitan Washington Council of Governments

GERALD E. CONNOLLY
11TH DISTRICT, VIRGINIA

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

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COMMITTEE ON
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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 29, 2010

Mr. Nicholas Ramfos
Director, Commuter Connections
MWCOG
777 N. Capitol St
Suite 300
Washington, DC 20002

Dear Mr. Ramfos,

Thank you for sending results of your 2010 State of the Commute Survey. I was pleased to see that single occupant trips in the region are declining as a percentage of trips while transit and telework utilization is increasing. Your efforts, in partnership with local jurisdictions, are undoubtedly responsible for some of the growth in telework and decline in single occupant vehicle trips. Over the long term, these trends should continue if we are successful in focusing regional growth in activity centers identified by COG, and if jurisdictions continue implementing growth strategies consistent with COG climate change objectives.

I am curious, however, about the validity of a couple data points in the study. According to the Census' American Community Survey, the percentage of bicycle commuters in Washington, D.C. doubled between 2000 and 2008. Yet the 2010 Survey states that bike/walk trips are only 2% of trips, the same as in 2001 Survey, implying either that walking trips are declining or that walking/biking declines in exurban COG jurisdictions are offsetting dramatic increases in bike ridership in the core. Based on my experience in Fairfax, including our investment in bike lanes, bus bike racks, and a bike map, I do not think bike ridership is declining in the suburbs, so I wonder if the 2010 Survey may have understated the growth in bicycle mode share.

The 2010 Survey also found that 27% of federal employees telework. In contrast, the Office of Personnel Management found that only 10% of federal employees telework regularly, and a Partnership for Public Service survey estimated that only 6% of federal employees telework regularly. The Patent and Trade Office and

General Services Administration seem to have the highest rates of regular telework, at approximately 85% and 30%. Given these percentages, and the fact that many agencies have telework rates close to zero, it seems improbable that 27% of federal employees telework in the region. For that to be true, many other agencies would have telework rates close to GSA's; we have not seen or heard about such robust telework programs on the Oversight and Reform Committee. While the regional federal telework rate would logically be somewhat higher than the national rate of 10%, since we have a disproportionate share of federal white collar jobs, the 27% rate could be overcounting infrequent telework as regular telework or overestimating federal telework participation in some other manner.

Thank you again for sending me the 2010 Survey. One of the reasons I have been an enthusiastic supporter of the Telework Improvements Act is that we need comprehensive information on commuting patterns in our region. COG's Commuter Surveys are an important part of the information collection system.

Sincerely,

A handwritten signature in black ink, appearing to read "Gerald E. Connolly", written in a cursive style.

Gerald E. Connolly
Member of Congress
11th District, Virginia

GC/ZF

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

August 18, 2010

The Honorable President Barack H. Obama
The White House
1600 Pennsylvania Avenue NW
Washington, DC 20500

Dear President Obama:

Car Free Day is an international event celebrated annually in 1,500 cities in 40 countries where people are encouraged to make a difference for a day by relying less on their cars by either not driving or using public transportation, carpooling, teleworking, bicycling, or walking. The resulting one day benefit is a reduction in traffic congestion, automobile emissions and non-sustainable energy consumption, but it can also lead event participants to a prolonged commitment to using alternative forms of transportation where feasible.

On behalf of the National Capital Region Transportation Planning Board and the Metropolitan Washington Council of Governments, I am writing to encourage your administration's support of Car Free Day 2010, to be held on September 22. With about 320,000 federal workers living in the Washington metropolitan region, participation in Car Free Day by the region's federal workers would boost the event's success.

Information on the event can be found at www.carfreemetrodc.com and can be shared with all federal agency directors in the region. We look forward to the federal government's participation in the 2010 Car Free Day event.

Sincerely,



David F. Snyder
Chair
National Capital Region
Transportation Planning Board

CC: Hon. Eleanor Holmes Norton
Hon. Roscoe G. Bartlett
Hon. Benjamin L. Cardin
Hon. Donna F. Edwards
Hon. Chris Van Hollen
Hon. Steny H. Hoyer
Hon. Barbara A. Mikulski

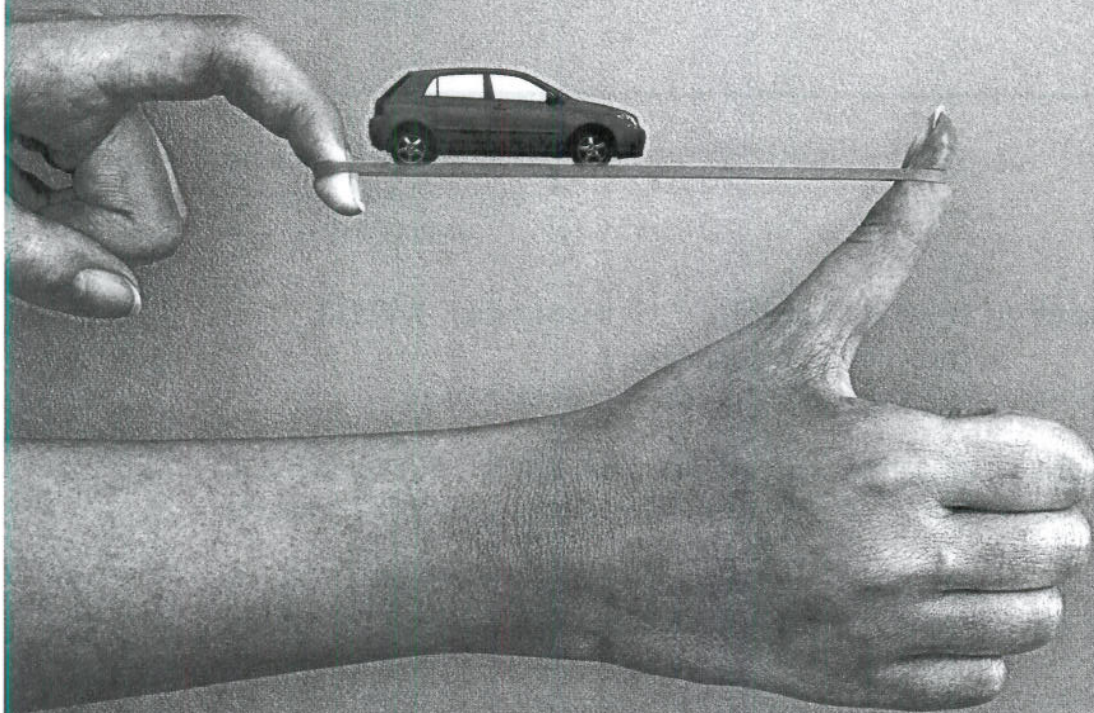
Hon. Gerald E. Connolly
Hon. Jim Moran
Hon. Mark R. Warner
Hon. Robert J. Wittman
Hon. Jim Webb
Hon. Frank Wolf

**CAR
FREE
DAY**

METRO DC



9.22.10



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U.S. Department of Transportation
Office of Public Affairs
1200 New Jersey Ave., S.E.
Washington, DC 20590
www.dot.gov/affairs/briefing.htm

News

FHWA 29-10
Monday, August 2, 2010
Contact: Nancy Singer
Tel: 202-366-0660

FHWA Announces \$9.7 Million in Grants to Fund Innovative Approaches to Congestion

Funds Will Help Seven States Improve Livability for Residents

WASHINGTON - - Seven states will receive more than \$9.7 million as part of a national program to encourage innovative strategies to relieve congestion.

California, Florida, North Carolina, Minnesota, Texas, Virginia and Washington received grants for 10 projects under the Federal Highway Administration's Value Pricing Pilot Program (VPPP). "Value pricing" refers to varying price levels by time of day or traffic volume in order to manage congestion. It can significantly improve traffic flow by encouraging people to choose to drive at different times of the day, thereby spreading out demand and reducing congestion at peak hours.

"These projects show that states are developing new ways of thinking about how to manage congestion," U.S. Transportation Secretary Ray LaHood said.

"Money from this program continues to support innovative solutions that will provide better results for the American people. Ultimately, people will be able to spend more time doing what they like and less time stuck in traffic," Federal Highway Administrator Victor Mendez said.

Some of the grants include:

- \$1.9 million for the Texas Department of Transportation to test a pay-as-you-drive (PAYD) insurance plan that allows drivers to buy insurance by the mile.
- \$1.8 million for the California Department of Transportation and the City of Berkeley to implement a parking pricing plan that includes real-time information on available spaces.
- \$900,000 for south Florida to develop a priced-lanes network in the Miami-Ft. Lauderdale area that will improve the travel reliability for commuters, including transit and carpool users.

The VPPP was initially authorized in the Intermodal Surface Transportation Efficiency Act (ISTEA) as the Congestion Pricing Pilot Program and renewed with the passage of the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU). For more than a decade, the program has supported over 70 projects in 15 states to improve travel through pricing.

VALUE PRICING PILOT PROGRAM AWARDS 2009/2010

State	Agency	Project	Grant Amount	Description
CA	Caltrans / Santa Clara County	Stanford U Parking Pricing w/ Off-Peak Commuting Incentives	\$2.358 million	Strategies to manage traffic and parking.
CA	Caltrans / City of Berkeley	Berkeley Parking Pricing and Real-time Guidance for City & University	\$ 1.8 million	Strategies to manage on-street parking and reduce congestion from circling vehicles.
CA	Caltrans / Santa Barbara County	Dynamic Ridesharing with Pricing Incentives	\$158,400	Testing of carpooling system that uses participation incentives.
FL	Florida DOT	Network of Priced Managed Lanes in S. Florida	\$900,000	Initiative for a regional priced managed lane network that can serve as a model for other regions.
FL	Tampa-Hillsboro Expressway Authority	Regional Bus Toll Lanes Study	\$800,000	Advancement of first regional network of bus toll lanes in the Tampa area.
NC	NCDOT and Charlotte MPO	Regional Priced Lanes Study	\$400,000	Advancement of first regional network of priced lanes in the Charlotte area.
MN	MnDOT	Parking Pricing Alternatives to Monthly Parking Passes	\$24,800	Expansion of project to test incentive alternatives to monthly parking passes and discourage daily driving.
TX	Texas DOT	MileMeter/NuRide Pay-per-mile Insurance & Incentives	\$1.984 million	Usage-based insurance pricing and additional incentives for efficient travel choices.
VA	Virginia DOT and Washington Council Of Governments	Public Acceptance Study of Regional Pricing in DC	\$320,000	Advancement of regional pricing in DC including pricing existing facilities.
WA	Washington DOT and King County	Incentives to Reduce Amount of Parking	\$1.024 million	Implementation of incentives as alternatives to parking.
Total			\$9.768 million	

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COPY

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

August 19, 2010

Mr. Morteza Salehi
Northern Virginia District Administrator
Virginia Department of Transportation
N. Va. District Office
14685 Avion Parkway
Chantilly, VA 20151-1104

Dear Mr. Salehi:

I understand that the Virginia Department of Transportation (VDOT) is working cooperatively with Prince William County to prepare a TIGER II grant application for a 500-space commuter parking lot on Telegraph Road adjacent to the over-capacity Horner Road commuter lot. The cost of the new parking lot is estimated to be \$12.5M.

On behalf of the National Capital Region Transportation Planning Board (TPB), the metropolitan planning organization for the Washington region, I am pleased to advise that this project is included in the air quality conformity inputs approved by the TPB for the 2010 update to the region's Constrained Long Range Plan. This 2010 update is scheduled to be approved by the TPB at its November 17, 2010 meeting. Should VDOT's TIGER II grant application be successful, the TPB would favorably consider the inclusion of the new project in the region's Transportation Improvement Program.

Sincerely,



Ronald F. Kirby
Director of Transportation Planning

cc: Kanti Srikanth
JoAnne Sorenson



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

August 19, 2010

Mr. Morteza Salehi
Northern Virginia District Administrator
Virginia Department of Transportation
N. Va. District Office
14685 Avion Parkway
Chantilly, VA 20151-1104

Dear Mr. Salehi:

I understand that the Virginia Department of Transportation (VDOT) will be submitting a TIGER II grant application to the US Department of Transportation for an ITS/Operational project in Fairfax County titled I-66 Active Traffic Management (Beltway to the Fairfax County Line). The project has two components with a combined estimated cost of about \$30M: Active Traffic Management I – US 50 to I-495 (ATM-1) and Active Traffic Management II – Fairfax County Line to US 50 (ATM-2).

On behalf of the National Capital Region Transportation Planning Board (TPB), the metropolitan planning organization (MPO) for the Washington region, I am pleased to advise that this project will not affect regional air quality conformity analyses, and if the project is funded the TPB would favorably consider including the project in the region's Constrained Long Range Plan and Transportation Improvement Program.

Sincerely,

Ronald F. Kirby
Director of Transportation Planning

cc: Kanti Srikanth
JoAnne Sorenson



Maryland Department of Transportation
The Secretary's Office

Martin O'Malley
Governor

Anthony G. Brown
Lt. Governor

Beverley K. Swaim-Staley
Secretary

Harold M. Bartlett
Deputy Secretary

July 16, 2010

The Honorable Ingrid M. Turner
Prince George's County Council
14741 Governor Oden Bowie Drive
County Administration Building
Upper Marlboro MD 20772

Dear Councilmember Turner:

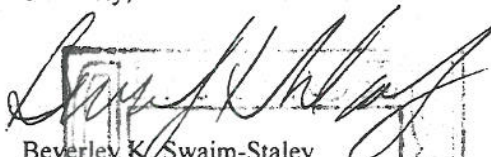
Thank you for your recent letter regarding the project inputs to the National Capital Region Transportation Planning Board's (TPB) 2010 Constrained Long Range Plan (CLRP). Please know that our commitment to projects within the Consolidated Transportation Program (CTP) has not changed as a result of the CLRP effort.

The TPB met on May 19 and unanimously approved the project inputs for the 2010 CLRP which did not include the US 301 project. The six projects that have been downgraded to "study" will not have project schedule impacts as a result of this action. As explained to the City of Bowie, MDOT was unable to identify a source of \$566.5 million in future funding which would allow us to include the US 301 project in the modeling effort. Federal requirements specify that MDOT must prove funding is forecasted to be available to fund all projects included in the CLRP. When all projects included are affordable within the forecasted timeframe, we say that the CLRP is "fiscally constrained". If any plan or program is not found by the federal agencies to be fiscally constrained, all projects within the State that are currently using federal funding would be impacted. Because this project is so expensive, MDOT does not want to jeopardize our ability to use federal funding on any projects by calling into question our ability to maintain fiscal constraint.

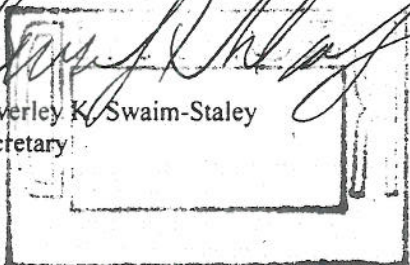
The MDOT recognizes the desire to add the US 301 project back into the CLRP. We would also like to point out that we were able to fund many transit projects that will have direct benefits to the people of Prince George's County, including funding the Purple Line, MARC improvements, and WMATA needs.

Thank you for your interest in planning issues. If you have any questions please do not hesitate to contact Mr. Donald A. Halligan, Director of the Office of Planning and Capital Programming, at 410-865-1275, toll-free at 888-713-1414 or via email at dhalligan@mdot.state.md.us or you may contact me directly.

Sincerely,



Beverley K. Swaim-Staley
Secretary



My telephone number is 410-865-1000
Toll Free Number 1-888-713-1414 TTY Users Call Via MD Relay
7201 Corporate Center Drive, Hanover, Maryland 21076