

**Public Posting of Written Communication From A Registered Lobbyist  
Concerning the Commitment, Obligation, Or Expenditure of Funds  
Under the Recovery Act  
For Particular Projects, Applications, or Applicants**

This public posting is made pursuant to Section 3(c) of the Presidential Memorandum For Heads of Executive Departments and Agencies dated March 20, 2009, entitled *Ensuring Responsible Spending of Recovery Act Funds*.

Under the President's memorandum, all written communications from a registered lobbyist concerning the commitment, obligation, or expenditure of funds under the Recovery Act for particular projects, applications, or applicants ("written communication") must be posted to the agency's Recovery webpage within three (3) business days.

On March 25, 2009, DOT received the attached written communication from a registered lobbyist concerning the commitment, obligation, or expenditure of funds under the Recovery Act for particular projects, applications, or applicants ("written communication").

Attachments: Written communication

## MEETING REQUEST

**TO:** Joel Szabat and Jake Falk, DOT TIGER Team

**FROM:** Matt Ward, on behalf of Mayor Dan Malloy of Stamford, CT

**CC:** Mayor Dan Malloy, Michael Freimuth

**DATE:** March 25, 2009

**SUBJECT:** **REVISED** Request for Meeting to Discuss Stamford Transportation Infrastructure Projects

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This memorandum revises my March 16 memo and meeting request on behalf of the City of Stamford, to clarify that, pursuant to the March 20 Presidential Executive Directive on “Ensuring Responsible Spending of Recovery Act Funds,” neither I nor any representative of The Ferguson Group will be attending or participating in the March 25, 2009, 3PM meeting between the City of Stamford and the DOT TIGER Team.

The following text is from my March 16 memo, submitted to you prior to the March 20 Executive Directive:

“Mayor Dan Malloy and his senior staffers Ben Barnes and Mike Freimuth will be in Washington, DC on Wednesday March 25 to meet with federal officials about several important Stamford transportation projects. Mayor Malloy respectfully requests the opportunity for his group (including consultants Matt Ward and Andy Seth from The Ferguson Group) to meet with you on March 25.

Stamford is underway with several mega-infrastructure projects including the construction of the Stamford Urban Transitway (a fixed guideway, multi-modal connector in downtown Stamford), the Stamford Rail Underpass project (to fix four badly-constrained underpasses beneath the Amtrak line in downtown), the Post Road Train Station project, and the Stamford Light Rail Project. While these projects have each been supported by Congress in both the appropriations process and SAFETEA-LU, these projects need additional federal support to succeed, including through the DOT’s Recovery Act funding.

Mayor Malloy and his staff hope to meet with you on March 25 to discuss these projects and potential opportunities. Are you able to meet?

Please contact me or my assistant Jennifer Dean at 202.261.3691 or [jdean@tfgnet.com](mailto:jdean@tfgnet.com) / [mward@tfgnet.com](mailto:mward@tfgnet.com) to confirm a meeting time or for further discussion. Thank you for your consideration.”

Since the submission of the March 16 meeting request, your office has confirmed a meeting for March 25 at 3PM. This memorandum clarifies that neither I, Andy Seth nor any other registered lobbyists will be attending the March 25 meeting, in light of the March 20 Directive.

My client the City of Stamford wishes me to emphasize that this recent Executive Directive will have the effect of hurting Stamford and communities like it, and that we provide this memo with a strong note of concern. I have been part of the Stamford team working on the Stamford Urban Transitway project since 1997. I am a policy consultant on infrastructure and environmental issues that happens to be a registered lobbyist. The Transitway is an exceedingly complex project involving multiple federal and state agencies, several statutory authorizations, tens of millions of dollars in federal/state/local funding, and complicated environmental, regulatory and policy issues. The Transitway project is threatened by the historic under-investment in transit, and Stamford is hoping that DOT Recovery Act funding could help avoid the project (which is under construction now, but \$31 million short) from stalling or failing. The Recovery Act itself is a complicated document and the Recovery Act process is difficult for localities to navigate. Now, this Executive Directive has banned Stamford from including its full range of advisors, people who have worked on the substance and details of the project, from serving this City's real needs.

Nonetheless, we respect your need to comply with this Executive Directive, and will not participate in the March 25 meetings. Please let me know if you have any other comments, questions or guidance. We expect you to post this writing on the Department of Transportation's Recovery web site, pursuant to the Executive Directive. Thank you for your consideration.



# STAMFORD URBAN TRANSITWAY

## *Shovel-Ready Centerpiece of Regional Transit System Seeks \$31 million in DOT Recovery Act Funding*

### OVERVIEW

The City of Stamford, Connecticut is underway with a \$5 billion transit-oriented, smart growth urban redevelopment involving \$500 million in passenger rail, bus, light-rail, walkability, and other transportation improvements, anchored by a fixed-guideway connector called the Stamford Urban Transitway (SUT). The SUT, a \$122 million total project which has been supported by the Department of Transportation and Congress since 1996, is under construction now – the shovels are ready and the shovels are moving. But the project must receive an additional investment of federal funding or it will get stuck on the tracks, halting a massive economic development and jobs creation effort that hinges on the completion of the project. Moreover, the SUT project faces serious obstacles to additional Recovery Act funding due to regulatory limitations on Transit New Starts funding and the apparent reluctance of the State of Connecticut to direct funding toward local projects and transit-oriented approaches. For these reasons, Stamford seeks Department of Transportation support to direct discretionary supplemental Recovery Act funding toward this nationally-significant showcase project.

### PROJECT DESCRIPTION

The Stamford Urban Transitway is the centerpiece of Stamford's effort to connect the Stamford Intermodal Transportation Center to Interstate 95 and the Boston Post Road, and major transit facilities including Amtrak, regional rail, CTTransit commuter bus, bicycle/pedestrian, Intelligent Transportation System, and HOV facilities. One of the most important and busiest rail stations in the northeast, the Stamford Intermodal Transportation Center moves more than 230 trains per day through the coastal corridor. Ridership levels on the Metro-North line through Stamford are the highest in 50 years, and Metro-North predicts the need for at least 100 more train cars in the short term.

Once completed, the SUT will increase the capacity for rail and bus transportation, improve deteriorated air quality, and open the south waterfront to a \$3 billion "Harbor Point" brownfields revitalization and mixed-use, transit-oriented redevelopment now underway. The transitway will connect several regional transportation facilities, including a planned (and SAFETEA-authorized) new Post Road Train Station, reduce terrible I-95 congestion, and allow improved transit frequency, routing and coordination.

The project has received support including more than ten years of federal FHWA and FTA transportation appropriations, ISTEA, TEA-21 and SAFETEA-LU authorizations, and State of Connecticut and local funding. Construction is well underway on the project.



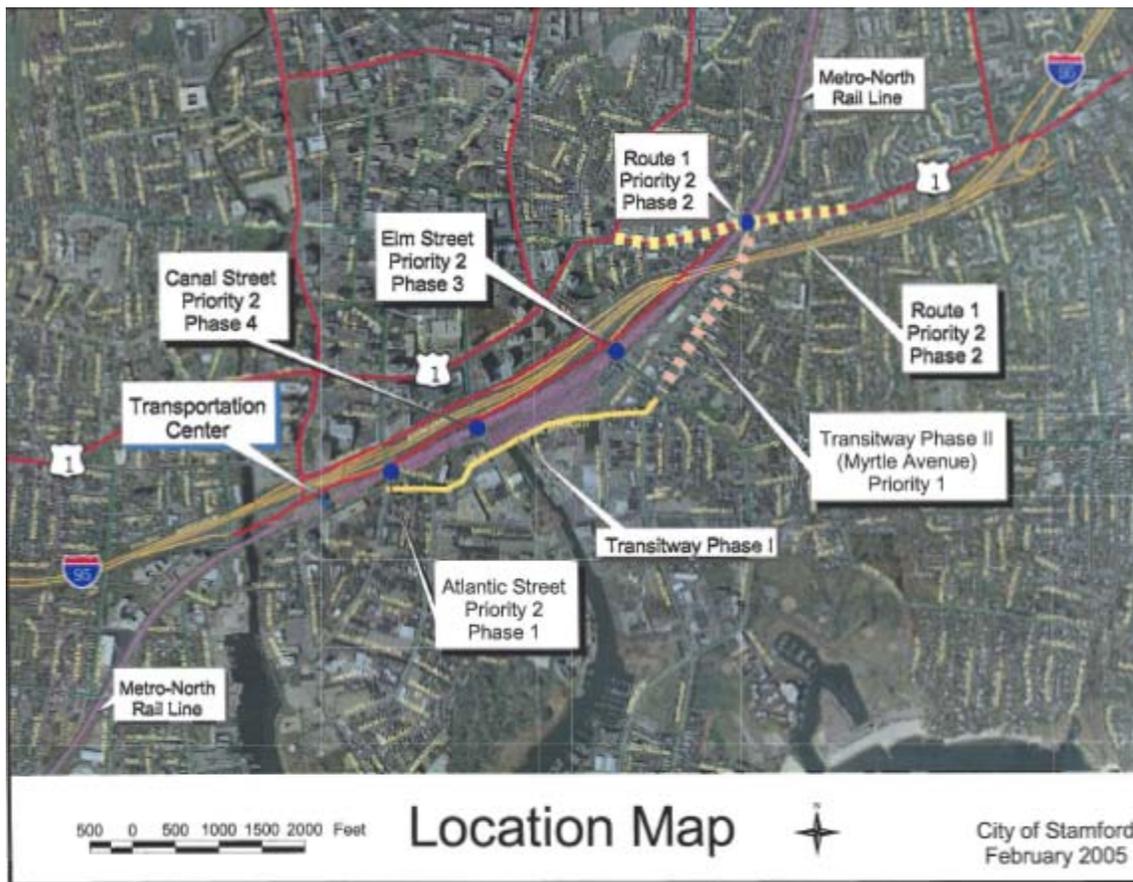
## NEED FOR ADDITIONAL NATIONAL INVESTMENT

However, Stamford has encountered challenges resulting from previously unknown subsurface conditions that have raised the cost of the Transitway project. Combined with the recent history of drastic federal and state underfunding for transit projects, these construction overruns have left the project short of funding. Without an additional federal investment, the Transitway will be stuck on the tracks – endangering economic development and job creation on this major regional project.



Stamford seeks an additional **\$31 million in federal funding** to match state and local funding to complete construction of the SUT. Stamford is confident that the Stamford Urban Transitway, together with the other transit-oriented investments that are underway in this downtown, will fulfill the Department of Transportation's goals for investments that enhance economic development, sustainability, livability, and safety. Stamford is also certain that its transit projects, anchored by the Transitway, can be a showcase

for Secretary LaHood's and Secretary Donovan's intent to support sustainable communities. Stamford therefore requests DOT consideration of this project as an investment for the Recovery Act's discretionary supplemental funding program for nationally-significant transportation investments.



*For more info contact Stamford's Michael Freimuth at 203.977.5088 or [mfreimuth@ci.stamford.ct.us](mailto:mfreimuth@ci.stamford.ct.us) or Stamford's DC contact Matt Ward at 202.261.6015 or [mward@tfgnet.com](mailto:mward@tfgnet.com)*