

# **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**

**December 19, 2007**

**TO:** Transportation Planning Board

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

**RE:** Letters Sent/Received Since the July 18<sup>th</sup> TPB Meeting

The attached letters were sent/received since the October 17<sup>th</sup> TPB meeting. The letters will be reviewed under Agenda #5 of the December 19<sup>th</sup> TPB agenda.

Attachments

NATIONAL CAPITAL AREA CHAPTER of the  
AMERICAN PLANNING ASSOCIATION

60th Anniversary & Awards Gala  
National Music Center at the Historic Carnegie Library  
Washington, DC, November 8, 2007

Proudly presents the  
OUTSTANDING AWARD FOR AN IMPLEMENTED PROGRAM/TOOL  
to  
Metropolitan Washington Council of Governments  
for  
Transportation/Land-Use Connections Program

*Arthur D. Chambers*

Arthur D. Chambers, AICP  
Chapter President





## 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

December 7, 2007

The Honorable Nancy Floreen  
Chair  
Metropolitan Washington Air Quality Committee  
777 North Capitol Street, NE  
Washington, DC 20002 – 4239

Dear Chair Floreen:

This letter responds to your November 14, 2007 letter to me regarding aspects of the region's forthcoming state air quality implementation plan (SIP) for fine particulate matter (PM<sub>2.5</sub>). In your letter you identified details of the SIP's contingency plan element and requested TPB's assistance in meeting that requirement.

Specifically, you requested that TPB support the same mobile source nitrogen oxide (NO<sub>x</sub>) reduction commitment for the PM<sub>2.5</sub> SIP, which TPB provided to MWAQC for the 8-hour ozone SIP earlier this year. That earlier ozone season NO<sub>x</sub> reduction of 1.8 tons per day translates into an annual reduction of 657 tons per year; it would also be used to establish a mobile source NO<sub>x</sub> budget for 2010 in the PM<sub>2.5</sub> SIP.

At today's meeting of the TPB Steering Committee, members discussed your letter and firmly supported MWAQC's request. Therefore, on behalf of the TPB, I am pleased to reaffirm the TPB's commitment to allocating the above NO<sub>x</sub> reductions to help meet MWAQC's PM<sub>2.5</sub> SIP contingency requirement.

The TPB is pleased to be able to provide this assistance to MWAQC in meeting its SIP responsibilities and looks forward to continuing our close technical and policy working relationships as we move forward in meeting future planning requirements.

Sincerely,



Catherine Hudgins  
Chair, National Capital Region  
Transportation Planning Board



# Metropolitan Washington Air Quality Committee

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Suite 300, 777 North Capitol Street, N.E. Washington, D.C. 20002-4239 202-962-3358 Fax: 202-962-3203

November 14, 2007

Honorable Catherine Hudgins, Chair  
National Capital Region Transportation Planning Board  
777 North Capitol Street, NE  
Washington, D.C. 20002

Dear Chair Hudgins:

The Metropolitan Washington Air Quality Committee (MWAQC) is finalizing a State Implementation Plan (SIP) due to EPA by April 2008. The SIP is a plan to meet the Clean Air Act requirements for attaining EPA's annual PM<sub>2.5</sub> National Ambient Air Quality Standard. A contingency plan is a SIP requirement and one that the Washington region requests assistance from the transportation sector.

The SIP contingency plan will take effect in the event the region fails to meet the annual PM<sub>2.5</sub> standard by December 2009.<sup>1</sup> EPA would notify the states in 2010 of the region's failure to meet the standard and the region would be required, without further action by the States or EPA, to implement reduction measures providing approximately 10,000 tons per year NOx reductions by 2011. In the recently-submitted 8-hour ozone SIP, TPB concurred with MWAQC's proposal to use a small portion of mobile NOx reductions (1.8 tpd) occurring in 2010 to meet the 8-hour ozone SIP contingency requirement.

MWAQC requests that TPB support the same NOx reductions used for contingency in the 8-hour SIP to be used for the PM<sub>2.5</sub> SIP, although the NOx reductions would be annual not ozone season reductions. Staff estimates that 1.8 tons per day NOx reductions in the ozone season equates to 657 tons per year. These mobile NOx reductions are benefits from currently adopted federal vehicle and fuel technology control standards.

The PM<sub>2.5</sub> contingency plan requires much more NOx reduction than 657 tons per year, however, EPA will allow the region to substitute sulfur dioxide reductions from the Clean Air Interstate Rule and the Healthy Air Act to meet the additional contingency reduction requirement.

In mid-December the draft SIP will go to MWAQC to be approved for public hearings. The draft SIP will be establishing new mobile source emissions budgets for PM<sub>2.5</sub> direct and the precursor NOx for 2009, the attainment year.

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<sup>1</sup> The region's monitors showed compliance with the annual PM<sub>2.5</sub> standard in 2005 and 2006. The region is expected to continue to show compliance in 2009.

The SIP process for establishing mobile NOx credits for contingency would be to set new mobile emissions budgets for 2010. The new mobile emissions budgets would be the 2009 mobile budgets less the amount of NOx reductions set aside for contingency. The additional NOx reductions will be needed only if the region does not attain the PM<sub>2.5</sub> standard by December 2009. Staff estimates that 7,500 tons per year of mobile NOx reductions will be generated between 2009 and 2010 in the Washington region. As part of these reductions up to 657 tons per year of NOx could be credited towards the total amount of contingency reductions in the SIP. The reductions would be in a new 2010 mobile budget, which would be 2009 NOx mobile budget less the amount of NOx reductions set aside for contingency.

On behalf of MWAQC, I ask your support for this proposal and ask you to authorize COG's Department of Transportation Planning staff to work with MWAQC staff to finalize the contingency plan element of the annual PM<sub>2.5</sub> SIP including new 2010 mobile source emissions budgets. Timing is of the essence in order to complete the SIP by the deadline. Please respond no later than December 10, 2007, so that MWAQC can finalize the draft SIP at its December 12, 2007 meeting.

As always, we appreciate your contributions to improving the air quality in the Metropolitan Washington region.

Sincerely,

A handwritten signature in black ink that reads "Nancy Floreen". The signature is written in a cursive, flowing style.

Nancy Floreen, Chair  
Metropolitan Washington Air Quality Committee



# COMMONWEALTH of VIRGINIA

## DEPARTMENT OF TRANSPORTATION

DAVID S. EKERN, P.E.  
COMMISSIONER

14685 Avion Parkway  
Chantilly, VA 20151  
(703) 383-VDOT (8368)

October 24, 2007

Ronald Kirby, Director  
Department of Transportation Planning  
Metropolitan Washington Council of Governments  
777 North Capitol Street, N.E., Suite 300  
Washington, D.C 20002-4201

Dear Mr. Kirby:

A handwritten signature in black ink that reads "Ron".

This is to update you on some of the progress made towards the implementation of the Capital Beltway HOV/HOT Lanes Project.

The Transportation Planning Board approved this project (with a completion date of 2010) in the 2005 CLRP and its air quality conformity analyses back in 2005. The project completed the NEPA documentation and received federal approval needed for design and construction. Design and engineering work has since been underway and operational studies continue to help refine the design to bring increased operational efficiency and improved accessibility to this section of the Capital Beltway. Please note, while these operational studies are nearing completion all of the project details have not yet been finalized by the Virginia Department of Transportation (VDOT). When all the project elements are completed, any associated update will be submitted to the TPB for inclusion in its CLRP and the regional air quality conformity analysis.

While these operational studies continue, VDOT recognized that the project will not be completed by the earlier anticipated date of 2010 and recently announced an anticipated start date of 2008 and a five year construction period. VDOT now anticipates the project to be completed in 2013. So there is no confusion between our earlier estimated 2010 completion date provided for the CLRP and the recent news release giving 2013 as the completion date, please be advised of this revised completion date for this important regional project.

Please contact Ms. Jo Anne Sorenson, Assistant District Engineer for Planning and Development, at 703-383-2461 with any questions and/or for any clarifications on the matter. Thank you and your staff for all the support provided to VDOT on this and other project planning activities.

Sincerely,

A handwritten signature in black ink that reads "Morteza Salehi".

Morteza Salehi  
Acting District Administrator  
Northern Virginia District

Copy: Mr. David Ekern, Commissioner, VDOT  
Mr. Malcolm Kerley, Chief Engineer, VDOT  
Mr. Ronaldo Nicholson, Project Manager, VDOT  
Ms. Jo Anne Sorenson, Asst. District Engineer, NoVA VDOT





# 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

December 7, 2007

Honorable Catherine Hudgins, Chair  
National Capital Region Transportation Planning Board  
777 North Capitol Street N.E., Suite 300  
Washington, D.C. 20002

Re: Letter Requesting State Matching Funds for Proposed Regional Clearinghouse Project

Dear Chair Hudgins:

At its meeting on November 8, 2007, the TPB Human Services Transportation Coordination Task Force endorsed a proposal for a web-based regional clearinghouse to improve access to information about the multitude of transportation options available in the Washington region for people with disabilities, older adults and low-income commuters. The Task Force plans to submit an application for this proposal in the TPB's next solicitation for Job Access and Reverse Commute (JARC) and New Freedom funds, due on April 30, 2008. In order to submit an application for a total budget amount of \$540,000, the Task Force must identify a 20 percent match of \$108,000. WMATA has already committed \$75,000 towards the required match, and at the November 8 meeting, the Task Force endorsed the concept of seeking the balance of \$33,000 from the District of Columbia, the State of Maryland and the State of Virginia (\$11,000 from each).

I am writing to request that a letter be sent under your signature as Chair of the TPB to the state transit agencies in the District of Columbia, Maryland and Virginia requesting an \$11,000 commitment towards the proposed regional clearinghouse project. These state transit agencies have representatives on the Task Force who support the proposed project as a cost effective way to improve the mobility of transit-dependent populations. The Task Force believes that the proposal provides a great opportunity to demonstrate how the region can leverage small amounts of funding to address multiple jurisdictions' unmet transportation needs and better coordinate local funding. A summary of the regional clearinghouse proposal is attached.

Once the application for the regional clearinghouse project is submitted by the Task Force to the TPB for consideration for JARC and New Freedom funds, the application will be evaluated and ranked along with all other applications by an independent selection committee. As the attached summary describes, the Human Services Transportation Coordination Task Force would oversee the development of the website. The total project cost of \$540,000 includes design and development of the interactive website and searchable database, customer phone support and marketing. The project is eligible as a mobility management project and therefore can be funded with 80 percent of federal funds, requiring only a 20 percent match. Letters of commitment are needed from the entities providing the match (WMATA, the District of Columbia, the State of Maryland, and the State of Virginia) by January 2008.

Please feel free to contact me at [timothylovain@aol.com](mailto:timothylovain@aol.com) or Wendy Klancher of the TPB staff at (202) 962-3321 or [wklancher@mwkog.org](mailto:wklancher@mwkog.org) should you have any questions or need additional information.

Sincerely,



Timothy Lovain, Chair  
TPB Human Services Transportation Coordination Task Force



## **Summary of the Regional Transportation Information Clearinghouse Proposal**

*Endorsed by the TPB's Human Services Transportation Coordination Task Force on November 8, 2007*

### **What is it?**

The Regional Clearinghouse is a website with telephone support that would provide consumers and social service agencies improved access to information about the multitude of transportation options for people with disabilities, older adults and low-income commuters. No single website or information hotline provides this type of information on the range of transportation options for D.C., Northern Virginia and Suburban Maryland. The website will be modeled after successful regional clearinghouse sites in San Diego ([www.stridesd.org](http://www.stridesd.org)) and the Seattle area ([www.findaride.org](http://www.findaride.org)).

### **Who would develop and maintain it?**

The Human Services Transportation Coordination Task Force would oversee the development of the website, COG would administer the grants, and the TPB staff would manage the consultant contracts to implement the project. Part of the project includes a functional requirements analysis, which will specify how often the website and database will need to be updated and revised. The website would be maintained by TPB staff.

### **What is the budget?**

As Table 1 indicates, the total project cost is estimated at \$540,000 which includes design and development of the interactive website and searchable database, customer phone support, marketing and website maintenance through July 2010. It is estimated that it will take one year to develop the website which would go live in July 2009. To ensure the website has up-to-date information, approximately \$100,000 annually will be needed for on-going operations and maintenance after July 2010.

**Table 1: Estimated Budget and Timeframe for the Clearinghouse Project**

<b>Item</b>	<b>Estimated Timeframe</b>	<b>Estimated Cost</b>
Project Management	July 2008 to July 2010	\$80,000
Functional Requirements Analysis for Website	By Sept. 2008	\$100,000
Consultant Assistance to Develop and Test Database and Website	By Feb. 2009	\$250,000
Customer Phone Support Pilot	July 2009 to July 2010	\$35,000
Marketing of Website	Mid-2009	\$75,000
<b>Total</b>		<b>\$540,000</b>

**Where will the funding come from?**

The TPB will submit an application in the next solicitation (February 1 to April 30, 2008) for \$432,000 of Federal funding; \$216,000 of JARC and \$216,000 of New Freedom funds. WMATA has committed \$75,000 towards the \$108,000 required in matching funds. Because the regional benefits of this project go beyond local jurisdictional boundaries, the District of Columbia, the State of Maryland and the State of Virginia are appropriate entities to provide the balance of the match (a total of \$33,000). Funding for on-going operations and possible expansion of the site could be provided in the same fashion (an application for a small amount of JARC and New Freedom funding). Funding for on-going operations and maintenance will be needed after July 2010.

**Table 2: Proposed Project Funding**

	<b>Estimated Cost</b>	<b>JARC and New Freedom* (80%)</b>	<b>Match (20%)**</b>
<b>Phase I of the Clearinghouse</b>	\$540,000	\$432,000	\$108,000
<b>Breakdown of Funding</b>		JARC: \$216,000  New Freedom: \$216,000	Source of match:  WMATA: \$75,000 D.C/MD/VA: \$11,000 each

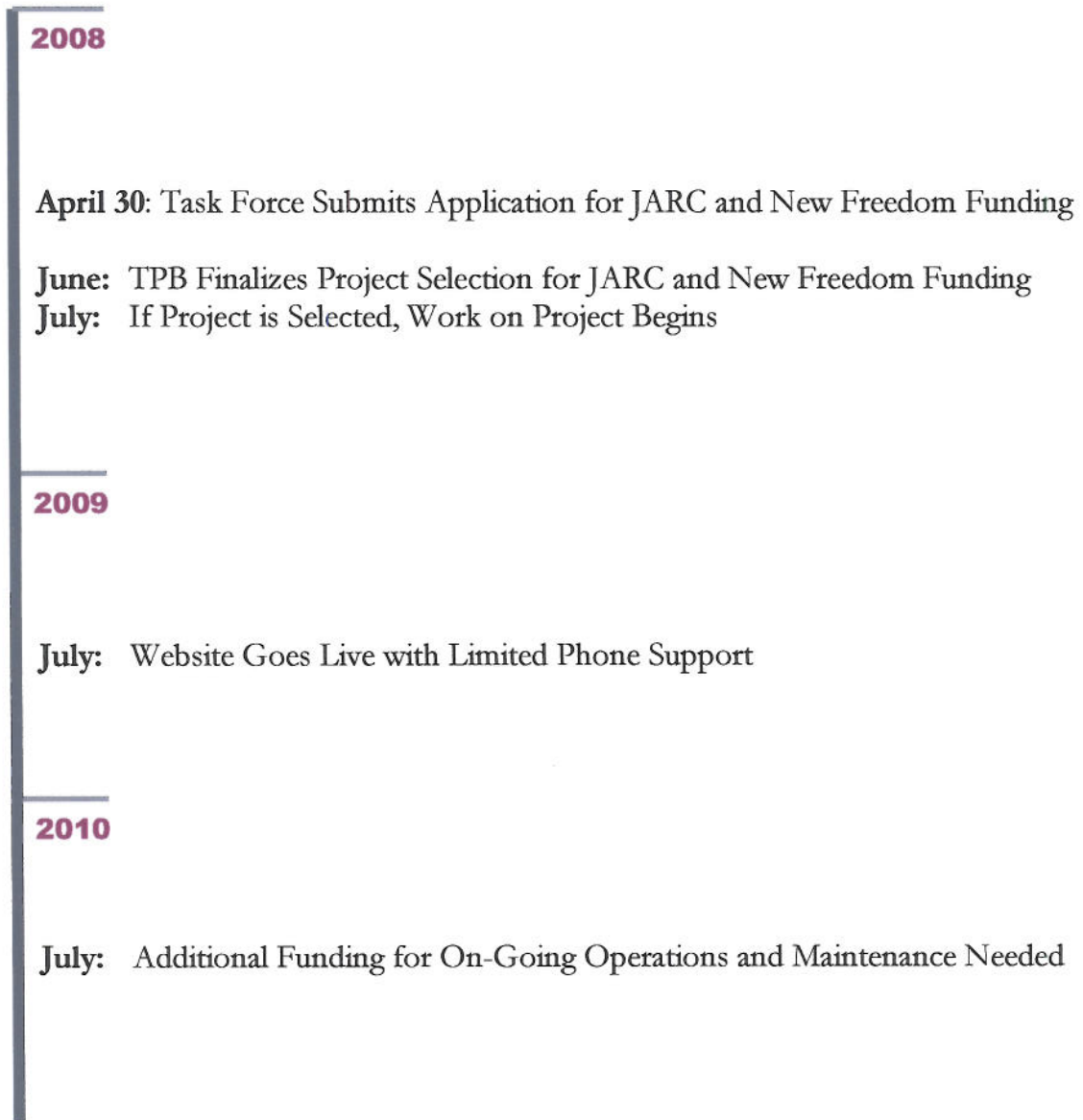
\* The application will be evaluated and ranked along with all other applications by an independent selection committee.

\*\* The Clearinghouse Project would be eligible as a mobility management project under both the JARC and New Freedom program and therefore has a 20 percent match requirement.

**What is the timeframe?**

It is anticipated that it will take approximately one year to develop the interactive, user-friendly website and searchable database, establish the phone support and market the website. The Human Service Transportation Coordination Task Force will submit an application to the TPB for JARC and New Freedom funds by April 30, 2008. An independent selection committee will evaluate and recommend projects for funding in May, and in June the TPB will be asked to approve the projects for funding. If the project is selected for funding, work on the project would begin in July 2008. The website will be complete by July 2009. In July 2010, the website will need additional annual funding for on-going operations and maintenance.

**Figure 1: Timeframe with Key Dates**





## ***NEWS RELEASE***

**Committee on Energy and Commerce**  
**Rep. John D. Dingell, Chairman**

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For Immediate Release: Friday, November 30, 2007  
Contact: Jodi Seth, 202-225-6353

# **Dingell Secures Deal to Boost CAFE Standards**

*Washington, DC - Rep. John D. Dingell (D-MI), Chairman of the Committee on Energy and Commerce, issued the following statement today at the conclusion of negotiations to raise Corporate Average Fuel Economy (CAFE) Standards in the energy bill being considered by Congress.*

A compromise has been reached on automobile fuel efficiency standards, a key provision of the energy legislation being considered by Congress.

I have supported raising CAFE standards in a sensible and effective way, and I believe the agreement reached today prescribes standards that are both aggressive and attainable. After weeks of productive discussion and negotiation, we have achieved consensus on several provisions that provide critical environmental safeguards without jeopardizing American jobs.

The agreement reached today will strengthen the current CAFE system by increasing standards to 35 mpg, requiring manufacturers to maintain a minimum fleet-wide average, distinguishing between cars and trucks, and providing incentives to preserve approximately 17,000 domestic assembly plant jobs. It also expands incentives for production of vehicles that run on biofuels such as ethanol or biodiesel.

The contributions of Representatives Baron Hill and Lee Terry have been invaluable and I commend their dedication to this issue. I look forward to continued progress as my colleagues and I work to finalize energy legislation that benefits American consumers and protects our environment.

Legislation based on the agreement will be drafted over the weekend.





New York Times  
December 7, 2007

## Senate Blocks Energy Bill

By JOHN M. BRODER

WASHINGTON, Dec. 7 — Brushing aside a veto threat from the White House, the House passed a package of energy measures on Thursday that includes a 40 percent increase in fuel economy standards for cars and light trucks sold in the United States. But the measure stalled today in the Senate, as expected.

The bill's supporters say it will reduce the nation's dependence on imported oil, jump-start development of clean-energy technologies and sharply reduce the nation's production of heat-trapping gases like carbon dioxide.

But the complex and costly bill faces the prospect of a radical rewrite in the Senate because of opposition there to two provisions: \$21 billion in new taxes, mostly on the oil industry, and a mandate that electric utilities must generate 15 percent of their power from alternative sources, like wind or solar. The White House threatened to veto the bill if the final version contains those or several other provisions passed by the House.

The House vote was 235 to 181, with 14 Republicans voting for it and 7 Democrats voting against. But the measure was blocked in the Senate this morning, as it attracted 53 "yes" votes — 7 short of the number needed to advance it. Forty-two senators voted against it.

Environmental groups, consumer advocates and alternative-energy companies have hailed the bill, but a broad array of opponents, including cattlemen, coal producers and multinational oil companies, are lining up to block it.

The centerpiece of the bill is a requirement that passenger vehicles sold in the United States achieve a fleet average of 35 miles per gallon by 2020, the first significant increase in mileage standards since 1975. The provision was a result of a deal brokered by Representative John D. Dingell, the Michigan Democrat who has long protected the domestic automakers' interests in Washington.

Mr. Dingell gave his reluctant support for the package in a floor statement before the vote, criticizing the process by which the compromise was reached and suggesting he would not be unhappy to see the Senate remove major parts of the overall bill.

“This bill is not the ultimate answer to our dependence on imported oil, to high energy prices or to climate change,” said Mr. Dingell. “But it is a major and important step toward those goals, and, for that reason, I will be voting for it.”

The White House issued a statement immediately after the vote expressing its objections.

“Unfortunately, Democratic leaders in the House today pushed a partisan bill, that members had very little opportunity to study before the vote, which they knew was unacceptable to the president and had no chance being signed into law,” the statement said. “Their proposal would raise taxes and increase energy prices for Americans. That is a misguided approach and if it made it to the president’s desk, he would veto it.”

The bill envisions a sevenfold increase in production of ethanol and other biofuels, from about 5 billion gallons a year today to 36 billion gallons by 2022. It provides incentives for production of diesel fuel mixed with renewable liquids including soy oil and animal fat; cellulosic ethanol made from sugar cane and switch grass and advanced fuels formulated from municipal garbage, wood chips and agricultural waste.

The largest source of these alternative fuels remains corn, and food producers argue that diversion of corn to fuel production is driving up feed prices for cattle, pigs and poultry. They oppose the bill because it raises their production costs and, ultimately, the price of food on the table.

“The ethanol number is definitely too high. It burns more feed and food than we would like,” said Jesse Sevcik, vice president for legislative affairs at the American Meat Institute. “The hog diet is 80 percent corn, and when corn prices double, those producers’ input costs go up pretty substantially.”

The oil industry hopes to eliminate a provision that rescinds more than \$13 billion in tax breaks granted in 2004 and 2005, when Congress was in Republican hands. Democratic supporters of the bill said the oil companies could easily afford the new taxes because they were earning record profits on oil selling for more than \$90 a barrel. But the oil companies said the money would come from revenue needed to develop new sources of oil and would lead to higher prices at the gasoline pump.

The bill contains hefty incentives for a variety of new energy sources and efficiency measures, like wind turbines, solar arrays, plug-in hybrid cars and more fuel-efficient buildings and appliances.

In the Senate, the prospects for the renewable electricity standard and the oil industry tax package are highly uncertain. Senator Mitch McConnell of Kentucky, the Republican leader, said the Senate could pass an energy bill without those two “millstones.”

Senator Harry Reid of Nevada, the majority leader, declined to predict passage, with or without the renewable energy or tax provisions.

“We’re going to try very hard,” he had said Thursday afternoon.

# **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

## **MEMORANDUM**

July 18, 2007

**TO:** Transportation Planning Board

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

**Re:** Letter to the region's Congressional delegation  
regarding CO<sub>2</sub> emissions from motor vehicles

As requested by the TPB at its June 20 meeting, the attached letter was e-mailed to the offices of the following members of the Congressional delegation, along with an electronic copy of the PowerPoint presentation entitled "CO<sub>2</sub> Emissions from Cars, Trucks, and Buses in the Metropolitan Washington Region":

Congressman Roscoe Bartlett  
Congresswoman Jo Ann Davis  
Congressman Thomas Davis  
Congressman James P. Moran  
Congresswoman Eleanor Holmes Norton  
Congressman Van Hollen  
Congressman Albert Wynn  
Congressman Steny Hoyer  
Congressman Frank Wolf  
Senator Ben Cardin  
Senator Barbara Mikulski  
Senator Jim Webb  
Senator John Warner

Attachment



## 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

July 17, 2007

The Honorable Steny Hoyer  
United States House of Representatives  
1705 Rayburn House Office Building  
Washington, DC 20515

Dear Congressman Hoyer:

The National Capital Region Transportation Planning Board (TPB) recently received a staff analysis indicating that carbon dioxide (CO<sub>2</sub>) emissions from cars, trucks, and buses in the Washington region are projected to increase by almost 50 percent from 2002 through 2030. Carbon dioxide is the primary component of greenhouse gas emissions that contribute to global warming. The TPB seeks your support for federal action that could help reduce this steady growth in CO<sub>2</sub> emissions from motor vehicles.

The TPB analysis estimates that the rate of growth of CO<sub>2</sub> emissions in the Washington region could be reduced to 22 percent if California's proposed Low Emission Vehicle II (LEV II) standards were adopted throughout the region. Before California or any other states can implement the LEV II program, however, California must obtain a waiver from EPA. The Board was concerned to learn that while California requested such a waiver from EPA in December 2005, the EPA Administrator recently informed Congress that he does not plan to act on that request until the fall of 2008. California has announced its intention to sue EPA to expedite action on its waiver request.

The TPB is encouraged that the Congress is currently considering legislation to strengthen federal fuel economy standards. On June 21 the Senate passed energy legislation that includes new federal Corporate Average Fuel Economy (CAFE) standards requiring cars, trucks, and sport-utility (SUVs) to achieve an average fuel economy of 35 miles per gallon by 2020. The TPB analysis indicates that implementation of these new CAFE standards in the Washington region would reduce the rate of growth of CO<sub>2</sub> emissions from 2002 to 2030 to around 16 percent. The TPB understands that the House of Representatives will be considering energy legislation later this month, and that while the current version of the House bill does not include new federal CAFE standards, an amendment under development by Representative Edward Markey would include such standards.

**The Honorable Steny Hoyer**

**July 17, 2007**

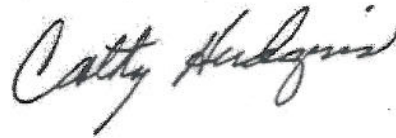
**Page 2**

The TPB is pleased to provide its analysis of CO<sub>2</sub> emissions in the Washington region for your information as an attachment to this letter. It is clear from this analysis that a significant shift toward a more fuel-efficient vehicle fleet will be essential in order to reduce the rate of growth of CO<sub>2</sub> emissions from cars, trucks, and buses in the region. The TPB seeks your support of federal actions that would help achieve that goal.

The TPB analysis and action on vehicle emissions occurs in support of a broader climate change initiative launched this year by the Metropolitan Washington Council of Governments (COG). Activities underway include an inventory of both mobile and non-mobile emissions; identification of best practices, such as green buildings; and examination of regional approaches to carbon offset funding. The outcome of this effort will be shared with COG members, including the region's congressional delegation.

Thank you for your consideration of this letter and the attached information.

Sincerely,

A handwritten signature in black ink that reads "Cathy Hudgins". The signature is written in a cursive, flowing style.

Catherine Hudgins  
Chair  
National Capital Region  
Transportation Planning Board

Attachment