

COUNCIL OF THE DISTRICT OF COLUMBIA
COMMITTEE ON PUBLIC WORKS AND TRANSPORTATION
COMMITTEE REPORT

2011 JUN 30 PM 3:23

OFFICE OF THE
SECRETARY

1350 Pennsylvania Avenue, NW, 20004

TO: All Councilmembers
FROM: Councilmember Tommy Wells, Chairperson ^{TW}
Committee on Public Works and Transportation
DATE: June 28, 2011
SUBJECT: PR 19-0246, the "Director of the District Department of Transportation Terry L. Bellamy Confirmation Resolution of 2011"

The Committee on Public Works and Transportation, the Committee to which PR 19-0246, the "Director of the District Department of Transportation Terry L. Bellamy Confirmation Resolution of 2011", was referred, reports favorably on this nomination and recommends that the Council vote in favor of PR 19-0246.

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I. PURPOSE AND EFFECT

PR- 19-0246, the "Director of the District Department of Transportation Terry L. Bellamy Confirmation Resolution of 2011," will confirm the nominee to his post.

II. LEGISLATIVE CHRONOLOGY

DATE	ACTION
May 24, 2011	PR 19-0246 is introduced by Chairman Brown at the request of the Mayor.
May 26, 2011	PR 19-0246 is referred to the Committee on Public Works and Transportation.
June 3, 2011	Notice of the Council's intent to act on PR 19-0246 is published in the District of Columbia Register.
June 3, 2011	Notice of a Public Roundtable on PR 19-0246 is published in the District of Columbia Register.
June 24, 2011	The Committee on Public Works and Transportation holds a Public Roundtable on PR 19-0246.
June 28, 2011	The Committee on Public Works and Transportation meets to mark up and vote on the report and committee print of PR 19-0246.

III. POSITION OF THE EXECUTIVE

Terry Bellamy is the Mayor's nominee for this position.

IV. COMMENTS OF ADVISORY NEIGHBORHOOD COMMISSIONS

The Committee received no official testimony from an Advisory Neighborhood Commission, however, one Advisory Neighborhood Commissioner, Mr. David Holmes, ANC 6A03 testified on behalf of himself. His testimony is included in the appendix.

V. PUBLIC HEARING SUMMARY

Chairperson Wells began the hearing by remarking on the respect Mr. Bellamy has earned throughout District government and around the region.

Councilmembers Bowser, Mendelson, Barry, Graham all testified in support of Mr. Bellamy's confirmation.

The following public witnesses testified in support of Mr. Bellamy's confirmation, with specific comments and concerns about DDOT priorities as indicated in the attached testimony.

- Veronica Davis, Hillcrest Community Civic Association
- Theodore Walker, DC Vending Caucus

- Eleanor Becker, Ward 2 resident
- Leona Agouridis, Golden Triangle BID
- Gale Barron Black, Crestwood Citizens Association
- Virgil Thompson, Ward 5 resident and DDOT employee
- David Holmes, ANC6A03

The Committee also received written testimony from Mr. Bellamy's previous employers supporting his confirmation.

Testimony is attached to this report. The electronic recording of the public hearing is incorporated into the record by reference:

http://oct.dc.gov/services/on_demand_video/channel_13.asp.

Chairperson Wells adjourned the hearing at 1:30 p.m.

VI. BACKGROUND AND COMMITTEE REASONING

Mr. Bellamy has appropriate experience for the post of DDOT Director. Several Councilmembers, residents, and previous employers testified in support of his confirmation as DDOT Director. The Committee received no testimony in opposition to Mr. Bellamy's confirmation.

VII. SECTION-BY-SECTION ANALYSIS

- | | |
|------------------|--|
| Section 1 | Provides the short title of the resolution. |
| Section 2 | Confirms the appointment of Terry L. Bellamy as Director of the District Department of Transportation. |
| Section 3 | Provides information regarding the transmittal of the resolution adopted by the Council of the District of Columbia. |
| Section 4 | Provides the effective date of the legislation. |

VIII. FISCAL IMPACT

PR 19-0246 will have no fiscal impact.

IX. COMMITTEE ACTION

On Tuesday, June 28, 2011, at 11:00 a.m., the Committee on Public Works and Transportation held a Public Hearing, at which it held a markup and vote on the Committee print of and accompanying report on PR19-0246, in Room 120 of the John A. Wilson Building, located at 1350 Pennsylvania Avenue, NW.

With Chairperson Tommy Wells (Ward 6) and Councilmembers Bowser and Cheh present, Chairperson Wells convened a quorum. The Committee voted 3-0-0 (Wells, Bowser, Cheh) in favor of the committee print of PR19-246, and the report thereto, with leave for staff and the General Counsel to make technical and conforming amendments.

X. COMMITTEE RECOMMENDATION


The Committee on Public Works and the Transportation, to which PR 19-0246 was referred, reports favorably on this nomination and recommends that the Council vote in favor of this resolution.

XI. ATTACHMENTS

- A. PR 19-0246 as introduced with referral
- B. Notice of a public hearing on PR 19-0246
- C. Testimony submitted to the Committee regarding PR 19-0246
- D. Committee print of PR 19-0246

COUNCIL OF THE DISTRICT OF COLUMBIA
1350 Pennsylvania Avenue, N.W.
Washington, D.C. 20004

Memorandum

To: Members of the Council

From: Nyasha Smith, Secretary to the Council
Date: May 26, 2011
Subject: Referral of Proposed Legislation

Notice is given that the attached proposed legislation was introduced in the Office of the Secretary on Tuesday, May 24, 2011. Copies are available in Room 10, the Legislative Services Division.

TITLE: "Director of the District Department of Transportation Terry L. Bellamy Confirmation Resolution of 2011", PR19-0246

INTRODUCED BY: Chairman Brown at the request of the Mayor

The Chairman is referring this legislation to the Committee on Public Works and Transportation.

Attachment

cc: General Counsel
Budget Director
Legislative Services

The Honorable Kwame R. Brown
Chairman
Council of the District of Columbia
John A. Wilson Building
1350 Pennsylvania Avenue, NW, Suite 504
Washington, DC 20004

Dear Chairman Brown:

Pursuant to section 2 of the Department of Transportation Establishment Act of 2002, effective May 21, 2002 (D.C. Law 14-137; D.C. Official Code § 50-921.01), and in accordance with section 2 of the Confirmation Act of 1978, effective March 3, 1979 (D.C. Law 2-142; D.C. Official Code § 1-523.01), I am pleased to notninate the following person for appointment as Director of the District Department of Transportation to serve at my pleasure:

Terry L. Bellamy
100 I Street, S.E., Apt. 714
Washington, D.C. 20003
Ward 6

Enclosed, you will find biographical information detailing Mr. Bellamy's experience, together with a proposed resolution to assist the Council during the confirmation process.

Sincerely,

Vincent C. Gray
Mayor

Chairman Kwame R. Brown
at the request of the Mayor

A PROPOSED RESOLUTION

IN THE COUNCIL OF THE DISTRICT OF COLUMBIA

Chairman Kwame R. Brown, at the request of the Mayor, introduced the following resolution,
which was referred to the Committee on _____

To confirm the appointment of Terry L. Bellamy as the Director of the District Department of
Transportation.

RESOLVED, BY THE COUNCIL OF THE DISTRICT OF COLUMBIA, That this
resolution may be cited as the "Director of the District Department of Transportation Terry L.
Bellamy Confirmation Resolution of 2011".

Sec. 2. The Council of the District of Columbia confirms the appointment of:

Terry L. Bellamy
1001 Street, S.E., Apt. 714
Washington, D.C. 20003
Ward 6

as the Director of the District Department of Transportation, established by section 2 of the
Department of Transportation Establishment Act of 2002, effective May 21, 2002 (D.C. Law 14-
137; D.C. Official Code § 50-921.01), and in accordance with section 2 of the Confirmation Act
of 1978, effective March 3, 1979 (D.C. Law 2-142; D.C. Official Code § 1-523.01), to serve at
the pleasure of the Mayor.

Sec. 3. The Secretary of the Council of the District of Columbia shall transmit a copy of
this resolution, upon its adoption, each to the nominee and to the Mayor.

Sec. 4. This resolution shall take effect immediately.

TERRY L. BELLAMY

100 I. Street SE Apt 714
Washington, D.C. 20003

(202)554-2125 • (703) 402-5749
bbelkunytl@aol.com

SENIOR GOVERNMENT EXECUTIVE-

*Over 25 years as a dynamic action-oriented transportation executive offering rich history of success leading change, managing turnaround initiatives, and restructuring city infrastructure for sustainable growth. Advocate for implementing innovative traffic planning solutions, and transportation best practices, with proven expertise as an industry leader in **the re-vitalization of troubled communities.***

S E L E C T E D

- Operational excellence award recipient for creation of a city transit company generating \$2.5 million annual revenue.
- Oversaw the receipt of \$123 million of Federal AREA Funding for Transportation Capital Projects for the District of Columbia.
- Secured over \$50 million in grants for Arlington County, Virginia, and served as Senior Advisor, providing expertise on the funding criteria for new projects.
- Industry pioneer and cultural change advocate that transformed the traffic engineering work unit from silo operation to a multi-tasking environment resulting in budget optimization, increased efficiencies, and smart growth.

<ul style="list-style-type: none"> • Strategic, Vision, & Mission Planning • Contract Negotiations & Grant Administration • Program & Project Management • Transportation Planning/Traffic Engineering • Staffing and Resource Management 	<ul style="list-style-type: none"> • Operations Management • Finance, Budgeting, and Cost Management • Cross-Functional Team Leadership • Capital Acquisition & Purchasing • Process Improvement & Efficiency
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District Department of Transportation- Washington, DC March, 2008-Present

Interim Director: Office of the Director, January 2011-Present

Deputy Director of Operations: Office of the Director, July 2009-Present

Associate Director of Transportation Operations Administration, March 2008-July 2009

Charged with providing oversight leadership for all of DDOT's operational effectiveness since July 2009. From March 2008-July 2009, was charged with providing leadership and management to the Transportation Operations Administration.

- Responsible for the planning, operating and maintaining of the District of Columbia's transportation assets and infrastructure for the safe and efficient movement of pedestrians and vehicles.
- Coordinates data collection and analysis of all assets in the right of way for development of the capital and maintenance programs for conducting maintenance of the District of Columbia's highway and street assets. Assets include streets, freeways, bridges, tunnels, culverts, and other assets in the right of way including street lighting, traffic signals, and traffic control signs and markings.
- Works collaboratively with the Infrastructure Project Management Administration (IPMA) Chief Engineer to ensure a smooth transition of projects through planning, design, and construction and maintenance phases and by fostering a close working relationship with other divisions in DDOT.
- Communicates constantly with the Federal Highway Administration to coordinate key components of asset management programs.

- **Provides oversight and guidance** for operation and maintenance for the District of Columbia's traffic signal system: contracting for and maintenance of 66,000 streetlights and 1,600 traffic signals, 16,000 parking meters, 400,000 signs and all pavement markings.
- Responsible for maintenance of all DDOT's roadway, bridge and tunnel infrastructure design and build DDOT's Intelligent Transportation System (ITS) infrastructure.
- **Provides professional traffic engineering guidance** for traffic safety projects with special emphasis to fulfill mandates by the Mayor and DC Council; investigates, and collects and analyzes traffic data.

Arlington County Transportation Department - Arlington, VA..... April, 2000-March, 2008

Bureau Chief of Transportation Engineering & Operation

Direct Reports: 64 FTEs and 60 Contractors Budget: \$8 million operating, \$30 million capital, \$10 million enterprise

Charged with providing oversight leadership in the management and operations of the Arlington County Transportation Engineering and Operations Administration.

- **Developed and managed multi-year plans and annual budget allocation** for 50-75 transportation projects with sponsorships from County Board, Citizen Groups & Congressman Earmarks, including enterprise projects.
- Key task force **member** of the County's Advance Transportation Planning Team, which evaluates roadway signal plans, along with traffic and environmental impact studies related to subdivision, commercial and public development projects.
- Responsible for **the development** of long-range safe and efficient traffic planning programs such as the Rosalyn-Ballston corridor which boasts of a pedestrian friendly environment developed around urban villages and metro rail stations, including the premier 24x7, 2800 space county-owned Ballston Public Parking Garage facility equipped with, security, and skywalk conveniently serving the needs of commuters, visitors, and retail establishments.
- Process Improvement - Established maintenance plans and formalized procedures to streamline engineering processes which resulted in reduced operating costs.
- Initiated and directed comprehensive traffic operation and impact studies to address incident management, congestion management and school circulation.
- Pioneered and instituted cultural **change** initiatives through the adoption of engineering best practices and standards making Arlington a model for overcoming challenges of population growth movement without new road construction.
- Technological **Innovation** - Credited with being a key member of the Arlington County team with the development of HOT lanes negotiations, traffic calming areas, and state-of—the-art computerized traffic control system.
- Stakeholder confidence - Assumed responsibility as the Program Manager for all politically charged projects requiring specialized leadership, promoting synergistic relationships to bring projects to completion on time and under budget
- **Business Development** - Track record of winning and operating large-scale US Government contracts and programs, with demonstrated executive experience in all phases including planning, strategy development, bid and proposal budgets, resource allocations, management reviews, design, operations, maintenance, logistics, deployment.

City of Greensboro Transportation Department - Greensboro, NC 1992-2000

Director of Operations — Department of Transportation

Promoted to oversee daily operations of the transportation division, providing oversight management for street maintenance, concrete maintenance, signs & markings, signal maintenance, signal electronic, street cleanings, litter patrol, parking operations, fixed route transit, and transit operations.

- Gained high approval rating for the conceptualized acquisition of city transit system yielding \$2.5 million in annual revenue over 35 year period that included property acquisition and rolling stock.
- **Held cross functional** leadership role in assuming all public relations activities building and strengthening alliances across varying government agencies.
- **Provided** continuity of leadership to the organization while serving as the Acting Director.
- Guided initiatives to improve operational efficiency by conducting feasibility studies and developing functional schematic designs.

City of Greensboro Transportation Department - Greensboro, NC 1987-1992

Manager - Transportation Planning Division

Accepted the opportunity to lead the transportation division in developing **strategic planning activities**.

- Responsible for management and administration of long range transportation planning projects.
- **Oversaw** the daily operations of the Transportation Planning Section, Municipool-the ridesharingNanpooling Program, supervision of the thoroughfare planning process, mass transit coordination, and public relations.
- Program manager **responsibilities** included collaboration with department heads and city officials from other jurisdictions in reviewing proposed transportation projects.
- Contributed resource expertises as well as **project lead** for environmental impact statements, environmental assessment-FONSI, feasibility studies and functional design.
- Exercised direct supervision over the classifications of Principal Planner, Planner III, and Secretary II and III.

City of Greensboro Transportation Department - Greensboro, NC 1985-1992

Program Director - Municipool

Responsible for daily operation of an alternative transportation program as part of the **regional Transportation System Management**.

- **Conducted financial oversight** of multi-million dollar federal grants, and authorized grant expenditures.
- Prepared **financial** status reports for contracts as required.
- **Revamped internal procedures** and controls and in support of continuous improvement.

City of Fayetteville Transportation Department - Fayetteville, NC 1983-1985

City Transportation Planner & Economic Development Specialist

Performed administrative operation and general contracting of a \$3.8 million transit downtown pedestrian mall project in conjunction with an upscale main street **economic development program**.

- Monitored financial status and performance of prime, sub-contractors and minority/women business contracts for the City of Fayetteville.
- Examined grant **budgets** for LTMTA Capital and Operating grants and contract spend down to ensure the appropriate and timely expenditure of Federal Government funds.
- Updated annual city-wide transportation plan.
- Partnered with the Assistant City Manager for Operations and Economic Development to review proposed programs and assess scope of work.

Johnson C. Smith University- Charlotte, N.C. 1982-1983

Interim Director — Department of Urban Studies & Community Affairs

Recruited to direct grant management activities, curricula development and instruction of urban studies courses for undergraduate students, including daily management and preparation of educational material, training and follow-up with students and neighborhood **based organizations**.

- **Served as the University** representative on the Central City Transit Mall Task Force for Mecklenburg County Housing and Community Development Board and City of Charlotte Board of Zoning Adjustors.
- Recipient of the Professor of the Year Award.

- Bachelor of Arts, Political Science, North Carolina A&T State University-Cum Laude
 - Master Community and Regional Planning **Design (MCRP)**, Iowa State University
 - Certificate of Completion, Leaderlab Program, Center for Creative Leadership, (Greensboro, NC)
 - Certificate, Institute of Government, Municipal Government Program, UNC-Chapel Hill
 - Certified Public Manger, George Washington University & Metropolitan Washington Council of Governments
 - Executive Certificate, Penn State University, Executive Management Program for Transportation and Highway Engineers.
-
- Board Member, North Carolina A&T State University Dwight Eisenhower Transportation Advisory Board
 - Current Member, Northeast Association of State Transportation Officials (NASTO)
 - Current Member, American Association of State Highway and Transportation Officials (AASHTO)
 - Current Member, American Planning Association
 - Current Member, American Public Works Association
 - Current Member, American Public Works Association (Virginian and National)
 - Current Member, Iowa State University Alumni Association
 - Current Member, North Carolina A&T Alumni Association
 - Current Member, North Carolina A&T Washington, DC Alumni Chap
 - Former Board Member, Association of Commuter Transportation
 - Former Council of Presidents & National Executive Committee Member, NFBPA
 - Former Executive Committee Member, Southern Section of IIE & International Transit Committee.
 - Former Member & President, Triad Chapter (NC) of National Forum for Black Public Administrators (NFBPA)
 - Former Member, Board of Directors, North Carolina Public Transportation Association
 - Former Member, Northern Virginia Chapter-National Forum for Black Public Administrators (NFBPA)
 - Former President, Vice President and Treasure North Carolina Section of ITE.
 - Lean Six Sigma, Black Belt Certified
 - Member (M-ASCE), American Society of Civil Engineers
 - Member- U.S. Mission to Medium-Size Cities in Europe to study public transportation options.
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**COUNCILMEMBER TOMMY WELLS, CHAIRPERSON
COMMITTEE ON PUBLIC WORKS AND TRANSPORTATION**

ANNOUNCES A PUBLIC ROUNDTABLE ON

**PR19-0246, the "Director of the District Department of
Transportation Terry Bellamy Confirmation Resolution of 2011".**

**Friday, June 24, 2011 – 10:00 am
Council Chamber, John A. Wilson Building
1350 Pennsylvania Avenue, NW
Washington, D.C. 20004**

Councilmember Tommy Wells, Chairperson of the Committee on Public Works and Transportation, will convene a public roundtable on PR 19-0246, the "Director of the District Department of Transportation Terry Bellamy Confirmation Resolution of 2011". The public roundtable will be held on Friday, June 24, 2011, beginning at 10:00 a.m. in the Council Chamber of the John A. Wilson Building, 1350 Pennsylvania Avenue, NW, Washington, DC 20004.

PR 19-0246 would confirm the appointment of Mr. Terry Bellamy as Director of the District Department of Transportation.

The Committee invites the public to testify or to submit written testimony, which will be made a part of the official record. Those who wish to testify should contact Ms. Tawanna Shuford at (202) 724-8195 before 5 p.m. on Wednesday June 22, 2011. Witnesses should bring 16 copies of their testimony to the hearing. Individuals will be permitted 3 minutes for oral presentation; individuals representing organizations or groups, 5 minutes.

If you are unable to testify at the public roundtable, written statements are encouraged and will be made part of the official record. Copies of written statements should be submitted to Ms. Tawanna Shuford, Committee on Public Works and Transportation, Room 117, 1350 Pennsylvania Avenue, NW, Washington, DC, 20004, or electronically at TSHUFORD@dccouncil.us, by 5:00 pm on Friday, June 24, 2011.

**COUNCILMEMBER TOMMY WELLS, CHAIRPERSON
COMMITTEE ON PUBLIC WORKS AND TRANSPORTATION**

ANNOUNCES A PUBLIC ROUNDTABLE ON THE

**PR19-0246, the "Director of the District Department of Transportation Terry
Bellamy Confirmation Resolution of 2011"**

**Friday, June 24, 2011 – 10:00 A.M.
Council Chamber, John A. Wilson Building
1350 Pennsylvania Avenue, NW
Washington, D.C. 20004**

AGENDA & WITNESS LIST

- A. CALL TO ORDER**
- B. OPENING REMARKS**
- C. PUBLIC WITNESSES**

Panel 1

- 1. Theodore L. Walker, D.C Vending Caucus**
- 2. James Bunn, Chairman, Congress Heights Main Street**
- 3. Eleanor Becker, Ward 2 Resident**
- 4. Veronica O. Davis, Hillcrest Community Civic Association**

Panel 2

- 5. David Holmes, Advisory Neighborhood Commission 6A 03**
- 6. Leona Agouridis, Golden Triangle BID**
- 7. Virgil Thompson, Ward 5 Resident and Dept. of Transportation Employee**
- 8. Gail Black, Crestwood Citizens Association**

Panel 3

- 9. Ronald Bethea, Sudan Service Plus**

- D. GOVERNMENT WITNESSES**

- 1. Terry Bellamy, Acting Director**

**Testimony in Support of the Confirmation of Terry Bellamy
as Permanent Director of the District Department of Transportation**

by

Theodore L. Walker
DC Vendors Caucus
June 24, 2011

Good morning Councilmember Wells and members of the Committee. My name is Ted Walker, and I am testifying today on behalf of the DC Vendors Caucus. Our organization has worked for years to represent street vendors, and today I am here to express support for the confirmation of Terry Bellamy as permanent Director of DDOT.

I know that DDOT is a sprawling agency with a huge responsibility: “To develop and maintain a cohesive and sustainable transportation system that delivers safe, affordable, and convenient ways to move people and goods—while protecting and enhancing the natural, environmental and cultural resources of the District.”

The agency has six different administrations that deal with a wide range of issues, from construction projects to mass transit to urban forestry. In fact, many members of the Committee may actually be wondering why a vending organizations would take the time and effort to submit testimony today.

The answer is that street vending touches many different DC agencies, from DCRA, to the Metropolitan Police, to the Department of Health. DDOT has a crucial role to play in street vending, under the Vending Regulation Act of 2009, and under Mayor’s Order 2010-91. In fact, DDOT is responsible to designate *every* vending site in the District of Columbia! (DCRA’s responsibility is to issue site permits for the locations that DDOT designates).

I had an opportunity to discuss this matter in May with Acting Director Bellamy, and with Karina Ricks, who was head of the Policy, Planning and Sustainability Administration. Ms. Ricks was aware of the requirement that DDOT identify all vending sites, and she correctly described it to Mr. Bellamy as “unfunded mandate”. I asked why DDOT couldn’t use money from the Vending Regulation Fund, established in 2009, to pay for the work? Ms. Ricks explained that DCRA controlled that money, so it wasn’t available to DDOT, even though it would be used for vending regulation purposes.

Since we anticipated that answer, during our meeting, the DC Vendors Caucus outlined a workable and low-cost way for DDOT to designate vending sites and thereby comply with the Mayor’s Order.

Acting Director Bellamy appeared to be supportive of our approach. The Vending community was pleased by the reception at DDOT. The constructive proposals we've made over the years to promote fair and transparent vending regulations have mostly fallen on deaf ears at DCRA, so we were gratified that the new DDOT Director appeared receptive to our proposals.

We understood that it would be unlikely for the vending community to receive any follow up from DDOT until after this confirmation hearing. We hope, with a Permanent Director in place, DDOT will either move forward to refine or improve our proposal, or else outline another procedure by which they will designate vending sites, as the law requires.

I want to close by shifting gears for a moment to touch on two related issues that will impact the Department of Transportation, and the District as a whole.

As you know, the Vending Regulation Act of 2009 established a Citywide Task Force on Street Vending. The Task Force was composed of vendors and business leaders, and Leona Agouridis of the Golden Triangle BID was the co-chair. The Task Force unanimously recommended that a Vending Commission be established.

At the first legislative session of this new Council, Councilmember Bowser introduced a bill to establish a Vending Commission, and the bill has 5 co-sponsors. To be honest, the Vending Commission proposed by Councilmember Bowser is too weak to be effective. We have provided Councilmember Alexander, who chairs the Committee to which the bill was referred, with some simple ideas to make the Commission stronger and more workable.

If the Council has any interest in restoring accountability, transparency and openness into the administration of DC's street vending program, it is imperative that a strong Vending Commission be established as soon as possible.

We are also aware that the Council would like to see new vending regulations promulgated. We in the vending community would like to see that too, so long as the new regulations are fair and transparent. In 2008, DCRA published draft regulations which didn't pass that test, and they were not approved by Council. In 2010, DCRA published a revised version, and again the regulations didn't meet the test of fairness and transparency, and again they were not passed by Council.

The Council should do the right things in the right order. First, confirm Mr. Bellamy, so there is a permanent Director at DDOT to provide stable leadership.

Second, pass a strong Vending Commission bill. The Vending Commission can and should help DCRA, DDOT, and all the other agencies involved with street vending to craft fair and

transparent regulations—which must necessarily spell out the roles and responsibilities of the Vending Commission going forward.

The DC Vendors Caucus has met with Nicholas Majett, the newly confirmed Director of DCRA, and we have met with Mr. Bellamy, who we hope will be confirmed shortly. Mr. Majett is an attorney, an officer of the court who understands the need for fairness, transparency, and communication. Mr. Bellamy obviously understands those issues as well, but more importantly, he is an operations guy. He has proven he can figure out how to make the laws and regulations work.

We believe that with the advice of the Vending Commission, these two men can work together to finally solve the regulatory and administrative challenges of street vending in Washington, once and for all.

We urge you to support the confirmation of Terry Bellamy as Director of the District Department of Transportation.

STATEMENT OF ELEANOR M. BECKER
Before the D. C. Council Committee on Public Works and Transportation
June 24, 2011

Chairman Wells:

Thank you for this opportunity to make some information and requests known to this Committee and to the DDOT Director-Designate.

I followed transportation issues for ANC-2A and the Foggy Bottom Association for several years but gave up sometime ago in frustration. As I have requested in the past, I suggest that the new DDOT Director curtail launching large studies, such as the following, in which I was an active participant.

1. The Roosevelt Bridge study, costing untold thousands, perhaps hundreds of thousands of dollars, for a whole array of alternatives, none of which came about. I know, I was there for nine long months of meetings, along with about thirty government officials from a variety of jurisdictions.

2. The Kennedy Center study, again with a large outlay of funds, which went absolutely nowhere thanks to our benevolent Congress which withheld funds.

3. The useless Lower West End Study, promised to the neighborhood to alleviate snarls in and around Washington Circle. The results of the study were filled with incorrect data and, as far as we can tell, absolutely nothing was done as a result. In addition, at the last minute the most important street was pulled, with no notice to the community and to this day the entire area is in frequent gridlock. It is our hope that the Director will increase the no-parking times on that pulled street (the westbound 2400 block of K Street), as the ANC has requested on several occasions. Rush-hour gridlock starts there about 1:00.

4. The famous or perhaps infamous Whitehurst Freeway studies, which would not die until Mayor Fenty finally "stomped" on them.

If we had those funds back now, the financial picture of the city might look much rosier.

I also hope that this Committee and the Director make funds available to refurbish, repaint or replace the disgraceful lampposts in this city. I was pleased when DDOT obtained stimulus funds for my pet project, the Dale-



carlia Parkway, but frankly less pleased when I saw they replaced one set down the median strip with two along the sides, with 60-plus replacing 30-plus posts, and new wiring as well. Was it necessary to double the number of lampposts?

There are still many, many terrible-looking ones in the city; a list is enclosed of those I have noted in my travels, as well as some photos. Can you imagine what visitors to our city must think?

Also, on a lighter note, I have a suggestion for those who love brick sidewalks which are so difficult to maintain. Why not red concrete scored to look like bricks?

Thank you for your attention.

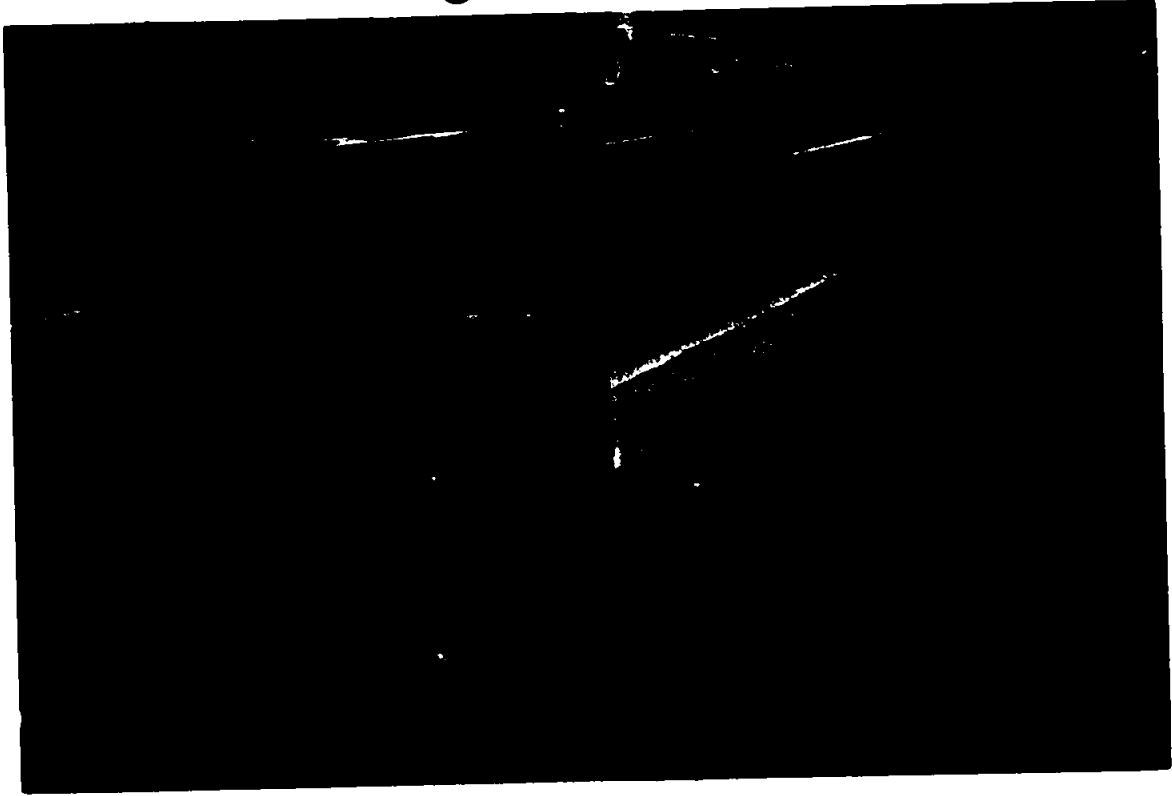
Lampposts All northwest unless otherwise noted

900 block of 25th.
24th & K Streets, SE & SW corners
17th & H Streets (SE corner)
2403 I Street,
22nd & K
24th St., between K & Pa. Ave. (east side)
21st & K (SE corner)
900 block of 25th (several)
811 25th
Constitution and Virginia Avenues
New Hampshire & Pennsylvania Avenues (southwest corner)
New Hampshire & 24th (northwest corner)
35th & S (southwest corner)
1719 35th Street
35th & R (southwest corner)
34th & R
27th & P (southeast corner)
26th St. between Pennsylvania & M Streets
24th & Pennsylvania, median strip, west side
25th & Pa. - all sides
1001 26th St., north end of the building
1112 25th Street
4th Street between Jefferson and Madison
937 block of 26th and across the street
2140 F
Conn. & R, southeast corner
2500 block of K, south side
25th & Va. NW, NE and SE corners
2500 Virginia, north side
23rd & L SW corner
27th Street, east side, between Va. and K
Alley, south of 26th & I Streets
22nd & H, SE corner
900 block of 23rd at GW Hospital
2100 and 2300 blocks of L, north side (Only
bases remain
25th & Q
950 25th

On 27th Street, N.W., between K St and Virginia Avenue, is a large metal structure badly in need of paint.

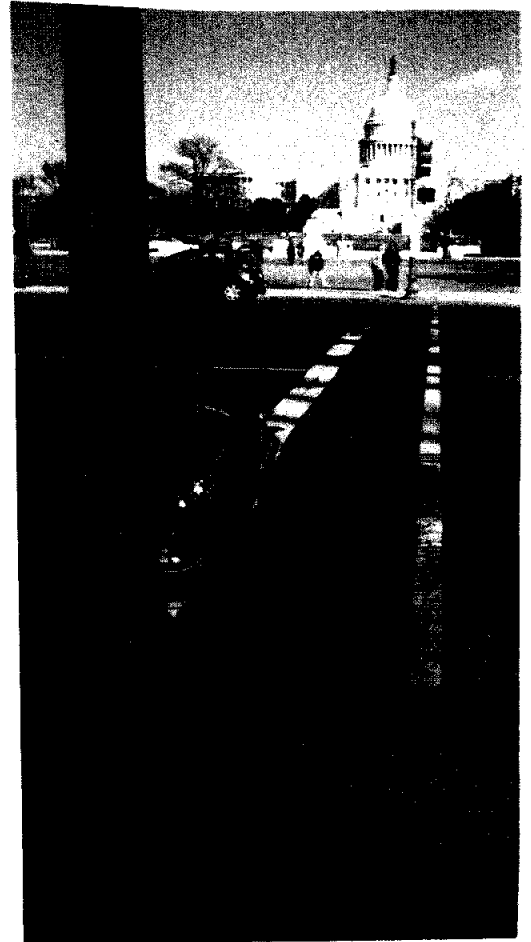
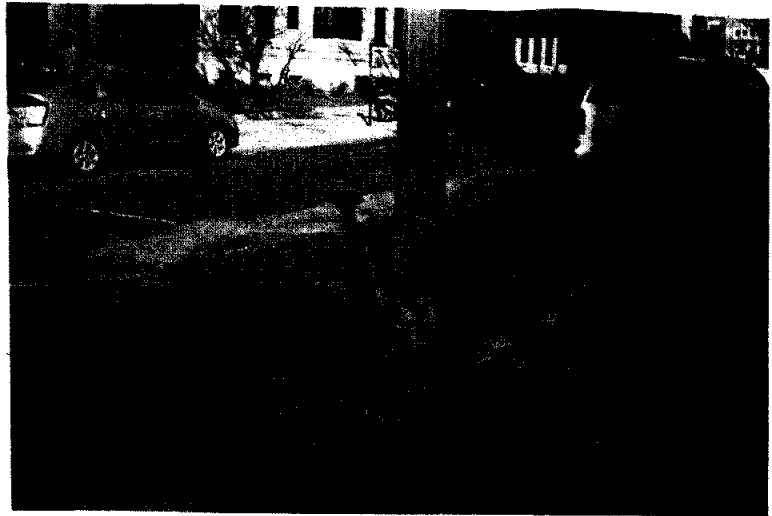
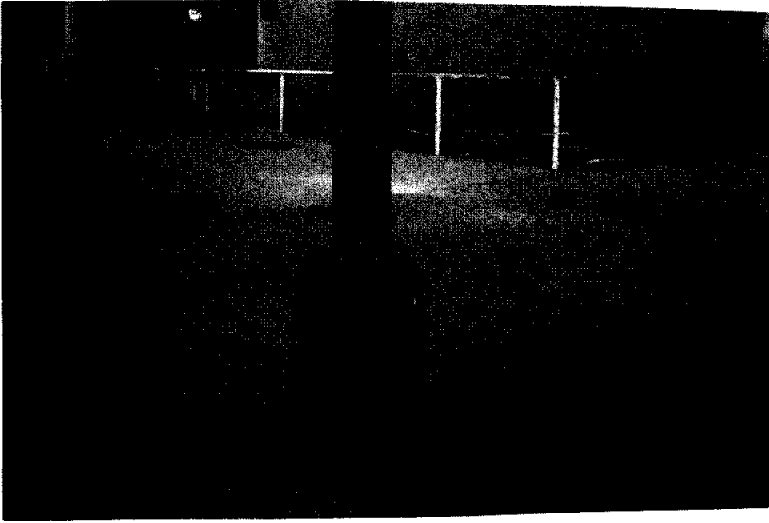
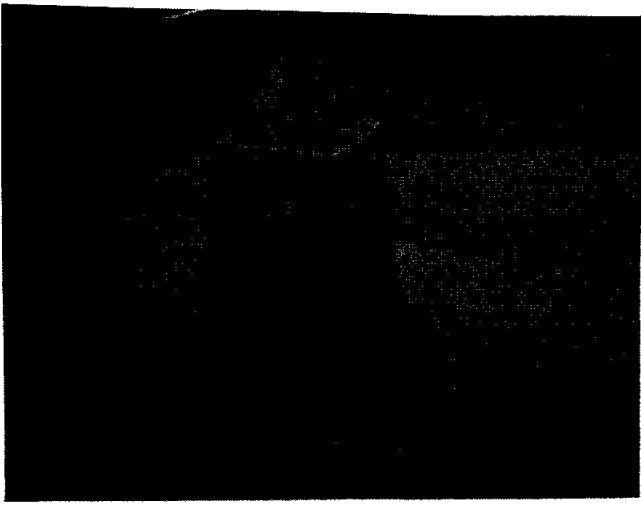
6/13/11

These are a disgrace, don't you agree?



New Virginia Avenue Lamppost







Hillcrest Community Civic Association

"Working together for a better community"

www.HillcrestDC.com

P.O. Box 30895, Washington, D.C. 20030-0895, phone 202-584-2705

BEFORE THE COUNCIL OF THE DISTRICT OF COLUMBIA
COMMITTEE ON PUBLIC WORKS AND TRANSPORTATION

RE: PR19-0246, the "Director of the District Department of Transportation Terry Bellamy Resolution of 2011"

Friday June 24, 2011

My name is Veronica O. Davis. I'm the Street, Traffic & Transportation Chair for the Hillcrest Community Civic Association (HCCA) and proud resident of Fairfax Village in Ward 7. Today I will be submitting testimony on behalf of HCCA.

We would like to thank Councilmember Tommy Wells and the honorable members of the Committee on Public Works and Transportation for the opportunity to submit testimony in support of PR19-0246, the "Director of the District Department of Transportation Terry Bellamy Resolution of 2011".

The mission of (HCCA) is to work "to enhance the quality of life and prosperity of residents, families, community organizations and institutions located within the designated geographic boundaries." We look forward to working with Mr. Bellamy to enhance transportation in our community.

Our testimony will focus on five key issues we would like to see Mr. Bellamy address during his tenure as Director:

1. **Genuine Community Outreach:** Between the Pennsylvania Ave Great Streets construction project, the 11th Street Bridge construction project, and the Far Southeast Livability Study, our community has had increased interactions with DDOT's staff and consultants over the last year. The experience for each interaction has varied from collaborative to frustrating.

The 11th Street Bridge construction project has a citizen's council comprised of community leaders from the affected communities that meets quarterly. This is a great model for receiving information about the project, asking questions, and tracking specific issues from the community with the respective response.

On other projects and studies, the communication between DDOT and the community has been less than ideal. Many of the frustrations come from lack of timely information, the inability of DDOT to effectively communicate technical terms to laypeople, and an overreliance on the Internet to advertise in a ward where lack of Internet access still exists.

Moving forward, we think DDOT should engage in genuine and proactive community outreach, which includes engaging in targeted outreach to affected areas and working more collaboratively with the ward planners from Office of Planning. We believe DDOT should spend more resources on messaging to help the community understand technical recommendations and transportation programs. In addition, DDOT should utilize community advocates and leaders to assist with engaging residents.

2. **Implementation:** We've had multiple transportation studies in the last decade. At this point, Branch Ave has to be the most studied corridor in the City. Some of the newer studies regurgitate information from previous studies. While we understand the importance of examining existing conditions, we are beginning to suffer from study fatigue. We want DDOT to move from studies to implementation of recommendations from those studies.
3. **Pedestrian/Bicyclist Safety:** In the last year we've had four pedestrians and one bicyclist hit by motorists in our community. All of these incidents occurred on Alabama Ave SE. We have a population of residents who are aging-in-place and a high percentage of young people. Our older population should be able to walk to the senior wellness center and children should be able to walk or bike to school safely. We would like to see DDOT place pedestrian and bicycle safety as a top priority.
4. **Complete streets:** There is an obvious link between pedestrian safety and sidewalks. Many streets in Hillcrest still lack a sidewalk on either side, so pedestrians are forced to walk in the middle the street such as Hillcrest Drive, Camden Street, Fort Baker Drive, while hoping to avoid speeding motorists. Bus riders traverse grass then stand in mud at bus stops along Branch Ave. This is an urban area and it should be treated as such. We would like DDOT to prioritize installation of sidewalks in areas where pedestrians need to access bus stops, along high volume corridors, and along routes to school and recreation.
5. **Focus on public transportation planning:** Since taking office, Mayor Gray has made the development of the Skyland Shopping Center a priority. A development of this magnitude in our community will become a transportation trip generator. Our road network cannot handle much more traffic without impacting our quality of life. While we wait for shovels to go in the ground, we believe DDOT and WMATA need to begin examining public transportation options to move people in and out of the shopping center.

Thank you for the opportunity to speak today. We support Mr. Bellamy's confirmation and look forward to his leadership at DDOT.

Submitted by

Veronica O. Davis, PE
Street, Traffic and Transportation Committee Chair

David Holmes, Commissioner ANC 6A 03
Confirmation Roundtable for Terry Bellamy, June 24, 2011

Curb cuts to be closed, all in the Northeast quadrant

Curb cuts deprive those seeking parking of 1½ to 2 spots directly and the use of those spots many times a day due to turnover parking. Here's some to close:

*702 15th, corner lot, multiple curb cuts on both streets to paved public space, now vacant, that does not serve a garage or driveway.

*1447 Maryland Avenue, parking on paved public space through curb cut that does not serve a garage or driveway.

1101 Maryland, 11th Street side, former garage entry bricked closed

926 Maryland, 10th Street side

10th St east side, just south of H St, adjacent to the clothing store at the corner

*8th Street and Maryland SW corner, two curb cuts to paved public space, utilized by out-of-state vehicles, 7 cars parked there on 6-22-11.

8th and A Street, on A Street side, former garage entry permanently closed

Public Space Permits

DCRA and the Historic Preservation Office distribute to the ANCs comprehensive lists of permits granted and/or applied for over the past two weeks.

It would be useful to have a similar compendium of public space permits when the permit relates to the permanent taking of public or park space for construction; valet parking; new parking on paved public space; new curb cuts; new streets or alleys; any commercial use of public space for seating customers, serving areas, or storage of waste; and loading zones. We don't need the short term moving and storage permits, etc. Right now, I can't even get a list of the topics before the Public Space Committee and I'm the Chair.

I sent a request to Public Space for a comprehensive list of the permits issued on and immediately adjacent to H Street, NE. There appears to be no such list. The response I received asked me to list the sites where it was suspected that violations might be occurring. I am very reluctant to do this. I see no need to send DDoT inspectors after merchants who may have legitimate permits for their use of sidewalks. I know that the ANC has approved sidewalk use for restaurant seating and for storage of waste containers, but DDoT was unable to find those permits without our specifying the address. Whatever happened to computerization.

intersection. A resolution in favor was adopted by the ANC, and the neighbors have already signed the needed petitions.

Here's a note sent to me by a 10th Street neighbor yesterday:

I find myself pondering some kind of organized neighborhood street protest (like with signs and bullhorns and everything) every morning and evening over the past couple of weeks as I dodge cars in the crosswalk, make athletic jumps back onto the sidewalk to avoid blind drivers and otherwise wend my way to/from Eastern Market metro from/to our house at 10th and Constitution. The outbound drivers seem fixated by the lights at Lincoln Park and have little regard for anything else that might have an impact on how they drive.

In general, it seems that the neighborhood especially, and the city in general, would benefit from a larger campaign to remind drivers that they are required to YIELD to pedestrians in a marked crosswalk and slow down in residential neighborhoods. But, anything you could do to bring attention to the pedestrian safety hazard at these two intersections would be greatly appreciated...

Please give this matter high priority. DDoT has failed my neighborhood on this issue.

My email to public space said:

I'm looking for a starting point - where are we at this moment in the authorized use of public space along H Street and/or along the sides of H Street-facing buildings (those locations may be listed on the numerical streets)?

We're seeing valet parking at sites where no request has come to us. Also, we see large waste containers on sidewalks or projecting into alleys.

In sum, we're trying to get on top of this matter. It will only get larger as restaurants and bars increase in number.

David Holmes, Chair, ANC 6A

We, the ANC Commissioners, are the voice of our neighbors. We've worked hard to help obtain the funds and impetus to move the H Street Great Street project. We have sought to retain current stores and bring new merchants to H. We want to be on top of the situation, not have to catch up with locations that might become a public nuisance or where individual interest may hurt the corridor as a whole, i.e. loading zone in front of every merchant but public parking in front of everyone else.

10th and Massachusetts Avenue, NE

I have been trying since 2006 to obtain a four-way stop at 10th and Mass. From First Street, NE, to Lincoln Park, this is the only intersection along Massachusetts Avenue NE without a stop sign or stop light. Drivers race to beat the lights westbound at 9th Street and eastbound at 11th Street. The intersection is wide, making it difficult for pedestrians to safely cross; cars accelerating from the stoplights on either side reach the intersection before pedestrians can get more than half way across. The cars speeding westbound cannot see 10th Street until they cross 11th, and are reluctant to slow even for a parent with a stroller in the crosswalk. Cars push between parents and toddlers.

In particular, because vision is obstructed by vehicles blocking the intersection during the evening rush, northbound vehicles and pedestrians are at severe risk from westbound Massachusetts Avenue traffic. Traffic enforcement has resulted in car after car, without a break, being pulled over for a ticket for blocking the box or the crosswalk. Vehicles pull next to the ticketing officer, blocking the crosswalk and/or the intersection. The officer simply stands in the crosswalk and waves the car next to him into the curb lane for ticketing when he's finishes writing the previous one. A light or even a 4-way will lessen this crowding. And, maybe multiple signs that say Don't Block the Crosswalk will help in the interim.

You can't see oncoming cars, again you can't see oncoming cars, especially if there is a truck, van or bus. We need a four-way stop or traffic lights at this

June 10, 2010

Gabe Klein
Director, Department of Transportation
2000 14th Street, NW, 6th Floor
Washington, DC 20009

Dear Sir,

Advisory Neighborhood Commission 6A endorses the community request for a four-way stop sign at the intersection of Massachusetts Avenue and 10th Street, NE. The ANC adopted a resolution of support by a unanimous vote held at a properly noticed regular meeting with a quorum present.

From First Street, NE, to Lincoln Park, this is the only intersection along Massachusetts Avenue without a stop sign or stop light. Drivers race to beat the green lights westbound at 9th Street and eastbound at 11th Street. The intersection is very wide, making it difficult for pedestrians to safely cross; cars accelerating from the stoplights on either side reach the intersection before pedestrians can get more than half way across. The cars speeding westbound cannot see 10th Street until they cross 11th, and are reluctant to slow even for a pedestrian in a cross-walk. In addition, because vision is obstructed by vehicles blocking the intersection during the evening rush, northbound vehicles and pedestrians are at severe risk from westbound Massachusetts Avenue traffic.

The block representative for this matter is the ANC Commissioner, David Holmes. He can be reached at 202-251-7079 and at holmes6A3@gmail.com.

Sincerely,

Kelvin Robinson
Chair

Testimony of

Leona Agouridis, Executive Director
Golden Triangle Business Improvement District

In Support of
PR 19-0246, the "Director of the District Department of
Transportation Terry Bellamy Confirmation Resolution of 2011"

Friday, June 24, 2011

Good morning Councilmember Wells, members of the Committee, and others. My name is Leona Agouridis, and I am the Executive Director of the Golden Triangle Business Improvement District (BID). Thank you for the opportunity to testify today in support of PR 19-0246, the "Director of the District Department of Transportation Terry Bellamy Confirmation Resolution of 2011."

By way of background, the Golden Triangle BID was established by DC Code to supplement city services and create a clean, safe, and friendly environment that attracts and retains business. To this end, we work closely on a daily basis with several District government agencies such as DPW, DCRA, and MPD. But, we work most of all with DDOT. Their role as stewards of the public realm intersects with our role to improve the public realm.

Our work with DDOT is extensive. It ranges from the most basic, like reporting broken pavers and stop lights, to the most innovative like implementing public private partnerships such as the bio cell at Rhode Island and M, and the Connecticut Avenue Streetscape project. We work together to improve pedestrian access outside Metro stations, eliminate double parking, improve loading, implement valet parking, launch Smart Bike stations, and the list goes on.

My staff and I first started to work closely with Terry and his staff two years ago, when Gabe Klein assigned him to oversee the Connecticut Avenue Streetscape project. At that time, the project was suffering from a lack of coordination within the organization. Terry brought order to the process and organized the staff around important tasks that had to occur in order for the project to continue to move ahead. The results were instant and positive.

Before coming to the BID, I worked for 10 years in a high ranking position at WMATA. I can tell you from my own experience that Terry is a respected transportation professional who understands transportation planning, construction, and funding. He appreciates the core functions of a transportation system - such as ensuring traffic flow -

while embracing innovative approaches to improving mobility for people. He is accessible and flexible, while remaining steady and focused on his mission.

Terry brings continuity and institutional knowledge to the role of Director – something which DDOT sorely needs given the short tenure of several DDOT directors in recent years. Terry knows the organization from the inside out – which will enable him to move the organization forward.

Thank you for the opportunity to testify. I am happy to answer any questions you may have.

Friday, 6/24/11

Confirmation Hearing of Terry Bellamy

An overview of the situation in DC-

- DC has \$44 billion of infrastructure.
- What are the city's goals? What is the timetable for achieving those goals?
- Accountability and Transparency are major issues.

Overall goals for DDoT-

- Projects done on time within budget
- Eliminate waste and redundancy in upper management
- Better asset recovery and recycling
 - (Stories of contractors destroying or even selling materials that could still be used/salvaged/recycled)
 - We can't afford to ignore this problem anymore it is costing DC \$\$\$
- Multi-million dollar contracts should be bringing in jobs for local residents.
 - Contractors have to make more of an effort to hire DC residents.
 - Help to keep money in DC locally, instead of sending it out to the contractors in the suburbs.

Further recommendations-

- An independent audit of DDoT assets.
- Review the Deployment of School Crossing Guards aka "Safety Technicians" What is the best deployment that will serve the children in the best way possible?
 - Crossing Guard hours should not be cut. Period.
- Reclassification of group I/II employees.
- Complete dredging of west side of the 11th St Bridge
- 1900 block of M St. SE needs flood prevention efforts/remove trash and debris

Recognition and Thanks

- I would like to thank Terry Bellamy for appointing James Burney and Jose.

Crossing Guards in DC: Talking Points

- Crossing guards help establish a **community presence** and build **positive relationships** with children and the city.
- Crossing guards interact with DC residents daily in a friendly, personal way and represent the DC government's **commitment to public safety**.
- Crossing guards are safety "role models" for children – **helping children develop skills** necessary to safely cross streets and **stay safe at intersections**.
- In some ways similar to police officers, crossing guards are a "**first line of defense**" against accidents and crime.
- Crossing guards are **highly visible** to citizens. They are a direct and highly visible improvement to the safety and function of a neighborhood/community.
- Crossing guards provide **immediate results** and a direct improvement to traffic and pedestrian safety in rain, sleet, snow or sun.
- It makes perfect sense for some of the revenue generated from red light cameras and parking tickets to **fund crossing guard programs**. This is good policy and good politics.
- Other areas (fat) can be trimmed to solve budget problems. The crossing guards program in DC is **being cut down to the bone**.
- **Fact: Crossing guards save lives.** Children's lives, driver's lives, pedestrian's lives. Bottom line: Reducing crossing guard hours and pay is a great disservice to the residents of DC.

Virgil Thompson
6/24/12

**TESTIMONY OF GALE BARRON BLACK
BEFORE THE COMMITTEE ON PUBLIC WORKS AND TRANSPORTATION
FRIDAY, JUNE 24, 2011**

Good morning, Chair Wells. My name is Gale Barron Black. I am here today in my capacity as President of the Crestwood Citizens Association. Speaking on behalf of the Executive Board of the Association, **we support the appointment of Terry Bellamy** to head the DC Department of Transportation.

Terry Bellamy attended the Crestwood Association meeting on May 17th of this year. We were impressed with his ability and willingness to respond to our questions and his pledge of support on issues that matter to us. He was asked about a range of issues, including the repairs needed on Branch Branch Road, gridlock along 16th Street, NW., the need for traffic management to slow the cut-through traffic, and Klingle Road. There are no easy answers to these questions, but he seemed to understand the seriousness of the issues that were being raised. We remain optimistic that he may bring a balanced approach to DC's transportation program.

I am also here to urge this Committee and DDOT to recognize all of our needs and to see that DC's transportation needs are not limited to bike lanes, Zipcars and streetcars. DC, especially Ward 4 where I live, has many seniors. I understand that at least 11% of the city is individuals with disabilities. We have families with children. DC has millions of tourists and workers. Our streets and alleys are also used by emergency service providers, including the police.

I probably don't need to remind anyone that our roads are already over-capacity, like 16th Street, Connecticut Avenue, Wisconsin Avenue, North Capitol, New York Avenue. Even Blagden Avenue carries 23,000 cars each weekday. We are bordered by 16th Street, NW – which is an evacuation route. And our population is growing, but our road capacity remains the same, or is being diminished by fewer lanes and roads that have not been kept available for their official, dedicated, public use.

It's time DC did its job. Our top transportation goal should no longer be counting trees. And our road network needs to serve those who travel east and west and connect those on both sides of the park. It's time to address our decaying infrastructure that has been neglected for too long. That is why Broad Branch Road caved in.

It's time for the city to be held accountable for its actions, or lack of actions. Never in the history of this city has the city just tiptoed away from its responsibility to keep a road available, like it has with Klingle Road. DDOT fenced off the barricaded portion. Klingle Road is not legally closed, but it's not fixed, either. Klingle Road runs from Porter Street, near Beach Drive and Rock Creek, over to the Washington National Cathedral in northwest Washington, DC.

Klingle Road is currently impassable for cars and is unsafe for pedestrians and cyclists to the collapsed pavement and erosion. In its January 2011 proposal, the city

acknowledged that DDOT will not and does not plan to officially close the barricaded segment of Klinge Road between Porter Street, NW and Cortland Place, NW, pursuant to the procedures required under the Street and Alley Closing Act. The DC Code allows for closing if there is a determination by the DC Council that the street is unnecessary for street purposes. That has not happened. The city in that January environmental issuance stated that the Council's prior (2008) action did not deem the road unnecessary and that it "continues to be necessary for street, i.e. for public right of way purposes;" and that DDOT will continue to operate, maintain and manage this public right-of-way, but for "authorized motorized use" – meaning for emergency, utility and maintenance vehicles, but on a ten foot path that won't be sufficient to accommodate the large trucks.

Klinge Road is listed on the Federal-aid highway functional classification of streets and roadways in the District of Columbia as a street. Under the city's Comprehensive Plan, it is officially still a street. It is not a 10 foot recreational trail.

If converted to a trail, that road will no longer be eligible for funding under the federal Surface Transportation Program. Why should we leave any federal funds on the table? Why is the Administration still persisting in trying to convert it to a \$7 million trail – even though the city admitted that the city needs Klinge Road to function as an access road and the city does not intend to give back the land which was ceded to DC for use forever, but only as a public road?

That \$7 million might have to come from the pot of money that is used for recreational purposes - - not the surface transportation funds that are otherwise available for the restoration of our roads. Can DC afford to use up all of its parks money on one trail that may not accommodate emergency vehicles? The city has not shown that this is in DC's interest, especially since this is a bypass to Connecticut Avenue. Residents of Ward 4 ~~are~~ deprived of the benefit of this public right of way, without due process. The city should follow its rules that require it to preserve its roads and keep them open.

Klinge Road in its present condition represents a human health and transportation hazard. Yet, we do nothing, but studies. It is a hazard because it leaves fragmentation in our transportation network. The existence of utility lines within the valley requires access for maintenance vehicles. This stand-off raises many new issues: What does "open for public use" mean for a public transportation right-of-way that is a bypass to Connecticut Avenue? When is a right-of-way no longer a public right-of-way? **And, why hasn't DDOT provided a written response to the Advisory Neighborhood Commission 4A's resolution opposing the city's plan to convert Klinge Road to a trail?** These are questions that the new director may soon be called upon to answer. Klinge Road remains legally the people's public vehicular road. Because it is officially a city-owned road, the District remains obligated to keep the road available for its official dedicated purpose.

We support Terry Bellamy and we hope that he will bring the leadership that DDOT needs to truly have an efficient road network that provides the maximum public benefit for all of us. Thank you and I ask that this be made a part of the record.



Attachment to testimony of
Gale Simon Black

6/24/2011

"Where Customer Care is First"

Dear Valued Customer:

Mayor Gray, Chairman Brown, and the District's Council want to raise your parking tax 50% and they want you to start paying more beginning July 1, 2011. You can help make this hurt less.

The increase in the parking tax is part of the District's Fiscal Year 2012 budget, which goes into effect on October 1, 2011. While most of the provisions in that budget logically take effect on October 1, the mayor and the council want the increased parking tax to take effect as of July 1. They provided no notice and no explanation for this. As one Councilmember who opposed the tax and the timing suggested, "They just slipped it in and hoped no one would notice."

We did notice and you can do something about it. We aren't likely to stop the tax (you'll get that opportunity at the next election), but you can help delay it's implementation.

Time is of the essence. The council is prepared to act on the budget shortly.

Please send an email to all councilmembers with the following message: (feel free to personalize)

"I am a DC resident and I park in a garage. While I oppose any tax increase when the government has failed to curtail wasteful spending and abuse, I am outraged that you would impose an increased parking tax on me with less than 2 weeks notice!"

This tax was part of the fiscal year 2012 budget that doesn't start until October 1, 2011. It should not be effective before that date. Neither the mayor nor the Council felt it was necessary to highlight this accelerated effective date. It was buried in the depths of the full budget document. I urge you to make the effective date of this tax October 1, 2011 and I will be watching closely to see how you vote."

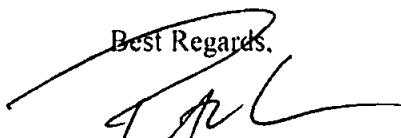
The email addresses for your councilmembers are:

jgraham@dccouncil.us
jackevans@dccouncil.us
mcheh@dccouncil.us
mbowser@dccouncil.us
hthomas@dccouncil.us
twells@dccouncil.us
kbrown@dccouncil.us

Paul.Quander@dc.gov (Mayor's Chief of Staff)
yalexander@dccouncil.us
mbarry@dccouncil.us
dcatania@dccouncil.us
pmdelson@dccouncil.us
vorange@dccouncil.us
mbrown@dccouncil.us

We appreciate your business and thank you for your attention to this important matter.

Best Regards,


Paul Harbolick
Chief Operating Officer

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PR19-0246, the "District Department of Transportation Terry Bellamy Confirmation Resolution of 2011"

Public Hearing

Testimony of
Terry Bellamy, Acting Director
District Department of Transportation

Vincent C. Gray
Mayor

Committee on Public Works and Transportation
Chairman Tommy Wells

Friday, June 24, 2011
10:00 AM
Council Chamber



Introduction

Good morning Chairman Wells, Councilmembers, staff, and District residents. I am Terry Bellamy, Acting Director of the District Department of Transportation (DDOT) and I am honored to be testifying before you today.

I would like to begin by thanking Mayor Gray for nominating me as Acting Director of DDOT. I am grateful for his support and confidence in my abilities to run the Department. I am also grateful to you, Chairman Wells and members of the committee, for your continued oversight and support of DDOT. I look forward to continuing working with all the stakeholders as we continue to develop and enhance DDOT programs and projects. Finally, I would like to thank my DDOT colleagues for their continued dedication to the residents of the District of Columbia and for their support of my appointment.

Professional Background

In sum, I have over 27 years of experience in the transportation field and I believe that I bring a wealth of knowledge to my position as Acting Director of DDOT.

I began my tenure at DDOT as Associate Director of Transportation Operations Administrations (TOA) in March of 2008. In this position, I managed a staff of approximately 700 employees, where my work involved the management of various operations including Street and Bridge Maintenance, Traffic Control Officers and School Crossing Guards, two (2) Traffic Management Centers, Intelligent Transportation Systems (ITS) and Snow Operations.

In July of 2009, I was promoted to Deputy Director for Operations. In this role, I oversaw the operations of the entire agency and was tasked by the Director to serve as the lead on a myriad of priority projects including the 11th Street Bridges Reconstruction and DDOT's construction projects funded with federal stimulus dollars.

Before joining DDOT, I served as the Bureau Chief of Transportation, Engineering and Operations with the Arlington County Transportation Department, a position I held for eight years. Prior to my tenure in Arlington, I held leadership positions in both Fayetteville and Greensboro, North Carolina. During my time in Greensboro, I took part in the creation of the Greensboro Transit Authority and worked

extensively on the Greensboro Long Range Transportation Plan that was comprised of an assortment of transportation initiatives including the Outer Loop, rail and trail projects.

More specifically, I have worked extensively in the ITS field, serving on various Institute of Traffic Engineers (ITE) committees over the years. I have served in various roles for the North Carolina Section of ITE and became the President of the section. My experience also includes participation in the Eno Transportation Foundation's international travel to middle size European Cities to examine light rail projects. Currently, I serve on the Dwight David Eisenhower HBCU Transportation Fellowship Board for North Carolina A&T State University and have since been recognized by ITE, APWA, APTA, NFPBA and other professional organizations for my work in transportation over the last thirty years.

In terms of formal education, I hold a Bachelor of Arts Degree in Political Science from North Carolina A&T State University, a Master of Urban Studies and Community and Regional Planning Design Degree from Iowa State University, and an Executive Certificate from Penn State's Executive Management Program for Transportation and Highway Engineers. I have also completed the Certified Public Managers Program through George Washington University and the Washington Council of Governments.

Vision for DDOT

We have tremendous talent at DDOT and a dedicated workforce of over 900 employees. Their hard work each and every day makes this agency stand out as a model for the type of 21st century service that government agencies can and should deliver. "DDOT Delivers" is our motto and we take pride in backing it up with action and measurable results.

DDOT has already established a reputation for innovation and progressive transportation initiatives. I want to assure our residents that we will continue to lead and look for new and better ways to move people around the District. We will continue to expand our bicycle infrastructure and our trail network; continue to expand our wildly successful Capital Bikeshare system; continue to launch more initiatives including LED streetlights and green alleys that create green jobs; and continue to plan and construct the DC Streetcar system. Mayor Gray has made his commitment clear and I share his vision for the District's transportation future.

At the same time, it is important we don't neglect consistently providing critical services that residents depend on. I want to make sure we focus on our "core business" of promptly responding to service requests, filling potholes on time, maintaining our roads and sidewalks, planting trees, clearing snow, keeping traffic moving and ensuring the safe passage of pedestrians and cyclists. These are the things that make us stand out on a daily basis because, at the foundation of it all, we are a service agency.

Because Washington is a city of mature neighborhoods and districts, it is important that we adopt an innovative approach in exploring how our existing transportation infrastructure, combined with strategic investments in a variety of multimodal solutions, will keep Washington, D.C. moving. The key to this innovative analysis is the recognition that mobility and livability depend on multimodal transportation solutions. In other words, a viable urban system must incorporate a range of options for daily travel, including transit, bicycles, walking and automobiles.

I also would like to make clear that I recognize the fiscal realities of both the District and federal government. I have made it my mission to work with staff to manage projects with an eye toward efficiencies and cost savings to ensure that we maximize the biggest possible value for residents. I take the responsibility of fiscal stewardship seriously, and I am committed to working with the Council to continue to deliver high quality projects and services with fewer resources.

The Mayor has directed me to not only deliver high quality projects for residents, but also to connect residents with employment opportunities provided by DDOT projects. When permissible, DDOT will improve its outreach to local firms and coordinate with local employment agencies such as DSLBD and DOES to help ensure that District residents can benefit from the transportation investments being made in their community.

Conclusion

I believe that DDOT can and will inspire the confidence of the Council and our residents to make investments that will shape the future of our city. There's no doubt DDOT is on the move – I am extremely proud of what our staff has already accomplished and I want to ensure we are in great shape as an agency to reach our goals. I look forward to working with all stakeholders to improve and expand our transportation system in the coming years. I want to thank all of the participants here again for this

opportunity and I look forward to working with you as we move forward with our initiatives, our visions and the ongoing progression of DDOT.

5 A PROPOSED RESOLUTION
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8
9

10 IN THE COUNCIL OF THE DISTRICT OF COLUMBIA
11
12
13
14

15 To confirm the appointment of Mr. Terry L. Bellamy as the Director of the District
16 Department of Transportation.
17

18 RESOLVED, BY THE COUNCIL OF THE DISTRICT OF COLUMBIA, that
19 this resolution may be cited as the "Director of the District Department of Transportation
20 Terry L. Bellamy Confirmation Resolution of 2011".
21

22 Sec. 2. The Council of the District of Columbia confirms the appointment of:
23

24 Mr. Terry L. Bellamy
25 100 I St. S.E., Apt. 714
26 Washington, D.C. 20003
27 Ward 6
28

29 as the Director of the District Department of Transportation, established by section 2 of
30 the Department of Transportation Establishment Act of 2002, effective May 21, 2002
31 (D.C. Law 14-137; D.C. Official Code § 50-921.01), and in accordance with section 2 of
32 the Confirmation Act of 1978, effective March 3, 1979 (D.C. Law 2-142; D.C. Official
33 Code 1-523.01), to serve at the pleasure of the Mayor.

34 Sec. 3. The Secretary of the Council of the District of Columbia shall transmit a
35 copy of this resolution, upon its adoption, each to the nominee and to the Mayor.

36 Sec. 4. This resolution shall take effect immediately.