

T&E COMMITTEE # 1&2
May 2, 2006

CORRECTED

MEMORANDUM

May 1, 2006

TO: Transportation and Environment Committee

FROM: ⁶⁰ Glenn Orlin, Deputy Council Staff Director

SUBJECT: FY07-12 Capital Improvements Program: Intersection and Spot Improvements, Annual Bikeway Program, Glenmont Metro Garage, and State Roads Participation projects; FY07 Operating Budget: remaining transportation issues; resolution on transportation fees, charges, and fares

I. FY07-12 Capital Improvements Program: remaining projects and follow-up

1. Intersection and Spot Improvements. On April 26 the Council received a request from the Department of Public Works and Transportation (DPWT) for funding of an improvement at the intersection of Bonifant Street and Georgia Avenue in Silver Spring (©100-101). The improvement would add a second lane on eastbound Bonifant Street approaching Georgia Avenue, which would allow buses leaving the Silver Spring Metro bus terminal heading north and south on Georgia Avenue to stack in separate lanes. Without this improvement buses leaving the terminal will be hindered significantly, affecting travel times and schedule reliability.

The improvement would cost \$630,000 and can be completed in FY07, in concert with the schedule for the Silver Spring Transit Center project. It would be funded with G.O. Bonds.

Council staff recommendation: Concur with DPWT; approve the revised project description form (PDF) on ©102.

2. Annual Bikeway Program. At the Council's March 21 worksession on the transportation capital program, some Councilmembers asked representatives from bicycling advocacy groups to provide backup for their request to raise the funding for this project to \$1,000,000 annually. The project currently is proposed to be funded at \$445,000 in FY07, \$450,000 in FY08, and \$295,000/year from FY09-on. Of the funds in FY07 and FY08,

\$160,000 each year is for the planning of design of projects that might be funded in the later years.

The Washington Area Bicyclist Association (WABA) and Montgomery Bicycle Advocates (MoBike) have transmitted this backup (©103-104C), as well as further requests for the Operating Budget (addressed later in this packet). Of their CIP recommendations on ©103-104, the as-yet unfunded requests include the following annual amounts: \$100,000 to improve bikeway signage, \$100,000 to fund a second bikeway specialist for DPWT, and \$350,000 for certain specific capital projects. Projects in this last category they recommend for FYs07-08 are:

- Adding bike-able shoulders to Columbia Pike (\$200,000-300,000)
- Building missing parts of the North Bethesda Trolley Trail (\$160,000)
- Building a section of the Connecticut Avenue bike path (\$60,000)
- Creating bike-able shoulders on Cherry Hill Road (\$50,000)
- Improving the shoulders on Fieldcrest Road (\$100,000-200,000)

These would all be useful endeavors. The Committee should decide whether it can afford to add further to the Executive's initial recommendation of \$295,000 annually for this project.

3. **Glenmont Metro Garage.** The Council's and Executive's top-ranked unfunded State transportation priority is a second garage at the Glenmont Metro Station. The Council has already programmed \$3.8 million for the project, although these funds have not yet been appropriated. There are two options:

- Build a 5-story, 930-space garage over the bus loop adjacent to the existing garage on the east side of Georgia Avenue; relocating the bus loop to the site of the east-side kiss-and-ride lot; and expanding the west-side kiss-and-ride lot to accommodate 91 spaces. Estimated cost: \$21.3 million (©105).
- Build a 6-story 1,200-space garage over the west-side kiss-and-ride lot on the so-called WMATA Triangle parcel; the east-side facilities would remain unchanged. Estimated cost: \$18.7 million (©106).

The favored site for the relocation of Kensington Fire Station #18 (the Glenmont volunteer fire station at the southeast corner of Georgia Avenue and Randolph Road which must be moved for the planned interchange there) is adjacent to the west-side garage site. It could be relocated regardless of the garage option, although there would be some shared cost savings if the west-side garage option were selected.

Beyond the \$3.8 million already programmed, \$1.6 million of State aid has been programmed and spent on planning. The garage would be funded primarily from about \$9.4 million in bond proceeds and cash from the parking surcharge currently in effect at Montgomery's Metro stations. Thus a total of about \$14.8 million is estimated to be available for the garage, and so the funding gap is \$3.9 million for the west-side option and \$6.5 million for the east-side option. Councilmembers Floreen and Silverman recommend funding the gap with revenue bonds backed by Liquor Fund proceeds (©147-148). If the Floreen/Silverman

is not approved, the gap funding could be provided by G.O. Bonds or Current Revenue in FY08. The garage could be under construction by next winter and be completed by the summer of 2008. PDFs for the east-side and west-side options are on ©107 and ©108, respectively.

WMATA held a public forum and hearing on this matter on April 26, at which there were 20 speakers. Testimony in favor of the west-side option was presented by the Mid-County Regional Services Center (©109), DPWT (©110-114), the Department of Fire and Rescue (©115), the Kensington Volunteer Fire Department, Winding Orchard Civic Association, and Privacy World. Their arguments are that the west-side garage would create more new spaces and at a lower cost than the east-side option (\$15,578/space on the west side versus \$22,933/space on the east side), that the co-location with the relocated fire station would produce cost efficiencies for both, and that there would be less disruption to transit patrons during construction.

The Glenmont Civic Association opposes both garage options, and especially the west-side option (©116-118). GCA believes a west-side garage to be incompatible with the surrounding community of single-family homes, both in terms of its use and its height. GCA also argues that a west-side garage would be inconsistent with the Glenmont Sector Plan (1997), which calls for the WMATA Triangle to be developed with townhouses and community facilities. The Washington Regional Network for Livable Communities concurs with GCA's position, advocating as alternatives the planned Georgia Avenue Busway and more innovative pricing practices for the existing garage (©119-125). The Georgia Avenue Baptist Church advocates the east-side option. Several individuals testified for either the west-side, east-side, or 'no build' option.

The Planning Board reviewed this matter on April 27 and unanimously recommends the east-side option, noting that a future parking structure on the west-side as well need not be ruled out if it were part of a mixed-use development that endorses Smart Growth principles. The Planning Board staff also supports the east-side option, due to its concerns for community compatibility and consistency with the Glenmont Sector Plan (©126-136).

Council staff recommendation: Approve the west-side option, as shown on ©108. This is a close call. The west-side option is significantly less expensive and provides more accessibility to the Glenmont Metro Station, particularly for those commuters for which bus access is not an option. On the other hand, the potential community impact issues are compelling.

For Council staff, two points suggest choosing the west-side option. First of all, the relocation of the fire station to the WMATA Triangle—also not envisioned in the Sector Plan, but not specifically ruled out, either—will introduce a clearly non-residential use on the property; this will reduce the potential for a townhouse development there. Secondly, not only does the Sector Plan recommend zoning the WMATA Triangle for up to 15 townhouses/acre (RT-15, see Area 5 on ©137), it recommends re-zoning the single-family detached homes around it to RT-15 as well (see Areas 4a and 4b on ©137, and the Sector Plan's recommendations for the Georgia Avenue West neighborhood on ©138-141). The Community-Based Planning staff believe that a six-story garage would be incompatible with either adjacent single-family detached homes or planned townhouses (©133). Council staff agrees with the former but not the latter: a set of

townhouses on Urbana Drive, Holdridge Road, and Denley Road wrapping around the WMATA Triangle would be an appropriate stepping down of density and height from the Triangle to the single-family neighborhood which would remain at R-60 beyond the planned townhouses.

Finally, it should be noted that the Georgia Avenue Busway and a second Glenmont Metro garage are not mutually exclusive alternatives: both are included in the Council's 10-Year Transportation Plan. The busway would serve only a small component of commuters heading for the Glenmont Metro Station. As a terminal station, it draws commuters from a wide arc stretching from Aspen Hill and Olney east to the Layhill Road and New Hampshire Avenue corridors. The busway would have been a means to postpone the need for a second garage for a few years, at least; Council staff argued this very point several years ago when the Executive Branch requested the State to program preliminary design funding for the Metro garage. Since then, however, while the second garage is ready to proceed to final design and construction within a year, the Georgia Avenue Busway is no closer to implementation than it was several years ago. So the only action that can significantly improve access to the Glenmont Metro Station in the near term is to construct a second garage.

4. State Roads Participation. In the 1980s, at a time when the State was short of revenue and the County was experiencing severe traffic congestion, the County committed substantial funding to accelerate the improvements of several State Highway Administration projects: widening or building new State roads. Examples included: widening Georgia Avenue from Norbeck Road to Olney; building Midcounty Highway (and later widening it) from Shady Grove Road to Montgomery Village Avenue; building Key West Avenue; building Norbeck Road Extended; and relocating MD 118 in Germantown. Some of these projects were not completed until well into the 1990s. For more than 15 years, however, the County has purposefully not spent its funds on State transportation projects, concentrating on its own transportation responsibilities. There have been few exceptions: required matches for noise walls and Enhancement Fund projects, and a few intersection improvements.

Given the long list of unfunded State transportation priorities—noted in the most recent Council/Executive letter transmitting State transportation priorities (©142-144)—the Committee decided this past February that it was time to revisit this policy. State road projects arguably provide more benefit than a collection of smaller County projects because, generally speaking, State highways carry the most traffic and sustain the most congestion. State transit projects, including those for the Metro system (which, in Maryland, are the fiscal responsibility of the Maryland Department of Transportation) are also the most significant in promoting transit use. For the past few years MDOT has been accelerating transportation projects in jurisdictions where the local government commits a share of the cost. This has occurred frequently for projects in Howard and Frederick Counties, and elsewhere (©145).

The other advantage of funding several State projects is that, with funding, many would go to construction within a year or two. The following table shows the amount of funding that is needed to supplement MDOT's Consolidated Transportation Program (its six-year capital program) to keep the County's highest priority projects on their respective production schedules. The Bethesda Metro south entrance can be a stand-alone project, but it is also part of the Bi-County Transitway (Purple Line) that is one of the four State projects of "statewide and regional

significance” that are unfunded (see ©142). The MD 355/Montrose interchange is funded by the State, but has a two-year gap between the end of land acquisition and the start of construction (see ©142); in the table the funding need is displayed as a \$21,237,000 shortfall in FYs08-10 with a equivalent payback in FYs11-12. The Silver Spring Transit Center is a County project, but the State aid needed to match the recent federal authorization is \$5,631,000, and it is needed by FY08. The remaining projects in the table are the top-ranked County priorities (in descending order) for unfunded State transportation projects that are wholly in Montgomery County:

Funds Needed for State Transportation Projects in Montgomery County, by Year (\$000)

Project	FY07	FY08	FY09	FY10	FY11	FY12	Notes
Bethesda Metro south entrance	5000	22500	22500	0	0	0	design in 07
MD 355/Montrose interchange	0	9500	9500	2237	-10612	-10625	
Silver Spring Transit Center	0	5631	0	0	0	0	
Glenmont Metro Garage	0	3916	0	0	0	0	west-side option
Georgia/Randolph interchange	8239	18879	10640	10640	0	0	r/w in 07
I-270/Watkins Mill interchange	2400	24597	33500	21655	21654	0	design in 07
Woodfield Road widening	4995	16570	11799	11799	0	0	r/w in 07
Brookeville Bypass	1300	2633	5322	7000	2660	0	design in 07
Georgia/Norbeck interchange	29478	25408	21376	0	0	0	r/w & const. in 07
Clopper Road widening	4534	18663	16903	603	0	0	r/w in 07

Subsequent to the Committee’s discussion about contributing funds to accelerate State transportation projects, in mid-March the Executive proposed a new \$80 million State Roads Participation project to do just that. The funds became available due to his March recommendation to fund the Board of Education’s CIP request in the amounts the BOE requested for each year. This required \$80 million more in the first three years of the CIP, but it released the need for \$80 million in the last three. Therefore, his recommendation is to fund \$10 million in FY10, \$20 million in FY11, and \$50 million in FY12 (©146). The Executive’s recommendation was an important step in the direction set by the Committee, but, by itself, it would do little to advance State projects, since the first funds would not be available for four more years, and the bulk of it would not be available until six years from now.

Last week Councilmembers Silverman and Floreen proposed supplementing the Executive’s proposal by another \$80 million, all of which would be programmed in the *first* three years of the CIP (©147-148). This would be done by issuing two equal sets of revenue bonds (\$40 million each in FY07 and FY08) backed by proceeds from the Liquor Fund. The cost from the General Fund to re-pay the Liquor Fund would be about \$1.1 million in FY07, \$3.87 million in FY08, and \$5.7 million per year subsequently through FY27. (They also proposed \$2 million for the FY07 Operating Budget for transit; this is discussed later.) The projects that would be candidates for funding are those listed in the table above. Based to an Attorney General’s opinion, only the County Executive can direct the use of Liquor Fund proceeds. The Executive has endorsed Councilmember Floreen’s and Silverman’s approach (©151).

In their proposal they suggest that—with the exception of the Glenmont Metro Garage—none of these funds would be appropriated until there was a cost-sharing agreement with the State. However, the Council should consider appropriating more of these funds. First of all, the

State's budget is already fixed for FY07; therefore, if the objective is to accelerate some State projects, a full year would be lost for several projects if the Council waited until the State settled on its FY08 budget. Secondly, the amounts needed to keep some of these projects on their construction schedule are relatively small, so the risk of advance funding—even without a funding commitment from the State to finish the project—is outweighed by the potential to finish some of these projects a year sooner.

Council staff recommendation: Approve the PDF on ©152, which makes the following revisions to the Executive's proposed PDF:

- **Change the project name to State Transportation Participation, and note that funding is for both State and WMATA projects.** This recognizes that the funds could be used to accelerate roads, transit, or any other type of State transportation project that is a County priority, including WMATA projects (which are the State's responsibility).
- **Note that projects eligible for funding are from the most recent joint priority letter signed by the Council and Executive.** The proposed PDF notes that the projects are drawn from the November 2005 letter, which is the most current letter. However, future Councils and Executives undoubtedly will want to update the priorities periodically, and this funding program should reflect the most recent set of priorities.
- **Program an additional \$76,084,000 in the first three years.** The \$3,916,000 balance of the added \$80 million would be programmed in the Glenmont Metro Garage PDF. (This assumes the Council selects the west-side option. Opting for the east-side garage would require \$6,570,000 of these funds, leaving \$73,430,000 to be programmed in this project in the first three years.)
- **Appropriate \$5,000,000 to WMATA for the design of the Bethesda Metro southern entrance, \$8,239,000 to MDOT for land acquisition and utility relocation for the Georgia Avenue/Randolph Road interchange, and \$2,400,000 to MDOT for the design of the I-270/Watkins Mill Road interchange.** This would commit \$15,639,000 in FY07 for the highest priority projects that need funding in FY07 to keep them from falling behind. The proposed \$5 million for the Bethesda Metro southern entrance has received an outpouring of support during the past couple of weeks; it has been endorsed by a diverse coalition (see ©153-154), and the Council has received over 250 pieces of correspondence in support the project and the appropriation during the past two weeks.

II. FY07 Operating Budget: transit initiatives

1. 'Free Wheeling Days'. Councilmembers Floreen and Silverman have proposed two additional transit initiatives, costing a total of about \$2 million. One is a six-month 'Free Wheeling Days' promotion, allowing free rides on five specific Metrobus routes and 20 particular Ride On routes from September 2006 through February 2007 (©149-150). The routes selected for the proposal are those that will have some excess capacity once the planned service augmentation is in place (as of Labor Day weekend); therefore, the added riders that could be expected to be drawn to the system should not cause overcrowding. The net cost of the proposal

is \$1,003,300: an appropriation of \$513,580 (\$313,580 to reimburse WMATA for its lost fares and \$200,000 for marketing and a follow-up survey), and \$489,720 in lost Ride On fares.

This would be the third such promotion within the past few years. The last promotion was held for a three-month period in 2005. The survey evaluating that promotion reported that 24% of those using the free service were new riders or increased their use of Ride On; total ridership on the routes increased by about 11%, about half of which continued to ride once the promotion was discontinued.

2. Commuter subsidy programs in high congestion areas. The second proposal from Councilmembers Silverman and Floreen is to increase the budget for the Fare Share, Super Fare Share, and related programs by \$1 million in FY07 to encourage the number of employees in the County's business districts to use transit (©149). One way would be to increase the limit of the County's subsidy to recognize the IRS's non-taxable limit of \$105/per month for transit subsidies. For example, under Super Fare Share, the County currently provides a \$64/month for an employee for the first of 5 years and up to \$32.50/month in four subsequent years if the employer provides \$1/month in the first year and \$32.50/month in the remaining four years. But since the IRS limit is now \$105/month, the County could raise both the first-year and subsequent-year subsidies to entice more commuters into transit. The Super Fare Share program is restricted to Transportation Management Districts: Bethesda, Friendship Heights, North Bethesda, and Silver Spring. But the additional funds could be made available to workers in Wheaton and other business districts for related programs.

3. Free off-peak bus service for seniors and persons with disabilities. A proposal from Councilmember Andrews is to allow seniors and the disabled to ride free on Ride On and Metrobus mid-day on weekdays, between the end of the morning rush period and the start of the evening rush period (©155). The purpose is to provide free accessibility to locations frequented by these groups, especially to senior centers, doctors' offices, and libraries. It would have a secondary benefit of encouraging some existing senior or disabled patrons to ride in the off-peak rather than the peak, mitigating a bit of the overcrowding that exists on some routes during rush hours. The cost of these free rides is \$125,000 for Ride On (lost revenue) and \$125,000 for Metrobus (for which an appropriation is necessary).

Councilmember Andrews' proposal is supported by the Commission on Aging (©156) and the Chinese American Senior Service Association (©157-158). The Commission on People with Disabilities supports expanding this proposal to all off-peak periods, including weeknights and weekends (©159). DPWT estimates that this latter proposal would result in \$250,000 in lost revenue for Ride On and a \$250,000 appropriation for Metrobus to replace its lost revenue.

4. Other possible transit initiatives. If there is interest in enhancing the transit program in FY07, there are other possibilities to consider in addition to those mentioned above:

- a. *Increase peak period frequency on selected Metrobus routes.* The service augmentation funds recommended by the Executive are only for Ride On routes, not for Metrobus routes. The cost in FY07 of increasing the frequency of three Metrobus routes (starting in September) would be \$384,000.

- b. *Add marketing for the Silver Spring and Friendship Heights TMDs.* These are the two TMDs currently operated directly by the County; their marketing personnel are short-staffed compared to the resources provided to Bethesda Transportation Solutions in Bethesda and the Transportation Action Partnership in North Bethesda. One additional, full-time workyear for both TMDs would cost \$75,000.
- c. *Add staffing for the Friendship Heights commuter store.* This commuter store will be opening next year (the space provided as a condition of development approval) but there are not sufficient personnel available to staff it. A contractual amount of \$25,000 would be sufficient in FY07.
- d. *Car-sharing.* This would use car-sharing membership and payment of some initial rental fees as an incentive/bonus for participating in the Fare Share and Super Fare Share programs. The County would provide up to \$50/employee/year for those participating in these programs. This incentive could be provided to 200 employees in each of the four TMDs—plus another 200 in County-wide service areas—on a first-come, first-served basis. Car-sharing promotes reduction in auto ownership and encourages commuters to use transit to work, because they can use a car-sharing vehicle for errands/meetings instead of driving their own car to work. The annual cost would be \$50,000.

5. **Summary.** A table summarizing each of these options is displayed below. All would be a draw on Mass Transit Fund resources, resulting in lost revenue and/or requiring an appropriation. Some are one-time expenditures, while others likely would be continued into FY08 and beyond.

Proposal	Appropriation	Lost Revenue	Net Cost	One time?
Free Wheeling Days	\$513,580	\$489,720	\$1,003,300	yes
Commuter subsidy programs	\$1,000,000	0	\$1,000,000	no
Free bus service for seniors/disabled during mid-day weekdays	\$125,000	\$125,000	\$250,000	Not likely
Above, plus weeknights & weekends	\$250,000	\$250,000	\$500,000	Not likely
More frequent Metrobus on 3 routes	\$384,000	0	\$384,000	Not likely
Marketing for SS and FH TMDs	\$75,000	0	\$75,000	No
Staffing Friendship Heights store	\$25,000	0	\$25,000	Not likely
Car-sharing	\$50,000	0	\$50,000	Not likely

Any of these programs selected by the Committee should be placed on the Reconciliation List.

III. Resolution setting transportation fees, charges, and fares

1. **TMD fees and related expenditures.** With the enactment of Bill 16-04, as of July 22, 2004 all fees, charges, and fares for any transportation or transportation-related service or product provided by the Department of Public Works and Transportation must be set by Council resolution adopted after a public hearing and approved by the Executive, unless any law expressly requires a different process. If the Executive disapproves a resolution within 10 days

after it is adopted and the Council readopts it by a vote of six Councilmembers, or if the Executive does not act within 10 days after the Council adopts it, the resolution takes effect.

The fees, charges, and fares currently in effect are those in Council Resolution 15-1326 adopted on February 7, 2006 and approved by the County Executive on February 17, 2006. Resolution 15-1326 with some proposed changes is attached (©160-166):

- The County Executive proposes raising the price of the Ride On 20-trip ticket by \$2, from \$18 to \$20 (effective January 2007), and raising the fare for Twinbrook (Route 93) and Rock Spring (Route 96) shuttles by 10 cents, from 25 cents to 35 cents.
- Councilmember Andrews proposes allowing seniors and disabled persons to ride free on Ride On during mid-day hours on weekdays.
- Council staff proposes establishing an annual fee in the Bethesda, Friendship Heights, North Bethesda, and Silver Spring Transportation Management Districts (TMDs) of \$0.10/square foot of gross floor area (GFA) for: (1) commercial space occupied before July 1, 2006 where participation in the TMD was a condition of subdivision or optional method approval; and (2) commercial space first occupied on or after July 1, 2006.
- Council staff proposes a few other technical changes to reflect current practice, such as free fares on Ride On during Code Red days and for the Kids Ride Free Program.

A public hearing on these proposals was held on April 27. Other than the proposal by Councilmember Andrews (reviewed earlier in this memo), all of the correspondence has been with regard to the proposal to establish TMD fees on some existing and all new commercial development: from the Bethesda-Chevy Chase Chamber of Commerce (©167-168), Bethesda Transportation Solutions (©169), the Friendship Heights Village Civic Association (©170-171), the Transportation Action Partnership (©172-173), representatives of the Elizabethan Court development in North Bethesda (©174-175), and the representatives of the Easter Seals development in Silver Spring (©176-177).

Earlier this year the Council unanimously approved Bill 36-05. It changed the procedure to allow the Council to set Transportation Management Fees by resolution adopted after a public hearing. This resolution has the force of law if the County Executive: (1) approves the resolution; (2) disapproves the resolution within 10 days after it is adopted and the Council readopts it by a vote of at least 6 members; or (3) does not act within 10 days after it is adopted.

The bill also repealed a provision that capped the fee at 10 cents per square foot of gross floor area (GFA) or an equivalent amount (if the fee is assessed on some other basis, total revenues generated must not exceed the amount that would have been collected district-wide if the rate were 10 cents/sf). The rate of the fee on new development that was effective in the North Bethesda TMD from 1995-1999 was 10 cents/sf for non-residential development and \$60/unit for multi-family residences. This is the only fee that had ever been set by the County Executive, although during that period there was no new development, so no fees were collected. As a point of reference, according to the consumer price index for the Washington/Baltimore region, the rate proposed now is about 27% less in real dollars than the rate set in 1995.

The correspondence and testimony raise several issues, to which responses are provided below:

Use of the fee revenue. Any revenue collected from a TMD fee may be used only for TMD-related activities in the TMD from which the revenue is generated. There is no language in Bill 36-05 preventing the Council from using TMD fee revenue to supplant revenue from the Mass Transit Fund (such as the countywide Mass Transit property tax), but the legislative history of Bill 36-05 suggests that it was the intent of the Council to use TMD fee revenue to supplement TMD budgets.

However, the baseline for this comparison is key. The transportation management organizations want the Executive's recommended budget to be the baseline: any TMD revenue should be used only to enhance the programs beyond what the Executive has recommended. Certainly this is a choice the Council can make. However, Council staff believes that the FY06 Approved Operating Budget should be the baseline. One of the rationales for Bill 36-05 was that the Council would indeed set such fees, and that the revenue would contribute to the cost of TMD activities, rather than placing the entire burden on the countywide property tax and grants. The increase between the aggregate Approved FY06 Budget versus the Recommended FY07 Budget is \$79,570.

Term of the fee. The prior fee in North Bethesda had a four-year term which had the possibility of being renewed, but wasn't. Given that the proposed fees are part of a resolution that is reviewed annually, the effect is that these fees have a one-year term, with the possibility of being renewed, eliminated, or changed each year.

Administrative issues. The main issue here is how the fee would be collected, and at what cost. Given the current proposal, at most only 30 entities would be billed in FY07. While this does require some additional work by the Executive Branch, Council staff does not believe this is a large enough effort to warrant budgeting additional personnel or operating expense for it. If the fees were expanded to all existing development, however—even if it were merely all existing commercial development—then that would be another matter entirely.

A further concern is what fee would be paid by a new commercial development coming on line during FY07. Considering that it would not be occupied the full year, it would be unfair to charge a full-year's fee. **Council staff recommends charging a fee of 2.5 cents/sf GFA for each full quarter in FY07 after a use and occupancy permit has been issued.** If the Council agrees, this provision should be included explicitly in the resolution.

How will GFA be determined? The fee could differ depending on the definition. **Council staff recommends using the GFA definition in the Development Impact Tax Law (Section 52-47), and including this reference in the resolution.** This section reads:

Gross floor area means the sum of the gross horizontal area of the several floors of a building or a structure measured from the exterior faces of the exterior walls or from the center line of party walls. In a covered but unenclosed area, such as a set of gasoline

pumps or a drive-through area, gross floor area means the covered area. Gross floor area does not include:

- (1) basement or attic areas with a headroom of less than 7 feet 6 inches;
- (2) areas devoted to unenclosed mechanical, heating, air conditioning, or ventilating equipment;
- (3) parking structures; or
- (4) accessory structures to a residential building [not applicable here, since the GFA definition would apply only to commercial property].

Who should pay the fee? The resolution introduced on April 4 proposes that, in all four TMDs, the following should pay: (1) all commercial space occupied on or after July 1, 2006; and (2) commercial space occupied before July 1, 2006 where *participation* in the TMD was a condition of subdivision or optional method approval (*emphasis mine*). Many have questions have been raised about what *participation* means.

Some developments were approved with the provision that the development *must pay* a TMD fee if and when such a fee was implemented. This is the most conservative interpretation. Other developments were approved with the provision that it must participate with the TMD. A corollary in Silver Spring is that certain developments *must coordinate* with County Transportation System Management.

M-NCPPC staff reviewed all the development agreements in the TMDs (including the proposed TMD in Shady Grove) and prepared the table on ©178-180 describing those developments that could potentially pay a fee, depending on the definition of who should pay. Using the proposed 10 cents/sf GFA rate for commercial properties, and applying the rate only to developments with agreements requiring 'payment,' 'participation,' or 'cooperation' yields the following revenue estimates (the range in the North Bethesda TMD is due to the fact that at this time only part of the Fishers Place development is occupied; the rest is under construction.):

Anticipated TMD Fee Revenue on Existing Development with Agreements

TMD	Only 'must pay'	Must pay, participate, or coordinate
Bethesda	\$138,330	\$165,450
Friendship Heights	\$25,000	\$25,000
North Bethesda	\$47,700-119,220	\$248,210-319,710
Silver Spring	\$0	\$143,240

The table does not include revenue from new development that will be occupied during FY07. It is difficult to predict precisely when these new developments will come on line.

Representatives of the Easter Seals development argue that it should be exempt primarily because of its status as a non-profit.

Council staff recommends applying the fee commercial space occupied before July 1, 2006 where payment of a fee, participation in the TMD, or coordination in transportation demand activities was a condition of subdivision or optional method approval, as well as for all new commercial space occupied on or after July 1, 2006. The Council would be drawing a distinction between those developments for which transportation demand management was an explicit condition of approval versus for which such a condition was not deemed necessary for approval. Whether the development is for-profit or not-for-profit should not be a distinction recognized in assessing a fee.

For what will the TMD fee revenue be spent? Over the past month Council staff coordinated with directors of BTS, TAP, and DPWT's Commuter Services on how much revenue the proposed fees might generate and how might the revenue be used in FY07, and also met with three of the four TMD advisory committees, offering them the opportunity to weigh in with specific spending proposals. The Bethesda and North Bethesda TMD Advisory Committees, which are primarily representatives of their respective business communities, opted not to make specific spending proposals at this time, but instead state that if TMD fees are levied, they would like the opportunity to develop their ideas later (see ©169 and ©172). At the same time, the B-CC Chamber and the representatives of Elizabethan Court in North Bethesda criticize the proposal precisely *because* no specific spending proposals have been identified. So, with regard to identifying specific programs to be funded, it's damned if you do and damned if you don't.

Some of the programs identified in the section on transit initiatives (above) in fact could be funded with TMD fees: increases in Super Fare Share and Fare Share, additional staffing for marketing in the Silver Spring and Friendship Heights, staffing for the Friendship Heights commuter store, the car-sharing initiative, and even the cost of selected Free Wheeling Days routes. However, Council staff agrees with the TMD Advisory Committees that it should have an additional opportunity to suggest resources if the Council chooses to levy these fees.

Council staff recommendations:

- **Assume \$581,900 in TMD fee revenue in the Mass Transit Fund for FY07—\$165,450 in Bethesda, \$25,000 in Friendship Heights, \$248,210 in North Bethesda, and \$143,240 in Silver Spring. These figures represent the low end of the range for fees on existing development where payment of a fee or participation or coordination with transportation management was a development condition. It does not depend on any particular revenue from new development coming on line during FY07.**
- **Budget the \$79,570 increase proposed by the Executive with from this increase in fees, and not with the Mass Transit Tax.**
- **Budget other TMD transit initiatives (in the section above) to the extent possible with this fee revenue, and not with the Mass Transit Tax (Reconciliation List).**
- **To the degree that there are 'unclaimed' TMD revenue—including revenue that may be paid on new development during FY07—encourage the TMD Advisory Committees to work with DPWT in funding other initiatives later in FY07.**

2. *Parking permits for townhouses in Parking Districts.* Although the zoning code requires a minimum amount of parking for residences, those living in townhouses within the PLDs often have parking needs greater than the minimum, yet there is not unpaid, on-street parking available to them. Often they try to park in adjacent neighborhoods, but that is inconvenient, a nuisance to residents of the adjacent neighborhood, and is even illegal if there is a residential parking district in place.

Council staff recommends a new parking permit for each of the districts that would allow a townhouse resident to park in anylong-term meter in the home district's lots, garages, or metered on-street spaces. The cost would be \$2/month.

IV. FY07 Operating Budget: bike trail initiatives

1. *Georgetown Branch Interim Trail.* In response to a concern raised by the Coalition for the Capital Crescent Trail (CCCT), Councilmember Floreen requested the Executive to include funding to provide a longer lasting surface for the Georgetown Branch Interim Trail, which has experienced significant deterioration due to stormwater runoff. This is a delicate issue. On one hand, the County has been very careful not to provide permanent improvements to this interim trail that could trigger a "4(f) problem" for the Purple Line—even the deck installed across the Rock Creek trestle a few years ago can be re-used elsewhere when the Purple Line is built. On the other hand, the damage to the interim trail's surface is a real nuisance for bikers, and re-grading and adding crushed stone to the trail consumes much of this portion of the budget annually.

At Council staff's request, representatives of CCCT and the Coalition for the Inner Purple Line agreed to work together to develop a mutually acceptable solution. They worked with M-NCPPC's trail planner, Marian Elsasser, who has expertise in these types of trails, and with Gail Tait-Nouri, DPWT's bikeway planner. The result was a proposal described on ©181-182.

Subsequently, DPWT's Division of Operations staff field-walked the area and developed a slightly different proposal:

- \$100,000 for to clean out the drainage structures, re-grade, add materials and re-compact the trail. This work could be done by the maintenance section and will take approximately two weeks to perform.
- \$100,000 for an extensive drainage study to determine if funding would be necessary in FY08 to design or construct improvements to the drainage structures. The proposed repair to the trail could be destroyed by the amount of water moving across it. The existing drainage structures are old and not large enough to handle the flow. If the Purple Line proceeds to final design in FY08, the results of the drainage study could be turned over to the State to help it in its design of this portion of the right-of-way.

Council staff recommendation: Approve \$200,000 to implement DPWT's proposal (operating expense on the Reconciliation List).

2. Trail maintenance budget. The current and proposed budget to maintain DPWT's hiker-biker trails is \$50,000. MoBike advocates increasing this budget to \$150,000 based on its analysis of trail maintenance needs (©183-184). However, if the Council approves the funds for the Georgetown Branch Interim Trail, this request could be reduced somewhat.

Council staff recommendation: Increase the trail maintenance budget by \$50,000, to \$100,000 (add \$50,000 in operating expense on the Reconciliation List).

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DEPARTMENT OF PUBLIC WORKS
AND TRANSPORTATION

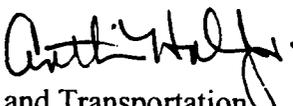
MEMORANDUM

Douglas M. Duncan
County Executive

Arthur Holmes, Jr.
Director

April 26, 2006

TO: George H. Leventhal, President
Montgomery County Council

FROM: Arthur Holmes, Jr., Director 
Department of Public Works and Transportation

SUBJECT: Bonifant Road Intersection with Georgia Avenue
Intersection and Spot Improvements Project No. 507017

The Department of Public Works and Transportation is currently working on multiple projects within the boundary of the Central Business District (CBD) in Silver Spring. During a recent review of programs in the CBD, staff identified a critical need which had not been previously identified and placed within a project. That need is to address the Bonifant Road intersection with Georgia Avenue. Recent and pending new development has contributed to the need to improve this intersection.

Currently, Bonifant Road at Georgia Avenue consists of two lanes. One lane receives traffic from north and southbound Georgia Avenue, allowing cars to travel westbound on Bonifant Road, and the other lane allows right and left turns onto Georgia Avenue from eastbound Bonifant.

During the Division of Capital Development (DCD) review of the street signal operation with the Division of Operations and Ride-On bus route review with the Division of Transit Services, it became apparent that with new development and roadway changes in the CBD, the intersection of Bonifant Road and Georgia Avenue will not function well and will have a significant negative impact on efficiency of bus traffic. The one lane feed from Bonifant Road onto Georgia Avenue will create stacking of the Ride-On buses as they leave the Silver Spring Transit Center Interim Operating Facility area that cannot be overcome with traffic signal timing modification. The resulting delay will slow and delay the timely performance of the buses.



Office of the Director

101 Monroe Street, 10th Floor • Rockville, Maryland 20850-2540 • 240/777-7170, FAX 240/777-7178
Located one block west of the Rockville Metro Station

The Honorable George H. Leventhal
April 26, 2006
Page 2 of 2

After review of potential solutions and the available right of way and property already owned by the County, it was determined that the best solution would be to modify Bonifant Road at Georgia Avenue. The revised intersection would still consist of one lane receiving traffic from north and southbound Georgia Avenue allowing cars to travel westbound on Bonifant Road, but the street would be widened to two lanes, allowing individual left and right turn lanes onto Georgia Avenue. The nature of this improvement will provide a long term benefit to all vehicular traffic flow in the area once the Transit Center is finished and the Ripley District develops and matures.

The Department requests that the Council add \$630,000 in General Obligation Bonds to the Intersection and Spot Improvements Project (No. 507017). All funds would be required for use and expenditure in FY07 to allow completion of the intersection improvement prior to the use of the IOF.

If you have any questions, please contact Mr. Bruce Johnston, Chief, Division of Capital Development, at 240-777-7236.

AH:je

Attachment

cc: Honorable Nancy Floreen, Chair, T&E Committee
Honorable Thomas Perez, T&E Committee
Beverley Swaim-Staley
Edgar A. Gonzalez
Glenn Orlin

(101)

Intersection and Spot Improvements -- No. 507017

Category
Agency
Planning Area
Relocation Impact

Transportation
Public Works & Transportation
Countywide
None

Date Last Modified
Required Adequate Public Facility

January 5, 2006
NO

EXPENDITURE SCHEDULE (\$000)

Cost Element	Total	Thru FY05	Est. FY06	Total 6 Years	FY07	FY08	FY09	FY10	FY11	FY12	Beyond 6 Years	
Planning, Design and Supervision	1806	0	151	1655	345	240	430	220	220	220	220	0
Land	372	0	312	60	10	10	10	10	10	10	0	
Site Improvements and Utilities	1,150	0	600	550	100	100	50	100	100	100	0	
Construction	5133 4,638	0	2,299	2834 2,339	805 810	759	280	330	330	330	0	
Other	10	0	10	0	0	0	0	0	0	0	0	
Total	8471 7,841	0	3,372	5079 4,469	1,260 630	1,299	560	660	660	660	0	

FUNDING SCHEDULE (\$000)

G.O. Bonds	8471 7,841	0	3,349	5079 4,469	1,260 630	1,299	560	660	660	660	0
Intergovernmental	23	0	23	0	0	0	0	0	0	0	0

ANNUAL OPERATING BUDGET IMPACT (\$000)

DESCRIPTION

This project provides for planning and reconstructing various existing intersections in Montgomery County and for an annual congestion study to identify locations where there is a need for congestion mitigation. At these identified locations either construction begins immediately or detailed design plans are prepared and developed into future projects. The projects listed below reflect their current status.

Service Area
Countywide.

JUSTIFICATION

Ongoing studies conducted by the Traffic Engineering and Operations Section indicate that many locations need capacity and/or safety improvements. Plans and Studies

Pedestrian safety is considered during design of individual intersection improvements.

Cost Change

Addition of FY11-12 to this ongoing project *and Bonifant Street/Georgia Avenue improvement.*

STATUS

East Jefferson Street-Executive Boulevard at Montrose Road - construction complete

Arcola Avenue at Georgia Avenue - construction complete

Father Hurley Boulevard at Waters Landing Drive - construction complete

Shady Grove Road at I-370 ramp - construction complete

Midcounty Highway at Shady Grove Middle School - construction complete

East Randolph Road safety improvements - construction complete

Hoyles Mill Road Closure - complete (by others)

Traffic Improvements at Ednor, Norwood, and Layhill Roads - not needed at this time (LOS improved by the completion of other adjacent projects)

Undesignated projects - several projects were completed and several projects have conceptual plans being developed

Oakview Drive at New Hampshire Avenue - under construction

FY06-07

Warfield Road at Plum Creek Road - construction FY06-07

Randolph Road at Veirs Mill Road to Colie Drive - construction FY06-07

East Gude Drive and Southlawn Lane - construction FY07-08

OTHER

*Expenditures will continue indefinitely.

Bonifant Street and Georgia Avenue

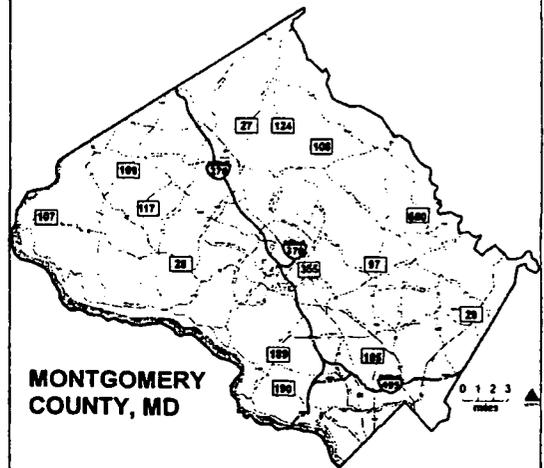
APPROPRIATION AND EXPENDITURE DATA

Date First Appropriation	FY70	(\$000)
Initial Cost Estimate		75
First Cost Estimate		
Current Scope	FY07	8471 7,841
Last FY's Cost Estimate		9,253
Present Cost Estimate		8471 7,841
Appropriation Request	FY07	1260 630
Appropriation Request Est.	FY08	1,299
Supplemental Appropriation Request	FY06	0
Transfer		0
Cumulative Appropriation		3,372
Expenditures/Encumbrances		836
Unencumbered Balance		2,536
Partial Closeout Thru	FY04	27,577
New Partial Closeout	FY05	2,733
Total Partial Closeout		30,310

COORDINATION

Maryland-National Capital Park and Planning Commission
Maryland State Highway Administration
U.S. Army Corps of Engineers
WMATA
Developers
Montgomery County Pedestrian Safety Advisory Committee
Citizen's Advisory Boards

MAP





Washington Area Bicyclist Association

GETTING THERE BY BIKE

The Montgomery County Operating and Capital Budget Priorities of the Washington Area Bicyclist Association and Montgomery Bicycle Advocates

During the process leading up to the vote on the Capital Budget, the Washington Area Bicyclist Association (WABA) and Montgomery Bicycle Advocates (MoBike), proposed increasing the funding for the Annual Bikeway Program to \$1 million. This increase was also requested by Park and Planning. At the hearing on the budget, we were asked by the Council to come up with a list of projects that could be started in the near future if program funding were increased to that amount. We were also asked to provide a unified funding request that encompasses both the capital and operating budget. This letter is our response to those requests.

In analyzing what could be done with increased funding, our organizations decided to treat both the capital and operating budgets at the same time. We are very grateful that the Council has restored funding for the Matthew Henson Trail, Rock Creek Trail bridge, and Silver Spring Green Trail projects under the capital budget. This letter additionally identifies Annual Bikeway Program projects adding up to \$1 million annually and identifies our operating budget priorities. Our recommendations can be summarized as follows:

Capital Budget

- Restore funding for the Matthew Henson Trail, Rock Creek Trail bridge, and Silver Spring Green Trail projects (already approved by the Council)
- Increase Annual Bikeway Program funding to \$1 million per year

Operating Budget

- Repair and resurface 0.5 miles of the Capital Crescent Trail
- Increase funding for bikeways maintenance
- Add one half of a full time bike staffer to M-NCPPC
- Add funding for bike safety programs

Annual Bikeway Program Proposal

The proposal below identifies our preferred allocation of \$1 million per year under the Annual Bikeway Program. Please note that there is no shortage of bike projects that could be undertaken given additional funding. For a list of additional projects please see the attached appendix.

- **Fund Already Anticipated Projects - \$300,000** - This is the current level of funding for the Annual Bikeway Program.
- **Improve Bikeway Signage - \$100,000** - The Annual Bikeway Program has already created a detailed signage plan for the county that is ready to be implemented. These funds can be used to begin implementation of the plan.
- **Additional Planning and Design - \$80,000** - By increasing the funding for facilities planning and design under the Annual Bikeway Program, the County will be able to begin work on new key bikeways projects so that they will be ready for construction in a few years. This funding has already been added by the Council.

- **East-West Highway Trail Rehabilitation - \$70,000 (per year for two years)** - Rehabilitate this deteriorating bikeway connecting Silver Spring with Rock Creek Park. This funding has already been added by the Council.
- **Add One Full Time Staff to the Annual Bikeway Program - \$100,000** - DPWT currently has one full time bikeway specialist, but two are required to handle the increased work load.
- **Additional Bike Projects - \$350,000 annually** - With additional funding there are many projects that could be started almost immediately. One possible combination of projects adding up to \$350,000 x 2 (covering FY07 and FY08) is:
 - Adding bikeable shoulders to Columbia Pike
 - Building missing parts of the Bethesda Trolley Trail
 - Building a section of the Connecticut Ave bike path
 - Creating bikeable shoulders on Cherry Hill Road
 - Improving the shoulders on Fieldcrest Road

These are just a few of the projects that could be ready to go in the first two years. The attached appendix identifies \$2.5 million worth of projects for which design is complete or very little design is required.

Operating Budget Requests

Repair and Resurface .5 miles of the Capital Crescent Trail: \$195,000

We agree with the recommendations of Councilmember Floreen and the Coalition for the Capital Crescent Trail that certain areas of the Capital Crescent Trail are in a near-constant state of disrepair. In the long term it would be more cost effective to repair and resurface certain segments that suffer from chronic erosion problems. It is our opinion that such repairs would not lend an air of permanence to the trail that would hinder efforts to add transit to the corridor. It has long been the position of WABA that a trail and rail line can coexist and we will work with other organizations to ensure that any repair of the trail will not preclude transit at some point in the future.

Bikeways maintenance: Increase to \$150,000

The \$50,000 that is contained in the County Executive's budget for bikeways and trails maintenance is woefully inadequate to properly maintain the County's inventory. DPWT no longer sweeps trails or sidewalks and it sweeps shoulders and bike lanes only once per year. By increasing maintenance funding to \$150,000, the County could be more pro-active in its maintenance and sweeping policy. We also recommend that a new policy of snow removal along the Capital Crescent Trail be instituted using these funds. The trail is a highly used transportation and recreation facility that should not lie fallow during the winter months. The National Park Service already plows the DC section.

Add One Half of a Full Time Bike Staffer to M-NCPPC: \$50,000

Current staffing levels at the Maryland National Capital Park and Planning Commission (M-NCPPC) allow for one planner to spend only 4 to 8 hours per week on bike issues, leaving important tasks unfinished. We request that funds be made available for M-NCPPC to fund a full time or near full time bike planning position, in addition to park trails staff.

Bike Safety Programs: \$80,000

There is currently no program in Montgomery County that provides children with bike and pedestrian safety education. Such programs have proven successful in the District of Columbia in encouraging safe cycling and in the promotion of active lifestyles. We encourage the County to apply for Federal Safe Routes to School funding that can be used for education and encouragement programs

(104)

South Entrance to the Bethesda Metro

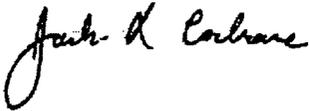
Finally, we would also like to take this opportunity to express our support for a proposed south entrance to the Bethesda Metrorail station. An elevator entrance in the tunnel would greatly improve access to the Capital Crescent Trail as well as to the central business area of Bethesda. During the design process we hope that attention will be paid to location and number of bike racks and lockers, and that way-finding signage directs cyclists to and from the trail. We also ask that during the construction phase a clearly defined alternate route for the trail is built.

In conclusion, we appreciate the support you have given bicycling and look forward to continuing the productive relationship we've established. If you have any questions about our recommendations, please do not hesitate to call.

Sincerely,



Eric Gilliland
Executive Director
Washington Area Bicyclist Association



Jack Cochrane
Chair
Montgomery Bicycle Advocates

104A

Appendix: Additional Bike Projects

This appendix identifies new Annual Bikeway Program (ABP) projects that could be undertaken within FY07 and FY08, above and beyond what is currently planned under the ABP. These projects are either already designed or are unlikely to require significant design or preparation.

Bike lane/shoulder projects

Several bike lane or shoulder routes identified in the *Countywide Bikeways Functional Master Plan* could be implemented quickly under the ABP. These projects are listed in priority order below. Cost estimates are rough at this point. These are projects that could be implemented within two years.

- **Old Columbia Pike (#1)** – Add bikeable shoulders or bike lanes, perform some shoulder work. The plans are already complete, so this project is ready to go. Estimate **\$200K to \$300K**.
- **Cherry Hill Road (#2)** – Very simple striping project. Paint edge lines within the existing wide lanes to create bikeable shoulders, making it more consistent with the P.G. County part of the road. Estimate **\$50K**.
- **Fieldcrest Road (#3)** – Create bikeable shoulders or bike lanes. Fairly simple, may require minor widening in spots, but no homes are impacted, plenty of open right-of-way. Estimate **\$100K to \$200K**.
- **Bowie Mill Road (#4)** – Create bikeable shoulders or bike lanes. Relatively simple, may require widening in spots. Estimate **\$100K to \$200K**.
- **Fairland Road (#5)** – East Randolph Road to Old Columbia Pike. Mark the existing shoulders as bike lanes, perform limited restriping in tricky spots. Part of the ICC trail detour route. Estimate **\$100K**.
- **Tuckerman Lane (#6)** – Old Georgetown Road to Seven Locks Road. Mark the existing shoulders as bike lanes, perform limited restriping in tricky spots. Estimate **\$100K**.

Candidate bike lane/shoulder projects, total cost.....\$650K to \$950K (est)

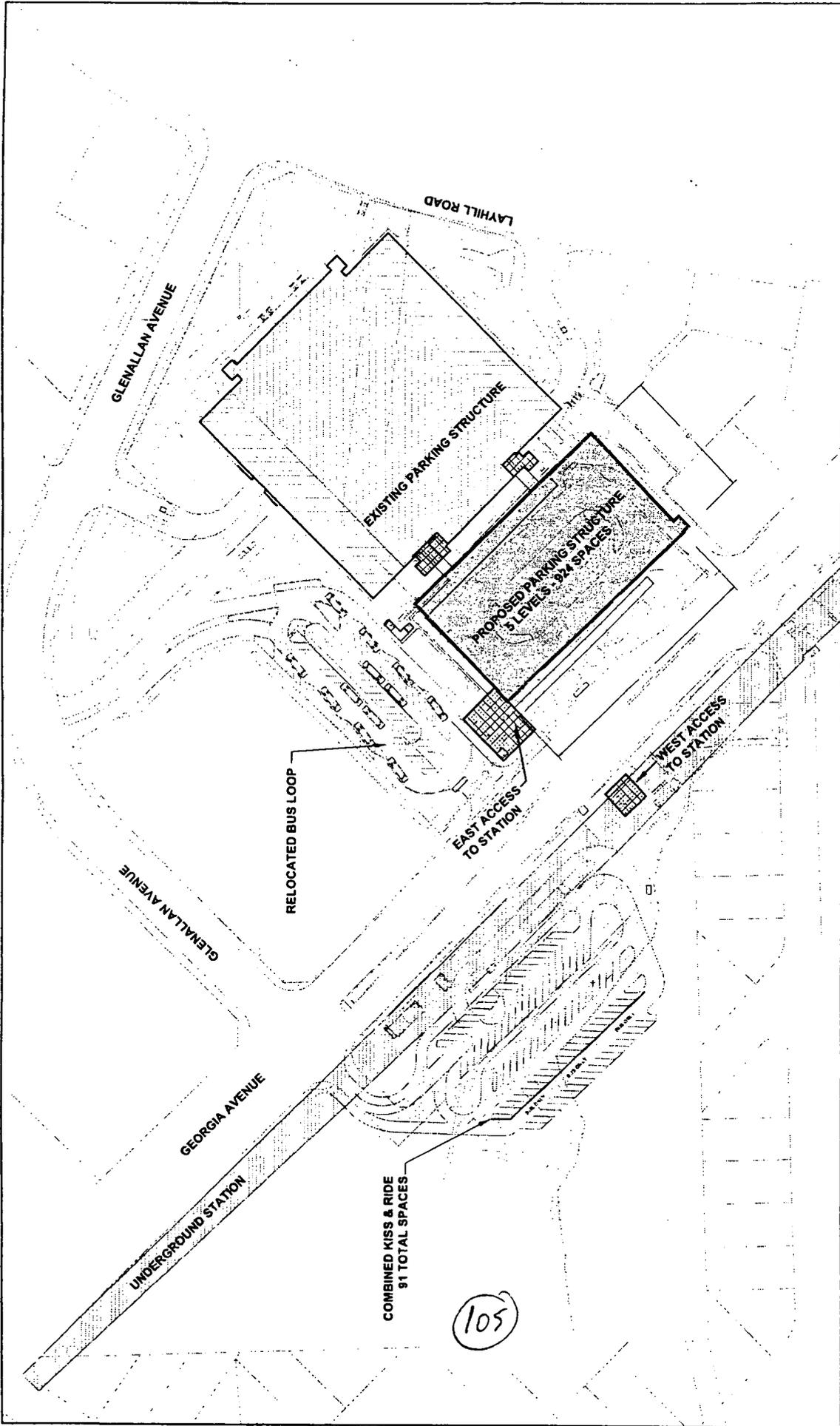
Bike path projects

Most of these path projects are already on the ABP consideration list. Cost estimates were determined with help from DPWT staff. They are listed below in our priority order. These are projects that could be implemented within two years.

- **North Bethesda Trolley Trail (#1)** – Section from near Center Dr. to Lincoln St. (in front of NIH) and also below Lincoln (on NIH grounds). Very important missing link. Involves some coordination with NIH. **\$160K**.

- **Connecticut Avenue path (#2)** – Path from Bel Pre Road to Peppertree Road, maybe 1000 feet. **\$60K.**
- **Georgia Avenue path (#3)** – Path from Bel Pre Road to Connecticut Ave. Up to 3500 feet, though some sections may already be done. **Up to \$200K.**
- **River Road path rehab (#4)** – Rehabilitate the existing path from Bradley Blvd. to Falls Road. **\$300K.**
- **Needwood Road path (#5)** – Mile-long segment spanning the park, east of golf course. Some surrounding path sections exist. Part of the ICC trail detour route. **\$300K.**
- **Emory Lane path (#6)** – MD 115 to Holly Ridge Road, extends an existing path. **\$100K.**
- **Southlawn Drive path (#7)** – Short section of this planned path where it lies outside the City of Rockville; provides access to soccer center. **\$75K.**
- **River Road path west of Falls Road (#8)** – Build multiple path sections out to Swains Lock, about 3000 feet total. **\$200K.**
- **Democracy Boulevard path (#9)** – Path from Gainsborough Road to Stapleford Hall Road. Master planned extension of partly built path. **\$480K.**

Candidate bike path projects, total cost.....\$1,875,000 (est)



GLENMONT STATION PARKING STRUCTURE
EAST PARKING

NOT TO SCALE EXHIBIT - 005

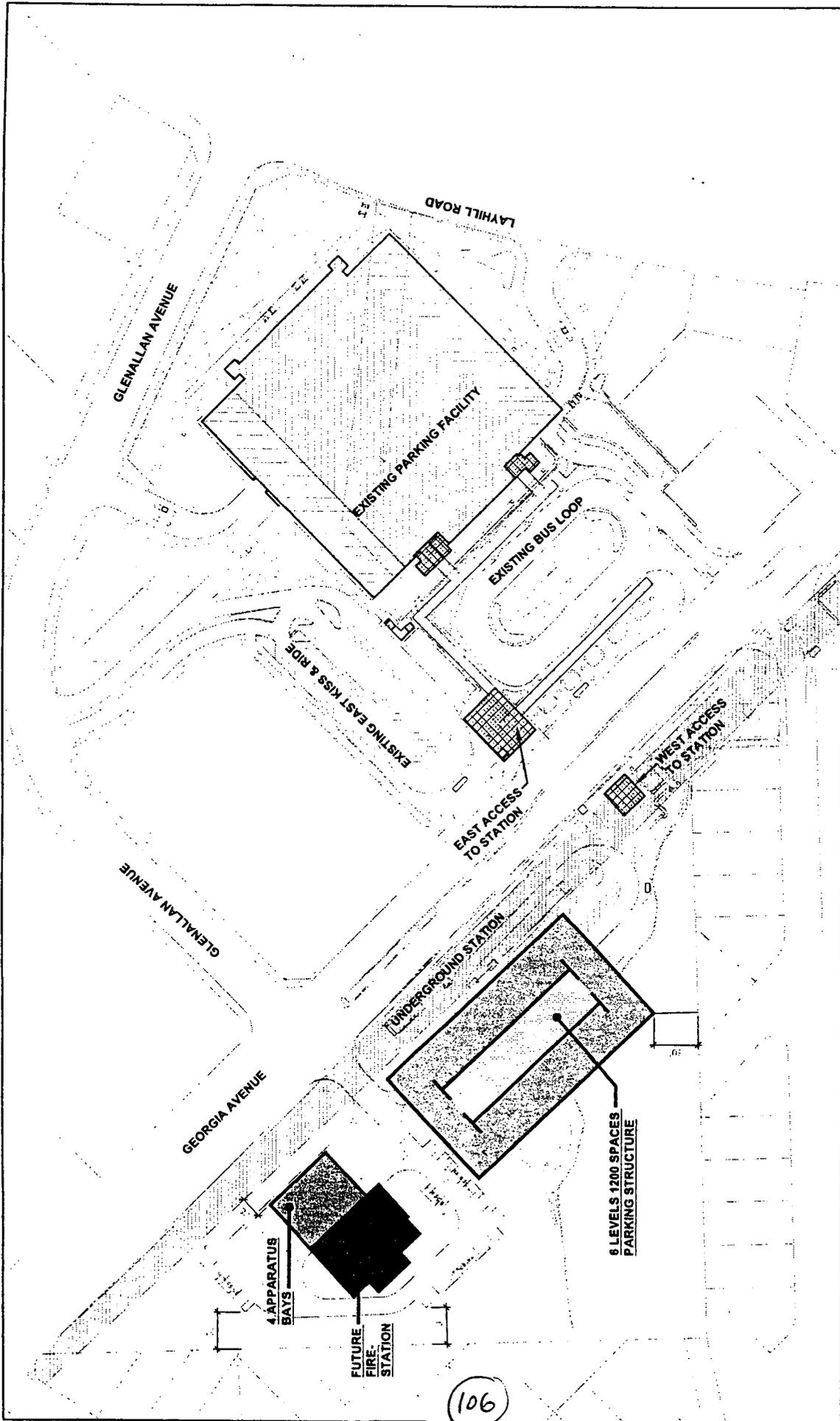


WASHINGTON METROPOLITAN AREA TRANSIT AUTHORITY



PLANNING, DEVELOPMENT, ENGINEERING, CONSTRUCTION
OFFICE OF CONSTRUCTION

105



106



WASHINGTON METROPOLITAN AREA TRANSIT AUTHORITY
 PLANNING, DEVELOPMENT, ENGINEERING, CONSTRUCTION
 OFFICE OF CONSTRUCTION



**GLENMONT STATION PARKING STRUCTURE
 WEST ALTERNATE "C" WITH FIRESTATION**
 NOT TO SCALE EXHIBIT - 002

(EAST SIDE OPTION)

Glenmont Metro Parking Expansion -- No. 500552

Category: WMATA
 Agency: W.M.A.T.A.
 Planning Area: Kensington-Wheaton
 Relocation Impact: None.

Date Last Modified: Required Adequate Public Facility

January 4, 2006
 NO

EXPENDITURE SCHEDULE (\$000)

Cost Element	Total	Thru FY05	Est. FY06	Total 6 Years	FY07	FY08	FY09	FY10	FY11	FY12	Beyond 6 Years
Planning, Design and Supervision	0	0	0	0	0	0	0	0	0	0	0
Land	0	0	0	0	0	0	0	0	0	0	0
Site Improvements and Utilities	0	0	0	0	0	0	0	0	0	0	0
Construction	0 3,800	0	0 3,800	0	0	0	0	0	0	0	0
Other	19728 0	0	0	19728 0	7892 0	11836 0	0	0	0	0	0
Total	19728 3,800	0	0 3,800	19728 0	7892 0	11836 0	0	0	0	0	0

FUNDING SCHEDULE (\$000)

G.O. Bonds	3,800	0	0 3,800	3800 0	0	3800 0	0	0	0	0	0
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ANNUAL OPERATING BUDGET IMPACT (\$000)

DESCRIPTION

This project provides for the design and construction of ⁹³⁰ ~~up to 1,200~~ additional garaged parking spaces at the Glenmont Metrorail Station *on the east side of Service Area* *Kensington-Wheaton* *Georgia Avenue.*

JUSTIFICATION

The County's 10-Year Transportation Plan calls for the expansion of the existing Glenmont Metro Garage. The existing garage is regularly over capacity early on weekday mornings. By expanding parking at the station, more potential transit riders will be drawn to use Metrorail rather than driving to Washington, D.C. and to Silver Spring.

Plans and Studies

A review of impacts to pedestrians, bicycle and ADA (Americans with Disabilities Act of 1991) is being performed and addressed by this project. Traffic signals, streetlights, crosswalks, bus stops, ADA ramps, bikeways, and other pertinent issues will be considered in the design of the project to ensure pedestrian safety.

Cost Change

Not applicable *Increase due to funding the construction of the garage.*

STATUS

Planning Stage

OTHER *is approximately \$21.3 million. MDOT has contributed \$1.6 million for the design of this garage,*

The full cost of this project will be in the \$12 to \$20 million range, depending upon the number of spaces to be added. It is anticipated that this project will be amended to reflect additional funding from Revenue Bonds backed by the parking fee surcharge in effect at Metro stations in the County, as well as any State and Federal aid that may be attributed to this project. *which is not reflected in the Expenditure and Funding Schedules. The project will be designed and constructed by WMATA.*

WMATA has prepared traffic and environmental studies for the parking expansion as well as General Plans. The WMATA Compact Public Hearing was held on April 26, 2006. Plans incorporate the Georgia Avenue Greenway, ADA requirements, and pedestrian safety.

	Total	Thru FY05	Est. FY06	Total 6 Years	FY07	FY08
Current Revenue:						
WMATA Surcharge	2072	0	0	2072	2072	0
Revenue Bonds	7286	0	0	7286	5820	1466
Revenue Bonds - Liquor Fund	6570	0	0	6570	0	6570

APPROPRIATION AND EXPENDITURE DATA

Date First Appropriation	FY05	(\$000)
Initial Cost Estimate		3,800
First Cost Estimate		
Current Scope	FY07	19728 3,800
Last FY's Cost Estimate		3,800
Present Cost Estimate		19728 3,800

Appropriation Request	FY07	19728 0
Appropriation Request Est.	FY08	0
Supplemental Appropriation Request	FY06	0
Transfer		0

Cumulative Appropriation		0
Expenditures/Encumbrances		0
Unencumbered Balance		0

Partial Closeout Thru	FY04	0
New Partial Closeout	FY05	0
Total Partial Closeout		0

COORDINATION

Maryland-National Capital Park and Planning Commission
 Washington Metropolitan Area Transit Authority
 Maryland Department of Transportation

MAP



107

(WEST SIDE OPTION)

Glenmont Metro Parking Expansion -- No. 500552

Category: WMATA
 Agency: W.M.A.T.A.
 Planning Area: Kensington-Wheaton
 Relocation Impact: None.

Date Last Modified: Required Adequate Public Facility

January 4, 2006
 NO

EXPENDITURE SCHEDULE (\$000)

Cost Element	Total	Thru FY05	Est. FY06	Total 6 Years	FY07	FY08	FY09	FY10	FY11	FY12	Beyond 6 Years
Planning, Design and Supervision	0	0	0	0	0	0	0	0	0	0	0
Land	0	0	0	0	0	0	0	0	0	0	0
Site Improvements and Utilities	0	0	0	0	0	0	0	0	0	0	0
Construction	3,800	0	3,800	0	0	0	0	0	0	0	0
Other	17094	0	0	17094	6838	10256	0	0	0	0	0
Total	17094 3,800	0	3,800	17094	6838	10256	0	0	0	0	0

FUNDING SCHEDULE (\$000)

G.O. Bonds	3,800	0	3,800	3,800	0	3,800	0	0	0	0	0
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ANNUAL OPERATING BUDGET IMPACT (\$000)

DESCRIPTION

This project provides for the design and construction of up to 1,200 additional garaged parking spaces at the Glenmont Metrorail Station on the west side of Service Area Kensington-Wheaton *Georgia Avenue.*

JUSTIFICATION

The County's 10-Year Transportation Plan calls for the expansion of the existing Glenmont Metro Garage. The existing garage is regularly over capacity early on weekday mornings. By expanding parking at the station, more potential transit riders will be drawn to use Metrorail rather than driving to Washington, D.C. and to Silver Spring.

Plans and Studies

A review of impacts to pedestrians, bicycles and ADA (Americans with Disabilities Act of 1991) is being performed and addressed by this project. Traffic signals, streetlights, crosswalks, bus stops, ADA ramps, bikeways, and other pertinent issues will be considered in the design of the project to ensure pedestrian safety.

Cost Change

Not applicable *Increase due to funding the construction of the garage.*

STATUS

Planning Stage

OTHER

The full cost of this project *is approximately \$18.7 million. MDOT has contributed \$1.6 million for the design of this garage,* will be in the \$12 to \$20 million range, depending upon the number of spaces to be added. It is anticipated that this project will be amended to reflect additional funding from Revenue Bonds backed by the parking fee surcharge in effect at Metro stations in the County, as well as any State and Federal aid that may be attributed to this project. *which is not reflected in the Expenditure and Funding Schedules. The project will be designed and constructed by WMATA.*

WMATA has prepared traffic and environmental studies for the parking expansion as well as General Plans. The WMATA Compact Public Hearing was held on April 26, 2006. Plans incorporate the Georgia Avenue Greenway, ADA requirements, and pedestrian safety.

	Total	Thru FY05	Est. FY06	Total 6 Years	FY07	FY08
Current Revenue:						
WMATA Surcharge	2003	0	0	2003	2003	0
Revenue Bonds	7375	0	0	7375	4835	2540
Revenue Bonds - Liquor Fund	3916	0	0	3916	0	3916

APPROPRIATION AND EXPENDITURE DATA

Date First Appropriation	FY05	(\$000)
Initial Cost Estimate		3,800
First Cost Estimate		
Current Scope	FY08	17094 3,800
Last FY's Cost Estimate		3,800
Present Cost Estimate		17094 3,800
Appropriation Request	FY07	17094 0
Appropriation Request Est.	FY08	0
Supplemental Appropriation Request	FY06	0
Transfer		0
Cumulative Appropriation		0
Expenditures/Encumbrances		0
Unencumbered Balance		0
Partial Closeout Thru	FY04	0
New Partial Closeout	FY05	0
Total Partial Closeout		0

COORDINATION

Maryland-National Capital Park and Planning Commission
 Washington Metropolitan Area Transit Authority
 Maryland Department of Transportation

MAP



108

Fire Station 18 Co-location

Good evening, My name is Natalie Cantor and I am the Director of the Mid-County Regional Services Center. I represent the County Executive and Executive branch in the region in which Glenmont is located.

I facilitated the Site Evaluation process for a new location for Fire Station 18, which culminated in a recommendation to Chief Administrative Officer Bruce Romer. Mr. Romer accepted the Site Evaluation Committee's choice of the WMATA Triangle Site in March of this year. The change in site was necessitated by an important grade—separated interchange at Georgia Avenue and Randolph Road which was strongly supported by WMATA to alleviate the worsening traffic on Georgia Avenue.

I will speak briefly about the process which led to this decision. The process actually began in October 2004, and after a hiatus, was completed in February of 2006. It involved a thorough study by County staff of all potential sites which met minimum criteria, both public and private. A group of internal and external stakeholders – including executive branch staff, County Council staff, Park and Planning staff, local residents, members of the Kensington Volunteer Fire Department and representatives of established Board and Committees – were formed into a Site Evaluation Committee whose members reviewed criteria which needed to be met in order to choose a suitable location. They ranked those criteria in terms of importance. The next step was an extensive study of six sites, followed by physically walking all sites. The committee went through a weighted vote using the criteria of response time; size; shape; topography; access to roadways; ease of vehicular ingress/egress; compatibility with surrounding land uses; pedestrian safety; availability; environmental issues; public ownership and simplicity of acquisition process.

The WMATA Triangle site on the west side of Georgia Avenue was the Committee's top choice by a significant margin. The Committee's second choice, Glenfield Local Park, also met many of the criteria but importantly could create a requirement for land currently being sought by WMATA as a result of its Twinbrook expansion. The Committee forwarded this information along with supporting material through the County departments and ultimately to the Chief Administrative Officer for a final decision.

The Committee was very pleased at the possibility of a co-location with mutual benefits for both agencies.

Thank you.

Testimony by Edgar Gonzalez

WMATA Compact Public Hearing on Glenmont Garage Expansion

April 26, 2006

- GOOD EVENING, I AM EDGAR GONZALEZ, DEPUTY DIRECTOR FOR TRANSPORTATION POLICY IN THE MONTGOMERY COUNTY DEPARTMENT OF PUBLIC WORKS AND TRANSPORTATION.
- I AM SPEAKING TONIGHT ON BEHALF OF THE DEPARTMENT.

- I WOULD LIKE TO FIRST THANK GORDON LINTON FOR ALL OF HIS HARD WORK AT WMATA AS A REPRESENTATIVE FOR MONTGOMERY COUNTY RIDERS AND FOR ALL HIS CONTRIBUTIONS TO THE METRO SYSTEM.

- THE DEPARTMENT HAS SUPPLEMENTED METRO'S FORMAL PUBLIC NOTIFICATION FOR THIS PUBLIC HEARING BY POSTING THE NOTICE ON OUR WEBPAGE, MAILING TO 190 CIVIC ORGANIZATIONS, MAILING TO PROPERTY OWNERS WITHIN A QUARTER MILE OF THE STATION, AND DELIVERING NOTICES TO THE GLENMONT SHOPPING CENTER TENENTS.

- THE GLENMONT GARAGE EXPANSION IS A HIGH PRIORITY FOR THE COUNTY, AND IT IS ALREADY INCLUDED IN OUR APPROVED CAPITAL IMPROVEMENTS PROGRAM.

- INSUFFICIENT PARKING AT GLENMONT IS CAUSING METRO USERS TO SEEK PARKING IN NEIGHBORHOODS NEAR THE GLENMONT STATION, CREATING UNDESIRABLE CONDITIONS TO AREA RESIDENTS.

- IT IS ALSO AFFECTING LONG DISTANCE COMMUTERS IN HOWARD COUNTY AND BEYOND.

- WE HAVE STRONG CONCERNS THAT MANY OF THESE PEOPLE, FACED WITH NOT BEING ABLE TO FIND A PLACE TO PARK THEIR CARS, WILL SIMPLY REJECT METRO AS A VIABLE TRAVEL OPTION, AND CONTINUE TO CONTRIBUTE TO THE CONGESTION IN THE COUNTY.
 - THE PARKING DEMAND IS SUCH THAT THE CURRENT GARAGE OFTEN FILLS BEFORE 8:00AM.
- END-OF-THE-LINE STATIONS TYPICALLY HAVE AT LEAST 3000 PARKING SPACES. WE HAVE 1800 SPACES AT GLENMONT TODAY. 60 PERCENT OF THE TYPICAL PARKING AT AN END STATION.
 - GLENMONT WILL BE AT THE 3000 LEVEL IF THE 1200 SPACE GARAGE EXPANSION OPTION IS SELECTED.
 - BY COMPARISON, THE SHADY GROVE STATION HAS 5,600 PARKING SPACES.
 - AND THE RECENTLY APPROVED SECTOR PLAN CALLS FOR EXPANSION UP TO 7000 SPACES!
 - RAIL RIDERSHIP AT GLENMONT HAS GROWN SEVEN PERCENT IN THE PAST YEAR.
 - SEVEN OF THE LAST NINE MONTHS HAVE BEEN AMONG THE TOP TEN HIGHEST MONTHS IN THE STATION'S RIDERSHIP HISTORY.
 - WE BELIEVE THAT TO SUSTAIN THIS GROWTH, WE MUST INCREASE THE SUPPLY OF COMMUTER PARKING, JUST AS WE HAVE DONE AT THE SHADY GROVE AND GROSVENOR STATIONS ON THE WEST SIDE OF THE COUNTY.
 - OF THE TWO ALTERNATE OPTIONS BEING CONSIDERED TONIGHT, **DPWT SUPPORTS THE WEST SIDE ALTERNATIVE.** HERE ARE SOME OF THE REASONS FOR OUR POSITION.
 1. IT PROVIDES THE MAXIMUM PARKING SUPPLY. THE WEST ALTERNATIVE HAS 270 MORE PARKING SPACES.

2. IT PROVIDES THE BEST COST EFFECTIVE SOLUTION TO THE PARKING SHORTAGE. THE COST OF THIS OPTION IS \$2.6 MILLION LESS THAN THE EAST SIDE ALTERNATIVE.
 3. IT IS THE EASIEST TO BUILD, AND THE LEAST DISRUPTIVE TO CURRENT USERS. CONSTRUCTION OF THE WEST ALTERNATIVE WILL HAVE MINIMAL DISRUPTION TO PRESENT BUS AND RAIL USERS.
 4. IT OFFERS THE GREATEST COMMUNITY BENEFIT AS IT FACILITATES THE CO-LOCATION OF THE KENSINGTON VOLUNTEERS FIRE STATION 18.
- THE GLENMONT MASTER PLAN DOES NOT IDENTIFY A PREFERRED LOCATION FOR A SECOND WMATA PARKING GARAGE. THEREFORE, EITHER ALTERNATIVE CAN BE SELECTED AND SIMILARLY CONFORM TO THE MASTER PLAN.
 - BOTH ALTERNATIVES WILL INVOLVE LAND DISTURBANCE AND CONSTRUCTION ON THE WEST SIDE OF GEORGIA AVENUE.
 - IF THE EAST ALTERNATIVE WAS SELECTED, BOTH THE EXISTING BUS BAYS AND KISS-AND-RIDE FACILITIES ON THE EAST SIDE MUST BE RELOCATED TO THE WEST SIDE TO CONSTRUCT THE GARAGE.
 - THE FOOTPRINT FOR THAT WORK IS ACTUALLY LARGER THAN THE BUILD OUT FOOTPRINT OF THE WEST SIDE GARAGE AND THEREFORE WOULD HAVE MORE ENVIRONMENTAL IMPACTS.
 - BOTH ALTERNATIVES WILL ALSO REQUIRE REFORESTATION AND RELOCATION OF STORM WATER MANAGEMENT FACILITIES.
 - TO MINIMIZE AESTHETIC AND VISUAL IMPACTS TO THE RESIDENTS ALONG FLACK STREET THE GARAGE WILL BE AESTHETICALLY DESIGNED AND HAVE LANDSCAPE BUFFERS AND NO SPILLOVER LIGHTING.
 - THE MASTER PLAN CALLS FOR A PEDESTRIAN-FRIENDLY GREENWAY ALONG THE WEST SIDE OF GEORGIA AVENUE. THE

WEST SIDE ALTERNATIVE PRESERVES THIS GREENWAY FEATURE.

- IT SHOULD ALSO BE NOTED THAT SELECTION OF THE EAST ALTERNATIVE DOES NOT PRECLUDE DEVELOPMENT OF THE WEST SIDE OF GEORGIA AVENUE.
 - WMATA HAS INDICATED TO DPWT THAT IF THE EAST ALTERNATIVE IS SELECTED FOR THE GARAGE EXPANSION, THEN THEY WOULD ADVANCE A JOINT DEVELOPMENT PROPOSAL FOR THE WEST SIDE LAND FOR HOUSING IN ACCORDANCE TO THE MASTER PLAN.
 - WMATA WOULD COORDINATE WITH THE COUNTY ON ANY JOINT DEVELOPMENT SOLICITATION.
- MONTGOMERY COUNTY HAS BEEN IN DISCUSSION WITH WMATA ON SEVERAL LAND TRANSACTIONS IN THE GLENMONT AREA. THESE DISCUSSIONS ARE TO
 - PRESERVE AND EXTEND THE GREEWAY,
 - ACQUIRE RIGHT OF WAY NEEDED FOR THE GEORGIA AND RANDOLPH INTERCHANGE PROJECT OF THE MARYLAND STATE HIGHWAY ADMINISTRATION,
 - PERMIT WMATA TO EXPAND THE GLENMONT YARD, AND
 - COMPENSATE WMATA FOR PROPERTY NEEDED FOR THE SILVER SPRING INNOVATION CENTER.
- BY LOCATING THE GLENMONT FIRE STATION WITH THE GARAGE, AS THE WEST ALTERNATIVE PROVIDES, ALL OF THESE ISSUES WILL BE BEST DEALT WITH, AS COUNTY OWNED LAND ADJACENT TO THE GLENMONT YARD WOULD THEN BE RELEASED FOR WMATA EXPANSION.
- IN SUMMARY, LET ME STATE THAT CONTINUED SUCCESS OF THE RED LINE ON THE EASTERN SIDE OF MONTGOMERY COUNTY IS DEPENDENT UPON MEETING THE NEEDS OF ITS PATRONS. IN THE CASE OF THE GLENMONT STATION, THE MOST IMPORTANT NEED IS FOR ADDITIONAL PARKING.

- IT IS OUR POSITION THAT EXPANDING THE GLENMONT GARAGE ON THE WEST SIDE OF GEORGIA AVENUE REPRESENTS THE MOST DESIREABLE OF THE TWO ALTERNATIVES: MORE SPACES, LOWER COST, LESS DISRUPTION TO CURRENT USERS.
- WE THEREFORE ENCOURAGE THE WMATA BOARD TO ADOPT THE WEST ALTERNATIVE.
- THANK YOU FOR THIS OPPORTUNITY TO TESTIFY.

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4/26/2006 1:06 PM/TDP/Community Outreach copy:
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26 06 V2.doc

TESTIMONY OF FIRE CHIEF THOMAS W. CARR, JR.
PUBLIC HEARING ON GLENMONT PARKING STRUCTURE, APRIL 26, 2006

Good evening, I am Tom Carr, Fire Chief of the Montgomery County Fire and Rescue Service (MCFRS). I would like to comment on the many advantages of co-locating Fire Station 18 with the Glenmont Parking Garage.

I strongly endorse the site plan option of co-locating Fire Station 18 with the Glenmont Parking Garage on WMATA-owned property located on the west side of Georgia Avenue, directly across from Glenallan Avenue. Firstly, I believe that siting the fire station at that location will provide Glenmont area residents and businesses an optimal level of fire, rescue, and emergency medical services. Due to the need for relocating Station 18 from its present site because of the State's plans for a grade separation at the Georgia/Randolph intersection, Station 18 must be sited in a location that will best serve the community's needs. The WMATA property is the ideal site. I am pleased that County Executive Doug Duncan selected this site, with recommendations provided by Mid-County Regional Services Center Director Natalie Cantor and the Fire Station 18 Site Evaluation Committee.

Secondly, I believe that co-location of Station 18 with the Glenmont Parking Garage would be advantageous for several reasons:

- The on-going partnership between WMATA and MCFRS will be strengthened, as the two agencies will be better able to conduct joint emergency planning and preparedness, joint emergency training, and joint emergency exercises, taking full advantage of facilities that will be in place at the fire station.
- MCFRS resources will be positioned next to the Glenmont Metro Station for quick response to emergencies occurring in the station and along the eastern leg of the Red Line, as well as the surrounding Glenmont area.
- Metro riders entering and departing the Glenmont Station, with the fire station in view, will have an added feeling of personal safety knowing that fire-rescue responders are close at hand. Metro riders will also have the ideal opportunity for visiting the fire station with their inquiries regarding fire and injury prevention or to see the apparatus and equipment that protects them, their families, and their neighbors.
- Consolidating two much-needed public facilities on the same site would save County taxpayers considerable money on land acquisition costs and costs associated with shared infrastructure such as utility lines and traffic signals. Furthermore, if the two facilities were to be designed and built by WMATA, additional cost savings would be realized.
- Other advantages of co-locating Fire Station 18 with the Glenmont Parking Garage may not be realized until after the two facilities are up and running.

I am excited about and fully support the prospect of co-locating Fire Station 18 with the Glenmont Parking Garage on the WMATA property located on the west side of Georgia Avenue. The site is ideal from the perspective of the Montgomery County Fire and Rescue Service, and a shared site between the fire station and the parking garage would provide numerous benefits for the community as I have described to you this evening.

Thank you for the opportunity to testify on behalf of this important project.

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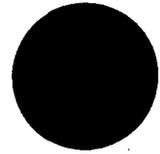
12407 Flack Street
Silver Spring, MD 20906
April 26, 2006

GO
CC

Trans

Council President Leventhal
Stella B. Werner Council Office Building
100 Maryland Avenue
Rockville, MD 20850

022108



Dear Council President Leventhal:

I am writing to you on behalf of the Glenmont Civic Association. The association represents Glenmont residents who live on the west side of Georgia Avenue in an area bordered by Randolph Road and Georgia Avenue.

The purpose of this letter is to say that the Glenmont Civic Association stands in strong opposition to the 1,200 car parking garage that Metro plans to build in our residential neighborhood. Here are the reasons we oppose the west side garage (Alternate A):

- The most important reason is that Metro's new garage does not conform with the Glenmont Sector Plan, which was published in 1997. This is because Metro plans to build a garage on a strategic three acre parcel known in the Glenmont Sector Plan as the "WMATA Triangle." Metro's plan for a garage in the Triangle does not conform with the Sector Plan. In fact, it is an attempt to rewrite the Sector Plan.

The WMATA Triangle is a slightly sloping three acre parcel that lies in the center of Glenmont, on the west side of Georgia Avenue. It is an open area that is bordered for two blocks by Georgia Avenue. Its other boundaries are Glenmont streets: Urbana, Flack, and Denley. All these streets are lined with single family homes. Flack Street is not connected as connecting it would cross a wetlands and a save trees area.

If you look at a map, you will see that the WMATA Triangle is central to Glenmont. In fact, the western entrance to the Metro station is located in the Triangle, near Georgia Avenue and Urbana Street.

- Here is what the Glenmont Sector Plan says about the WMATA Triangle. On page 35 it says, "a sizeable portion of the WMATA Triangle may be used for important community facilities, (for) a proposed minimal Kiss and Ride, and a possible child care center." The Sector Plan goes on to say, "Another significant portion of the property consists of wetlands and tree save areas. This environmentally sensitive area should be enhanced as a natural green area serving the community." And finally, the Sector Plan says that

application of the RT-15 zone (town houses) in the Triangle may be necessary to maximize the yield on this “strategically located parcel and provide increased housing opportunities near the Metro station.”

- The Sector Plan recognized the importance of the WMATA Triangle to Glenmont and said it should be used by the residents and be an integral part of the community. Now, Metro plans to discard the Sector Plan and build a 1,200 car garage on the Triangle. The garage will take a strategic parcel reserved for townhouses, for the community, for wetlands and trees, and will convert it to a site for a parking garage. This should not be allowed.

Additional Reasons to Oppose

Beside the garage not being in the Sector Plan, here are some additional reasons why we oppose the parking lot:

- Metro has already built an oversized garage on the east side of Georgia Avenue. This has space for over 1,700 cars, and combined with short term parking, it accommodates 1,800 cars each day.
- We believe the west side garage will endanger pedestrians in the Glenmont community because it will be a magnet for cars to approach the garage using neighborhood streets. Currently, many drivers use neighborhood streets and avoid Georgia Avenue when dropping off or picking up passengers near the west side Metro entrance. A garage on the west side will increase the number of drivers going to and from Metro using neighborhood streets.
- From the esthetic standpoint, the west-side parking garage will be an eyesore for the whole of Glenmont. Its dimensions are these: height, 64 feet; width, 186 feet; length, 350 feet. When viewed standing beside this structure, Glenmont homes and residents will look diminutive. Metro’s visual message to us is, “Beside this concrete structure, Glenmont, you look insignificant.”

By building a warehouse for cars in our neighborhood, Metro will discourage others who may be inclined to build attractive structures in the area of the west side entrance. The negative impact of the structure will be long lasting.

- Also, if Metro parks 1,200 cars a day on the west side, plus the 1,800 that it now parks on the east side, at what point does the sheer volume overwhelm the community? We fear that Glenmont will become a shell of a community, unable to cope with 3,000 parked cars. There would be more cars parked at Metro than there are housing units in Glenmont.

- And, we worry about a garage in our community that will be a gathering place for vagrants and others who may commit crimes.

Some Solutions

We offer a couple of solutions to relieve the parking situation at Glenmont Metro:

- First, we suggest that Metro build a garage in Olney and run shuttles to Glenmont. This makes sense because much of the desire for parking comes from Olney. A Metro garage in Olney would improve the parking situation in Glenmont and reduce traffic on Georgia Avenue.
- Also, perhaps the county should fund the express busway between Olney and Glenmont. It has already been approved.
- Why not improve pedestrian access to Glenmont Metro on the east side? As gas prices escalate, Metro must work to increase riders by removing barriers to pedestrians, such as roads that are unsafe to cross. Metro should also encourage people to live near Metro stations, such as Glenmont.

Summary

In summary, it's wrong to put a parking garage on the west side of Georgia Avenue, in an area surrounded by single family homes. The WMATA Triangle has been set aside for important community facilities, for a minimal Kiss and Ride, a day care center, for townhouses, and a natural wetlands and tree save area. The Sector Plan does not provide for a parking garage on the west side, nor does it call for one on the east side beyond the 1,800 space garage.

The Montgomery County Department of Park and Planning in a recent memorandum to the Planning Board says, "A parking structure on the west side of Georgia Avenue (Alternative A) would be inconsistent with the goals and objectives of the Glenmont Sector Plan." That is about as clear as it can be stated.

Finally, if the County Council does not defend Sector Plans, who will?

I hope you will give due consideration to this letter and the issues covered. It represents the views of the great majority of residents of Glenmont as well as the Glenmont Civic Association. Please reject the plan (Alternate A) to build a parking garage in our residential community.

Michael M c Ateer
Sincerely,
Michael McAteer

WASHINGTON REGIONAL NETWORK FOR LIVABLE COMMUNITIES

4000 ALBEMARLE ST, NW, SUITE 305, WASHINGTON, D.C. 20016
PHONE: 202/244-1105 FAX: 202/244-4225
EMAIL: staff@washingtonregion.net
WEB: www.washingtonregion.net

April 27, 2006

Office of the Secretary
Washington Metropolitan Area Transit Authority
600 Fifth Street, NW
Washington, DC 20001

RE: Glenmont Station Parking Structure, Hearing No. 174, Docket R06-4

Dear Mr. Secretary:

We would like to comment on a proposed parking garage for the Glenmont Metro station.

The Washington Regional Network for Livable Communities' (WRN) is a private non-profit education and advocacy organization. Our goal is to create and sustain a network of diverse, walkable communities linked by quality transit, graced with parks, and surrounded by greenbelts, with the District of Columbia as the hub of the region.

WRN has worked over the last years to improve WMATA's joint development and rider access policies. We are pleased that several years ago WMATA adopted new guidelines for joint development, stressing transit-oriented development, pedestrian-originated transit trips and flexibility in parking replacement. We also appreciate the analysis provided in the Regional Bus Study in 2002 and 10-Year Capital Improvement Program (CIP) which concluded that WMATA could better provide access for its growing ridership by focusing on improved feeder bus service, and better pedestrian and bicycle access, rather than constructing more parking at Metro stations. Structured parking is costly and subsidized, and potentially displaces more beneficial uses such as joint development of housing, retail and office, and improved pedestrian/bicycle access.

In the case of Glenmont Metro station, increased automobile-orientation through added commuter parking, and the continued lack of a quality pedestrian environment fostered by a mix of housing, offices and stores will underutilize this Metro station. Other Metro stations, including end of the line stations at Shady Grove and Vienna, have been recognized for their potential to create a transit village where more people would have the opportunity to live within walking distance of Metro, and walking distance to shops and services.

A parking garage is unlikely to provide greater access to Metro riders than proposed transit improvements to the Glenmont station, including the Georgia Avenue Exclusive Busway improvements to the station, costing a similar amount to constructing a parking garage.

By providing housing and commercial uses at the site instead of a parking garage, and investing the capital into the Georgia Ave. RapidBus line to the Glenmont Station, transit riders could have increased access, while the site could be used for more housing. Housing would also bring tax revenues to the County and profits to the property owner (WMATA) that could be used to partially support the operating costs of the busway and other access improvements.

Whether new parking capacity is built or not, Metro parking should be managed to provide reliable availability on a daily basis. To better manage park-and-ride resources, we recommend pricing parking so that it is reasonably available at any time of the day. The current first-come-first-serve approach means that those who live closest to the station have an advantage in getting to the space first. This means that this extremely costly and scarce resource may not be allocated to the user who needs it most. The waiting lists for reserved parking demonstrate that a number of riders would like to but are denied the opportunity to pay more than the current price in order to be assured a parking space.

A better approach is to price parking so that it is available throughout the day. This approach encourages some people to opt to ride the bus, or bicycle or walk to reach the station instead of taking up a valuable and costly parking space that someone else might need. We recommend piloting our proposed "park anytime" approach to managing Metro parking by using pricing as the management tool (please see attached). Increased parking revenues can be used to improve local feeder bus service, fund the Georgia Ave. RapidBus line, and improve pedestrian and bicycle access.

Building more parking will further preclude the potential of this station area to foster a mix of housing, retail and offices, or an inviting pedestrian environment that could provide potentially more people with access to Metrorail. Tax revenues, housing options, and reduced traffic and pollution are also lost opportunities with the construction of a parking garage at the Metro station. Investing in improved transit, bicycle and pedestrian access to the station, pricing commuter parking to assure availability, and building a mix of productive uses at the Metro station would offer the greatest benefit to the community, County and the region.

Thank your for your consideration.

Sincerely,



Cheryl Cort
Executive Director

WASHINGTON REGIONAL NETWORK FOR LIVABLE COMMUNITIES

4000 ALBEMARLE ST, NW, SUITE 305, WASHINGTON, D.C. 20016
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Park Anytime Proposal: Enhancing Customer Choice and WMATA Revenues

Proposal Summary

- Retain 70% of the Washington Metropolitan Area Transit Authority's (WMATA's) existing all-day parking spaces for first-come-first-serve use.
- Allocate WMATA's monthly Reserved Parking Program spaces by auction; dedicate an average of 15% of spaces at each station to the program.
- Set aside an additional 15% of spaces at each station for market-priced daily parking; adjust prices regularly based upon usage to ensure all-day availability.
- Facilitate carpooling to stations to allow customers to share parking costs by mimicking the Bay Area Rapid Transit's (BART's) automated dynamic ridesharing pilot.

Estimated Annual Revenue: \$9.8 million¹

Besides revenues, market-pricing parking at WMATA stations would have these benefits:

- WMATA customers would be assured parking availability no matter when they arrive—which isn't the case today.
- As parking prices increase for some spaces, more users and potential users of these spaces will choose to arrive in each parking car (through carpools) and to take alternative transportation (using bus, bicycles, walking, etc.). Therefore, without increasing the number of parking spaces, parking pricing will increase the number of people coming to the station to ride Metro, which is the opposite of what would occur as a result of a general transit fare increase.
- Making some parking available at all times would spread station arrival times, thereby enhancing the efficient use of WMATA's rail capacity.
- Managing parking demand would facilitate transit-oriented development.
- Patrons would, as is the case now, be able to park for the normal fees if they arrive at the station early enough.

¹Revenue estimates assume that there is an average \$3 per parking space premium over standard daily parking spaces for monthly Reserved Parking Program spaces and daily market-priced spaces, raising \$12.4 million ($\$3 \times 55,000$ total spaces \times 0.3 participating spaces \times 250 days per year). To derive the final \$9.8 million figure, current annual Reserved Parking Program revenue of \$2.1 million is subtracted as is \$500,000 for the dynamic ridesharing pilot.

Proposal Details

Why Market-Price Some Parking Spaces

Market pricing of parking provides WMATA patrons and potential patrons with something many want, but cannot have now: assured access to parking at all times and at all stations where there is parking. This benefit occurs whether some or all of WMATA's parking is market priced. An advantage of market pricing only some of WMATA's parking, which this proposal would do, is that early arrivers would continue to enjoy below-market parking rates while late arrivers would be assured parking availability.

Equal Access to Monthly Reserved Parking Program through Auctions

WMATA is already offering premium parking benefits for a premium price through its Reserved Parking Program, where participants are guaranteed parking every day until 10 AM for a \$45 monthly fee in addition to normal parking charges. Currently there are 5,800 passes that WMATA makes available and 5,000 additional WMATA customers are on a wait-list to participate. At some stations, WMATA estimates that it will take patrons three years to be allowed into the program. BART has a similar program, begun in December 2002, that makes available up to 25% of parking spaces at stations for reserved monthly parking. The BART program began by charging \$63 per month to participate (versus \$45 for WMATA) and its pricing is more innovative than WMATA's in that at each station it is subject to adjustment every six months and may be lowered to \$42 or raised to \$84 depending upon demand (with a price reduction automatically triggered if specific enrollment targets aren't met and a price increase triggered if waiting lists exceed certain numbers).

There is no reason a premium service like WMATA's Reserved Parking Program should be subject to wait-lists; instead, pricing should be used to manage demand so that it conforms to program supply. The best and most practical way to do this is through an on-line auction of monthly parking permits. This is not some pie-in-the-sky idea that is more complex than the existing Reserved Parking Program; auctions are used today in Shanghai to distribute the limited number of legally-required vehicle license tags the city chooses to make available to control the growth of new vehicles on the streets.² WMATA should institute a similar, but not identical, auction system in making available Reserved Parking Program spaces. Bidders should be allowed to place only one bid per month at their chosen station, either electronically or through the mail, but—to encourage people to bid at their highest willingness to pay—all winning bidders should be charged the lowest winning price at each station. Long-standing bids should be allowed (such as \$55 per month) that the bidder, if s/he chooses to place such a bid, would be obliged to withdraw if the parking was no longer wanted (just like the program participant must now withdraw from the current program in writing). One month a bidder with a \$55 long-

² Bidding takes place electronically over a six-hour window and a bidder may designate someone else to do their bidding (many new car buyers have their dealers do the bidding for them, with buyers providing their dealers upfront money and bidding instructions). Each bidder submits one price and pays that price if s/he wins, regardless of however low the lowest winning bid may be.

standing bid might have to pay \$35 for the spot, another month \$45, and in another month s/he might not get it at all (if, for example, the price is \$57, which is above the \$55 bid). This system would generate a lot more revenue for WMATA from existing parking spaces without ridership loss.

New Arrive-Anytime Market-Priced Guaranteed Parking Option

One advantage of daily market pricing of parking over monthly pricing is that the latter encourages people who have purchased monthly parking to drive every day of the month, when on some days they might want to save the cost of premium parking by not driving.³ Similarly, some infrequent park-and-riders might be willing to pay a premium for a guaranteed parking space on some days, but are not able to do this under the monthly Reserved Parking Program. WMATA should reserve 15% of total spaces for premium daily parking in each station with parking, in addition to the 15% for the monthly Reserved Parking Program, thereby leaving the remaining 70% of spaces for first-come-first-serve use and priced according to WMATA's regular parking pricing schedule. An auction, as described above, while practical for monthly permits would be unworkable for pricing daily premium parking.

To apply market pricing for premium daily parking—and therefore to ensure that such parking remains available until at least 9:30 AM, it is important to first remember that anyone who arrives before regular parking spaces fill up can use such spaces for the normal price. When the regular spaces are all taken up, market-priced spaces should, in most cases, still be available—something that isn't the case now.

To set initial prices for the premium spaces, stations with parking that normally fills up by days' end, but not until after 9:00 AM, should place a \$1 surcharge on its premium daily parking spaces; for those stations where parking fills up between 8:15-9 AM, a \$2 surcharge should be instituted; at stations where parking fills up between 7:30-8:15 AM (constituting the vast majority), a \$3 surcharge should be placed on premium parking; and for those stations filling up before 7:30 AM, a \$4 surcharge should be instituted. Every three months, stations would automatically increase or decrease the daily parking rates on their premium spaces, with increases kicking in if, for example, premium parking isn't available at least 50% of the time at 9:30 AM and decreases kicking in at stations with at least 5% of premium parking spaces going unused on 50% of the days.

Like with the proposed auction for premium monthly spaces, the proposed system for premium daily spaces is neither unrealistic nor untested; rather it is actually a simplified version of the pricing mechanism used for the premium freeway lanes on Orange County, California's SR-91. In that case, there are many different prices charged that are based on demand and vary by time-of-day and day-of-week (for example, demand on Friday

³ King County, Washington is experimenting with allowing people who pay for monthly parking to "cash out" of parking on individual days. Participants would be rebated money for days they don't park, encouraging them to leave the parking for someone who needs it more. A simpler way to get at this concept is through daily parking charges, which is what WMATA uses (except for its Reserved Parking Program permit).

afternoons is highest and thus so are the prices then), and are pre-published and made available on the Internet (see <http://www.91expresslanes.com/tollschedules.asp?p=m3>). Prices are adjusted regularly (most recently on Oct. 25, 2004) to reflect demand. WMATA could also choose to charge different amounts to reflect differences in demand on different days of the week.

Allow Customers to Save on Parking while Stretching Parking Resources by Piloting Dynamic Ridesharing

Dynamic ridesharing provides participants with enormous scheduling flexibility by using web-based and telephone-based systems to find one-way carpooling partners very close to the time that travel is desired. Participants are matched with different people on different days and on different trip legs. Dynamic ridesharing differs from traditional ridesharing that requires more formal, fixed arrangements be made well in advance of the traveler's departure time. In this proposed pilot, modeled after the Bay Area Rapid Transit (BART) pilot, WMATA premium parkers would, with the help of electronic communication tools, be provided an option to pick up one or more carpoolers on their way to or home from the Metro station, or to ride in someone else's vehicle, in exchange for the riders splitting their parking costs. One Northern Virginia company, NuRide, Inc., already provides dynamic ridesharing services to employees of America Online and other companies and could be enlisted to operate this pilot.

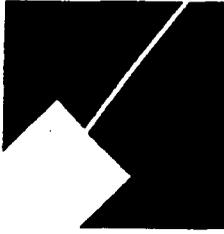
All participants would undergo security checks and enter their typical trip coordinates (e.g., home address, address of a boyfriend/girlfriend they regularly visit, etc.) into an electronic database. Participants would use their telephones or computers to indicate when and from where they are leaving on a particular day and which destination they are going to, and then would be automatically matched with any riders (except if there are incompatible preferences such as smoking) that the database software calculates will limit their total trip diversion to not more than a few minutes. Riders and drivers would be encouraged to have cell phones in the unlikely event of a problem. Unlike casual carpooling or "slugging," rides would be provided to and from a participant's doorstep or nearby intersection.

A pilot could be restricted to a few stations and to a limited number of neighborhoods where station patrons live. For in-bound trips, drivers could telephone riders if they are unsure where a particular address or intersection is. For return trips, electronic ride-boards in stations could show ride-matches and riders and drivers could meet at these boards. Riders would be provided a guaranteed ride home from the Metro, most likely in a taxicab, if a return lift home is not secured within 15 minutes of their train's arrival at the Metro station. Since popular Metro stations often have hundreds of people arriving and leaving within very short time intervals, convenient ride matches—including, at times, more than two per car—could be expected for most trips. Indeed, models suggest that backup service would not be needed at all with 70 to 100 active users.

By sharing rides to and from WMATA stations, per patron parking costs for even market-rate parking would likely be cheaper than current WMATA parking prices. Patrons could

arrive whenever they please and end up paying less for parking than before. By combining dynamic ridesharing with market-based pricing, both customers and WMATA could benefit financially, in addition to enjoying the host of other benefits itemized on the cover page.

M-NCPPC



MONTGOMERY COUNTY DEPARTMENT OF PARK AND PLANNING

THE MARYLAND-NATIONAL CAPITAL
PARK AND PLANNING COMMISSION

8787 Georgia Avenue
Silver Spring, Maryland 20910-3760
301-495-4500, www.mncppc.org

MCPB
ITEM NO. 13
4-27-06

April 14, 2006

MEMORANDUM

TO: Montgomery County Planning Board

VIA: Richard C. Hawthorne, Chief *RCH*
Transportation Planning

Khalid Afzal, Team Lead *KA*
Community Based Planning Division
301-495-4550

Thomas Autrey, Supervisor *TA*
Transportation Planning
301-495-4533

FROM: Cherian Eapen, Planner/Coordinator *CE*
Transportation Planning
301-495-4525

SUBJECT: Environmental Evaluation and General Plans for the Glenmont Parking Structure
Georgia Avenue East and West Alternatives
Glenmont Sector Plan Area

STAFF RECOMMENDATIONS

Staff requests that the Planning Board approve transmittal of the following staff recommendations to the Montgomery County Council, the Montgomery County Department of Public Works and Transportation (DPWT), and the Washington Metropolitan Area Transit Authority (WMATA):

(126)

1. Proceed with the overall alternatives study for the proposed Glenmont Metro Station parking structure with focus on the alternative on the east side of Georgia Avenue (Alternative B) as the preferred alternative since:
 - a. A parking structure on the west side of Georgia Avenue (Alternative A) would be inconsistent with the goals and objectives of the Glenmont Sector Plan.
 - b. A parking structure on the west side of Georgia Avenue would be more intrusive to the existing residential community on the west.
 - c. A parking structure on the west side of Georgia Avenue would potentially result in greater environmental impact and forest loss.
2. Design and locate the proposed expanded kiss-and-ride lot on the west side of Georgia Avenue under Alternative B (with garage on east side), cognizant of the Glenmont Sector Plan recommendation that environmentally sensitive portions of this property should remain undeveloped and should be enhanced as a natural green area to serve the Glenmont community since a significant portion of the west side consists of wetlands and tree save areas. A kiss-and-ride design that parallels Georgia Avenue, in place of one that extends to the forested portion of the site is preferred.
3. Develop the west side of Georgia Avenue with a pedestrian-friendly greenway that reduces impervious surfaces and provides visual relief from the extensive pavement associated with any new roadway and expanded kiss-and-ride/short-term parking facilities.
4. Use "best management" approaches for noise mitigation at the proposed parking structure since the noise analysis presented indicates that there are currently no sensitive receptors within the area of expected impacts for both proposed alternatives.
5. Assess the degree of engineering expertise and time needed to satisfy the site stormwater management requirements through coordination with Department of Environmental Protection (DEP) and Department of Permitting Services (DPS) at the earliest, as this is essential. Consider use of Environmentally Sensitive Development (ESD) approaches, including innovative infiltration approaches for the project.
6. Prepare and submit a Natural Resource Inventory/Forest Stand Delineation (NRI/FSD) to Environmental Planning staff for approval prior to a mandatory referral.
7. Under Alternative B, separate in/out private vehicular traffic at the existing parking garage from the in/out bus traffic to Glenallan Avenue with separate access driveways for the bus loop and the parking garage.
8. If a fire station is to be located on the west side of Georgia Avenue, identify a separate stand-alone access driveway for the proposed fire station to Georgia Avenue to separate traffic activity related to the fire station from traffic activity related to Glenmont station.

9. Provide more than one access point to any development on the west side, in consideration of non-availability of the Glenallan Avenue access point to Georgia Avenue in the event of an emergency or an incident.
10. Provide real-time signs on parking availability along roadways that lead up to existing and proposed future parking structures.
11. Advance the planned Georgia Avenue Busway project as a viable enhancement to the parking structure project to insure continued efficient and cost-effective access to the Glenmont Station given the fact that the demand on the station originates mostly from residents to the north of the station. Additionally, confirm if the bus loop under alternatives considered could accommodate service associated with the Georgia Avenue Busway and any other planned expansion of Ride-On and Metrobus services.
12. Emphasize to the Maryland State Highway Administration (SHA) the need to expedite design and funding for the construction of the Georgia Avenue/Randolph Road interchange given the documented capacity constraints and potential availability of new local funding.

PURPOSE OF THIS BRIEFING

This briefing for the Montgomery County Planning Board on the Glenmont Metro Station parking structure project is to:

1. Summarize and present to the Planning Board input received at the April 26, 2006, public hearing conducted by the WMATA on the Environmental Evaluation and General Plans for the Glenmont Parking Structure Alternatives (see Attachment No. 1), and
2. To request Planning Board comments, and approval to transmit recommendations on the project to the Montgomery County Council, DPWT and WMATA.

The County Council Transportation & Environment Committee is scheduled to hold a hearing on the project on May 2, 2006.

PROJECT LOCATION AND EXISTING CONDITIONS

At the request of Montgomery County, WMATA is considering construction of a parking structure near the Glenmont Metrorail Station, within the triangle formed by Georgia Avenue (MD 97), Glenallan Avenue, and Layhill Road. The station location and local features are shown on Attachment No. 2.

As shown on the attachment, Georgia Avenue is to the west, Layhill Road is to the east, and Glenallan Avenue is to the north of Glenmont station. The Glenmont Shopping Center and the Layhill Triangle commercial areas are to the south of the Metro station. Areas to the east, north, and west of the station are mostly residential.

The main entrance to the existing Glenmont Metro Station and the five-level commuter parking structure (containing 1,781 parking spaces) are located on the east side of Georgia Avenue. This area also contains a bus loop to the front of the parking structure along Georgia Avenue, and a kiss and-ride/short-term parking lot (containing 68 parking spaces) along Glenallan Avenue to north of the bus-loop. Additionally, a second station entrance, a kiss-and-ride drop-off area, and a short-term parking lot (containing 24 parking spaces) are located on the west side of Georgia Avenue, opposite from its intersection with Glenallan Avenue.

Access to the existing Glenmont station parking structure is from Georgia Avenue, Glenallan Avenue, and Layhill Road. Access to the east side kiss-and-ride/short-term parking lot is from Glenallan Avenue, and access to the west side kiss-and-ride/short-term parking lot is from Georgia Avenue. Currently, access for both northbound and southbound buses to the bus loop is from Georgia Avenue, directly opposite from its intersection with Urbana Drive, which is also shared by private cars.

PROPOSED ALTERNATIVES – LOCATION, ACCESS, AND CIRCULATION

WMATA is considering two alternative sites for the proposed new parking structure at Glenmont station. The General Plans for the two alternatives are provided as Attachment No. 3. Staff notes that the number of parking spaces and parking structure levels documented in several of the available reports is inconsistent. Information presented in this section is drawn from the General Plans.

Alternative A on the west side of Georgia Avenue (see Attachment No. 4) consists of a six-level parking structure on the site of the existing kiss-and-ride/short-term parking lot, and provides approximately 1,200 new parking spaces. This represents a net addition of approximately 1,176 parking spaces as this alternative will eliminate 24 existing parking spaces on the west side kiss-and-ride/short-term parking lot. Under this alternative, Montgomery County is also considering an option to separately co-locate a future fire station on the WMATA property to the north of the proposed parking structure.

The parking structure under Alternative A is proposed to use the existing entrance to the west side kiss-and-ride lot for access. This will not physically affect the existing parking, bus loop, and kiss-and-ride facilities on the east side of Georgia Avenue. It is anticipated that the new west side parking structure would capture a majority of the parking demand from the north currently experienced at the existing parking structure, and in turn would increase availability of parking at the existing parking structure to service demand from other areas.

Physical and operational intersection improvements proposed under Alternative A for the Georgia Avenue/Glenallan Avenue intersection include:

- Construction of a right turn deceleration lane on southbound Georgia Avenue for vehicles entering the structure at Glenallan Avenue.

- Reconfiguration of the west leg of the intersection with a reversible center lane to allow for two inbound lanes/one outbound lane during the morning peak, and one inbound lane/two outbound lanes during the evening peak. This will permit dual left-turn movement for traffic exiting the parking structure to travel northbound on Georgia Avenue during the evening peak with a left, left/through/right lane combination.
- Reconfiguration of the east leg of the intersection from a left, through, right lane combination to a left, shared through/right, right lane combination.

Alternative B on the east side of Georgia Avenue (see Attachment No. 5) consists of a five-level parking structure attached to the current Glenmont station parking structure, and provides approximately 915 parking spaces. The new east side parking structure would be located over the existing bus loop, which would be relocated to the area currently occupied by the east side kiss-and-ride/short-term parking lot. Alternative B would also expand the existing west side kiss-and-ride/short-term parking lot to a total of 91 parking spaces. **Alternative B has no option to separately co-locate a future fire station on the WMATA property.**

Vehicles would enter and exit the east side parking structure via the existing bus-loop access point opposite Urbana Drive, as well as bridges to and from the existing parking structure. The proposed bus loop access to Georgia Avenue will be right-turn in/right-turn out only, and would accommodate inbound busses from the south and outbound buses to the north. Inbound buses from the north and outbound buses to the south would use the Glenallan Ave access. Access to the expanded kiss-and-ride/short-term parking lot on the west side of Georgia Avenue would use the existing entrance to the west side lot.

Physical intersection operational improvements proposed under Alternative B for the Georgia Avenue/Glenallan Avenue intersection include:

- Providing an additional lane on the west leg of the intersection to reconfigure the west leg from a left/through, right lane combination to a left, through, right lane combination.

Staff notes that the west side parking structure alternative (Alternative A) does not address the issue of ingress and egress movements at the proposed fire station. Traffic activity related to the fire station should be separated from traffic activity related to the Glenmont station. **Staff also notes that evaluation of Alternative B does not address the issue of ingress and egress movements at Glenallan Avenue from the proposed new bus loop and the existing parking garage, and recommends separation of in/out bus traffic to Glenallan Avenue from in/out private vehicular traffic at the existing parking garage with separate access driveways for the bus loop and the parking garage.**

The alternatives study should also consider more than one access point to potential development on the west side of Georgia Avenue, since the access scheme proposed under the current plan does not consider non-availability of the Glenallan Avenue access point in the event of an emergency or an incident.

Staff also recommends consideration of real-time signs on parking availability along roadways that lead up to the parking structures. Locating these signs well in advance of the station and directing vehicles to the appropriate parking structure could help users decide early where they could park, manage movement of traffic, minimize unnecessary cruising and delays to locate a parking space, and improve overall parking efficiency.

PROJECT CHRONOLOGY

A narrative on the Glenmont Parking Structure project chronology, as excerpted from the WMATA Metro Electronic Action Document is included as Attachment No. 6. Under current schedule, the WMATA Board adoption of the project into its Adopted Regional System (with a specific alternative approval) is anticipated by Summer 2006. A new Glenmont parking structure is currently scheduled to open in Summer 2008.

PROJECT FUNDING PROFILE

Montgomery County has programmed approximately \$3.8 million in General Obligation Bonds towards the Glenmont Parking Structure project. In addition, approximately \$2.1 million is available for the project in Federal and State aid commitments, and \$10.1 million is available in bond proceeds and cash flow that will be generated by the parking surcharge. The total identified and/or programmed funds available for design and construction of either parking structure is an estimated \$16.0 million.

The estimated cost for constructing Alternative A (west side) is approximately \$17.7 million (excluding the fire station; at \$15,600 per space) and the estimated cost for constructing Alternative B (east side) is approximately \$21.2 million (at \$23,000 per space). The above costs are based on 2004 dollars, escalated to the mid-point of construction. There remains a funding gap with either alternative, with the gap or shortfall for Alternative B being significantly larger. The parking structure is programmed for construction in FY07-08.

The "total cost" for Alternative B is higher than that for Alternative A since the east side parking structure is being proposed at the location of the existing bus loop, requiring its relocation to the existing kiss-and-ride lot on the east side of Georgia Avenue. Additionally, Alternative B includes relocation and enlargement of the existing west side kiss-and-ride operation. The east side alternative provides no room for construction staging either, and will severely limit the hours available for construction as the pedestrian walkway to the station will have to be protected through the construction zone. Alternatively, the parking structure on the west side of Georgia Avenue (Alternative A) is on an unconstrained site, and its construction would minimally interfere with existing transit operations.

The co-location of a fire station on the west side of Georgia Avenue as proposed under Alternative A would possibly allow for the sharing of some of the infrastructure costs also. **However, it is not clear from available documents why the same infrastructure cost savings will not be available for Alternative B if a fire station could be located at the same location under this alternative. Staff believes that a fire station could be located on the west side of Georgia Avenue regardless of the ultimate parking structure location.**

CONSISTENCY WITH GLENMONT SECTOR PLAN

The Glenmont Sector Plan encourages the use of transit and emphasizes goals and policies that would enhance the use of the metro station. The Sector Plan also emphasizes creating a pedestrian friendly environment through redevelopment of vacant parcels while avoiding negative impacts on the adjoining community. The overall planning goals of the Sector Plan include the following (from page 10 of the Sector Plan):

- “Ensure that the new development is compatible with the existing community.”
- “Provide safe and efficient traffic circulation for local and regional travel, balancing transportation needs with the impacts on the community.”
- “Encourage the use of the existing and future public transportation systems and reduce reliance on travel by single occupant vehicles.”
- “Develop a transportation system that serves as the foundation of an emerging Center in Glenmont.”

The Glenmont Sector Plan has specific comments about the WMATA triangle (the subject site for the west side parking structure scenario), which is currently zoned RT-12.5. The Plan recommends rezoning the site to RT-15 to maximize housing potential on the site while protecting its sensitive environmental features.

On page 35, it states: “The application of RT-15 Zone to the WMATA Triangle would help to mitigate the significant development constraints impacting this parcel. A sizeable portion of the WMATA Triangle may be utilized for important community facilities, a proposed Kiss and Ride, and a possible child daycare center. (A western entrance to the Metro station has also been located on this site.) Another significant portion of the property consists of wetlands and tree save areas. This environmentally sensitive land should remain undeveloped and be enhanced as a natural green area serving the community.... Given these constraints, the application of the proposed RT-15 Zone may be necessary to maximize the yield of this strategically located parcel and provide increased housing opportunities near the Metro station.”

On Page 56, the Plan states: “Construct a minimal drop-off or Kiss and Ride facility at the western Metro entrance with vehicular access from Glenallan Avenue extended. It should include a circular drop-off area to provide turnaround for northbound traffic and a pavilion to shelter the station entrance. Seating and bicycle parking should also be provided...”

Community-Based Planning staff believes that the proposed six-level parking structure of approximately 186 feet x 350 feet, approximately 64 feet high, on the west side of Georgia Avenue would be inconsistent with the goals and objectives of the Glenmont Sector Plan. The structure will be more intrusive to the existing community of one-family detached houses or townhouses (if in the future redeveloped under proposed zoning of RT-15) than a five-level structure of approximately 183 feet x 333 feet on the east side of Georgia Avenue next to the existing parking structure.

Community-Based Planning staff therefore recommends that the study focus on the east side of Georgia Avenue for building additional parking capacity at the Glenmont Metro Station. Another alternative would be to explore the feasibility of building the proposed Georgia Avenue Busway as an option to accommodate increased ridership and parking demand at the Glenmont station since a large portion of the parking demand stems from the Olney area residents. Additionally, any alternatives on the west side of Georgia Avenue, if included in the study, must incorporate the Glenmont Greenway as discussed in the Glenmont Sector Plan.

GEORGIA AVENUE BUSWAY STUDY

The Georgia Avenue Busway Study was completed in August 1998. The study findings confirmed the feasibility of a two-lane bi-directional busway within the median of Georgia Avenue providing frequent (15-20 minute) peak hour service between Olney and the Glenmont Metro Station. The County has included additional project planning efforts as a funding priority for Maryland Department of Transportation's consideration but to date no additional analysis has occurred. The busway is included in the applicable master plans for the areas where the busway is to be located.

The Georgia Avenue Busway Study includes a discussion about the operation of the buses at the Glenmont station. More specifically, the study notes:

"At the southern end of the busway, there would be a need for a bus passenger pick-up and drop-off area. Representatives from the Washington Metropolitan Area Transit Authority indicate that a good opportunity for such an area exists at the Glenmont Metrorail Station. One possibility is to re-designate WMATA's kiss-and-ride lot on the east side of Georgia Avenue for the busway's buses, as well as for taxis, and at the same time adjust the size of the lot on the west side of Georgia Avenue and consolidate all kiss-and-ride spaces at that location. More detailed analysis during a state sponsored project planning study may uncover other possibilities as well."

The study therefore proposed an approach to accommodate the busway service that is similar to the concept proposed under Alternative B. It should be noted that both the busway study and Alternative B locate a bus loop on the existing east side kiss and ride lot location and call for the expansion of the west side kiss and ride lot.

Currently, nine out of 31 bus trips exiting the Glenmont Station in the morning peak hour travel northbound on Georgia Avenue. In the evening peak hour, eight out of 28 buses exiting the Glenmont Station travel northbound on Georgia Avenue. The busway, once implemented, will add approximately four arrivals and departures (eight trips per hour) to and from the north at the introduction of the service.

Given the importance of the Georgia Avenue Busway project, staff believes that the busway terminal, as well as boarding and alighting area requirements should be incorporated into the design for the parking structure alternatives. It is unclear to staff if that analysis has taken place in the consideration of the two presented alternatives.

Staff recommends that the east side parking structure alternative (Alternative B) retain some flexibility to provide an additional bus boarding area on the west side (possibly at the expense of some kiss-and-ride spaces), as this side may better accommodate arriving southbound and departing northbound buses compared to the east side. In contrast, the west side parking structure could result in the busway using either the current bus loop or using the existing kiss-and-ride area for boarding and alighting. At a minimum, the analysis should take into consideration the capacity of the existing bus loop to accommodate the busway service and other bus service expansion if the parking structure is located on the west side.

ENVIRONMENTAL ISSUES

Environmental Planning staff has provided the following preliminary comments on the alternatives under consideration. It is noted that staff was unable to make specific comments on the project given the absence of detailed design drawings and/or profiles for the proposed parking structures.

1. **Staff supports selection of Alternative B (on the east side of Georgia Avenue) as the preferred alternative as this option will potentially result in the least environmental impact and forest loss. In its design and location of the proposed Alternative B parking structure, WMATA should give strong consideration to developing the west side of Georgia Avenue as a pedestrian-friendly green boulevard ("Greenway") that provides visual relief from the extensive pavement associated with the roadway and kiss-and-ride/short-term parking facilities, and should reduce impervious surfaces as much as possible.**
2. **A significant portion of the site along the west side of Georgia Avenue, proposed for the expanded kiss-and-ride lot under Alternative B, consists of wetlands and tree save areas. The project should design and locate the proposed development cognizant of the Glenmont Sector Plan recommendation that environmentally sensitive portions of this property should remain undeveloped and should be enhanced as a natural green area to serve the Glenmont community. Staff prefers a kiss-and-ride design that parallels Georgia Avenue, rather than one that extends into the forested portion of the site.**

3. **The noise analysis indicates that there are currently no sensitive receptors within the area of expected impacts for either of the two alternatives proposed. However, the Glenmont Sector Plan indicates that future development will transform Glenmont into a compact, transit-oriented, mixed-use center. Staff notes that WMATA has made successful efforts to address such situations in the past and encourages WMATA to use similar "best management" approaches for the proposed parking structure at Glenmont.**
4. **Coordinate with DEP and DPS at the earliest to help assess the degree of engineering expertise and time needed to satisfy the site's stormwater management requirements. This is critical. Staff recommends the use of ESD approaches including innovative infiltration approaches, as much as possible, for this project.**
5. **A NRI/FSD must be prepared and submitted to Environmental Planning staff for approval prior to a mandatory referral. If an exemption from Forest Conservation Law is being requested, all areas proposed for disturbance (including stormwater management) should be shown. Allow 30 days for review.**

It is noted that staff will provide more detailed comments at the later stages of this project and at the time of the mandatory referral for a preferred alternative.

LOCAL AREA TRANSPORTATION REVIEW

A preliminary review of the traffic study¹ prepared to analyze impact of the proposed parking structure alternatives at the Glenmont Metro Station indicate that:

1. **The intersection of Georgia Avenue and Randolph Road will operate with a critical lane volume (CLV) that is higher than the AGP congestion standard for Glenmont (1,800 CLV). Construction of either alternative will not improve operation of this intersection.**
2. **Though CLV's will increase in the future with or without the additional parking structure, all intersections except the Georgia Avenue/Randolph Road intersection will operate within the AGP congestion standard for Glenmont during both the morning and evening peak-hours, under all analyzed scenarios.**
3. **Both east and west parking structure alternatives will modify travel patterns at intersections in the vicinity of the Glenmont station.**
4. **Adverse impacts at the Georgia Avenue/Glenallan Avenue intersection under either alternative can be mitigated through selective physical and operational improvements at the intersection.**

It is noted that staff would provide additional comments to the traffic consultant separately, for consideration at the time of the mandatory referral for a selected alternative.

¹ Traffic Study Glenmont Parking Structure, Montgomery County, Maryland. Street Smarts, November 2005.

AREA TRANSPORTATION INFRASTRUCTURE IMPROVEMENT PROJECTS

SHA is currently in the process of finalizing the design for the Georgia Avenue/Randolph Road interchange. The interchange is proposed as an urban diamond interchange, with Randolph Road routed under Georgia Avenue and with no traffic control for the Randolph Road through movement. As part of the interchange project, the Glenmont Greenway along Georgia Avenue is proposed to be extended to the south of Randolph Road. The project will relocate the fire station to the southeast corner of the intersection and remove the gas station to the northeast corner of the intersection.

Recently, as part of the FY07 operating budget, the County Executive proposed over \$80 million of county funds to accelerate construction of certain state road projects that are currently pending. These included construction of five grade-separated interchanges, one of which is the proposed Georgia Avenue/Randolph Road interchange. These funds must still be approved by the County Council, and are in the later years of the budget.

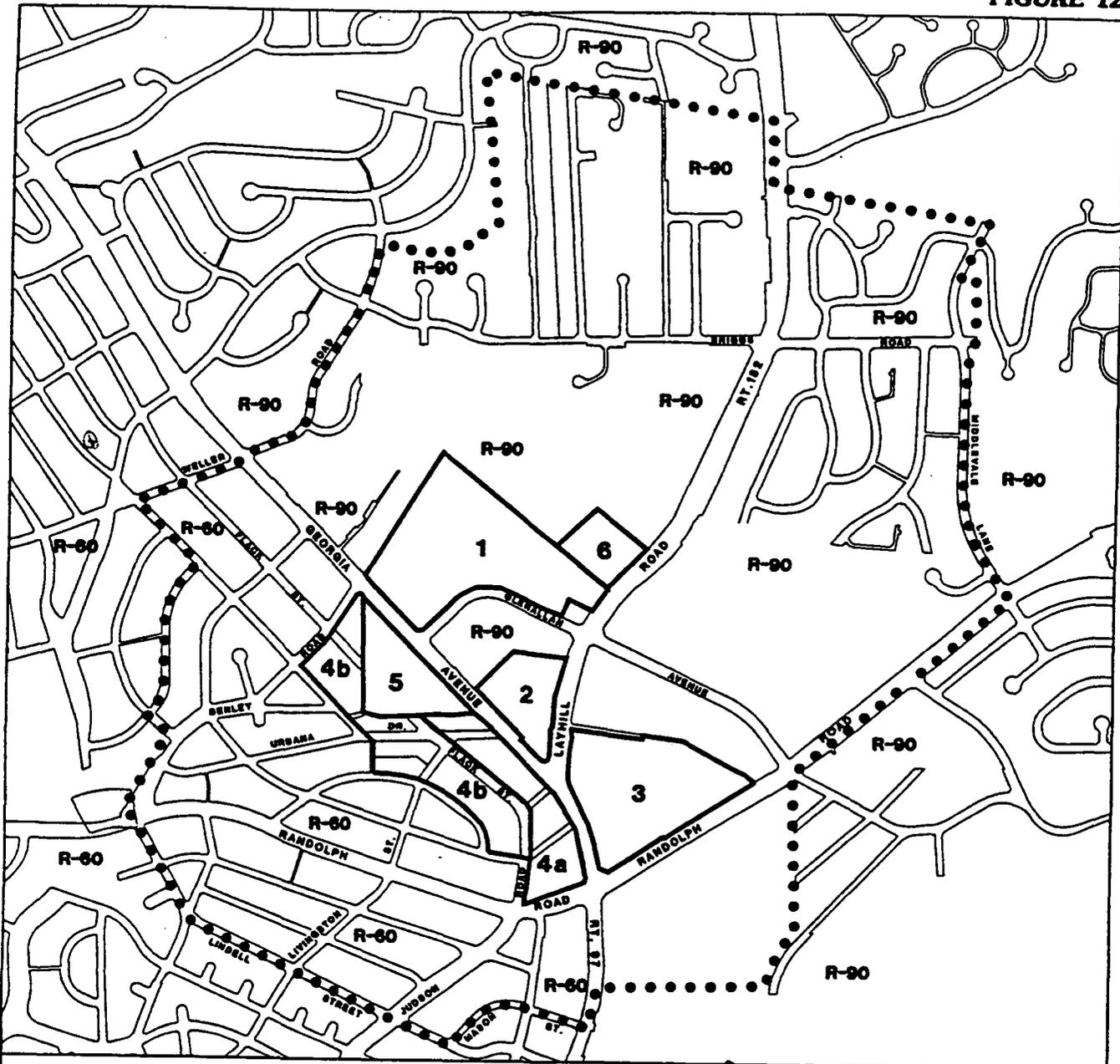
Given the documented capacity constraints and availability of new local funding, staff recommends that SHA expedite the design and fully fund the construction of the interchange at Georgia Avenue and Randolph Road.

CE:gw
Attachments

mmo to MCPB re Glenmont Parking Structure

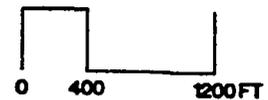
PROPOSED AREAS FOR REZONING

FIGURE 12



●●●● SECTOR PLAN BOUNDARY

- 1 RETAIN R-30 (SUITABLE FOR TSR)
- 2 FROM C-1 TO RMX-2C
- 3 FROM C-1 TO RMX-2C
- 4a RETAIN R-60 (SUITABLE FOR RT-15 AND UP TO 2 ACRES PD-15)
- 4b RETAIN R-60 (SUITABLE FOR RT-15)
- 5 RETAIN RT-12.5 (SUITABLE FOR RT-15)
- 6 RETAIN RT-12.5 (SUITABLE FOR TSR)



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If this site redevelops, it should be an extension of the Glenmont Center rather than a neighborhood separated from the rest of Glenmont. To this end, this Plan recommends that a new street, parallel to and north of Glenallan Avenue, be constructed. (See Figures 14 and 22.) This street will help to incorporate Glenmont Metrocentre into the Center and provide a relief valve for traffic on Glenallan Avenue (i.e, provide a capacity improvement). This street could be built as a private street.

c. Layhill Triangle (approximately 3 acres)

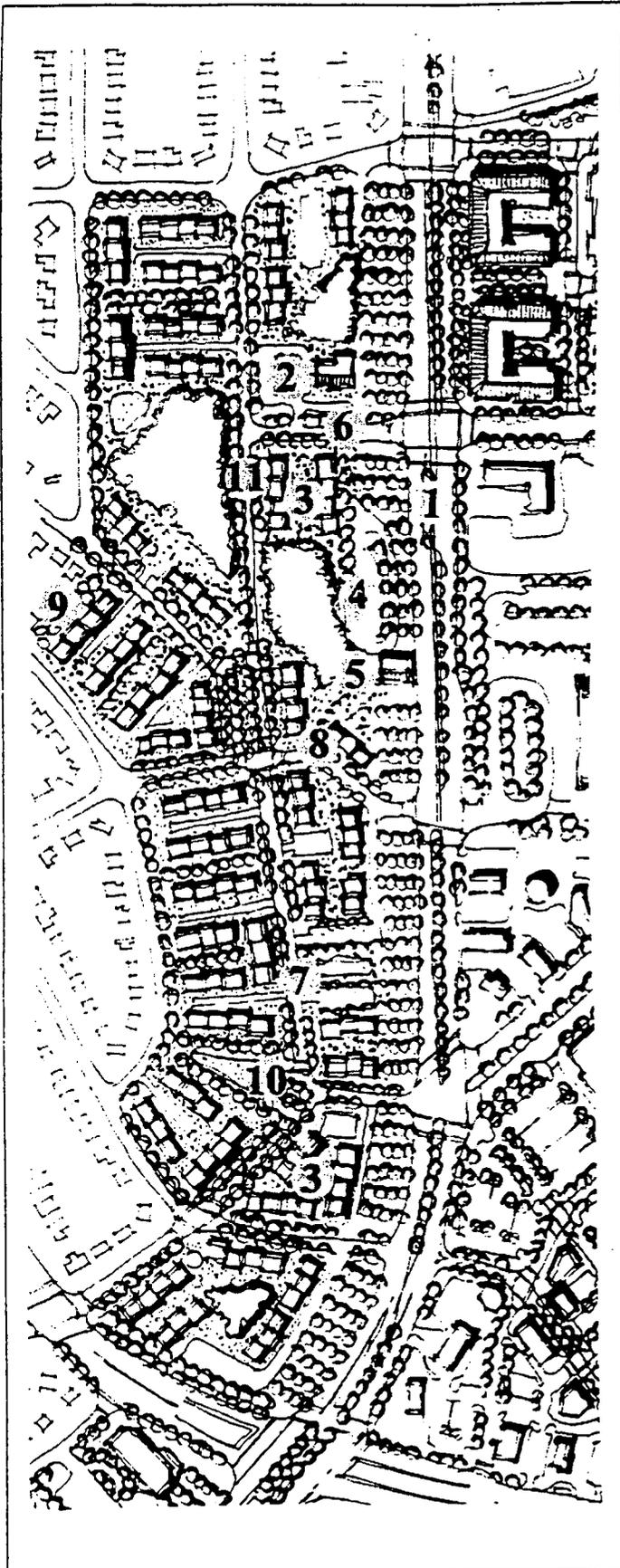
This area currently contains several neighborhood-oriented commercial uses and an elevated Washington Suburban Sanitary Commission (WSSC) water storage facility. Although these uses should be allowed to continue, this Plan supports the assemblage of the parcels comprising the Layhill Triangle for future redevelopment. Commercial development would be appropriate on this site to take advantage of its close proximity to Metro. To this end, the area should be zoned RMX-2C.

At some future point, WSSC will need to provide a new water storage facility with three times the capacity of the existing Glenmont water tower. (See Chapter V.) Such a facility could not be provided at the location of the existing water tank without impacting the adjoining properties. Other sites within Glenmont which satisfy the locational criteria for water storage facilities (e.g., elevation, site size, proximity to water lines) are considered too valuable to be reserved for such a use due to their proximity to the Metro station. This Plan therefore recommends that WSSC explore sites outside of Glenmont for the eventual relocation of the water tank currently located on the Layhill Triangle. If a suitable site cannot be found elsewhere, this Plan recommends that the new water storage facility be provided at the location of the existing facility. This would continue the water tank as a Glenmont landmark, but it would disrupt several existing small businesses.

d. Georgia Avenue West (28.4 acres)

Like the adjoining Denley neighborhood, the Georgia Avenue West portion of the Glenmont Center (see Figure 15) is characterized by small single-family homes built shortly after World War II. Only the WMATA Triangle and the lots along Georgia Avenue are currently vacant property. (The houses along Georgia Avenue were purchased and demolished prior to construction of the Metro tunnel.) The Georgia Avenue West area is zoned R-60, except for the WMATA Triangle, which is zoned RT-12.5.

Although Georgia Avenue West is a viable residential community, it is to some extent a community "on the edge." Many of the homes nearest the future Glenmont Metro station are rented out and some are not adequately maintained. These factors indicate possible speculative interests relating to the new Metro station and/or possible instability resulting from the age of the housing stock and



- 1 Georgia Avenue enhanced boulevard
- 2 Possible child care facility
- 3 Single-family attached housing
- 4 Metro Kiss-and-Ride
- 5 Metro entrance
- 6 Glenallen Avenue extended
- 7 Tree-lined sidewalks
- 8 Street-oriented buildings
- 9 Green buffer
- 10 Central open space
- 11 Flack Street (see page 53)

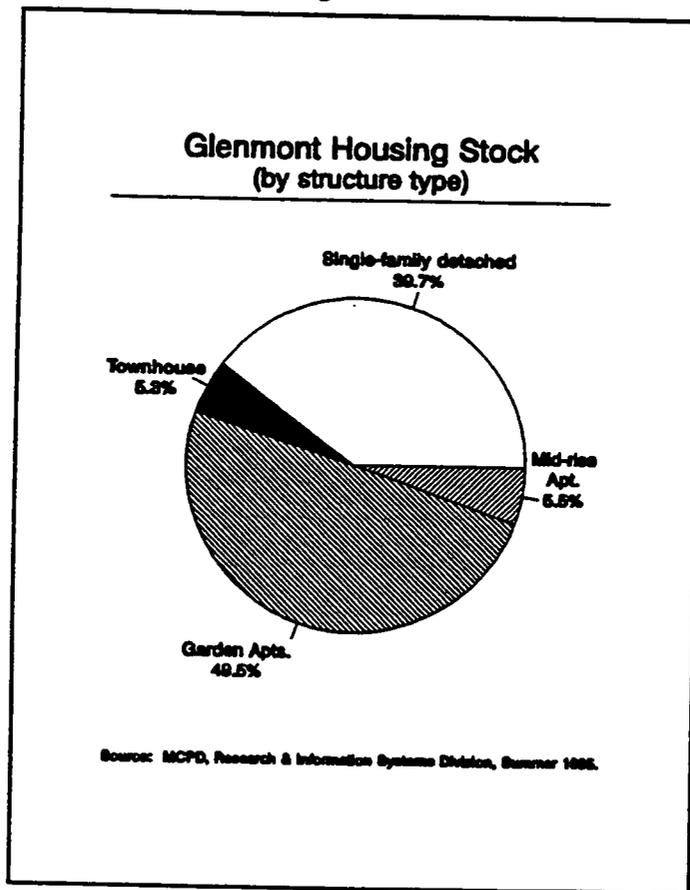


the increasing congestion on this part of Georgia Avenue. It would be desirable for State and County agencies to implement programs which are designed to encourage home ownership and rehabilitate declining structures in this area.

The Kensington-Wheaton Master Plan, and other master plans throughout the County, have made very strong recommendations to maintain the existing housing stock and, in particular, not give in to pressure to convert residential uses to commercial, or increase residential densities along major transportation corridors. Georgia Avenue West is different from these areas due to a number of factors, most notably its proximity to the Metro station.

This Plan recommends that assemblage and medium density residential redevelopment be encouraged in Georgia Avenue West. New residential development would help to stabilize this area and would increase housing opportunities near Metro. Townhouses would be particularly desirable in this area because such structures are underrepresented in Glenmont's housing stock (see Figure 16) and they would provide an appropriate transition to the single-family detached units to the west of the center (i.e., in the Denley neighborhood). To ensure compatibility and a more orderly transition to higher density, it is recommended that the townhouse floating zoning should not be applied to areas of less than one acre.

Figure 16



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Office development is appropriate for up to two acres of land in the area between Georgia Avenue and Flack Street. Mixed-use Planned Development zoning (PD-15) should be applied in areas of no less than one acre to ensure an orderly pattern of redevelopment. Office development should be limited to 0.5 FAR and be consistent with the recommended character and design guidelines for Georgia Avenue West.

This Plan recommends the creation of a new townhouse zone, RT-15, which would permit sufficient residential density to make assemblage and redevelopment economically viable in Georgia Avenue West. Single-family attached units would be permitted under this zone, including variations of townhouses such as "piggyback" units (i.e., stacked townhouses); however, only developments including Moderately Priced Dwelling Units (MPDUs) could be entirely single-family attached units.

Like the existing RT Zones, the new RT-15 Zone would be a floating zone. Unlike RT-12.5, it requires an assemblage of one acre of land. The RT-15 Zone should be an option for all of the land in Georgia Avenue West. The 65-foot-wide strip along the Georgia Avenue right-of-way where the Metro cut and cover construction has taken place will be utilized for a linear green space along the road. (The enhanced boulevard concept is described in Section D.) This portion of land should be acquired by the County for the purpose of a greenway along Georgia Avenue. (See Figure 15.)

The application of the RT-15 Zone to the WMATA Triangle would help to mitigate the significant development constraints impacting this parcel. A sizeable portion of the WMATA Triangle may be utilized for important community facilities, a proposed Kiss and Ride, and a possible child care center. (A western entrance to the Metro station has also been located on this site.) Another significant portion of the property consists of wetlands and tree save areas. This environmentally sensitive land should remain undeveloped and be enhanced as a natural green area serving the community. (If Flack Street is connected through the WMATA Triangle, it should be done in a way that minimizes any adverse impacts on these environmentally sensitive areas.) Given these constraints, the application of the proposed RT-15 Zone may be necessary to maximize the yield on this strategically located parcel and provide increased housing opportunities near the Metro station.

The application of the proposed RT-15 Zone to Georgia Avenue West permits the possibility of assemblage or coordinated development. Unified development is encouraged by this Plan. RT-15 zoning should be approved only in "chunks" large enough to ensure consistent and coordinated views from the street; typically, this will involve entire blocks of street frontage. Design guidelines are provided below to ensure that multiple developments on a single block are consistent and compatible. Site plan approval would be required pursuant to the new RT-15 Zone, which would contain appropriate development standards.



OFFICE OF THE COUNTY EXECUTIVE
ROCKVILLE, MARYLAND 20850

Douglas M. Duncan
County Executive

November 2, 2005

The Honorable Ida Ruben, Chair
Montgomery County Senate Delegation
422 Miller Senate Office Building
Annapolis, Maryland 21401

The Honorable Charles Barkley, Chair
Montgomery County House Delegation
222 Lowe Office Building
Annapolis, Maryland 21401

Dear Senator Ruben and Delegate Barkley:

We have recently revised the State transportation priorities we transmitted to you on November 4, 2004, based on recent announcements by the Maryland Department of Transportation (MDOT) and on a review of the Planning Board's new Highway Mobility Report. This letter describes our updated sets of priorities for currently unfunded State transportation projects and planning studies.

We appreciate the State having fully funded the Intercounty Connector for completion by 2010. However, there are four other projects of regional and statewide significance that are most critical and should proceed to completion as quickly as possible. In alphabetical order, they are: the Bi-County Transitway; the Corridor Cities Transitway; the I-270 widening for high-occupancy-vehicle (HOV) or high-occupancy-toll (HOT) lanes north of Shady Grove; and the I-495 widening for HOV or HOT lanes between the I-270 West Spur and Virginia. While there are issues to be worked out on important aspects of some of these projects, decisions must be made and funding must be identified promptly to move them forward to completion.

There are also two projects of local importance which require significant changes from what is shown in the Draft 2006-2011 Consolidated Transportation Program (CTP). These are high priority projects that have been previously identified by the Executive and Council to the State and/or Federal Delegations. They are:

1. Accelerate the start of construction of the interchange of Rockville Pike (MD 355) with Montrose Parkway by two years—from FY 2010 (as shown in the Draft) to FY 2008—in order to permit the most seamless coordination with the County's Montrose Parkway West project, and to cause the least disruption to area residents. Montrose Parkway West is currently under construction; the full cost of this \$68.2 million project is being funded entirely by the County.
2. Provide \$5.26 million in additional funding for the Silver Spring Transit Center to fully fund the 20% match for Federal aid that has been included in the recently approved Federal transportation authorization. This project has undergone a significant increase in scope which is not reflected in the \$41 million funding level as shown in the Draft.



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The Honorable Ida Ruben
The Honorable Charles Barkley
November 2, 2005
Page Two

Our priority rankings for projects that will be ready for construction funding during the next six years and are currently in the design or project-planning stages are listed below. The funding to be programmed to complete each project is also indicated as well.

1. Glenmont Metro Garage: State contribution to build a second garage	\$6M
2. Georgia Avenue/Randolph Road: build grade-separated interchange	\$48M
3. I-270/Watkins Mill Road Extended (Phase 1): build grade-separated interchange*	\$103M
4. Woodfield Road: widen to 6 lanes, Midcounty Hwy to Snouffer School Road**	\$60M
5. Georgia Avenue: build 2-lane bypass around Brookeville	\$17M
6. Georgia Avenue/Norbeck Road: build grade-separated interchange	\$75M
7. Clopper Road: improve intersections from I-270 to Seneca Creek State Park	\$39M
8. Spencerville Road: widen to 4 lanes with a median from Old Columbia Pike to US 29	\$30M
9. Norbeck Road: widen to 4 lanes from Georgia Avenue to Layhill Road	\$80M
10. US 29/Fairland Road/Musgrove Road: build grade-separated interchange	\$67M
11. Rockville Pike/Montrose Parkway (Phase 2): build bridge over CSX Railroad***	\$62M
12. I-270/Newcut Road: build grade separated interchange	\$64M
13. Woodfield Road: widen to 6 lanes from Snouffer School Road to Airpark Road and from Fieldcrest Road to Warfield Road**	(see #4)
14. MD 28/198: widen to 4 lanes from Layhill Rd to Old Columbia Pike	\$115M
15. Veirs Mill Rd/First St: build grade-separated interchange	\$54M

* Significant savings may be obtained by dedication of right-of-way by new development.

** The total cost of #4 and #13 is \$60M. Segmented cost estimates are not yet available.

*** Significant savings may be obtained by coordination with the County's Montrose Parkway East project.

The total funding that needs to be programmed to complete these 15 projects is \$820 million. MDOT is already investing over \$43 million to plan, design, and buy land for these projects.

Our priority rankings for highway projects to be added to the Development & Evaluation (D&E) Program are:

1. Georgia Avenue (MD 97): reconstruction in Montgomery Hills
2. Rockville Pike (MD 355)/Cedar Lane: grade-separated interchange
3. Midcounty Highway Extended: construction from Intercounty Connector to Shady Grove Road
4. Frederick Road (MD 355)/Gude Drive: grade-separated interchange
5. Great Seneca Highway (MD 119): flyover at Sam Eig Highway
6. Frederick Road (MD 355): widening from 2000' south of Brink Road to future Frederick Road/Clarksburg Bypass
7. Rockville Pike (MD 355)/Nicholson Lane: grade-separated interchange
8. Frederick Road (MD 355): reconstruction in Old Town Gaithersburg
9. Veirs Mill Road (MD 586)/Randolph Road: grade-separated interchange
10. Veirs Mill Road (MD 586): widening from Twinbrook Parkway to Randolph Road
11. I-270/Gude Drive: grade-separated interchange
12. MD 108 Bypass around Laytonsville

The Honorable Ida Ruben
The Honorable Charles Barkley
November 2, 2005
Page Three

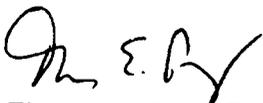
Our priority rankings for transit projects to be added to the D&E Program are:

1. Veirs Mill Road (MD 586) Bus Rapid Transit: Rockville to Wheaton
2. Georgia Avenue (MD 97) Busway: Glenmont to Olney
3. University Blvd. (MD 193) Bus Rapid Transit: Wheaton to Langley Park
4. North Bethesda Transitway: Grosvenor to Montgomery Mall and White Oak Connector from Bi-County Transitway

Studies #1-3 in this list would be coordinated between the State Highway Administration and the Maryland Transit Administration. For these studies we also request that a continuous bikeway be planned throughout their entire lengths.

If you need any clarifications about our recommendations, please contact us.

Sincerely,



Thomas E. Perez, President
County Council



Douglas M. Duncan
County Executive

DMD:TEP:go

cc: The Honorable Robert L. Ehrlich, Governor, State of Maryland
Robert L. Flanagan, Secretary, Maryland Department of Transportation
Derick Berlage, Chair, Montgomery County Planning Board

	PP	PE	RW	CO	SHA Funded	Local Share
Anne Arundel						
US 50; MD 2 Interchange						
Anne Arundel County funded \$10 million toward the total project cost.				10,000	9,281	52%

	PP	PE	RW	CO	SHA Funded	Local Share
Baltimore						
MD 43 Extended						
Baltimore County	1,425	1,957	12,000		54,996	22%

AV Williams and MTA
also contributed funding

	PP	PE	RW	CO	SHA Funded	Local Share
Carroll						
MD 26; Liberty Reservoir to MD 97						
Carroll County	300	1,000			882	60%
MD 32; MacBeth Way to MD 26						
Carroll County				2,500	2,500	50%

	PP	PE	RW	CO	SHA Funded	Local Share
Frederick						
MD 475; East Patrick Street to South St.						
City of Frederick	400	600			1,004	50%
US 15; at MD 26						
Fred. County	200			900		
City of Frederick	200			500	1,947	48%
MD 85; English Muffin Way to Grove Road						
Frederick County	600	1,500			5,910	32%

	PP	PE	RW	CO	SHA Funded	Local Share
Howard						
MD 32; US 29 to Brokenland Pkwy						
Howard County				4,900	882	85%
US 29; at MD 216						
Howard County		2,000	1,500	9,500	13,088	50%
US 29; Johns Hopkins/Gorman Road						
Howard County		1,500	2,000	6,500	19,182	34%
MD 175; Snowden Parkway						
Howard County funded total \$14 million PE and Const.				14,000	-	100%
MD 732; over CSX RR						
Anne Arundel County				900		
Howard County				900	988	65%
US 29; MD 100 to MD 99						
Howard County				4,000	18,808	18%
MD 216; I-95 to US 29						
Howard County				3,238	29,634	10%
US 29; Middle Patuxent to Broken Land Pkwy						
Howard County		600			2,524	19%

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State Roads Participation -- No. 500722

Category
Agency
Planning Area
Relocation Impact

Transportation
Public Works & Transportation
Countywide
None.

Date Last Modified
Required Adequate Public Facility

March 29, 2006
YES

EXPENDITURE SCHEDULE (\$000)

Cost Element	Total	Thru FY05	Est. FY06	Total 6 Years	FY07	FY08	FY09	FY10	FY11	FY12	Beyond 6 Years
Planning, Design and Supervision	0	0	0	0	0	0	0	0	0	0	0
Land	0	0	0	0	0	0	0	0	0	0	0
Site Improvements and Utilities	0	0	0	0	0	0	0	0	0	0	0
Construction	80,000	0	0	80,000	0	0	0	10,000	20,000	50,000	0
Other	0	0	0	0	0	0	0	0	0	0	0
Total	80,000	0	0	80,000	0	0	0	10,000	20,000	50,000	0

FUNDING SCHEDULE (\$000)

G.O. Bonds	80,000	0	0	80,000	0	0	0	10,000	20,000	50,000	0
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ANNUAL OPERATING BUDGET IMPACT (\$000)

DESCRIPTION

This project provides for the County's participation for the construction of State roads and/or interchanges that will add transportation capacity to the County's network, reduce traffic congestion in different areas of the County, and provide overall benefits to the public at large. Specific projects to be funded will be selected from the Joint priority letter signed by the County Executive and the President of the County Council in November 2005 and submitted to the County's Delegation in Annapolis, Maryland. The final projects selected will come from final negotiations between the State and County, based on the State's production schedule for the projects, the Joint priority letter, and the funding of this project.

JUSTIFICATION

Montgomery County, as part of the Washington Region, has the third highest level of traffic congestion in the nation. State roads carry the heaviest traffic volumes in the County; and the State has made it clear that the Transportation Trust Fund has not been growing at a rate that will allow them to complete major projects in the near future. Therefore, in order to directly address the congestion problems and to leverage State funding in Montgomery County, the County will participate in the construction of State projects; to improve the quality of life for our residents, eliminate or reduce delays at major bottlenecks in our transportation system, improve safety, and improve air quality in the immediate vicinity of the projects.

Cost Change

Not applicable

OTHER

This project is new for the FY07-12 CIP.

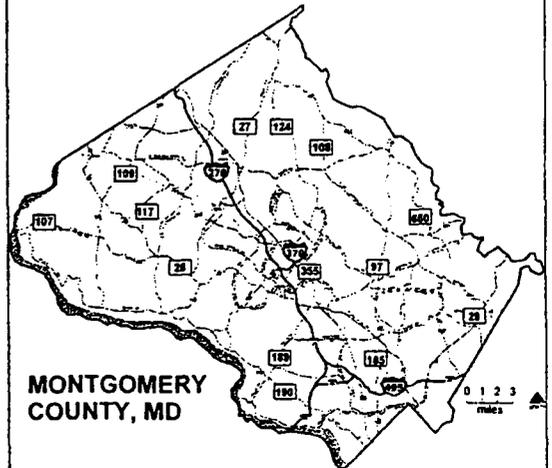
APPROPRIATION AND EXPENDITURE DATA

Date First Appropriation	FY	(\$000)
Initial Cost Estimate		80,000
First Cost Estimate		
Current Scope	FY07	80,000
Last FY's Cost Estimate		0
Present Cost Estimate		80,000
Appropriation Request	FY07	0
Appropriation Request Est.	FY08	0
Supplemental		
Appropriation Request	FY06	0
Transfer		0
Cumulative Appropriation		0
Expenditures/		
Encumbrances		0
Unencumbered Balance		0
Partial Closeout Thru	FY04	0
New Partial Closeout	FY05	0
Total Partial Closeout		0

COORDINATION

Maryland State Highway Administration
Developers
Maryland-National Capital Park and Planning Commission
Montgomery County Fire and Rescue Service

MAP



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MONTGOMERY COUNTY COUNCIL
ROCKVILLE, MARYLAND

M E M O R A N D U M

April 27, 2006

To: Transportation and Environment Committee

From: Nancy Floreen, Chair, Transportation and Environment Committee
Steve Silverman, Councilmember

Subject: Transportation Proposals

On Tuesday, April 25 we outlined a new proposal to provide \$80 million in county dollars over the next three years of the CIP to jumpstart several State transit and road projects. We also propose an additional \$2 million from the operating budget to provide free bus service (Free Wheeling Days) on selected routes in high congestion areas and to beef up the County's existing program to providing transit subsidies to employees whose companies match the public subsidy (Fare Share, Super Fare Share, etc.). This memorandum provides further detail on the proposals, including the funding mechanism.

State Transportation Projects

We propose to utilize \$80 million in revenue bonds over the next three years to accelerate key State transit and road projects that are on the County's priority funding list. We would expect to negotiate with the State to reach an agreement on the specific projects, funding split, and timing. Candidate projects include:

- Interchange at Route 355/Rockville Pike and Montrose Parkway/Randolph Road, the County's number one interchange priority. It will relieve congestion along Rockville Pike and provide a connection to the County-funded Montrose Parkway, currently under construction;
- New garage at the Glenmont Metro Station;
- Interchange at Randolph Road and Georgia Avenue (MD 97) in Glenmont;
- Southern entrance at the Bethesda Metro station, providing more access and current relief to overcrowding at the main entrance and a key connection to the future Purple Line;
- Interchange at I-270 and Watkins Mill Road in Gaithersburg;
- Widening of Woodfield Road (MD 124) from Midcounty Highway to Airpark Road in Gaithersburg;

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- Brookville Bypass (MD 97), north of Olney;
- Interchange at Norbeck Road (MD 28) and Georgia Avenue (MD 97);
- Widening of Clopper Road (MD 117) west of I-270 in Gaithersburg.

As an example, the County could provide the funds needed to construct a second Glenmont Metro Garage in FYs 2007-2008, accelerate funding of the Montrose/355 interchange to better coordinate timing with the construction of the Montrose Parkway, and provide funds to design the southern entrance to the Bethesda Metro.

Since we could not realistically reach an agreement with the State prior to our budget actions, we would propose to **program, but not appropriate** these funds in a new State Transportation Participation CIP project. The County Executive has submitted this new CIP project, showing funds in the final three years of the CIP. Our proposal would allocate funds in the first three years. Our residents need traffic congestion relief NOW.

The Committee may wish to make an exception to this general approach by appropriating the funds now for the Glenmont Metro Garage because the project is ready to proceed and only needs about \$2-5 million more to close the funding gap.

Since we do not know at this time the exact amount of funding in each of the next three years, we would suggest an equal split among the three years.

With respect to the funding mechanism, the Department of Finance advises that the County could issue revenue bonds to help pay for State transportation projects. In order to issue revenue bonds, there must be a non-tax supported dedicated revenue stream to pay the debt service on those bonds. The Department advises that a portion of the proceeds from the Liquor Fund could be used for this purpose. Since proceeds from the Liquor Fund are currently used to help fund the overall operating budget, we would need to replace any Liquor Funds used to pay the debt service on these bonds.

The Department of Finance advises that if we had a \$40 million bond issue in October of FY07 and a \$40 million issue in FY08, the annual debt service cost would be:

FY07 \$40 million issue	Cost, FY07	Cost, FY08	Cost, FYs09-27	Cost, FY28
	\$1.1 m	\$2.87m	~\$2.85m/year	
FY08 \$40 million issue		\$1.1 m	~\$2.85m/year	\$2.8m
Total \$80 million	\$1.1m	\$3.87m	~\$5.7m/year	\$2.8m

The FY07 cost of this major traffic congestion relief initiative is \$1.1 million.

Transit Operating Budget Proposal

We propose to add \$1 million to the County budget for the “Free Wheeling Days,” the program offering free Ride On and Metrobus service on selected routes to encourage residents to take the bus to Metro and offering traffic relief in congested areas. When this program was offered in 2005, rider surveys showed that 24% of the riders were new riders or increased their use of Ride On, taking cars off our congested roads. With the increasing cost of gasoline, this is an opportune time to attract new ridership with free transit. The attachment shows the routes DPWT staff identify as having capacity for additional riders. They run throughout the County. This list assumes that the program would begin in September and run for six months, with an assessment of increase in ridership after six months.

We also propose an additional \$1 million for Montgomery County’s commuter subsidy programs, in high congestion areas, such as the Super Fare Share Program, which operates in Silver Spring, North Bethesda, Bethesda, and Friendship Heights. This program currently offers employers \$64 per month per employee for one year, if they contribute an exact match to the County’s subsidy per employee for four subsequent years. The additional funds could be used to provide this benefit to more companies and employees, with the expectation that the Transportation Management District staff would aggressively market the program. Since the federal government has increased the monthly tax benefit of transit subsidies up to \$105, the Department could also be authorized to provide a higher level benefit of up to \$104 per month per employee in the first year and \$52.50 per month in subsequent years if employers provide the requisite match. Depending on the Council’s actions on TMD fees, these new fees could provide a funding source for this proposal.

Overall, we believe our proposals will get major State traffic relief projects off the drawing boards and under construction. The State has already put millions into most of these projects, but they can't go forward without a big push. Our State funding proposals and local transit subsidies will offer real congestion relief. We look forward to working with you and other members of the Council on these and other initiatives to tackle our traffic congestion challenges.

Attachment

Free Wheeling

<u>Route #</u>	<u>Description</u>	<u>Riders per Weekday</u>	<u>Riders per Saturday</u>	<u>Riders per Sunday</u>	<u>Lost Annual Revenue</u>
C8	White Flint Metro - College Park Metro	1,576	736	-	\$ 259,363
T2	Friendship Heights Metro - Rockville Metro (MetroBus operated)	1,852	-	-	\$ 277,800
T2	Friendship Heights Metro - Rockville Metro (Ride On operated)	-	777	538	\$ 34,190
J5	Twinbrook Metro- Silver Spring Metro	284	-	-	\$ 42,600
C7/9	Greenbelt Metro - Glenmont Metro	316	-	-	\$ 47,400
10	Twinbrook Metro-Glenmont Metro-Randolph Rd-Hillandale	1,998	1,490	1,475	\$ 326,840
74	Germantown TCtr-Washingtonian-Shady Grove Metro	728	-	-	\$ 91,000
39	Briggs Chaney P&R-Glenmont Metro	193	-	-	\$ 24,125
36	Potomac-Bradley Blvd-Bethesda Metro	458	185	-	\$ 62,060
30	Medical Ctr Metro-Wyngate-Bethesda Metro	629	177	-	\$ 83,227
44	Rockville Metro-Twinbrook Metro	179	-	-	\$ 22,375
32	Woodrock-Naval Ship Research-Cabin John-Bethesda Metro	259	-	-	\$ 32,375
3	Takoma Metro-Dale Dr-Silver Spring Metro	36	-	-	\$ 4,500
79	Milestone-Scenery Dr-I370-Shady Grove Metro	132	-	-	\$ 16,500
81	Rockville Metro-Tower Oaks-Montrose-White Flint Metro	202	-	-	\$ 25,250
4	Kensington-Walter Reed-Brookville-Silver Spring Metro	332	-	-	\$ 41,500
37	Potomac-Tuckerman-Grosvenor Metro	202	-	-	\$ 25,250
33	Glenmont Metro-Kensington-Medical Ctr-Bethesda Metro	304	-	-	\$ 38,000
31	Glenmont Metro-Kemp Mill-Arcola-Wheaton Metro	131	-	-	\$ 16,375
6	Wheaton/Parkside-Grosvenor-Rock Spring-Mtgmy Mall TCtr	379	-	-	\$ 47,375
52	Mtgmy Gen'l-Olney-Norbeck-Rockville Metro	124	-	-	\$ 15,500
53	Glenmont-Olney-Shady Grove Metro	251	-	-	\$ 31,375
127	Campus Connector-Silver Spring to Germantown	198	-	-	\$ 24,750
7	Wheaton Metro-Inwood-Forest Glen-Kensington	58	-	-	\$ 7,250
124	MD124 Park & Ride-Shady Grove Metro	77	-	-	\$ 9,625

Total 10,898 3,365 2,013 \$ 1,606,605

6 Months of Lost Fares \$ 803,303
 Survey/Public Notification \$ 200,000
 Total \$ 1,003,303

Additional Appropriation \$ 513,582
 Lost Ride On Revenue \$ 489,721

Notes:

T2 - Operated by Metro on weekdays and Ride On on weekends
 Assumes Ride On lost revenue @ \$.50 per boarding and MetroBus @ \$.60 per boarding
 MetroBus Routes Contingent upon Metro approval

Text Version

April 28, 2006



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- [CULTURE & LEISURE](#)



MONTGOMERY COUNTY, MARYLAND

Statement

Statement of Montgomery County Executive Douglas M. Duncan Regarding Today's Transportation Announcement by Councilmembers Steve Silverman and Nancy Floreen

- For Immediate Release: 4/25/2006

I applaud County Councilmembers Steve Silverman and Nancy Floreen for their efforts to fight traffic congestion. I believe people should spend less time stuck in traffic and more time at home with their families – and the way to do that is to put more money into transportation projects. The Ehrlich Administration has failed to provide the leadership needed to keeping our region and State moving forward, taking one step forward and two steps backwards with its raid on the State's Transportation Trust Fund. The Fund took a financial hit that was never paid back and has left commuters sitting in even more traffic congestion.

At the local level, we are stepping up to the plate to get some of these projects back on track by contributing our own funds to these State initiatives. Since taking office, I have increased funding for our transportation department by more than 100 percent. Under my proposed fiscal year 2007 budget, I increased mass transit funding by 21 percent and put more than \$80 million of local money into accelerating State road projects that are currently stalled. Additional transportation funding will go towards increased Ride On bus service, the purchase of new buses, and priority road improvement projects.

Again, I salute Councilmembers Silverman and Floreen for their efforts and look forward to the full Council approving a budget that continues our fight to reduce traffic congestion.

- Release ID: 06-018

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Transportation State Roads Participation -- No. 500722

Category
Agency
Planning Area
Relocation Impact

Transportation
Public Works & Transportation
Countywide
None.

Date Last Modified
Required Adequate Public Facility

March 29, 2006
YES

EXPENDITURE SCHEDULE (\$000)

Cost Element	Total	Thru FY05	Est. FY06	Total 6 Years	FY07	FY08	FY09	FY10	FY11	FY12	Beyond 6 Years
Planning, Design and Supervision	0	0	0	0	0	0	0	0	0	0	0
Land	0	0	0	0	0	0	0	0	0	0	0
Site Improvements and Utilities	0	0	0	0	0	0	0	0	0	0	0
Construction	80,000	0	0	80,000	0	0	0	10,000	20,000	50,000	0
Other	156,084	0	0	156,084	0	0	0	10,000	20,000	50,000	0
Total	156,084	0	0	156,084	0	0	0	10,000	20,000	50,000	0

FUNDING SCHEDULE (\$000)

G.O. Bonds	80,000	0	0	80,000	0	0	0	10,000	20,000	50,000	0
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ANNUAL OPERATING BUDGET IMPACT (\$000)

Revenue bonds - Liquor Fund	76,084	0	0	76,084	15,639	30,220	30,225	0	0	0	0
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DESCRIPTION
 This project provides for the County's participation for the ^{most recent} ~~construction~~ ^{and NMAA transportation projects} of State roads and/or interchanges that will add transportation capacity to the County's network, reduce traffic congestion in different areas of the County, and provide overall benefits to the public at large. Specific projects to be funded will be selected from the Joint priority letter signed by the County Executive and the President of the County Council in November 2005 and submitted to the County's Delegation in Annapolis, Maryland. The final projects selected will come from final negotiations between the State and County, based on the State's production schedule for the projects, the Joint priority letter, and the funding of this project.

JUSTIFICATION

Montgomery County, as part of the Washington Region, has the third highest level of traffic congestion in the nation. State roads carry the heaviest traffic volumes in the County; and the State has made it clear that the Transportation Trust Fund has not been growing at a rate that will allow them to complete major projects in the near future. Therefore, in order to directly address the congestion problems and to leverage State funding in Montgomery County, the County will participate in the construction of State projects; to improve the quality of life for our residents, eliminate or reduce delays at major bottlenecks in our transportation system, improve safety, and improve air quality in the immediate vicinity of the projects.

Cost Change

Not applicable

OTHER

This project is new for the FY07-12 CIP. The appropriation in FY07 is: \$5,000,000 for design of the southern entrance to the Bethesda Metrolink Station; \$8,239,000 for land acquisition and utility relocation for the Georgia Avenue/Randolph Road interchange; and \$2,400,000 for the I-270/Watkins Mill Road interchange.

APPROPRIATION AND EXPENDITURE DATA

Date First Appropriation	FY07	(\$000)
Initial Cost Estimate	156,084	80,000
First Cost Estimate	156,084	
Current Scope	FY07	80,000
Last FY's Cost Estimate		0
Present Cost Estimate	156,084	80,000

Appropriation Request	FY07	156,390
Appropriation Request Est.	FY08	30,220
Supplemental Appropriation Request	FY06	0
Transfer		0

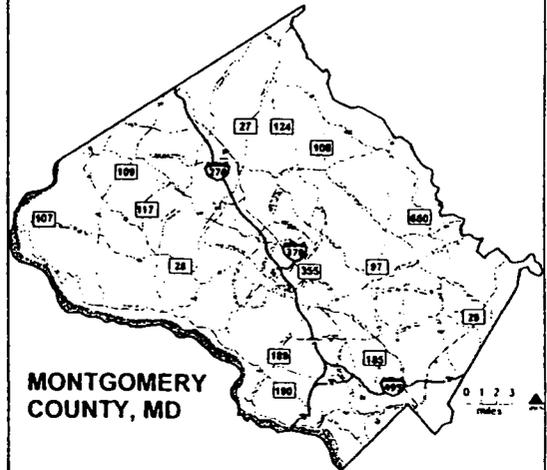
Cumulative Appropriation	0
Expenditures/Encumbrances	0
Unencumbered Balance	0

Partial Closeout Thru	FY04	0
New Partial Closeout	FY05	0
Total Partial Closeout		0

COORDINATION

Maryland State Highway Administration
 Developers
 Maryland-National Capital Park and Planning Commission
 Montgomery County Fire and Rescue Service
 Washington Metropolitan Area Transit Authority

MAP



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**COALITION OF BUSINESS, ENVIRONMENTAL, LABOR AND CIVIC
GROUPS**

STRESSES NEED FOR RED LINE - PURPLE LINE CONNECTION

***Rally in Downtown Bethesda Urges Montgomery County Council to Fast Track Funds
for***

Design and Planning of Elevators at South End of Bethesda Metro Station

Bethesda, Maryland (April 28, 2006) - A coalition of business, environmental, labor and civic groups, joined by state and county elected officials, today urged the Montgomery County Council to take the first step toward building the Purple Line by fast tracking funds to build elevators at the south end of the Bethesda Metro station. This bank of high-speed elevators would be the connection between the Red Line and the Purple Line, a long-planned light rail transit line linking Bethesda, Silver Spring, the University of Maryland - College Park and New Carrollton.

“Today’s gasoline price crisis is yet another huge wake up call to the fact that we as a County, State and region must act now to invest dramatically more in transit if we are going to once and for all break the gridlock that is crippling our region’s transportation network,” said Maryland Del. Bill Bronrott (D - 16th District). Bronrott spoke to a crowd of sign-waving Purple Line supporters gathered near the entrance to the old Georgetown Branch railroad tunnel that would form the western terminus of the Purple Line, and ultimately carry the both the transitway and the Capital Crescent Trail under Wisconsin Avenue.

Bronrott praised the “extraordinarily diverse coalition” that organized today’s rally. Speakers included representatives of the Greater Bethesda-Chevy Chase Chamber of Commerce, Greater Washington Board of Trade, Coalition to Build the Inner Purple Line, Action Committee for Transit, Montgomery County Chamber of Commerce, League of Women Voters and the Sierra Club Montgomery County Group.

“Some may see the construction of the South Elevators for the Bethesda metro station as a somewhat small step,” said Michelle Cornwell, chair of the Greater Bethesda Chevy-Chase Chamber of Commerce. “But let me tell you: it will be a giant step for Bethesda and a monumental leap for our region and the vital communities within it which desperately need better transportation interconnections.”

“Over the next 25 years, our region will grow by two million residents and 1.6 million jobs,” predicted Andrew Scott, director of government relations for the Greater Washington Board of Trade. “We need to find a way to keep people moving or our economy will suffer.”

Several speakers at today’s rally stressed the strong support for the Purple Line that currently exists in Montgomery County. Webb Smedley, chair of the Coalition to Build

the Inner Purple Line, cited recent polling data that shows “more than 80 percent of Montgomery County voters support the Purple Line.” Rich Parsons, executive director of the Montgomery County Chamber of Commerce (MCCC), announced that the MCCC Board of Directors this week “voted unanimously to adopt this project as a transportation priority.”

Jim Clarke, vice president of the Action Committee for Transit, reported on a leafleting campaign this week at every Metro station in Montgomery County that confirmed support for the Purple Line throughout the county. The nearly 20,000 leaflets distributed this week have triggered an unprecedented barrage of e-mails, phone calls and letters to County Council members, Clarke said.

“We hope there is the political will to make the dreams and desires of the county come true,” said Nancy Soreng, president of the League of Women Voters of Montgomery County. “We need to stop talking, thinking and planning and actually do something.”

Anne Ambler, chair of the Sierra Club Montgomery County Group, called on “our elected officials to look to the future and put our resources into greatly expanding our rail transit network so that we are mobile without being slaves to the oil industry, can breathe clean air ... and do our part to slow global climate change.” Ambler noted that her organization is joined in this effort by some of the region’s most significant environmental groups, including the Chesapeake Bay Foundation, Environmental Defense and the Coalition for Smarter Growth.

Montgomery County Council president George Leventhal (D - At Large), a long time supporter of the Purple Line, vowed to push for funding of the project. “We are not going to wait any longer,” he said emphatically. “We are going to vote to use county funds to forward fund key transportation projects such as the Purple Line.”

Predicted Leventhal, “We are going to build the Purple Line in this decade.”

Montgomery County residents can voice their support for the Red Line - Purple Line connection by sending an e-mail to county.council@montgomerycountymed.gov <<mailto:county.council@montgomerycountymed.gov>>.

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MEMORANDUM

TO: Nancy Floreen, Chair, Transportation and Environment Committee
George Leventhal, Member, T & E Committee
Tom Perez, Lead Member for the Environment, T & E Committee

FROM: Phil Andrews 

SUBJECT: Proposal for free Ride-On service for seniors and persons with disabilities

DATE: April 26, 2006

Improving transportation access and services for seniors and people with disabilities has been an important concern of all members of the County Council.

To further this important goal, I have proposed that free Ride-On service be extended to seniors and to persons with disabilities during mid-day, weekday hours. This would provide free public transportation to seniors and people with disabilities during the hours when senior centers, doctors' offices, libraries, and other important services are almost always open. The Commission on Aging, in its letter of April 20 strongly endorsing the proposal, noted that "transportation is the critical link to social engagement and participation for seniors" (letter attached). The Commission on People with Disabilities, and the Chinese American Senior Service Association also strongly support the proposal.

A side benefit of the proposal may be that additional seats on Ride-On buses during rush hours would be available to people who must ride during that time. In addition, since Ride-On buses are often less than half-filled during mid-day, week-day hours, it is unlikely that the proposed policy would lead to overcrowded buses or a need to add more buses – thereby keeping the cost to a modest reduction in actual or potential revenue. The Department of Public Works and Transportation (DPWT) estimates a modest revenue loss of \$125,000 in fiscal year '07.

I understand from Glenn Orlin that DPWT estimates that for an additional cost of \$125,000, free Metrobus service during mid-day, weekday hours could also be provided to seniors and to persons with disabilities. I recommend that the T & E Committee support this as well, since Metrobus is the primary or only bus service in significant portions of the County.

Montgomery County currently provides free Ride-On service to students after school, to Montgomery College students, and to County employees to encourage use of public transportation to advance public policy goals. I believe that providing free Ride-On service to seniors and to persons with disabilities would help many of our constituents.

Statement of Support for Councilman Andrews Recommendation
Regarding Free Senior Ridership on County Ride-On Buses
Submitted by the Commission on Aging
To the Council Transportation and Environment Committee
April 27, 2006

My name is Harold C. Wallach and I am the Chair of the Commission on Aging. The Commission on Aging strongly endorses Councilman Andrews recommendation to offer free ridership to seniors on County Ride-On buses during non-rush hour periods on weekdays. The Commission urges the members of this committee as well as the other Council members to support this proposal.

There are a number of compelling practical reasons to support this proposal. Let me enumerate a few. Recent transportation policy reports, such as the U.S. Surface Transportation Policy Project report entitled "Aging Americans: Stranded Without Options," forcefully recommend that barriers to public transportation access be overcome as well as increasing funding for public transportation. In a number of recent reports, it has been proposed that fare reductions including no fees during non-rush hour periods be given priority to increase senior access. Greater access via public transportation would increase the prospects for social participation and engagement. This, in turn, would be beneficial to emotional as well as enhancing physical well-being.

The ethnic and minority elders may be disproportionately affected by the lack of transportation options and therefore are more likely to suffer isolation for at least two reasons: (1) a higher proportion do not drive, and (2) a significant subset may be of lower income. Such elders may have less auto ownership, but are more likely to use public transportation.

Recent senior stakeholder meetings convened by the Commission on Aging found that transportation considerations are pivotal. Recent studies reinforce that position. The 2004 Surface Transportation Policy report found that one of the most important areas to address with respect to seniors is the matter of inability to drive. Non-drivers take 15% fewer trips to the doctor, 65% less trips for social, family and religious reasons. Moreover, non-drivers take half as many trips for shopping and eating out. The underlying danger is that lack of social contact has been found in numerous studies to be very detrimental to physical and mental well-being.

The Ride-On buses on regular routes in non-rush hour periods on weekdays are usually less than half full. Such buses use fuel these days at considerable expense whether the buses are half empty or not. It would make for more effective use of fuel expenditure to have a more complete passenger complement on each bus during the non-rush hour period.

In essence, several significant goals would be served by Councilman Andrews recommendation: (1) counteracting senior isolation, in general; (2) reaching out to ethnic and minority seniors, particularly those of lower income; (3) make for effective use of bus fuel; and (4) contribute to the physical and mental well-being of seniors in general and particularly those who do not drive. Thank you for this opportunity to comment.

Harold C. Wallach

Hondowicz, David

From: Vhsueh@aol.com
Sent: Friday, April 21, 2006 1:59 AM
To: Floreen's Office, Councilmember
Cc: Denis' Office, Councilmember; Knapp's Office, Councilmember; councilmemberandrews@montgomerycountymd.gov; Praisner's Office, Councilmember; Montgomery County Council; Leventhal's Office, Councilmember; Silverman's Office, Councilmember; Subin's Office, Councilmember; Kotler, Meg; cheungling@netzero.net; Vhsueh@aol.com; Chan, Shu-Ping
Subject: Free Ride-On for seniors

Chinese American Senior Service Association
 808 Suffield Drive
 Gaithersburg, Md. 20878
 April 21, 2006

Councilmember Nancy Floreen
 Chairman of Transportation & Environment

Honorable Councilmember Floreen,

In the April 5, 2006 Budget Hearing meeting, Councilmember Phil Andrews mentioned he was going to propose to the Transportation committee to allow seniors ride free on Ride-On buses during non rush hours. I would like to let you know that the seniors in Chinese American Senior Service Association (CASSA) unanimously support this proposal.

CASSA is a non profit senior organization that has six senior club members. There are over 1000 seniors in these six clubs. Two of the clubs, Golden Sun and Golden Joy, have regular senior programs and activities at Plum Gar Community Center in Germantown. There are between 95 to 115 seniors attending each session. The programs are held 2 days a week between 9:00 am to 2:30 pm. We will have 3 days a week program starting coming September. The seniors are from all parts of Montgomery County such as Bethesda, Rockville, Gaithersburg, and Germantown. Most of the seniors do not drive and have to rely on public transportation. Majority of them are also low income and live in subsidized senior housing. The 2 to 3 times round trip Ride-On bus rides are taking a toll on their finance. Last week one of the seniors was very excited and informed me that they were able to ride the bus free that day.

Letting the seniors ride free during non rush hours on Ride-On posts very little financial consequence on the transportation budget. Most of the buses during those hours are less than half full. We are suggesting that those empty seats be utilized by the seniors. By providing free rides for the seniors we encourage more seniors to get out of their house, social more with others, keep themselves active by going to different places, and do not have to worry about the bus fares. All of these will help to enhance both their physical and mental health. In the long run we believe will save our government money by having a healthier group of seniors.

Councilmember Floreen, we hope you will support free Ride-On for the seniors. Thank you for your assistance in this matter. I look forward in working with you to enhance Montgomery County senior transportation in the future.

(157)

4/21/2006

Vivien Hsueh
CASSA Vice President
Member of Commission On Aging
301-530-4880, vhsueh@aol.com

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Montgomery County Council
Testimony on Resolution 15-1326
Presented by David Sharp, Commissioner
Montgomery County Commission on People with Disabilities
April 27, 2006

Good Evening, my name is David Sharp and I am testifying tonight on behalf of the Montgomery County Commission on People with Disabilities. Specifically, we are commenting on Councilmember Andrews' proposal to allow seniors and people with disabilities, who have reduced fare cards, to ride free on Ride On during mid-day hours on weekdays.

The Commission is committed to encouraging people to use fixed route transportation whenever they can. Thank you Councilmember Andrews for taking the initiative to act on behalf of people with disabilities, but we believe that the County Council can take this initiative one step further. We recommend that you allow seniors and people with disabilities, with reduced fare cards, to ride free on Ride On during those hours that match Metro Rail's off peak hours which are weekdays from 9:30 am to 3 pm, and 7 pm to 2 am, and all weekend hours.

As you know, certified Metro Access users now ride free on MetroRail, Metrobus and Ride On. The difference between those persons who have reduced fare cards, and those who are certified to use Metro Access, is that Metro Access users are certified as having a significant disability. I am a certified Metro Access user who takes the opportunity to ride the fixed route everyday. I prefer not to use MetroAccess, as the shared rides take too long, and that is if I even if I am lucky enough to get picked up on time.

And I can tell you that given that I live in a nursing home, and receive Medicaid benefits, I am delighted that I can use the fixed route to get to the many meetings and appointments that I have. I have a very limited income, and for those like me, as well as seniors with limited or fixed incomes, I cannot tell you the value of free transportation in terms of mental health. It enables us to be more fully involved and participate in work, volunteer activities, and community events.

It is important to provide viable transportation options for seniors and people with disabilities whenever you can, and I hope that you will decide to make this Ride on transportation more available. Your action on this issue stands to be of great benefit to our community.

Thank you for the opportunity to comment, and offer our assistance in anyway that we can.

Resolution: _____
Introduced: April 4, 2006
Adopted: _____

COUNTY COUNCIL FOR MONTGOMERY COUNTY, MARYLAND

By: County Council

Subject: Setting transportation fees, charges, and fares

Background

1. With the enactment of Bill 16-04, as of July 22, 2004 all fees, charges, and fares for any transportation or transportation-related service or product provided by the Department of Public Works and Transportation must be set by Council resolution adopted after a public hearing and approved by the Executive, unless any law expressly requires a different process. If the Executive disapproves a resolution within 10 days after it is adopted and the Council readopts it by a vote of six Councilmembers, or if the Executive does not act within 10 days after the Council adopts it, the resolution takes effect.
2. The fees, charges, and fares currently in effect are those in Council Resolution 15-1326 adopted on February 7, 2006 and approved by the County Executive on February 17, 2006.
3. A public hearing on this resolution was advertised and held.

Action

The County Council for Montgomery County approves the following resolution:

Transportation fares, fees, and charges in Resolution 15-1326 are amended as described in Table 1, attached.

This is a correct copy of Council action.

Linda M. Lauer, Clerk of the Council
Approved

Date

Douglas M. Duncan, County Executive

Date

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TABLE 1: TRANSPORTATION FARES, FEES, AND CHARGES

* Changes effective July 1, 2006
 ** Change effective January 1, 2007

I. Transit Fares

Regular fare or token	\$1.25
Bethesda 8 (Route 92) and VanGo (Route 28) shuttles	Free
Twinbrook (Route 93) and Rock Spring (Route 96) shuttles	[\$0.25] <u>\$0.35*</u>
Designated routes in Free-Wheeling Days promotion	Free
<u>Kids Ride Free Program (2-7 pm weekdays)</u>	<u>Free</u>
<u>Code Red days</u>	<u>Free</u>
<u>Give and Ride Program</u>	<u>Free</u>
Senior/Disabled with identification card <u>except during weekday mid-day hours*</u>	
attendant accompanying customer	\$0.60
with Attendant-Eligible card	\$0.60
<u>Senior/Disabled with identification card during weekday mid-day hours</u>	
<u>attendant accompanying customer</u>	<u>Free*</u>
<u>with Attendant-Eligible card</u>	<u>Free*</u>
MetroAccess Certified Customer with ID	Free
MetroAccess – companion	Free
Children under age 5	Free
Local bus transfer	Free
Metrorail-to-Ride On bus transfer	\$0.35
Senior/Disabled transfer	Free
<u>Metrobus weekly pass</u>	<u>Free</u>
<u>MARC weekly and monthly passes</u>	<u>Free</u>
<u>MTA Commuter Bus Pass</u>	<u>Free</u>
Regional One Day bus pass	\$3.00
Ride-About (2 Week) pass	\$10.00
Ride On 20-trip ticket	[\$18.00] <u>20.00**</u>
Youth Cruiser pass	\$10.00 <u>Per Month</u>
Summer Youth Cruiser pass (<u>for 3-month period of June, July, and August</u>)	\$15.00
[Regional one-day bus pass	\$3.00]
‘C’ Pass (for current County employees)	Free
‘U’ Pass ([from] <u>for</u> Montgomery College [for] fee-paying students) [\$550,000]	<u>Free</u>

II. Parking Fees (Note: No payment is required at all public parking spaces on County holidays)

A. Bethesda Parking Lot District

1. Meters on-street, in lots, and in garages	
Short-Term (First 3 hours)	\$0.75 Per Hour
Long-Term (More than 3 hours)	\$0.50 Per Hour
2. Garage 49	
Short-Term (First 3 hours)	\$0.75 Per Hour
Long-Term (More than 3 hours)	\$0.50 Per Hour
Daily Maximum	\$8.25 Per Day
Lost Ticket	\$8.25 Per Day
3. Special Permits	
a. Parking permits	
Parking Convenience Sticker	\$95.00 Per Month
Daily Parking Permit	\$8.25 Per Day
"AM/PM" Parking Permit	\$20.00 Per Month
b. Carpool Permits	
2 Persons	\$70.00 Per Month
3 and 4 Persons	\$40.00 Per Month
5 or More Persons	\$10.00 Per Month

B. Silver Spring Parking Lot District

1. Meters on-street, in lots, and in garages (<u>except Garages 60 and 61</u>)	
Short-Term (First 3 hours)	\$0.60 Per Hour
Long-Term (More than 3 hours)	\$0.45 Per Hour
2. Cashier garage facilities (Garage 7)	
Short-Term (First 3 hours)	\$0.60 Per Hour
Long-Term (More than 3 hours)	\$0.45 Per Hour
Daily Maximum	\$7.00 Per Day
Lost Ticket	\$7.00 Per Day
3. Special Permits	
a. Parking permits	
Parking Convenience Sticker	\$85.00 Per Month
Daily Parking Permit	\$5.00 Per Day
"AM/PM" Parking Permit	\$20.00 Per Month
b. Carpool Permits	
2 Persons	\$65.00 Per Month
3 and 4 Persons	\$35.00 Per Month
5 or More Persons	\$5.00 Per Month
4. <u>Garages 60 and 61</u>	
<u>Short-Term (First 3 hours)</u>	<u>\$0.50 Per Hour</u>
<u>Long-Term (More than 3 hours)</u>	<u>\$0.40 Per Hour</u>

C. Wheaton Parking Lot District

- 1. Meters on-street, in lots, and in garages
 - Short-Term (First 3 hours) \$0.35 Per Hour
 - Long-Term (More than 3 hours) \$0.35 Per Hour
- 2. Special Permits
 - Parking Convenience Sticker \$65.00 Per Month

D. Montgomery Hills Parking Lot District

- 1. Meters on-street and in lots
 - Short-Term (First 3 hours) \$0.15 Per Hour
 - Long-Term (More than 3 hours) \$0.15 Per Hour
- 2. Special Permits
 - Parking Convenience Sticker \$30.00 Per Month

E. North Bethesda Transportation Management District

- 1. Meters on-street and in lots
 - Short-Term (First 3 hours) \$0.50 Per Hour
 - Long-Term (More than 3 hours) \$0.40 Per Hour
- 2. Special Permits
 - Parking Convenience Sticker \$75.00 Per Month

III. Parking Fines and Other Charges (with County Code Section Citations)

A. Motor vehicles, traffic control and highways, generally

31-6(b)(2)	Snow emergency – Parked in Right-of-Way	\$75.00
31-7	Unregistered vehicle/parking prohibited	\$50.00
31-8	Impeding traffic, threaten public safety	\$50.00

B. Parking regulations generally – on-street

31-11(b)	Emergency/Temporary no parking sign	\$50.00
31-12	Violation of official sign (except residential permit parking)	\$50.00
31-12	Residential permit parking violation	\$40.00
31-13	Parking of vehicle – snow accumulation	\$50.00
31-14	Commercial vehicles/bus abutting residences or schools	\$50.00
31-16	Over 24 hours	\$50.00
31-17	Within 35 feet of intersection	\$50.00
31-18	Posted time limit	\$50.00
31-19	Obstructing driveways (within 5 feet)	\$50.00
31-20	No person will:	

(a) Stop, stand or park a vehicle whether occupied or not:

(1)	Impeding traffic	\$50.00
(2)	On a sidewalk	\$50.00
(3)	Within an intersection	\$50.00
(4)	On a crosswalk	\$50.00
(5)	Alongside street repair	\$50.00
(6)	On bridge/ in tunnel	\$50.00
(7)	On any highway ramp	\$50.00
(8)	Official school board/Montgomery College sign	\$50.00
(9)	Rush hour restriction	\$50.00
(10)	Behind Official sign in Right-of-Way	\$50.00

(b) Stand or park a vehicle, whether occupied or not, except momentarily to pick up or discharge a passenger:

(1)	within 15 feet of fire hydrant	\$50.00
(2)	within 20 feet of painted crosswalk	\$50.00
(3)	within 30 feet of traffic control signal/device	\$50.00
(4)	at a firehouse entrance clearance	\$50.00
(5)	at a No Standing sign	\$50.00
(6)	double parking	\$50.00
(7)	at a posted/marked fire lane	\$250.00
(8)	in front of theaters, posted	\$50.00
(9)	more than 12 inches from curb	\$50.00
(10)	opposite the flow of traffic	\$50.00
(11)	blocking another vehicle	\$50.00
(12)	not within designated parking space	\$50.00
(13)	at a posted bus stop	\$50.00
(14)	at a posted taxi stand	\$50.00
(15)	in a handicapped parking space	\$250.00

(c) Park a vehicle, whether occupied or not, except temporarily for the purpose of and while actually engaged in loading or unloading merchandise or passenger:

(1)	within 50 feet of a railroad crossing	\$50.00
(2)	at an official No Parking sign	\$50.00

C. Off-street public parking regulations

31-26	(a) No person shall park a vehicle on a public parking facility:	
	(1) in violation of an official sign	\$50.00
	(2) in a No Parking zone	\$50.00
	(3) not within a designated parking space	\$50.00
	(4) in or on driving aisle/driveway/signwalks	\$50.00
	(5) at a bagged meter/temporary sign/barricade	\$50.00
	(6) blocking another vehicle	\$50.00
	(7) over 24 hours where not authorized	\$50.00
	(8) vehicle unregistered/inoperative	\$50.00
	(9) in violation, front-in-only, posted	\$50.00
	(10) straddling marked parking spaces	\$50.00
	(11) unattended/running	\$50.00
	(12) impeding traffic	\$50.00
31-27	(b) Prohibited vehicle/weight/size/type	\$50.00
31-30(c)	(c) Snow/ice emergency	\$50.00

D. Parking meters generally

31-35	Expired parking meter	\$35.00
31-36	Overtime parking at parking meter	\$40.00
31-37	More than 3 feet from parking meter	\$35.00
31-38	More than 1 vehicle in parking space except motorcycles	\$35.00

E. Administration, enforcement, penalties, and collection

31-57(a)	First late penalty for failure to fully pay fine or appeal citation within 15 days	\$25.00
31-59	Second late penalty for failure to fully pay the original fine and penalties within 45 days of the original issuance of the citation	\$25.00

F. Residential Parking Permits

31-48(h)	Biennial fee	\$30.00
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IV. Transportation Management District (TMD) annual fees*

A. Bethesda Transportation Management District

Commercial space occupied before July 1, 2006 approved under the Growth Policy's Alternative Review Procedure for Metro Station Policy Areas

\$0.10/square foot GFA

Commercial space first occupied on or after July 1, 2006

\$0.10/square foot GFA

B. Friendship Heights Transportation Management District

Commercial space occupied before July 1, 2006 where participation in the TMD was a condition of subdivision or optional method approval

\$0.10/square foot GFA

Commercial space first occupied on or after July 1, 2006

\$0.10/square foot GFA

C. North Bethesda Transportation Management District

Commercial space occupied before July 1, 2006 where participation in the TMD was a condition of subdivision or optional method approval

\$0.10/square foot GFA

Commercial space first occupied on or after July 1, 2006

\$0.10/square foot GFA

D. Silver Spring Transportation Management District

Commercial space occupied before July 1, 2006 where participation in the TMD was a condition of subdivision or optional method approval

\$0.10/square foot GFA

Commercial space first occupied on or after July 1, 2006

\$0.10/square foot GFA

**THE GREATER BETHESDA-CHEVY CHASE
CHAMBER OF COMMERCE
TESTIMONY ON PROPOSED ESTABLISHMENT OF AN ANNUAL FEE
IN THE FRIENDSHIP HEIGHTS, BETHESDA AND NORTH BETHESDA
TRANSPORTATION MANAGEMENT DISTRICTS
BEFORE THE MONTGOMERY COUNTY COUNCIL
APRIL 27, 2006**

Good evening. My name is Patrick O'Neil and I am the Chairman of the Parking and Transportation Committee of the Greater Bethesda-Chevy Chase Chamber of Commerce. On behalf of this Chamber, I am here to oppose the establishment of an annual fee in the Friendship Heights, Bethesda and North Bethesda Transportation Management Districts (TMDs). The proposed fee of \$.10/square foot of gross floor area for: (1) commercial space occupied before July 1, 2006 where participation in the TMD was a condition of subdivision or optional method approval; and (2) commercial space first occupied on or after July 1, 2006 appears relatively straightforward. However, the necessity for blanket fees in all TMD's and the practical and administrative aspects of the fee are not at all clear. In particular, the pending resolution, which establishes the fee, does not clearly identify the commercial space that would be subject to the fee. More importantly, the resolution does not state the term of the fee or identify the projects on which collected fees would be spent.

You will recall that in December 2005, our Chamber and others expressed concern about Bill 36-05, the legislation that authorized the Council to set TMD fees, because the legislation lacked administrative and logistical clarity. In response, Council Staff characterized these concerns as "Issues not germane to Bill 36-05." Staff felt that our concerns related to policy decisions that would be made when the Council considers a proposed resolution to set the amount of the TMD fee. The issues that were identified to be later addressed included:

- The term of the fee;
- Implementation and administrative issues regarding the collection of the fee; and
- Spending for transportation management.

The Council is now considering a resolution to set the TMD fee and these issues remain unaddressed. The resolution before you does not state the necessity for the fee or the term of the TMD fee. It presents no justification for applying the same fee in each TMD that have different transportation demand management revenue sources and needs. It does not give clear guidance on the parameters of fee collection. How, for example, will gross floor area be determined?

The resolution's failure to justify how, and for what, collected fees will be spent causes our Chamber the most concern. Under Bill 36-05, there must be a link between the properties that are subject to the TMD fees and the transportation-related costs generated by these properties. The current resolution makes no effort to establish this link. It does not even identify any projects or expenses for which the TMD fees are needed.

Our Chamber appreciates the on-going dialogue and sound working relationship we have developed with county officials responsible for dealing with TMDs. We are committed to promoting the TMD goals of increased transit ridership and to handling vehicular traffic in a responsible fashion, which is a necessary element in any vibrant central business district. However, we do not support the imposition of TMD fees on our property owners and businesses without a clear understanding of why the fees are necessary at this time (in each TMD), how those fees will be assessed, how the administration of the fee assessment and collection will be handled, and for what the fees will be spent. Until the pending resolution addresses the concerns we have expressed tonight, it is our Chamber's position that the establishment of TMD fees is premature and perhaps unnecessary.

Thank you for the opportunity to present these comments.



Bethesda Transportation Solutions
7700 Old Georgetown Road
Bethesda, MD 20814-6126

301.656.0868 fax 240.223.0200
www.bethesdatransit.org

April 25, 2006

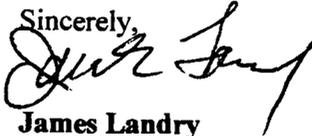
Montgomery County Council
George Leventhal, Council President
100 Maryland Avenue, 6th Floor
Rockville, Maryland 20850

Dear Mr. Leventhal,

On behalf of the Bethesda Transportation Solutions Advisory Committee, I am writing today as a show of support for the County Executive's FY07 recommended budget for the Bethesda Transportation Solutions. We are very pleased that the County Executive recognized and supported the continuation of funding through the reinvestment of the Bethesda Parking Lot District monies for this young organization which has moved the Non-Auto Driver Mode Share Split from 26% to 35.5% in just five years!

The Bethesda Transportation Solutions Advisory Committee and the staff take great pride in serving the employers, employees and residents of the Bethesda Transportation Management District. Approval of this year's recommended budget of \$551,970 represents a \$31,650 cost of living adjustment from our FY 06 budget which will help to enable us to continue our momentum to a 37% Non- Auto Driver Mode Share Split.

As the Council works through the process of finalizing Bill 36-05, which will put into place Transportation Management District-Fees, our Advisory Board would like to, re-emphasize our position. If fees are enacted, we would respectfully request that these fees be used only in the TMD's from where they are raised and only for new initiatives within those TMD's. These fees should not be applied to our FY'07 budget request, or any future cost of living baseline increases, but rather, this revenue should be directed to new Bethesda TMD initiatives which the BTS Advisory Committee is prepared to present to County Council at the appropriate time.

Sincerely,


James Landry
Chairman

Cc: Jack Hayes
BUP Chairman

Employer Services • Commuter Benefits • Tax Credits • Flextime • Bethesda 8 • Metrobus/rail • Ride On • Carpool • Priority Parking • Pedestrian Safety • Bike to Work • Telework • Poetry Benches

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There is another way!

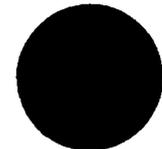
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Friendship Heights Village Civic Association, Inc.
4450 South Park Avenue, #417
Chevy Chase, Maryland 20815

**Statement For The Record
Before The Montgomery County Council
On Resolution 15-1326
Setting Transportation Fees, Charges, and Fares
April 27, 2006**

021926



Thank you for the opportunity to present our views on Resolution 15-1326, introduced before the County Council on April 4. My name is Barbara Tauben and I am the President of the Friendship Heights Village Civic Association (FHVCA). This testimony is provided on behalf of the Board and general membership.

The Friendship Heights Village Civic Association was founded in 1973 to inform, educate, and address issues of interest to this community by working with various levels of government and with organizations. The Resolution affects the Village of Friendship Heights, as it is wholly within the boundaries of the Friendship Heights Transportation Management District (TMD).

Resolution 15-1326 implements Bill 36-05, "Transportation Management Districts—Fees" that was adopted by the County Council on January 31, 2006 and signed by the County Executive on February 9, 2006. It will become effective May 11, 2006.

The FHVCA is particularly interested in the proposed fee structure that establishes annual fees in the Friendship Heights TMD. Resolution 15-1326 selectively imposes fees on certain property categories that meet specific criteria. The Resolution proposes that a TMD fee (10 cents square foot GFA) be imposed on commercial space occupied before July 1, 2006, where participation in the TMD was a condition of subdivision or optional method approval and on commercial space first occupied on or after July 1, 2006.

We appreciate that the Resolution does not propose to charge a TMD fee on existing residential properties during FY 2007. As we wrote in January 2006 regarding Bill 36-05, we believe charging residential properties would be patently unfair. The Village of Friendship Heights, which makes up the largest portion of the Friendship Heights TMD, is a unique entity.

As a Maryland State Special Tax District, the Village of Friendship Heights provides many services to the community that otherwise would be the responsibility of the County. With respect to transportation, the Village provides residents, shoppers, and workers with a shuttle bus that circulates throughout the Village taking riders to metro and major shopping locations in the FH TMD. The shuttle bus service helps to reduce traffic congestion in the general area as well as in the County as a whole. Special Tax District property taxes assessed in the Village of Friendship Heights on residential and commercial properties pay for local road construction and maintenance.

It is important to review the legislative history of the establishment of the FH TMD to understand why so many in the Village of Friendship Heights oppose the imposition of TMD fees on existing properties. When the FH TMD was created in 1999, the stated purpose was to mitigate transportation demand, improve transportation capacity, promote traffic safety and pedestrian access, lower vehicular emissions, energy consumption, and noise levels. These are all laudable goals that we strongly support.

The Working Group that considered all of the issues relevant to the creation and operation of the TMD expressed concern about imposing a TMD fee on existing development. A County attorney recommended that the FH TMD legislation include the authority to charge a fee on existing commercial and residential properties in order to retain the option of imposing the fee at a future date.

The original resolution establishing the FH TMD included the Village of Friendship Heights within the boundaries of the TMD but envisioned that its participation would be implemented once an agreement had been reached with the County and once a proportionate share of the cost of such services had been paid. This requirement may have been changed at a later date.

We continue to take issue with the authority in the underlying legislation that allows the County Council to charge a TMD fee on existing properties in the Village of Friendship Heights. While the enacted legislation (Bill 36-05) was improved to address some of our concerns, it seems appropriate to revisit it now that an implementing Resolution has been introduced. The proposed Resolution narrowly limits the properties that can be charged a TMD fee and this limitation begs the question of why the Council does not just eliminate the authority to charge properties built before the FH TMD was created. That would be the fair thing to do.

We are aware that the Resolution only applies to the fees that will be charged in FY 2007 so we will continue to monitor this issue carefully. We will speak out on any legislation that proposes an additional property fee/tax that duplicates services already being paid for by the Special Tax District of Friendship Heights.

Thank you for the opportunity to present this statement for the record of the proceedings on Resolution 15-1326.

Barbara G. Tauben

**Barbara G. Tauben
President**

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MONTGOMERY COUNTY
COUNCIL

**TRANSPORTATION
ACTION
PARTNERSHIP**

of NORTH BETHESDA AND ROCKVILLE, INC

April 27, 2006

Montgomery County Council
George Leventhal, Council President
100 Maryland Avenue, 6th Floor
Rockville, Maryland 20850

Dear Mr. Leventhal,

I am writing on behalf of the Board of Directors of the Transportation Action Partnership, Inc. and the North Bethesda Transportation Management District Advisory Committee with regards to the TMD fee legislation that the Council passed in January.

First, if fees are enacted, we request these fees be used only in the TMD's from where they are raised and only for new initiatives or services within those TMD's – services such as new shuttle buses, new express bus service, real time transit information, and new incentive programs to encourage use of commute options including carsharing, vanpools, and transit. Fees might also be used for demonstration or pilot programs that would allow for the implementation of innovative, cutting-edge programs and services.

If the fees are enacted, the Advisory Committee is prepared to work with the County to determine a list of priority programs and services for funding. In fact, not only is the Advisory Committee prepared to work with the County to determine what programs and services should be funded, we feel that the involvement of the TMD Advisory Committee in this process is absolutely crucial. If fees are established, we also believe that there should be the flexibility to carry over any monies that are collected to subsequent years if this would result in more effective service delivery and program management.

As has been the case since the TMD was established, the net parking revenues and Share-A-Ride fees collected in North Bethesda should continue to be used to fund the North Bethesda TMD. The TMD should not need to be dependent on any TMD fees to fund future operating cost increases.

Concern has also been raised regarding which commercial properties should be subject to the fee. The concern is that the fees should only be collected from projects where the TMD fee was identified as a condition of approval and that fees should not be required from projects that were excluded under the prior

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Mr. Leventhal
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legislation. If the fees are enacted, there is also concern about the administrative process for collecting the fees. Finally, there is concern about predictability with regards to the fees – both predictability from the respect of businesses and property owners, as well as predictability in term of the revenues that would be generated for funding new programs and services in the TMD areas.

If have any questions, please contact our Executive Director, Peggy Schwartz at 301-770-8108.

Sincerely,

Handwritten signature of Charles A. Camalier III in cursive script.

Charles A. Camalier III
President, TAP

LINOWES
AND BLOCHER LLP
ATTORNEYS AT LAW

April 28, 2006

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cvaias@linowes-law.com

Anne C. Martin
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amartin@linowes-law.com

Via Email

The Honorable George L. Leventhal
Montgomery County Council
100 Maryland Avenue, 6th Floor
Rockville, Maryland 20850

Re: Resolution for Transportation Management District Fees in the North Bethesda TMD –
Rock Spring Park Property

Dear Mr. Leventhal and Members of the County Council:

On behalf of Elizabethan Court Associates I & II Limited Partnerships, the owner of the general and medical office buildings in the I-3 zoned Rock Spring Park development, we respectfully submit our comments and concerns with the Resolution for Transportation Management District (“TMD”) fees as currently drafted. The Rock Spring Park Property consists of approximately 12.5 acres located between Fernwood Road and Rockledge Drive, just north of Democracy Boulevard (the “Property”). The Property is zoned I-3 and is approved for 463,651 square feet of general and medical office. The existing Traffic Mitigation Agreement (“TMA”) does not require the payment of fees or taxes and only participation in the North Bethesda Transportation Management Organization (TMO). Therefore, we believe the existing buildings on the Property cannot be subjected to additional regulatory fees by the proposed Resolution.

However, there are specific concerns we have with the proposed Resolution. First, we note that the proposal has not identified any specific need for transportation or transit projects in the North Bethesda TMD that require the collection of such fees at this time. Further, it must be clarified that where projects such as this are only required to “participate” in the Transportation Management Organization (TMO), this does not require the payment of any fees. Third, there needs to be a detailed explanation of how the equitable collection of fees for portions of projects that have not been constructed will be determined. The administrative process and staff resources for the determination and collection of the fees has not been outlined or determined as feasible. Lastly, we question whether the imposition of a payment for a development that has already been approved but not constructed is permitted as a fee (and not a tax). In summary,

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The Honorable George L. Leventhal
April 28, 2006
Page 2

there is a cloud of ambiguity that threatens the predictability and viability of the development process and the TMDs with the Resolution as currently proposed.

Although we believe that the three (3) existing buildings on the Property clearly cannot be subjected to any new fees, we are concerned that the last building, consisting of 117,175 square feet, which has preliminary plan approval but is not yet constructed, and would be covered by the existing TMA, might somehow be subjected to this ambiguous and unwarranted Resolution. Although the Rock Spring development is committed to its participation in the TMO, the proposed imposition of a fee subsequent to project approval and with numerous ambiguities as to purpose, administration and legitimacy is inconsistent with the spirit of the Rock Spring Park approvals and the negotiated TMA. We hope the Council acknowledges that the imposition of the TMD fee as currently drafted and with the numerous ambiguities as outlined above is inconsistent with responsible fiscal and development policy. We urge the Council to re-examine the issues associated with the TMD fees and apply them consistent with development approvals.

Thank you for your consideration of our comments. Please do not hesitate to call us if you have any questions.

Very truly yours,

LINOWES AND BLOCHER LLP


Emily J. Vaias


Anne C. Martin

cc: Montgomery County Councilmembers
The Honorable Douglas M. Duncan
Dr. Glenn Orlin
Ms. Peggy Schwartz
Charles A. Camalier, Esq.

LINOWES
AND BLOCHER LLP
ATTORNEYS AT LAW

April 25, 2006

Robert H. Metz
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Anne C. Martin
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amartin@linowes-law.com

Via Email
and Regular U.S. Mail

The Honorable George L. Leventhal
Montgomery County Council
100 Maryland Avenue, 6th Floor
Rockville, Maryland 20850

Re: Resolution for TMD Fees in Silver Spring TMD- Easter Seals

Dear Mr. Leventhal and Members of the County Council:

On behalf of the Easter Seal Society for Disabled Children and Adults, inc. (the "Easter Seals"), we respectfully request that the proposed Resolution regarding Transportation Management District ("TMD") fees in the Silver Spring TMD be amended to omit projects that do not utilize the optional method of development or where payment of fees was not specifically a requirement of subdivision approval. As you know, the Easter Seals will be constructing a Intergenerational Care Facility ("Care Facility") in conjunction with Montgomery County and the Department of Health and Human Services ("HHS") in downtown Silver Spring. Although the Care Facility was originally approved as an optional method development project with additional density and height, the Care Facility plans were subsequently reduced to the scale of a standard method development to make the Care Facility a cost efficient and feasible project to provide a home for the Easter Seals in Montgomery County. Although the Care Facility will be constructed as a standard method project and will provide discounted services to Montgomery County residents, the Easter Seals is committed to the streetscaping amenities that were proposed when the project was an optional method project as requested by the adjacent Woodside Civic Association.

Although the Traffic Mitigation Agreement ("TMA") for the Care Facility includes an agreement for the payment of applicable TMD fees (which was required by DPWT for approval of the TMA), the payment of such fees was not required by the preliminary plan of approval nor is the project utilizing the optional method of development. In review of the other approved projects in

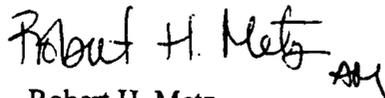
The Honorable George L. Leventhal
April 25, 2006
Page 2

Silver Spring on the list prepared for the Council for this TMD Resolution, the Easter Seals is the only development listed as required to pay the TMD fee. Although the Care Facility will not be occupied until after July 1, 2008, we wanted to raise this inequitable situation wherein the only "commercial" project in the pipeline to pay the TMD fee is the Care Facility that is being developed by a non-profit, the Easter Seals, in a partnership with Montgomery County to provide discounted care services to residents. We respectfully request that you consider the Easter Seals in the application of TMD fees to commercial space in the Silver Spring TMD and provide the exception for this standard method project to provide an equitable framework when the Care Facility is occupied in the future. The Easter Seals is committed to participate in transportation demand management and the provisions of its TMA; however, this non-profit agency should not alone shoulder the burden in lieu of private, commercial redevelopment participation.

Thank you for your consideration of our comments. Please do not hesitate to call us if you have any questions.

Very truly yours,

LINOWES AND BLOCHER LLP



Robert H. Metz



Anne C. Martin

cc: Montgomery County Councilmembers
The Honorable Douglas M. Duncan
Dr. Glenn Orlin
Ms. Lisa Reeves
Ms. Elizabeth Bohner
Mr. Gary Stith
Mr. Charles Kines

Traffic Mitigation Agreements, TMD Fees Required or Implicit Final Draft

<u>Project Name</u>	<u>Sq. ft. office</u>	<u>Sq. ft. retail</u>	<u>Occupied?*</u>	<u>if not, by when? **</u>	<u>Pay/ Participate***</u>	<u>Term</u>	<u>Notes</u>
<u>Bethesda TMD</u>							
7255 Woodmont	80,000	27,000	yes		must pay	P	
Arlington West		65,000	yes		must pay	P	
Bethesda Place II	205,000	6,000	yes		must pay	P	
Bethesda Triangle	33,000		no	7/1/07?	must pay	P	under construction
Chevy Chase Bank	750,000		yes		must pay	P	
Millers Addition - Bethesda	199,187		yes		must pay	P	
Highland Park	51,102		yes		must pay	P	
Euro Motorcars Bethesda	212,730	58,500	yes		must participate	P	
Rosedale Park	18,519		no	7/1/07?	must participate	P	
Woodmont Corner		18,808	no	7/1/07?	must pay	P	under construction
Total	1,549,538	175,308					
<u>Friendship Heights TMD</u>							
Chase Tower	226,352	23,645	yes		must pay	12	
Chevy Chase Center	232,628	179,372	no	7/1/07?	must pay	P	under construction
Wisconsin Place	305,000	305,000	no	7/1/07?	must pay	P	under construction
Total	763,980	508,017					

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* or ready for occ. by July 1, 2006
 ** or anticip. occ. by July 1, 2007
 *** fees required versus participation in TMD required; in Silver Spring, where noted cooperation with County transportation Systems Management required prior to creation of SSTMD

Traffic Mitigation Agreements, TMD Fees Required or Implicit Final Draft

<u>Project Name</u>	<u>Sq. ft. office</u>	<u>Sq. ft. retail</u>	<u>Occupied?*</u>	<u>If not, by when?***</u>	<u>Pay/ Participate***</u>	<u>Term</u>	<u>Notes</u>
Greater Shady Grove TMD							
Danac Stiles	669,400	40,220	yes		must participate	P	auto dealer
EDP East		32,486	yes	7/1/07	must pay	P	auto dealer, to be constr in 2006
Lexus - Rockville			no	7/1/07?	must pay	P	
Shady Grove Adventist Hospital	203,262		no	7/1/07?	must participate	P	
Shady Grove Medical Village	72,000		no	7/1/07?	must pay	P	
TIGR (Genomic Resources)	122,620		yes		must participate	12	
Traville	1,322,500		yes	7/1/07?	must pay	P	under construction, 2/3 complete
Total	2,389,782	72,706					
North Bethesda TMD							
EZ Storage Rockville		87,000	yes		must pay	P	under construction; partially occupied
Fishers Place	707,200	8,000	yes/no		must pay	P	Medical
Kaiser - Wash Science Ctr	86,960		yes		must pay	P	meeting space, hotel
Montgomery County Conf. Ctr.	214,020		yes		must pay	P	fee required in PB opinion
Old Georgetown Village	5,500		yes		must pay	P	
Rock Spring - Elizabethan	215,725		yes		must participate	P	participation required per administrative amendment, Spring 2005; under const, only 2 of 5 bldgs compl
Rock Spring Park - IBM/Opus East	1,635,100		yes/no		must participate	P	
Target Rockville		154,295	yes		must participate	P	
Twinbrook Metro Center	83,500		yes		must pay	P	
U.S. Pharmacopeia	223,520		no	7/1/07?	must pay	P	under construction
White Flint Place		15,000		7/1/07?	must pay	P	under construction
Total	3,171,525	264,295					

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* or ready for occ. by July 1, 2006
 ** or anticip. occ. by July 1, 2007
 *** fees required versus participation in TMD required; in Silver Spring, where noted cooperation with County Transportation Systems Management required prior to creation of SSTMD

Traffic Mitigation Agreements, TMD Fees Required or Implicit Final Draft

<u>Project Name</u>	<u>Sq. ft. office</u>	<u>Sq. ft. retail</u>	<u>Occupied?*</u>	<u>If not, by when?***</u>	<u>Pay/ Participate***</u>	<u>Term</u>	<u>Notes</u>
Silver Spring							
Silver Triangle/Discovery	478,898		yes		must cooperate	P	fees?
Lee Plaza	157,118		yes		must cooperate	P	
City Place	64,000	298,455	yes		must cooperate	P	
Downtown Silver Spring	297,408	507,340	yes		must cooperate	P	fees?
Silver Spring Metro Center (NOAA)	435,000	21,500	yes		must cooperate	P	Federal
Easter Seals	49,680		no	7/1/07?	must pay	P	under const. Soon; adult care facility
Total	1,482,104						
		827,295					

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* or ready for occ. by July 1, 2006

** or anticip. occ. by July 1, 2007

*** fees required versus participation in TMD required; in Silver Spring, where noted cooperation with County Transportation Systems Management required prior to creation of SSTMD

April 24, 2006

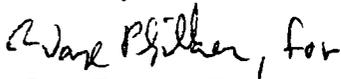
Councilmember Nancy Floreen
 Chair, Transportation and Environmental Committee,
 Montgomery County Council
 Council Office Building
 100 Maryland Avenue
 Rockville, MD 20850

Dear Councilmember Floreen:

We are writing to request that \$195,000 be included in the FY 2007 budget to repair a section of the Georgetown Branch interim trail, east of the Rock Creek trestle. The trail in this area is becoming unusable due to severe erosion. The Coalition for the Capital Crescent Trail (CCCT) has requested that the trail be repaired and stabilized by paving with asphalt. This request raised concerns among transit supporters that asphalt paving would create the perception that the interim trail was being converted to a permanent trail and could compromise a decision about transit uses in this corridor. Glenn Orlin suggested that CCCT and transit supporters in the community find a mutually acceptable repair plan, with assistance from M-NCPPC trail designer Marian Elsasser.

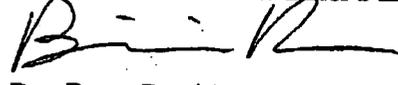
CCCT, Action Committee for Transit (ACT), the Coalition to Build the Inner Purple Line (CBIPL), and the Washington Area Bicyclist Association (WABA) have participated in the gathering of information with assistance from staff at DPWT and M-NCPPC. Field investigation by county staff determined that there is a storm drain problem impacting the trail that must be rectified to ensure that repairs will remain in place. That drain problem is also a significant environmental issue. We therefore understand that this project must include interagency cooperation between M-NCPPC, MCDEP and DPWT. Assuming the storm water maintenance issue is resolved, the attached description summarizes a repair plan that is acceptable to the four organizations cooperating in these discussions. The plan is one of several options suggested at an April 6 meeting between representatives for CCCT, ACT, M-NCPPC (Marian Elsasser), and DPWT (Bikeways Coordinator Gail Tait-Nouri). We hope you will support this funded in the FY07 Operating Budget.

Sincerely,

 for
 Ernie Brooks, Chair
 Coalition for the Capital Crescent Trail


 Eric Gilliland, Executive Director
 Washington Area Bicyclist Association


 Webb Smedley, Chair
 Coalition to Build the Inner Purple Line


 Ben Ross, President
 Action Committee for Transit

cc.: Councilmember George Leventhal
 Councilmember Tom Perez
 Deputy Council Staff Director Glenn Orlin

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**Montgomery County Council FY '07 Operating Budget Item:
Proposed Georgetown Branch Interim Trail Repair Plan
April 21, 2006**

The Georgetown Branch interim trail east of the Rock Creek trestle is becoming unusable due to severe erosion. M-NCPPC staff has made a preliminary assessment that the large storm drain system located on private properties between Stewart Avenue and Lyttonsville Place is significantly clogged, causing a loss of capacity. Although the drain is several feet below the trail, the erosion pattern, supported by observations from local residents during major storm events, suggests that water from this area periodically backs up over the trail.

This situation will continue to negatively impact the trail with storm water runoff unless corrected. There is also a significant environmental impact, since debris laden storm water runoff flows into Rock Creek. The large inlet structure in question appears to receive substantial trash and debris from neighboring areas. The debris clogs the throat opening and requires regular maintenance for the system to remain clear and functional. The County may need to consider modifications to both the inlet structure (e.g. providing additional throat opening, adding trash racks, and stabilizing the area surrounding the inlet) to reduce long-term maintenance costs and ensure system integrity. The cost of these efforts will be carried by either the private property owners or by the County, depending upon who has legal responsibility for this portion of the storm drainage system.

In coordination with the needed maintenance of this storm water system, there is a need to repair approximately ½ mile of the Interim CCT between milepost 0.5 near the Lyttonsville Place overpass and the beginning of the trail fence on the east side of the trestle in FY07. The work will require:

- field surveying the trail to get detailed topographical data,
- regrading portions of the trail, and creating consistent stabilized side swales to assure positive drainage. In addition the scope should include:
- placement of three or four drainage pipes under the trail to allow water to pass from the south side swale to the north side swale without eroding the trail surface,
- placement of recycled concrete sub-base where needed to stabilize the base grade in washed out areas of the trail, and
- resurfacing deteriorated sections with a crushed gravel/sand/clay mix similar to that used on the National Mall and C&O Canal towpath (a.k.a. "Mall Mix"). If recycled concrete and/or "Mall Mix" are not available then alternate materials that have similar cost and stability characteristics can be used, such as crushed stone and/or stabilized soil. Asphalt should not be used because it may create the perception that the interim trail is becoming permanent in its current configuration.

The estimated cost of these improvements is \$195,000. M-NCPPC should provide guidance for planning and design with DPWT supervising construction.



*Montgomery Bicycle Advocates
Montgomery County, Maryland*

April 28, 2006

Montgomery County Council
100 Maryland Avenue
Rockville, Maryland 20850

Re: Calculations behind our bikeway maintenance funding request

Members of the County Council,

MoBike recently requested that \$150,000 be spent each year on bikeway maintenance in the operating budget (rather than the proposed \$50,000). This letter describes how we came up with that figure. The supporting data represents the best information we could obtain through discussions with Montgomery County and City of Rockville transportation staff.

Currently DPWT sweeps most county roads once a year. The county sweeps some roads in environmentally sensitive areas more frequently. Rockville sweeps its arterial roads once a month. According to DPWT staff, the state sweeps its main arterials several times a year but lesser state roads (like Wilson Lane) once a year. Within central business districts, streets are swept by the urban partnerships on a very frequent basis, e.g. twice a week in Bethesda. Roadway sweeping includes sweeping of paved shoulders and bike lanes but not sidewalks or separated paths.

DPWT does no sweeping of sidewalks or roadside paths except in extraordinary circumstances. M-NCPPC sweeps park trails "as needed", as determined by the parks manager for each region. Rockville sweeps the Millennium Trail four times a year and other trails possibly less often. Rockville appears to have actual trail sweeping equipment received as part of a grant. The state does not maintain paths along state roads because they are the county's responsibility.

At one time, sweeping of bikeways was done through the Annual Bikeway Program under the capital budget. At some point DPWT decided, sensibly enough, that sweeping should be done under the operating budget, but apparently no money was allocated and so sweeping stopped.

Debris conditions are often very bad on the county's bikeways, especially on shoulders and bike lanes which aren't cleared by car tires. Our position is that all bikeways should be swept at least four times a year, and that certain critical or debris-prone bikeways should be swept at least eight times a year.

According to DPWT's maintenance engineer, the department's residential sweeping contract calls for sweeping of some 4000 miles of roads once a year at \$73 per mile per sweeping. Additional spot sweeping is done on an as-needed basis at \$69 per hour (not per mile). DPWT also has an arterial sweeping contract that covers arterial road sweeping at \$36.50/mile based on eight sweeps per year, but in fact arterial sweeping is not done under this contract. County arterials are instead swept under the

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\$73/mile residential program just once a year. The urban partnership that sweeps streets in the Bethesda CBD pays \$16-18 per mile per sweeping, based on a twice-a-week sweep. Clearly the more often you sweep, the less it costs per mile because debris accumulates over time. The residential sweeping program is actually funded under the DPWT line item "snow supplemental" because it's done post-winter. The maintenance engineer said that approximately \$300K is spent each year to sweep county roads. \$100K of this comes from an environmental funding source and is used to clean roads in sensitive areas more than once per year.

The City of Rockville estimates its arterial sweeping costs at \$30 per mile per sweeping, based on once a month frequency. It estimates trail sweeping costs at \$45 per mile per sweeping, based on four sweepings a year.

So to summarize, road sweeping costs roughly \$73 per sweeping per mile if done annually, \$36 if done eight times a year, and (in Rockville) \$30 if done twelve times a year. One can interpolate that sweeping four times a year would cost about \$45 per sweeping per mile, which incidentally is what Rockville estimates it costs to sweep its trails that often.

How many miles of roads and trails must be swept? We've identified some 40 county roads totaling about 100 miles in length that serve as important on-road bike routes and have features like shoulders that require sweeping. Consider one-third of these roads to require eight sweepings per year, the rest four sweepings per year. Also, DPWT's recent inventory of bike facilities includes 87 miles of paths (out of 115 miles of bikeways). This figure could easily be increased to 100+ miles by including sidewalks that double as bike facilities.

Given all this, the annual cost to sweep 100 miles of trails and 70 miles of roads four times a year, and an additional 30 miles of roads eight times a year, would be roughly \$40,000. This figure could be reduced a bit by subtracting out the money spent sweeping these facilities already, but extra needs may also arise and we prefer a safer estimate of \$50,000 per year for bikeway sweeping.

Maintenance must also include regular tree trimming and spot patching as needed. This could presumably cost as much as sweeping. Additionally, the Capital Crescent Trail must be plowed after each snowfall; currently it is not. We haven't been able to quantify all these costs at this time, but our best estimate of such non-sweeping costs is \$50,000 per year.

Combining these estimates with the \$50,000 currently spent to maintain trails (mostly the interim Capital Crescent Trail) yields a total of \$150,000 per year. So that's what we're asking for. Even the \$150,000 figure could possibly be reduced if the Capital Crescent Trail east of the trestle is resurfaced, which would free up a good bit of trail maintenance money every year.

Sincerely,



Jack Cochrane
Chair, Montgomery Bicycle Advocates
7121 Thomas Branch Drive
Bethesda, MD 20817
301-503-9931

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