

MEMORANDUM

January 28, 2010

TO: Planning, Housing, and Economic Development Committee
FROM: ^{GO} Glenn Orlin, Deputy Council Staff Director
SUBJECT: White Flint Sector Plan – transportation (continuation)

1. Land use/transportation balance. Reviewing the bidding: the Draft Plan notes that its land use, transportation facilities, and mode share recommendations—along with what is planned elsewhere in North Bethesda—would produce a 36.8% RAM, which falls in the Level of Service (LOS) ‘E’ range by 3.2% (40% is the boundary between ‘D’ and ‘E’). During the deliberations on the Growth Policy, the Council re-adopted the prior PAMR chart that confirmed its desire not to accept LOS ‘E’ for RAM.

Some combination of the following must be approved in sufficient degrees to achieve the RAM goal:

- (1) *Increase the goals for non-auto-driver mode share (NADMS) within White Flint.* The Committee recommends increasing the NADMS goal for employees in White Flint from 39% to 50%; and the goal for residents of White Flint by 5%. This action would raise RAM to 37.5%.
- (2) *Increase the assumptions for NADMS outside White Flint.* This was suggested by Committee members on January 19 and is discussed below.
- (3) *Increase road capacity at forecasted points of congestion.* The Committee does not recommend two projects that would increase road capacity: removing the median on Montrose Road between I-270 and Montrose Parkway and replacing it with a reversible lane; and widening Rockville Pike from 6 to 8 lanes between Edson Lane and the Beltway.
- (4) *Reduce planned land use.* The Committee acknowledged that land use in North Bethesda but outside White Flint would not grow as high as earlier predicted, by 300 dwelling units and 4,900 jobs. This would further raise the RAM to about 38%. But the Committee does not recommend significantly reducing proposed density within the White Flint Sector Plan area.
- (5) *Adopt a RAM goal lower than 40%.* This is also discussed below.

At the January 19 meeting, Councilmembers expressed interest in looking at better travel demand management (TDM) outside White Flint (in places like Rock Spring Park, Bethesda, and Friendship Heights) that would reduce reliance on cars, like more frequent transit service, higher parking costs, and better access to carpooling, flex time, and telecommute options. These actions would be expected to help increase the NADMS for job centers throughout the county, helping to relieve auto travel demands in North Bethesda. As discussed during the meeting, the challenge is related to the effects of latent demand, which reflects the fact that as TDM takes cars off the road in targeted geographic areas, some of the marginal increase in capacity is used by other motorists changing their travel patterns, by choosing slightly more distant destinations or shifting mode or route behavior.

To test this, the travel model was re-run using the master-planned NADMS mode share goals for the Germantown Employment Area Master Plan (25%), the proposed Gaithersburg West Master Plan (30%), the non-White Flint portion of North Bethesda (39%), as well as the planned mode shares for Bethesda CBD, Friendship Heights, and Silver Spring CBD. Prior to this, the mode share in these areas were strictly what the model predicted there would be by 2030.

As a separate exercise, Planning staff was also asked to evaluate whether separating the Rock Spring Park area from the rest of North Bethesda would help raise the smaller North Bethesda's RAM.

The results are shown on ©1. Planning staff found that:

- Accelerating the master planned mode share goals also had a beneficial effect, resulting in a 39.2% RAM for North Bethesda; short of the 40.0% objective but demonstrating substantial progress. While the PHED Committee was interested in more aggressive TDM measures in the Bethesda and Friendship Heights CBDs, these areas (along with Silver Spring) are forecast to achieve their master planned mode share goals by 2030, so staff did not assume any additional mode shift in those areas.
- Conditions in the Rock Spring Park portion of North Bethesda are similar to, and marginally better than, the rest of North Bethesda, with a 39.9% RAM for Rock Spring Park and a 39.1% for the rest of North Bethesda. Therefore, splitting the area in two does not achieve the Council's desired objective.

In summary, the results confirmed the hypothesis that accelerating TDM efforts can provide benefits that move long-range arterial performance in North Bethesda substantially toward the Council's desired mobility standards. **Nevertheless, for the plan to be in balance without density reductions or added transportation facilities, the Council will need to accept a slightly worse build-out RAM standard of 39%, which is a high Level of Service 'E.'**

2. Woodglen Drive right-of-way. Patricia Harris, representing Green Acres Metro Limited Partnership, has requested that Table 4, the "Roadway Facility and Segment" table, be revised to show a minimum 60'-wide right-of-way for the unbuilt segment of Woodglen Drive between Nicholson Lane and Marinelli Road (©2-4). The request follows a typical section developed and concurred to at time of rezoning that recognized the tight fit between Green

Acres' property to the east and The Grand property to the west. This would result in a 32'-wide paved street for this block, which would allow a travel lane in each direction but parking only on one side (©5). **Council staff concurs with this revision.**

3. Old Georgetown Road. At the November 30 worksession the Committee concurred with the Draft Plan that the east-west segment of Old Georgetown Road between Executive Boulevard and Rockville Pike should have its through lanes reduced from 6 to 4 lanes, but with Council staff's recommended caveat that the lane reductions should be deferred until the supporting grid of streets in the vicinity is open to traffic. Mike Smith, on behalf of LCOR, has written to the Committee members asking that they reconsider its decision. Harris Teeter, one of LCOR's tenants, is concerned that reducing the lanes will hamper the ability of customers to access its store, which is off Old Georgetown Road east of Rockville Pike (©6).

The number of lanes in Table 4 of the Draft Plan refers only to the number of through lanes along road segments, not the number of turning lanes at intersections. The implicit assumption is that the number of turning lanes at the Rockville Pike/Old Georgetown Road intersection will have as many lanes as are needed. Furthermore, only two through lanes can be carried from west-to-east across the Pike (and vice versa), since Old Georgetown Road east of the Pike is built—and master-planned—to only have 4 through lanes. In other words, the Draft Plan's recommendation will have no impact on access to Harris Teeter, or any development on the east side of the Pike. **Council staff recommends sustaining the Committee's November 30 recommendation.**

4. MARC station. At the November 30 worksession the Committee unanimously recommended that the planned MARC station in the vicinity of White Flint be relocated from the east end of Bou Avenue (north of the Sector Plan boundary, adjacent to Target) to the Montouri Property, adjacent to the east edge of Old Georgetown Road Extended in the Nebel District. This is the location recommended by Council staff and Planning staff. The Planning Board recommends that it be relocated instead to Nicholson Court at the eastern edge of the White Flint Mall District, about 3,000' feet south.

Emily Vaias, representing the Montouri Family Trust, has asked the Committee to reconsider its position, and to decide either to relocate it to another site (the representatives of Nicholson Court want it on its property) or to remove it from the Sector Plan entirely, with the understanding that the need and location for a station might be revisited as part of the future White Flint II Sector Plan (©7-8). Ms. Vaias notes that a station on the Montouri would prevent up to 300 dwelling units from being built within walking distance of Metro and that another site would better accommodate the station.

A side-by-side comparison of the Nicholson Court and Montouri sites (with supporting figures) and their respective pros and cons are on ©9-13. The main advantage of the Nicholson Court site is that the property owner is willing to accommodate it; the Draft Plan calls for a higher FAR there because of the station. Currently, the owner of the Montouri site does not support a station on his site. The Montouri site, however, is at the edge of the high density core of White Flint, and so would better serve employment and housing in the area, while the Nicholson Court site is more than a half-mile away and further separated by the barrier posed by

by Nicholson Lane. The Montouri site would also provide better spacing for MARC stations than the Nicholson site:

	Nicholson Court site	Montouri site
Distance to Rockville station	19,000'	16,000'
Distance to Garrett Park station	3,500'	6,500'
Distance to Kensington station	11,000'	14,000'

The Maryland Transit Administration (MTA) and DOT have stated that adding a station at either location would potentially cause the Garrett Park station to close, which the County does not support. While MTA’s long-term MARC Investment Plan does not recognize the planned Bou Avenue station or its relocation to either Nicholson Court or Montouri (©13), it is difficult to comprehend why a line with a third track and considerably more trains and rolling stock could not add a station at one of these locations without closing Garrett Park’s station. If that were ever to occur, however, the Montouri station would sit nearly equidistant between the Rockville and Kensington stations and so better serve the corridor than the Nicholson Court site.

All new interior MARC stations (from Gaithersburg in) should be geared to the needs of employees coming into the region from Metropolitan Grove, Germantown, the Agricultural Reserve, Frederick County and West Virginia, not to residents further in who would more likely use Metrorail to reach their destinations. A residentially-based station would have the same function and so be in direct competition with the Garrett Park Station; certainly MTA would allow only one residentially-based station so close together.

Council staff continues to recommend relocating the planned MARC station to the Montouri property. The 50% mode share goal for White Flint employees is an aggressive one; without a MARC station for employees close to the planned core, the 50% target will be harder to attain. Although the Montouri Family Trust is not currently in favor of a station there, the station is not needed in the near- or mid-term: the Planning Board recommends it as a condition for the third (last) stage of development (see page 73 of the Draft Plan). By then the opinions of the present (or future) property owner and MTA may be very different, and so the plan should reserve the opportunity to place as the station at this location.

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Table 1: North Bethesda Policy Area Relative Arterial Mobility (RAM) Summary:

Scenario	VMT	VHT (free-flow)	VHT (congested)	Free-Flow Speed (mph)	Congested Speed (mph)	RAM
Planned Land Use w/Round 7.1 elsewhere	255,117	11,282	30,693	22.61	8.31	36.758%
Planned Land Use w/Round 7.2a elsewhere & Higher NADMS in White Flint	249,004	10,991	28,886	22.66	8.62	38.050%
Planned Land Use w/Round 7.2a elsewhere & Higher NADMS in White Flint & Countywide Travel Demand Management	241,372	10,621	27,070	22.73	8.92	39.235%

Table 2: Breakout of Planned Land Use w/Round 7.2a Forecast & Countywide Transportation Demand Management by North Bethesda Subarea:

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Subarea	VMT	VHT (free-flow)	VHT (congested)	Free-Flow Speed (mph)	Congested Speed (mph)	RAM
Rock Spring Park	51,463	2,099	5,261	24.52	9.78	39.897%
Non-Rock Spring Park	189,909	8,522	21,809	22.28	8.71	39.076%
Total North Bethesda	241,372	10,621	27,070	22.73	8.92	39.235%

VMT = Vehicle Miles of Travel
VHT = Vehicle Hours of Travel
RAM = Relative Arterial Mobility

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January 22, 2010

VIA ELECTRONIC MAIL

Councilmember Michael Knapp, Chair
Planning Housing and Economic Development Committee
Montgomery County Council
100 Maryland Ave, 6th Floor
Rockville, MD 20850

Re: White Flint Sector Plan -- Recommended Right-of-Way Width for Woodglen Drive

Dear Councilmember Knapp:

On behalf of the Green Acres Metro Limited Partnership, an affiliate of the Holladay Corporation ("Holladay"), which owns the Metro Pike project, we request a minor modification to Table 4 "Roadway Facility and Segment", (pp. 56-57) of the White Flint Sector Plan, which was recently revised by M-NCPPC Staff. As explained herein, the requested minor modification is consistent with an agreement Holladay, M-NCPPC and the Montgomery County Department of Transportation ("DOT") reached regarding the appropriate right-of-way width for that portion of Woodglen Drive located immediately to the west of the Metro Pike property, between Nicholson Lane and Marinelli Road.

Revised Table 4 provides for a 70-foot wide right-of-way for Woodglen Drive between Nicholson Lane and Old Georgetown Road. An accompanying footnote (footnote *****) provides that:

New Streets B-18, B-19, Huff Court Extended and the portion of Woodglen Drive north of Nicholson may be constructed as private streets subject to use easements meeting the requirements described in the Sector Plan text.

We recommend that footnote ***** be modified to add the following language to the end of the footnote:

The right-of-way for Woodglen Drive between Nicholson and Marinelli shall be 60 feet in width.

As explained below, a 60-foot right-of-way for the subject portion of Woodglen Road is the maximum width that may be accommodated without seriously adversely affecting the development potential of the Metro Pike property, as a result of the surrounding existing conditions.

By way of background, The Grand property, currently owned by Forest City and located to the west of the Metro Pike property, was required to dedicate land to accommodate the extension of Woodglen Drive as recommended in the 1992 North Bethesda Sector Plan as a condition of their Site Plan approval. While the approved Site Plan for The Grand provided for a 35 foot wide dedication measured from the property line to accommodate a portion of the Woodglen Drive extension, this dedication never occurred. Subsequent to Site Plan approval and as part of the development of The Grand, a significantly sized transformer which services The Grand was located within the area identified on the Site Plan for dedication.

In connection with the Metro Pike Development Plan, and as a result of the existing conditions on The Grand property, Holladay spent more than a year meeting with M-NCPPC Transportation Staff and DOT Staff in an effort to identify a reasonable accommodation of Woodglen Drive, which would not significantly impact the future development potential of the Metro Pike property. In the end, DOT, M-NCPPC Transportation Staff and Holladay agreed to a 60-foot right-of-way for the subject portion of Woodglen Drive, which resulted in approximately 41 feet of the right-of-way being located on the Metro Pike property and the balance of 19 feet located on The Grand property. The agreed upon right-of-way section is reflected on the Certified Development Plan. In reaching this agreement, DOT noted that the proposed standards, which included a 32-foot wide paving section, met the standards of a commercial travel street. The Holladay Corporation secured a deed of dedication from the owners of The Grand for their portion of Woodglen Drive, which is to be recorded within 30 days of the recordation of the Metro Pike Record Plat.

The northern portion of the Metro Pike property is relatively narrow and thus any further reduction in this width beyond that necessary to accommodate the previously agreed to 60-foot right-of-way will adversely affect the development potential of the property and, in turn, the economic incentive to tear down the existing center. This issue is only further exacerbated by the proposed White Flint Sector Plan which would require those properties along the west side of Rockville Pike to dedicate all the necessary frontage to accommodate at a minimum, the proposed 150-foot Rockville Pike right-of-way, and potentially additional dedication to accommodate a 162-foot right-of-way.

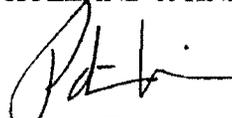
For these reasons, we strongly encourage that the Sector Plan reflect the agreement reached between Holladay, M-NCPPC and DOT for the Holladay property to provide for a 60-foot right-of-way for that portion of Woodglen Drive extending north of Nicholson Drive to Marinelli Road.

Councilmember Michael Knapp, Chair
January 22, 2010
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We appreciate your consideration of this matter. Please do not hesitate to contact me if you have any questions regarding this matter.

Sincerely yours,

HOLLAND & KNIGHT LLP

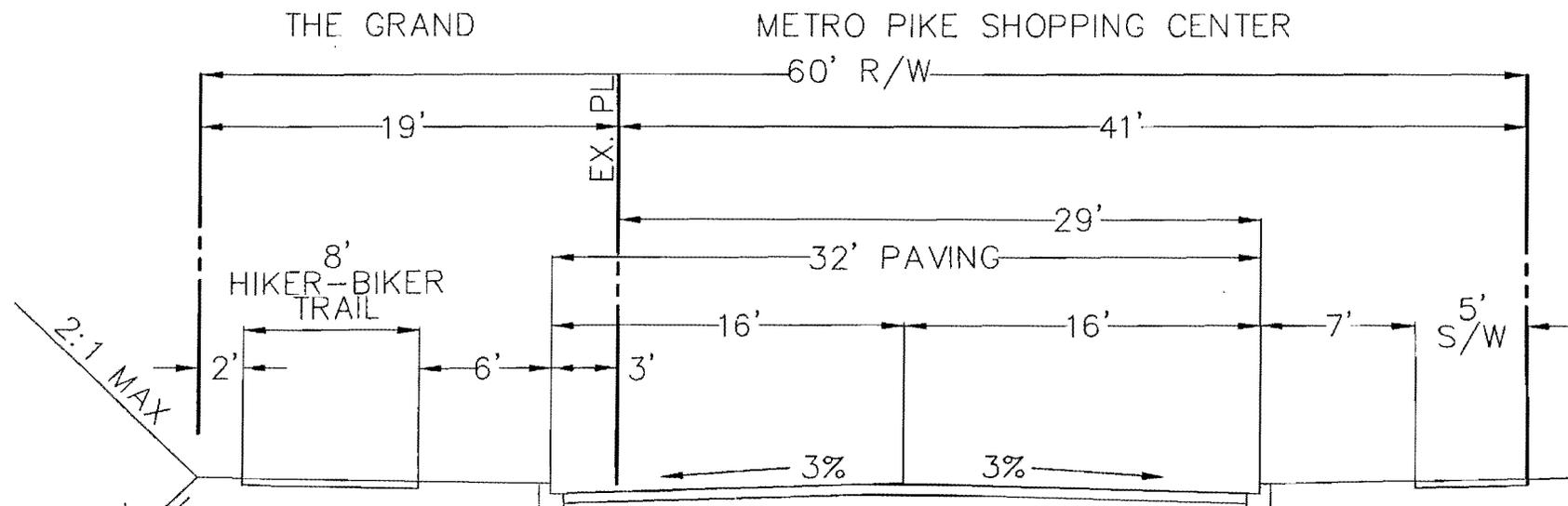


Patricia Harris

cc: Councilmember President Nancy Floreen
Councilmember Marc Elrich
Mr. Edgar Gonzalez
Mr. Glenn Orlin
Mr. Shahriar Etemadi
Ms. Rita Bamberger

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-HOLLADAY'S PROPOSED ALIGNMENT-

BASED ON MONTGOMERY COUNTY FACILITY PLAN
ALTERNATE 2

EX. PL.

-----Original Message-----

From: Michael J. Smith [mailto:MSmith@lcor.com]

Sent: Friday, January 22, 2010 2:00 PM

To: Knapp's Office, Councilmember; Floreen's Office, Councilmember; Elrich's Office, Councilmember

Subject: Proposed White Flint Master Plan Treatment of Old Georgetown Road

Dear Council Members Knapp, Floreen and Elrich:

I am writing on behalf of LCOR Inc., developers of the North Bethesda Center (NBC) project, and Harris Teeter, a tenant in the NBC project, to raise our objection to a recommendation in the proposed White Flint Master Plan to narrow a stretch of Old Georgetown Road that feeds into the NBC property. The Plan now calls for a reduction of a travel lane in each direction on the stretch of Old Georgetown Road between Executive Boulevard and Rockville Pike. Six lanes of traffic capacity (3 lanes in each direction) would be reduced to four lanes (2 lanes in each direction) under this proposal.

Much of Harris Teeter's customer base lives in the neighborhoods located off of Old Georgetown Road and uses this link to cross the Pike to access the store. Harris Teeter is very concerned that the path to the store will be less attractive to their customers because the quantity of lanes of traffic will be reduced. If this critical link of Old Georgetown Road is perceived to be more congested by Harris Teeter shoppers, the performance of the grocery store will suffer.

Harris Teeter was among the first commercial tenants to invest in the Smart Growth vision and potential of White Flint. Their commitment to the NBC project and the White Flint community occurred in early 2006. With the store now open more than a year, LCOR and Harris Teeter cannot support any restrictions to vehicular flow and access to the property. Consequently we prefer that travel lanes along this stretch of Old Georgetown Road and the existing turn movements at Rockville Pike and Old Georgetown Road not be modified under the proposed Master Plan.

I know that the PHED Committee is planning to conclude discussions regarding the White Flint Master Plan shortly. I hope that you can work with us to address this concern.

Regards,

Mike Smith
Project Executive
North Bethesda Center

LINOWES
AND | BLOCHER LLP
ATTORNEYS AT LAW

January 12, 2010

Emily J. Vaias
301.961.5174
evaias@linowes-law.com

By Email
and Overnight Delivery

Councilmember Michael Knapp, Chair and
Planning, Housing and Economic Development Committee
Montgomery County Council
100 Maryland Avenue
Rockville, Maryland 20850

Re: Request for Reconsideration – MARC Station Location, White Flint Sector Plan

Dear Councilmembers Knapp, Floreen, and Elrich:

This firm represents the Montouri Family Trust, LLC (“Montouri”), which is the owner of 2.69 acres located primarily along the east side of Nebel Street at its intersection with Old Georgetown Road in the White Flint Sector Plan Area. The subject property actually consists of three tax parcels (P362, P414, and P394 on Tax Map HQ12) (the “Property”).

We are respectfully requesting that the Planning, Housing and Economic Development (“PHED”) Committee reconsider its decision, made during its November 30 2009 worksession, to reject the Montgomery County Planning Board’s recommendation (to locate the MARC station on the Nicholson Court Property), and instead place the MARC station on the Montouri Property. As we have previously stated, the Montouri Property is not well suited for a MARC station for practical and planning reasons. Overall, such a designation will prevent development of up to 300 dwelling units within walking distance of the Metro and core areas of the Sector Plan without increasing transit capacity. There is no support for the station by MARC at this time, nor are there any studies showing ridership projections. Further, other larger sites can better accommodate a train station and possibly add to the area’s transit network.

Accordingly, Montouri respectfully requests that the PHED committee reconsider this decision and remove the proposed MARC station from the Property. Should the PHED committee determine that a MARC station is needed in the Sector Plan, we would suggest that it be proposed for another larger location. Alternatively, the PHED committee could remove the potential MARC station from the Sector Plan entirely with the understanding that if additional studies determine that a MARC station is needed at all, it could be included in the White Flint II Sector Plan.

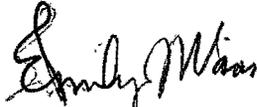
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AND **BLOCHER** LLP
ATTORNEYS AT LAW

Councilmembers Knapp, Floreen and Elrich
January 12, 2010
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Thank you for your consideration. Please contact me if you have any questions or concerns.

Sincerely,

LINOWES AND BLOCHER LLP



Emily J. Vaias

cc: Mr. Thomas Roberson
Mr. Peter Gartlan

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Evaluate and Select a MARC Station Location

Staff Recommendation:

Establish a MARC station on the Montouri property adjacent to Old Georgetown Road.

Background

The *Approved and Adopted 1992 North Bethesda/Garrett Park Master Plan* recommends that a new MARC station be established at Montrose Crossing (at the northern end of Nebel Street Extended) (Attachment 5). The White Flint Sector Plan recommends relocating this MARC station into the White Flint Sector Plan. The Twinbrook Sector Plan, adopted January 2009, removed the MARC station from the Montrose Crossing site to facilitate its relocation into the White Flint Sector Plan area.

The Draft White Flint Sector Plan identifies two sites indicated on Figure 8. The northern site is on the Montouri property at the east end of Old Georgetown Road and the southern site is located off Nicholson Court south of the Nicholson Lane/CSX overpass. Staff estimates that the MARC station access will require two bus bays for Ride-On and shuttle services and approximately 10 kiss-and-ride spaces. Table 7 provides a comparison of the two sites:

TABLE 7: COMPARISON OF TWO MARC STATION SITES

Characteristics	Montouri Property	Nicholson Court
Walking distance to planned Metrorail station entrance	1,800'	3,500'
Proposed FAR without station	2.5	2.0
Proposed FAR with station	2.5	2.5
Proposed adjacent maximum building heights	200'	100'
Distance of station to nearest public (non residential) street for access	Nebel Street, business district street, (500' to west) Parklawn Drive, arterial, (500' to east)	Nicholson Court, proposed business district street, (400' to west) Boiling Brook Parkway, business district street (700' to east)
Distance of station to nearest roadway crossing of CSX tracks	Randolph Road, arterial, 1,100' to north	Nicholson Lane, arterial, adjacent
Current adjacent uses	Vacant, light industrial	Light industrial
Affected property owner support	No	Yes

The Public Hearing Draft Sector Plan recommends 2.5-4.0 FAR within 3/8 mile of Metro, and 2.5 FAR within 1/8 mile of MARC. The Montouri property is within 3/8 mile of Metro and therefore receives a 2.5 FAR with or without the MARC station. The Nicholson Court site is more than 1/2 mile from Metro and further from Rockville Pike than the Montouri property, but gains a 0.5 FAR (up to 2.5 FAR) with the MARC station. These FAR are unchanged in the proposal recommended by staff earlier in this memorandum. The primary advantage to the Nicholson Court property site is that it is bounded on both sides by large properties with active redevelopment interests who support bringing the MARC station to their site.

Testimony (Attachments 6 and 7) from the residential community either favored the Nicholson Court site (Randolph Civic) or opposed it because the location did not provide a good interface with the Metro station (Garrett Park Estates). There has also been concern that the relocation to White Flint will result in the closure of the Garrett Park MARC station.

Table 8 summarizes the advantages and disadvantages of the alternative sites. The Montouri Site is closer to Metro, which may not be critical because transfer between the two systems can occur in Rockville. The major advantage of the Montouri site is that it is suitable because of its proximity to existing transit facilities in the core of White Flint and is more in concert with MTA's long range plan to provide distant commuter service to employment centers.

TABLE 8: PROS AND CONS – MARC Station Sites

	Montouri Property	Nicholson Court
Closer to Metro	Yes	No
Closer to MD 355	Yes	No
Close to Existing Communities	No	Yes
Adjacent to Arterial Road	No	Yes
Serves Distant Commuters	Yes	No
Best Serves Existing Residents	No	Yes
Supported by Randolph Civic	No	Yes
Supported by Garrett Park/White Flint Estates	Yes	No

Coordination with MTA and CSX

The expansion of MARC transit services to Montgomery County communities along the Red Line requires extensive coordination with both the Maryland Transit Administration (MTA) and the CSX Corporation. The CSX owns the tracks used by the MTA and their primary transportation objective is the efficient movement of freight. The MTA provides commuter rail services and their primary transportation objective for the MARC Brunswick line is efficient service for long-distance commuters between job centers in both Washington and Baltimore and distant residential communities.

The MTA prepared a MARC Growth and Investment Plan in September 2007 that identifies their planned system expansion statewide through the year 2035, as shown in Figure 9. The MTA plans for the Brunswick Line include some \$530M of capital improvements and would more than triple the number of daily seats along the line, from 7,000 to 26,000.

The Planning Board discussed this plan with MTA in worksessions on March 27 and July 24, 2008. The MTA plan does not include a station in North Bethesda (or at Shady Grove, per the 2006 *Approved and Adopted Shady Grove Sector Plan*) but does include an "Outer Montgomery Station," a third track along portions of the line, a new parking garage at the Germantown station and parking expansion at Metropolitan Grove, Rockville, and Kensington. Further coordination with MTA is needed to align the state goals for MARC station planning with local land use plans. Both MTA and M-NCPPC, however, are interested in expanding MARC services to include mid-day, weekend, and off-peak direction service.

The MTA plan envisions a third track along the eastern side of the CSX tracks adjacent to the White Flint Sector Plan area; an additional 25-foot wide right-of-way should be reserved as part of the "White Flint II" Sector Plan effort for properties adjacent to and east of the CSX tracks (but outside of this Sector Plan boundary).

The MTA conducted an initial feasibility assessment in summer 2008 and found that neither the Montouri property nor the Nicholson Court location was definitively superior to the other from a feasibility perspective, but either site would disrupt service at the Garrett Park MARC station, which is limited to skip-stop services, potentially requiring station closure.

The addition of the MARC station is expected to improve the transit market for long-distance commuters working in White Flint by providing a one-seat ride from Frederick County and points west (rather than requiring a transfer from MARC to Metrorail at Rockville). The White Flint market would also benefit from the more direct rail connection to Union Station provided by MARC.

FIGURE 8: MARC and Metro

MARC and METRO in WHITE FLINT AREA

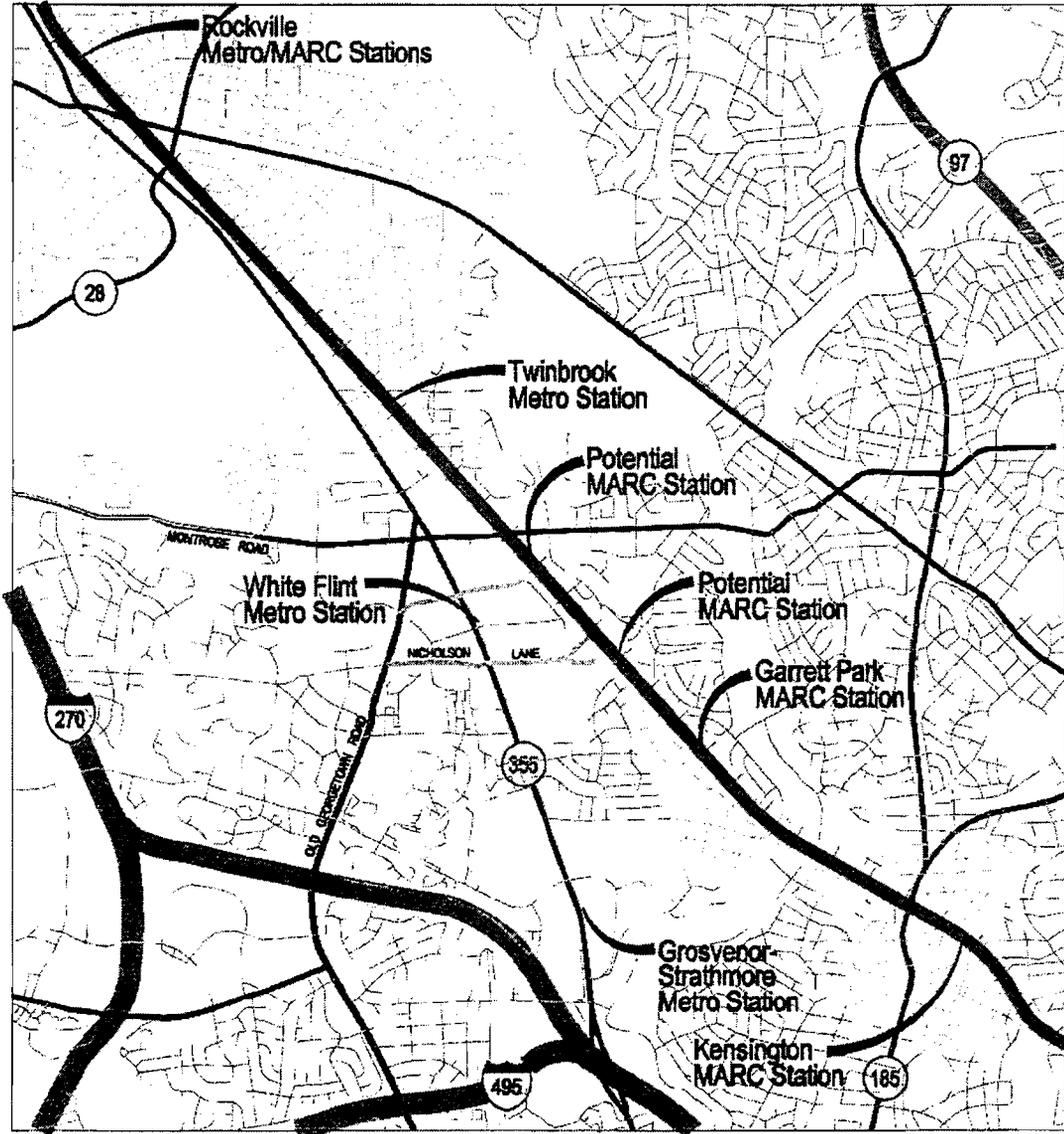


FIGURE 9: MARC Plan

MARC GROWTH & INVESTMENT PLAN

2035 Plan – Brunswick Line

- Incremental Seating Capacity
+7,000 daily seats
- Rail Service Improvements
Increased peak and off-peak service
Reverse-commute service
Weekend service
- Continued reliability improvement –
95% on-time performance
- Incremental Capital Investments – ~\$190m+
Additional triple tracking
Additional station parking expansion at
Brunswick, Germantown, Gaithersburg
Additional rail cars and locomotives
- Incremental Operating Cost –\$5m/yr.+

