

MEMORANDUM

February 4, 2011

TO: Transportation, Infrastructure, Energy and Environment Committee

FROM: Glenn Orlin, ^{GO}Deputy Council Staff Director

SUBJECT: State transportation project priorities letter

Periodically the Council and Executive jointly transmit a letter to State officials enumerating the County's priorities for funding in the Maryland Department of Transportation (MDOT) Consolidated Transportation Program (CTP), its six-year capital improvements program. The most recent letter was sent on July 16, 2008 (©1-3). It is timely to update these priorities and transmit a new letter, for two reasons. First, with the 2010 elections the Council's composition has changed, and its priorities may have as well. Second, members of the General Assembly are considering a transportation revenue increase during its current session; in the discussions over what Montgomery County would "get" from such an increase, the priorities letter would play a key role.

1. Structure of the letter. Before examining possible changes to the letter, it is important to recap how the CTP is organized. The CTP is divided into projects by MDOT's modal divisions (State Highway Administration, Maryland Transit Administration, etc.), but within each division there are three program categories: Construction, Development & Evaluation (D&E), and System Preservation:

- The *Construction Program* consists of major projects that are funded for construction, with the funding entirely or nearly entirely within the CTP's six-year period. All candidates for the Construction Program come from the D&E Program.
- The *D&E Program* consists of major projects that are funded for design only, or perhaps for both design and land acquisition, but for which no funds are programmed for construction.
- The *System Preservation Program* consists of minor projects that may be funded for design only, or for design and construction. These projects often do not require land acquisition. Furthermore, the funding projections for these projects do not extend beyond the upcoming budget (FY 2012).

The County's priorities letter is structured so that it roughly corresponds to these categories in the CIP. The structure, in fact, was recommended by State officials several years ago, and so is well understood by the recipients. In the July 2008 letter:

- Page 1 described the County's priorities for "regionally significant" projects that are currently in the D&E Program but for which the State had not yet programmed construction dollars. Since these projects are very costly and would serve a substantial number of non-Montgomery commuters, it was understood that their prioritization does not rely wholly on the wishes of Montgomery County elected officials. This part of the letter also noted the degree to which the County has funded projects which are or should be MDOT projects.
- The list on the top of Page 2 prioritized for the Construction Program the projects in the D&E Program that are not regionally significant. This list consisted of projects that solely or mostly benefit Montgomery County commuters: #1 is the highest priority for funding, #2 the next highest, etc.
- The list at the bottom of Page 2 rank-ordered transit projects that were not in the CTP at all, and which the County wished to have included in the D&E Program.
- Finally, the list on Page 3 rank-ordered highway and bikeway projects that were not in the CTP, and which the County wished to have included in the D&E Program.

2. Process for developing the letter. As with most transportation-related issues, the transportation staffs of the Executive, Planning Board, and Council have discussed potential revisions to the July 2008 letters extensively. We concur on several technical changes and mostly agree on several policy recommendations. During the course of these discussions the Council has received a letter from the City of Rockville with its priorities (©4-6) and a memorandum from Councilmember Navarro regarding the Georgia Avenue/Norbeck Road interchange (©7) on behalf of a request from the Greater Olney Civic Association, GOCA (©8). On February 3 the Planning Board took up its staff's review and suggestions and formed its recommendations. (Its letter has not arrived at this writing.) The Planning staff's memo to the Board is on ©9-13.

The objective for the T&E Committee is to prepare its recommendations, which the full Council will take up at its February 15 meeting. The Planning staff and the Department of Transportation staff will present the Planning Board's and Executive's recommendations, as will Council staff. Remember that this is a *joint* letter: the Council and Executive must be in agreement.

3. Recommendations. Council staff's proposed letter is on ©14-16; the revisions from the July 2008 letter are described below. Recommendations from Councilmember Navarro, DOT, the Planning Board, the Greater Olney Civic Association (GOCA), and the City of Rockville are also noted and commented upon below. The Executive's comments have not yet been transmitted at this writing.

a. Regionally significant projects (©see map on ©17). The top—and co-equal—priorities in this category are still the Corridor Cities Transitway and the Purple Line. Virtually

all of the other projects in this category support transit and ridesharing as well: funding for Metro rehabilitation; adding HOV or HOT lanes on the western segment of the Beltway, connecting the I-270 HOV lanes with the HOT lanes planned or under construction in Virginia; extending HOV or HOT lanes on I-270 north to Frederick County. Both the Beltway and I-270 projects would be heavily utilized bus rapid transit routes. The State's BRAC project at Bethesda are intersection improvements, but defined broadly enough it could include pedestrian underpass to the Medical Center Metro Station and/or east-side elevators from the station.

The Planning Board also wishes to include language in this section highlighting the importance of implementing a comprehensive BRT network. Council staff agrees with highlighting BRT, but none of them are in the MDOT's D&E Program, so this message belongs in the transit D&E priority list (see below).

This section also includes the list of State projects entirely or partly programmed with County funds. The cost of the list has grown from \$107 million to \$286 million, mostly due to additions since 2008 to the State Transportation Participation project.

b. Construction priority list (see map on ©18). Of the 13 priorities in the July 2008 letter, #2 (Rockville Pike/Montrose Parkway interchange, Phase 2) would come off the list since it now has been programmed in the County's CIP as part of the Montrose Parkway East project. All the projects beneath #2 would rise in priority by one notch. The letter also updates the unfunded costs of the list, which has risen from \$825 million (for 13 projects) to over \$1.1 billion (for 12 projects).

Councilmember Navarro notes that GOCA advocates that the Georgia Avenue/Norbeck Road interchange become the top priority in this category, and she asks for the Committee's consideration of the request. To move it to #1, it would have a higher priority than three other projects. Each is examined below:

Watkins Mill Road bridge over I-270. Once completed, Watkins Mill Extended from Frederick Avenue to Clopper Road will provide a bypass for the heavy congestion at the Frederick Road/Montgomery Village Avenue and Clopper Road/Quince Orchard Road intersections, and provide direct access from Montgomery Village to the Metropolitan Grove MARC Station and future Corridor Cities Transitway station. Most of Watkins Mill Road is built or under construction; the missing piece is the bridge over I-270. Prior to July 2008 the entire master-planned interchange had been the #1 project, but the bridge was split out to allow several projects below it to have a better chance for funding.

Two measures of need are the current Policy Area Mobility Review (PAMR) in the 2009-2011 Growth Policy and the proposed Transportation Policy Area Review (TPAR). Watkins Mill Road Extended is entirely within the Gaithersburg City Policy Area. Under PAMR, the mitigation requirement (which is based on the degree of congestion within the next several years) is 50%, the highest possible. Under TPAR, the projected average speed in the peak-flow direction is measured. Compared to its congestion standard, the Gaithersburg City Policy Area fares worse by 2020 than any policy area in the county (see ©19).

Woodfield Road widening to 6 lanes between Midcounty Highway and Snouffer School Road. This improvement would be fairly simple to build, as the right-of-way for the full widening has been secured and much of it has been graded. It is partly within the Gaithersburg City Policy Area and the balance is in the Montgomery Village/Airpark Policy Area. As noted above, the Gaithersburg City Policy Area fares badly under PAMR and TPAR, while Montgomery Village/Airpark does not do well under TPAR.

Brookeville Bypass. This relatively inexpensive project—\$32 million, of which \$10 million has already been programmed with County funds—is not warranted to relieve congestion, but to improve the livability of the residents of Brookeville. Despite this, it is unlikely it would have such a high priority except for the fact it has been a problem for a generation or more. So while it has been in some form of project development for decades, it has consistently been passed over by other projects.

GOCA notes that in the last Highway Mobility Report (2009), the Planning staff identified the Georgia/Norbeck intersection as the fifth most congested in the county. But in deciding priorities the Council should recognize that it is not today's condition that should be compared, but conditions years in the future when the improvements are likely to be completed. According to the future measures, the need for this improvement is not quite as compelling as it seems now. PAMR identifies mitigation requirements for the Aspen Hill and Olney Policy Areas (the intersection sits on the boundary) as 20% and 10%, respectively, lower than the 50% for Gaithersburg City. The TPAR test shows the average peak-flow-direction speed in 2020 in both Aspen Hill and Olney to be better than their standards.

Assuredly these results are due to the Intercounty Connector, which will open in part in several weeks and in full about a year from now. Much of the east-west travel on Norbeck Road will use the ICC instead, especially those trips headed to and from the Gaithersburg area. In the short- and mid-term, therefore, congestion at the intersection should decline somewhat. The Planning Board suggests not re-prioritizing this interchange until there is some post-ICC experience, and Council staff concurs. However, while its priority should not be accelerated, nor should it be reduced, since eventually traffic will build back up and the interchange will be needed.

c. Transit project planning priority list (see map on ©20). Of the six requested studies in the July 2008 letter, the top three have by now been programmed with County funds: the Veirs Mill Road BRT between Wheaton and Rockville, the pedestrian underpass beneath Georgia Avenue at Forest Glen Metro Station, and the Georgia Avenue Busway between Glenmont and Olney. The remaining three would now be prioritized as #1 through #3 on the list. The caveat is that the Council and Executive should revisit this list once the Countywide BRT Study is completed and its recommendations are incorporated in county master plans. The language highlighting the importance of conducting D&E studies for BRT is appropriately placed in this section of the letter.

d. Highway/bikeway project planning priority list (see ©20). The most revisions are proposed for this list. Two studies in the July 2008 list should be deleted: Rockville Town Center intersections (#6) were completed as part of ARRA-funded projects, and the Rockville

Pike/Nicholson Lane interchange (#13) was removed from the County's master plan with the adoption of the White Flint Sector Plan. Further revisions are warranted:

Frederick Road (MD 355)/Gude Drive interchange. This is recommended to jump to #1 on the list. Stage 1 of development of the Shady Grove Sector Plan will soon be underway. This interchange is a requirement of proceeding to Stage 2. Given the time it takes to complete project planning, design, land acquisition, and construction, it is likely that even if MDOT were to include this study in the next CTP, an interchange here would not be on the ground until 2020.

Rockville Pike (MD 355) improvement from Woodmont Avenue to the Beltway, including a grade-separated interchange at Cedar Lane. This is recommended to be dropped from #1 down to #6. The BRAC improvements anticipated at MD 355/Jones Bridge Road and MD 355/Cedar Lane will suffice for several years, and in the meantime a BRT line may materialize following up from the Countywide BRT Study and subsequent master plans.

Great Seneca Highway (MD 119)/Sam Eig Highway. Priority #5 in the July 2008 letter called for study of the then-master planned flyover ramp from southbound Great Seneca Highway to eastbound Sam Eig Highway. However, the Great Seneca Science Corridor Master Plan changed this to a full-movement interchange and also called for grade-separation along the full length of Sam Eig Highway plus an interchange at the nearby intersection of Great Seneca Highway and Muddy Branch Road. All these improvements should be incorporated into one omnibus project planning study.

The County Department of Transportation staff is recommending raising the priority for studying these improvements. However, the Council just made the decision last year in approving the staging plan for the Great Seneca Science Corridor Master Plan that all its planned interchanges should be relegated to Stage 4—the last stage of this 40-year plan—and then only if needed at that time. Meanwhile, the projects above it are in high demand. The connection of Midcounty Highway to the ICC will provide direct access between the eastern and central portions of the county to the Derwood and Montgomery Village areas. The balance of the ICC Bikeway will be a pressing need once the initial pieces of the bikeway (build as part of the ICC project) are open. The relative priority of the Sam Eig/Great Seneca improvements should remain as they are.

Veirs Mill Road improvements. The programmed completion of Montrose Parkway East to Veirs Mill Road in 2016 will place pressure on Veirs Mill Road itself and particularly at the Veirs Mill Road/Randolph Road choke point. Therefore, for the time being, the Veirs Mill/Randolph interchange (currently #9) and the Veirs Mill Road widening between Randolph Road and Twinbrook Parkway (#10) should be accelerated over the reconstruction of MD 355 in Old Town Gaithersburg. However, since it is not very likely that the MDOT will program funds in the next CTP for studies so far down the list, it may come to pass that the Veirs Mill widening study will disappear altogether, either incorporated or superseded by the Veirs Mill Road BRT Study.

e. City of Rockville's recommendations. For several years the City included in its master plan a new interchange on I-270 at Gude Drive, and a few years ago it advocated including it in

the County's priority letter, which the Council and Executive did. During the deliberations over the Great Seneca Science Corridor Master Plan the City raised concerns about how traffic would get to and from I-270 from the planned development in the Life Sciences Center and the Belward Farm. Part of the County's response was to recognize an I-270/Gude Drive interchange in its traffic modeling for the master plan.

The most recently elected City Council has had a change of heart, and it now recommends taking this interchange off the list. However, since the Great Seneca Science Corridor Master Plan may depend to some degree on this interchange ultimately, it should remain on the list, albeit with an appropriately low priority.

The City asks that the Rockville Pike Multi-Way Boulevard, from Rollins Avenue to Richard Montgomery Drive, be included on the project planning list. This, effectively, would be the extension of improvements already planned—and proposed now by the Executive to be programmed, with revenue bonds backed by the White Flint Special District tax—through the White Flint Sector Plan area. Although not explicitly mentioned in the City's letter, this multi-way boulevard presumably would also include a BRT line, although Rockville's planning to date has assumed that it would run curbside, not in the median as many in White Flint desire.

Including the multi-way boulevard in the priority letter is a bit premature. The Countywide BRT Study is evaluating Rockville's portion of the Pike as a potential corridor. After the study is completed and the successful corridors are incorporated in County master plans, then it would be appropriate to revise the letter and prioritize this corridor improvement.

Finally, the City is recommending adding capacity on the ramp from eastbound MD 28 to southbound I-270. This project would fall squarely in the System Preservation Program, since it would be a low-cost, low-impact improvement. Priorities for the System Preservation Program have never been incorporated in the County letter; if so, elected officials would also have to be asked to prioritize this among scores of resurfacing, sidewalk, intersection, streetlighting, landscaping, and other minor improvements.

Therefore, including the ramp widening as a priority in *this* letter would not be consistent with the types of projects incorporated in it. A better course of action would be for the City to make its request directly to the State for this ramp widening. If County DOT agrees with its need, the Executive and/or Council may also wish to send a separate letter of support.

f. Transit-oriented development (TOD) areas. The State has the Council and Executive has recommended designations of TOD areas under Section 7-102 of the Maryland Code in its priorities letter. The draft letter acknowledges the three existing designations (Wheaton CBD, Twinbrook, and Shady Grove) and recommends designation of White Flint, as the Council recommended in the recently adopted in the Sector Plan, with the understanding that capital projects in any of these areas do not supersede the priorities elsewhere in the letter.

4. Putting this request in context. While the backlog of unfunded State transportation project priorities within Montgomery County amounts to several billions of dollars, the revenue increase proposals being discussed in Annapolis, if approved, will barely make a dent. The

Governor's Blue Ribbon Commission on Transportation Funding is examining several options. The chart on ©21 shows the annual added revenue yield by raising the gas tax, the titling tax, vehicle registration fees, driver's licenses, and other taxes. For example, raising the gas tax by 10 cents/gallon would generate statewide \$322 million more annually, or about \$1.6 billion over the remaining five years of the current CTP. If all the fees and taxes were raised to their maximum—which is hardly likely—then about \$800 million more annually would be generated.

The chart on ©22 shows MDOT's potential uses of \$800 million/year. Much of it is for system preservation for the highway and transit systems, and for environmental efforts. Only \$175 million annually (\$875 million over 5 years) would be available for the Purple Line, Corridor Cities Transitway, Baltimore Red Line, and other MTA expansions, and only \$125 million annually (\$625 million over 5 years) would be available for highway projects. This assumes that \$350 million in annual Highway User Revenue is not restored; if it were, there could be no additional funding for transit or highway projects.

Finally, figure in the fact that that share of Trust Fund money that is allocated to State transportation responsibilities in Montgomery County amounts to only 15-20% of the statewide total, one reaches the conclusion that we would be fortunate to receive some funding for only a few of the very top priorities in this letter.

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July 16, 2008

The Honorable Rona E. Kramer, Chair
Montgomery County Senate Delegation
214 James Senate Office Building
Annapolis, Maryland 21401

The Honorable Brian J. Feldman, Chair
Montgomery County House Delegation
223 House Office Building
Annapolis, Maryland 21401

Dear Senator Kramer and Delegate Feldman:

In light of the Approved FY2008-2013 Consolidated Transportation Program we have updated the State transportation priorities we transmitted to you on February 6, 2007. This letter describes our latest sets of priorities for currently unfunded State transportation projects and studies.

With respect to the unfunded projects of regional and statewide significance, Montgomery County is guided by its commitment to sustainable development and smart growth. Accordingly, the two major transitways (listed alphabetically), the Corridor Cities Transitway (CCT) from Shady Grove to Clarksburg, and the Purple Line from Bethesda to Langley Park, extending east in Prince George's County to New Carrollton, receive our highest priority.

Other regionally significant projects with high priority are: the Base Realignment and Closure (BRAC) transportation improvements for the National Naval Medical Center in Bethesda and the rehabilitation of the Metrorail system, as well as the I-270 widening for high-occupancy-toll (HOT) or high-occupancy-vehicle (HOV) lanes north of Shady Grove; and the I-495 widening for HOT or HOV lanes between the I-270 West Spur and Virginia. (Funding of these road projects must not delay these urgently needed mass transit projects, however.) While there are issues to be worked out on important aspects of some of these priorities, decisions must be made and funding must be identified promptly to move them forward to completion.

There are many projects of local importance which require significant changes from what is shown in the FY2008-2013 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. We have already taken the unusual step of dedicating millions of dollars in County funds to keep several of these projects on schedule, including:

- \$22,375,000 in FY07 thru FY09 to construct a 1,200-space garage at the Glenmont Metro Station.
- \$8,239,000 in FY07 towards design and right-of-way acquisition for the Georgia Avenue (MD 97)/Randolph Road grade-separated interchange. Furthermore, we expect to act in the next several weeks to approve another \$6,123,000 in FY09 towards the cost of this interchange.
- \$2,400,000 in FY07 towards the design of the I-270/Watkins Mill Road interchange.
- \$60,000,000 in FYs 08-14 towards the design and construction of a new southern entrance to the Bethesda Metro Station at the western terminus of the Purple Line.
- \$14,463,000 in FYs08-09 to forward fund the MD 355/Montrose interchange (to be reimbursed by the State in FY11 and FY12).

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The Honorable Brian J. Feldman
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For some of these projects, the County is ready to provide funding to the State, upon completion of MOU's. We have additional County funds which may be used for cost-sharing with the State to accelerate projects on our priority list.

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 indicated as well.

- | | | |
|-----|--|----------|
| 1 | I-270/Watkins Mill Road Extended: build bridge over I-270 | (Note 1) |
| 2. | Rockville Pike/Montrose Parkway (Phase 2): build segment from Chapman Ave. to Parklawn Drive, including a new bridge over CSX Railroad | \$53M |
| 3. | Woodfield Road: widen to 6 lanes, Midcounty Hwy to Snouffer School Road | (Note 2) |
| 4. | Georgia Avenue: build 2-lane bypass around Brookeville | \$21M |
| 5. | Georgia Avenue/Norbeck Road: build grade-separated interchange | \$91M |
| 6. | Clopper Road: improve intersections from I-270 to Seneca Creek State Park | \$41M |
| 7 | I-270/Watkins Mill Road Extended: complete interchange | (Note 1) |
| 8. | Spencerville Road: widen to 4 lanes from Old Columbia Pike to US 29 | \$30M |
| 9. | Norbeck Road: widen to 4 lanes from Georgia Avenue to Layhill Road | \$95M |
| 10. | I-270/Newcut Road: build grade separated interchange | \$88M |
| 11. | Woodfield Road: widen to 6 lanes from Snouffer School Road to Airpark Road and from Fieldcrest Road to Warfield Road | (Note 2) |
| 12. | US 29/Fairland Road/Musgrove Road: build grade-separated interchange | \$68M |
| 13. | MD 28/198: widen to 4 lanes from Layhill Rd to Old Columbia Pike | \$135M |

Note 1: The total cost of #1 and #7 is \$140M. Segmented cost estimates are not yet available.

Note 2: The total cost of #3 and #11 is \$63M. Segmented cost estimates are not yet available.

The total funding that needs to be programmed to complete these 13 projects is \$825 million. MDOT is already investing over \$42 million to plan, design and buy land for these projects.

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

1. Veirs Mill Road (MD 586) Bus Rapid Transit: Rockville to Wheaton
2. Forest Glen Metro Station pedestrian tunnel under Georgia Avenue
3. Georgia Avenue (MD 97) Busway: Glenmont to Olney
4. University Blvd. (MD 193) Bus Rapid Transit: Wheaton to Langley Park
5. North Bethesda Transitway: Grosvenor to Montgomery Mall
6. Purple Line Connector: Langley Park to White Oak

Studies #1, #3 and #4 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.

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The Honorable Brian J. Feldman
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Our priority rankings for highway and bikeway projects to be added to the D&E Program are:

1. Rockville Pike (MD 355): improvement from Woodmont Avenue to I-495, including a grade separated interchange at Cedar Lane
2. Midcounty Highway Extended: construction from Intercounty Connector to Shady Grove Road
3. Frederick Road (MD 355)/Gude Drive: grade-separated interchange
4. Intercounty Connector Hiker-Biker Trail: Shady Grove to Prince George's County
5. Great Seneca Highway (MD 119): flyover at Sam Eig Highway
6. Rockville Town Center intersection improvements
7. Frederick Road (MD 355): widening from 2000' south of Brink Road to future Frederick Road/Clarksburg Bypass
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
13. Rockville Pike (MD 355)/Nicholson Lane: grade separated interchange

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

Sincerely,

Isiah Leggett
County Executive

Michael J. Knapp, President
County Council

IL:MJK:go

cc: The Honorable Martin O'Malley, Governor, State of Maryland
John Porcari, Secretary, Maryland Department of Transportation
Royce Hanson, Chair, Montgomery County Planning Board



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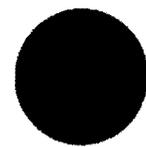
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November 17, 2010

The Honorable Isiah Leggett
 Montgomery County Executive
 Executive Office Building
 101 Monroe Street
 Rockville, Maryland 20850

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The Honorable Nancy Floreen
 President, Montgomery County Council
 100 Maryland Avenue
 Rockville, Maryland 20850

Subject: Consolidated Transportation Program Priorities (CTP)

Dear Mr. Leggett and Ms. Floreen:

This letter communicates the City of Rockville's Transportation funding priorities for the Maryland Department of Transportation's (MDOT) Consolidated Transportation Program (CTP). The Montgomery County Department of Transportation indicated the State's Transportation Trust Fund revenues are beginning to stabilize, and the County is planning on submitting an updated letter in February 2011. We are sending this letter well in advance so that you have sufficient time to review our priorities and incorporate them into your letter.

For several years, the City has supported the Corridor Cities Transitway (CCT), the interchange at I-270/W. Gude Drive and the grade-separated interchange at MD 355/Gude Drive. These projects have been included in the County's latest transportation Joint Priority letter (dated July 16, 2008) and forwarded to the Montgomery County State Delegation. The City of Rockville is still very much in support of the CCT project and the grade-separated interchange at MD 355/Gude Drive, which was ranked # 3 in the latest County Development and Evaluation (D&E) priority list. The City however, would like to withdraw its support for the interchange at I-270/W. Gude Drive and is requesting the County to remove it from the D&E priority list, where it was ranked # 11 in the 2008 list.

In addition to the above priorities, the Mayor and Council support the following two projects to be considered for inclusion in Montgomery County's updated Joint Priority letter: the Rockville Pike multi-way Boulevard and the I-270/MD 28 southbound on-ramp.

Rockville Pike Multi-Way Boulevard

This project is a new request that originated from the Draft Rockville Pike Plan. In the spring of 2009, Rockville submitted this project as a request through the

- MAYOR
Phyllis Marcuccio
- COUNCIL
John E. Britton
Piotr Gajewski
Bridget Donnell Newton
Mark Pierzchala
- CITY MANAGER
Scott Ullery
- CITY CLERK
Glenda P. Evans
- CITY ATTORNEY
Debra Yerg Daniel



federal Transportation Equity Act reauthorization. Since MD 355 is a State roadway, the City is in the process of coordinating with MDOT on a vision for Rockville Pike, as well as working to garner MDOT support for the project. The state funding and support for this project is necessary to help make this project a reality. If the State were to include this project in the CTP it would also increase the prospects for the federal funding to be awarded.

This project will complete the Planning, Engineering & Design (PE&D) and right-of-way services for the Rockville Pike Multi-Way Boulevard. The project extends over 2.2 miles along Rockville Pike from Rollins Avenue to Richard Montgomery Drive near the Rockville Town Center. It also serves as an extension of the White Flint Sector Plan, which will increase multimodal transportation opportunities in the County portion of MD 355.

The City's boulevard concept design maintains the same 84' curb-to-curb section that accommodates the current six travel-lanes, but expands it to include ample sidewalks, a two-lane Access Road on both sides (with one lane devoted to buses and bicycles), one lane of parallel parking, streetscape and streetlights, upgrade of traffic control devices, underground overhead electric wires/utilities, and a tree-lined island to protect local traffic and pedestrians from through traffic, on both sides of MD 355. This project will improve pedestrian safety on MD 355, increase the use of multimodal transit, and create healthier lifestyles associated with greater pedestrian activity in the area.

I-270/MD 28 Southbound On-Ramp

This is a new request from the City of Rockville. For more than a decade, during the weekday morning rush hour, there is significant congestion for traffic traveling eastbound on MD 28 to access the I-270 southbound ramp. A recent study conducted by Montgomery County showed that this intersection is currently operating at a failing level of service. Congestion is expected to significantly increase with the traffic generated from the Great Seneca Science Corridor Plan, which is expected to place significant growth pressure on Rockville intersections near or adjacent to the planning area. Clearly, there is a pressing need for increased capacity at the I-270 southbound on-ramp.

Residents of the nearby Rockshire neighborhood are concerned because the heavy congestion makes it difficult to exit their neighborhood and access MD 28 and I-270. It is particularly troublesome that the intersection of MD 28 at Hurley Avenue is often in a state of total gridlock during the morning rush hour. This project will bring much needed traffic congestion relief and will improve traffic safety in the area.

Montgomery County's continued support of Rockville's transportation priorities and inclusion of the requests in the County's CTP priority list is greatly appreciated.

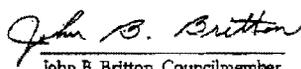
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We look forward to working with you to advocate for these essential projects. Please contact Emad Elshafei, Chief of Traffic and Transportation at 240-314-8508 or at eeishafei@rockvillemd.gov if you need any clarification about these recommendations.

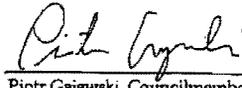
Sincerely,



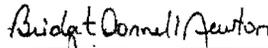
Phyllis Marcuccio, Mayor



John B. Britton, Councilmember



Piotr Gajewski, Councilmember



Bridget Newton, Councilmember



Mark Pierzchala, Councilmember

cc: Phil Andrews, Montgomery County Council
Art Holmes Jr., Director of Montgomery County Transportation
Scott Ullery, Rockville City Manager
Craig Simoneau, Rockville Public Works Director
Emad Elshafei, Chief of Traffic and Transportation
Linda Moran, Assistant to the City Manager



MONTGOMERY COUNTY COUNCIL
ROCKVILLE, MARYLAND

MEMORANDUM

Date: January 25, 2011

To: Council Vice President Roger Berliner, Chair, T&E Committee
Councilmember Nancy Floreen
Councilmember Hans Reimer

CC: Francoise Carrier, Chair, Montgomery County Planning Board

From: Councilmember Nancy Navarro *NN*

Subject: State Transportation Projects Priority List

I am writing to you regarding the Georgia Avenue/Norbeck Road grade-separated interchange project.

This project was previously #5 on the July 2008 priority list transmitted by the County to our State delegation. Since then, it has moved up one place on the list because the County funded Phase 2 of Montrose Parkway in its FY11-16 Capital Improvements Program. However, the Greater Olney Civic Association believes that this project should be a top priority for the County, because of the high traffic volumes and backups that occur regularly here.

This intersection has already been failing for years and will only deteriorate over time because of continued growth in the area. In fact, in the County's 2009 Highway Mobility Report the 97/28 intersection is listed as the fifth most congested in the County and the northern portion of the Georgia Avenue corridor is one of the worst stretches of roadway.

Olney desperately seeks relief from projected traffic growth in an already-congested area. For this reason, I respectfully request that the T&E Committee consider carefully the needs of Olney and its surrounding communities, including Leisure World, Manor Park, and Flower Valley, and prioritize the Georgia Avenue/Norbeck Road interchange accordingly.

Thank you for your consideration.

7

GOCA

Greater Olney Civic Association

P. O. Box 212 • Olney, Maryland • 20830

www.goca.org

January 25, 2011

Matt Zaborsky
President
NORBECK MEADOWS

Jim Haddow
Executive Vice President
HATLOWELL

Ellen Bogage
First Vice President
VICTORIA SPRINGS

Lori Wilen
Second Vice President
CHERRYWOOD

**Theresa Kyne
Robinson**
Recording Secretary
OLNEY OAKS

Ruth Laughner
Corresponding Secretary
WILLIAMSBURG VILLAGE

Roy Peck
Treasurer
NORBECK MEADOWS

Councilmember Roger Berliner, Chairman
Transportation, Infrastructure, Energy and Environment Committee
Montgomery County Council
100 Maryland Avenue
Rockville, Md. 20850

RE: MARYLAND 97/28 INTERSECTION

DELIVERED VIA EMAIL TO: COUNCILMEMBER.BERLINER@MONTGOMERYCOUNTYMD.GOV

Chairman Berliner:

Pursuant to the Montgomery County "Priority Road Improvements" list that was prepared in 2008, this intersection was rated number 5. It is our understanding this list is currently being revised by the county and we are requesting your committee examine this intersection carefully and give consideration to advancing this intersection higher on this priority list.

The impending opening of the Intercounty Connector will no doubt significantly impact Olney and its quality of life. The Olney area is desperate for major improvements (and has been for many years) at the intersection of Routes 97 and 28. This crossroads per the Maryland State Highway Administration, and Montgomery County DOT, traffic analysis shows this intersection is "failing" and will continue to do so once the ICC is opened. SHA studies have shown the intersection can only be improved by constructing a grade-separated interchange and the design phase is over 85% complete. This improvement is called for in the *2005 Olney Master Plan* and our plan clearly states "an interchange at Georgia Avenue and Norbeck Road **should** be constructed". We have met with Montgomery County Officials and Maryland SHA on many occasions regarding this interchange and are appealing to you as we feel this intersection should be made a higher priority.

One additional important fact, per the *2009 Highway Mobility Report compiled by Montgomery County Park and Planning* two of the most six congested corridors identified were Maryland Route 97 (Georgia Avenue) and Maryland Route 28 (Norbeck Road). According to this report these intersections are "perennially congested, coupled with reduced travel speeds, frequent delays, and low mobility measurements". Simply put, this interchange would allow Montgomery County "to kill two birds with one stone"!

Please do not hesitate to contact me should you have any questions or require additional information. Thanks very much for your consideration.

Sincerely,

Matt Zaborsky

Matt Zaborsky
President

(8)



MONTGOMERY COUNTY PLANNING DEPARTMENT
THE MARYLAND-NATIONAL CAPITAL PARK AND PLANNING COMMISSION

MCPB
ITEM NO. 8
1-27-11

MEMORANDUM

DATE: January 20, 2011

TO: Montgomery County Planning Board

VIA: Dan Hardy, Chief *DKH*
Functional Policy and Planning Division

FROM: Larry Cole: 301-495-4528, for the Montgomery County Planning
Department *LC*

DISCUSSION: State Transportation Priority List

BACKGROUND: Periodically, the County Executive and County Council jointly transmit a letter to the Montgomery County Delegation outlining the County's priorities for State transportation projects. (Attachment 1 is the last joint letter, dated July 16, 2008.)

The Council and the County Executive are expected to update this letter in the next couple of weeks for the Delegation's consideration, during their current legislative session, of the draft Consolidated Transportation Program for FY11-FY16 that was released last fall. The T&E Committee Meeting on this topic is scheduled for February 3.

RECOMMENDATIONS

This memorandum contains our recommendations for State transportation priorities in Montgomery County, to be considered for adoption by the Planning Board to forward as comments to the Council.

To ensure that the State continues to hear a consistent message from the County, we have minimized the recommended changes to the existing priority list, making changes only where prompted by updates to area Master Plans, or by changes in the studies or projects themselves. Note that as State funding for transportation projects has receded over the last several years, Montgomery County dedicated approximately \$286 million to design, acquire land for, and/or build many projects that are or should be the State's responsibility.

Our recommendation for the new priority list, which we have coordinated with Executive and Council staffs, is shown as Attachment 2. The summary of the changes and staff's rationale are shown below.

Overall County Priorities

No changes.

Construction Program

The only change to the 2008 ranking was to eliminate the #2 project - Rockville Pike/Montrose Parkway (Phase 2) – since this project is now funded by Montgomery County.

Development & Evaluation (D&E) Program for Transit Projects

The first three studies in the 2008 ranking are proposed to be deleted since they are being pursued by Montgomery County. The #1 and #3 projects – Veirs Mill Road Bus Rapid Transit (BRT) and Georgia Avenue Busway – are now being studied as part of the countywide BRT study. Funding for the #2 study – the Forest Glen Metro Station tunnel under Georgia Avenue – has now been provided by the County.

We expect that there may be interest by either the Planning Board or County Council members in identifying additional bus rapid transit projects. The reconstruction of Rockville Pike within the White Flint Sector Plan area will be funded through the White Flint Special Taxing District. We therefore believe this effort is worth noting in the joint Council/Executive transmittal letter but that the project itself need not be added to the priority list as it will not be competing for state CTP funding. Additional transitway projects may be prioritized pending completion of the countywide BRT study (and potentially subsequent Master Plan of Highways amendments per our FY 12 work program). At this time, we believe our transit priorities, namely the Corridor Cities Transitway and Purple Line, followed by Veirs Mill Road, Georgia Avenue, University Boulevard, the North Bethesda Transitway, and the Purple Line Connector, are apt.

We note that the #6 study on the 2008 list - Purple Line Connector, Langley Park to White Oak – is now reflected in the Planning Board Draft of the Takoma Langley Crossroads Sector Plan: *“Study the feasibility of a Purple Line spur that will connect the Transit Center with the White Oak Transit Center serving FDA Headquarters site via New Hampshire Avenue.”*

Development & Evaluation (D&E) Program for Non-Transit Projects

Two studies in the 2008 ranking are proposed to be deleted - Rockville Town Center Improvements, on which some construction work has recently taken place, and the Rockville Pike (MD355)/Nicholson Lane interchange, the recommendation for which was removed in the 2010 White Flint Sector Plan Amendment. In addition, we recommend the following changes:

- The #1 project in 2008 – Rockville Pike (MD355) from Woodmont Avenue to I-495, including an interchange at Cedar Lane – is proposed to be moved down to #6 since at-grade improvements are proposed along MD355 at Cedar Lane and at Jones Bridge Road as part of the State’s response to the BRAC move of Walter Reed to the National Naval Medical Center.

- The #3 project in 2008 – Frederick Road (MD355)/Gude Drive interchange – is proposed to be moved up to #1 to support growth in the recently approved Shady Grove Sector Plan area.
- The #9 and #10 projects on Veirs Mill Road, which would provide additional roadway capacity to support development in the recently approved White Flint Sector Plan area is proposed to be moved above the #8 project in 2008 – Frederick Road (MD355) reconstruction in Old Town Gaithersburg.

The #11 project in 2008 - I-270/Gude Drive interchange - is in the City of Rockville's Master Plan and was added to the priority list at their request. The change in leadership in Rockville in the November 2010 election has resulted in a request by the City to drop the study from the priority list. Our 2030 transportation analysis for the Great Seneca Science Corridor assumed that this interchange would be built and we believe that it should be retained on the priority list until the interchange is removed from the City's Master Plan.

The adoption of the Great Seneca Science Corridor Master Plan in 2010 included substantial discussion of transportation infrastructure needs, particularly in the vicinity of the Great Seneca Highway intersection with Sam Eig Highway, where the previously planned flyover ramp was #5 on the 2008 D&E priority list for non-transit projects and has moved to #4 on the proposed list in Attachment 2. Given the renewed interest in accommodating economic growth in the Life Sciences area, it is logical to ask whether this project should be moved higher on the priorities list. Staff finds that the proposed priorities in Attachment 2 remain appropriate. The top priority is an element required to begin Stage 2 of the Shady Grove Sector Plan and completion of ICC-related connectivity, both in the form of Midcounty Highway access (priority #2) and bike path completion (priority #3) were important in 2008 and will be of increased visibility when the roadway opens this spring. On September 23, 2010, the Planning Board approved an extension of the Johns Hopkins Belward Farm APF approval (original granted at the time of the 1996 preliminary plan approval) for an additional 12 years. Therefore, while project planning is definitely needed for the Sam Eig Highway / Great Seneca Science Corridor to begin addressing the issue of context-sensitive solutions in the Great Seneca Science Corridor plan, staff finds that the level of urgency does not warrant changing priorities at this time.

ATTACHMENT 2

STAFF- RECOMMENDED STATE PRIORITY LIST For the Planning Board's consideration on 1/27/11

Overall County Priorities

1. Corridor Cities Transitway
2. Purple Line from Bethesda to Langley Park
3. I-270 Widening north of Shady Grove
4. I-270 & I-495 Widening from the I-270 West Spur to Virginia
5. BRAC
6. WMATA funding

Construction Program

- 1 I-270/Watkins Mill Road Extended: build bridge over I-270 (Note 1)
2. Woodfield Road: widen to 6 lanes, Midcounty Highway to Snouffer School Road \$47M
3. Georgia Avenue: build 2-lane bypass around Brookeville \$22M
4. Georgia Avenue/Norbeck Road: build grade-separated interchange \$142M
5. Clopper Road: improve intersections from I-270 to Seneca Creek State Park \$56M
- 6 I-270/Watkins Mill Road Extended: complete grade-separated interchange (Note 1)
7. Spencerville Road: widen to 4 lanes from Old Columbia Pike to US 29 \$31M
8. Norbeck Road: widen to 4 lanes from Georgia Avenue to Layhill Road \$135M
9. I-270/Newcut Road: build grade-separated interchange \$138M
10. Woodfield Road: widen to 6 lanes from Snouffer School Road to Airpark Road and from Fieldcrest Road to Warfield Road \$54M
11. US 29/Fairland Road/Musgrove Road: build grade-separated interchange \$148M
- 12 MD 28/198: widen to 4 lanes from Layhill Road to Old Columbia Pike \$183M

Development & Evaluation (D&E) Program for Transit Projects

1. University Boulevard (MD 193) Bus Rapid Transit: Wheaton to Langley Park
2. North Bethesda Transitway: Grosvenor to Montgomery Mall
3. Purple Line Connector: Langley Park to White Oak

Development & Evaluation (D&E) Program for Non-Transit Projects

1. Frederick Road (MD 355)/Gude Drive: grade-separated interchange
2. Midcounty Highway Extended: construction from Intercounty Connector to Shady Grove Road
3. Intercounty Connector Hiker-Biker Trail: Shady Grove to Prince George's County
4. Great Seneca Highway (MD 119): grade-separated interchange at Sam Eig Highway
5. Frederick Road (MD 355): widening from 2000' south of Brink Road to future Frederick Road/Clarksburg Bypass
6. Rockville Pike (MD 355): improvement from Woodmont Avenue to I-495, including a grade separated interchange at Cedar Lane

7. Veirs Mill Road (MD 586)/Randolph Road: grade-separated interchange
8. Veirs Mill Road (MD 586): widening from Twinbrook Parkway to Randolph Road
9. Frederick Road (MD 355): reconstruction north of Old Town Gaithersburg
10. I-270/Gude Drive: grade-separated interchange
11. MD 108 Bypass around Laytonsville

COUNCIL STAFF'S RECOMMENDED DRAFT

February 15, 2011

The Honorable Richard Madaleno, Chair
Montgomery County Senate Delegation
214 James Senate Office Building
Annapolis, Maryland 21401

The Honorable Brian J. Feldman, Chair
Montgomery County House Delegation
223 House Office Building
Annapolis, Maryland 21401

Dear Senator Madaleno and Delegate Feldman:

In light of the Draft FY2011-2016 Consolidated Transportation Program we have updated the State transportation priorities we transmitted to you on July 16, 2008. This letter describes our latest sets of priorities for currently unfunded State transportation projects and studies.

With respect to the unfunded projects of regional and statewide significance, Montgomery County is guided by its commitment to sustainable development and smart growth. Accordingly, the two major transitways (listed alphabetically), the Corridor Cities Transitway (CCT) from Shady Grove to Clarksburg, and the Purple Line from Bethesda to Langley Park, extending east in Prince George's County to New Carrollton, receive our highest priority.

Other regionally significant projects with high priority are: the Base Realignment and Closure (BRAC) transportation improvements for the National Naval Medical Center in Bethesda and the rehabilitation of the Metrorail system, as well as the I-270 widening for high-occupancy-toll (HOT) or high-occupancy-vehicle (HOV) lanes north of Shady Grove; and the I-495 widening for HOT or HOV lanes between the I-270 West Spur and Virginia. (Funding of these projects must not delay these urgently needed mass transit projects, however.) While there are issues to be worked out on important aspects of some of these priorities, decisions must be made and funding must be identified promptly to move them forward to completion.

There are many projects of local importance which require significant changes from what is shown in the Draft FY2011-2016 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. We have already taken steps in the last few years of dedicating the extraordinary amount of \$286 million of County funds to design, acquire land for, and/or build several projects that are or should be the State's responsibility:

- \$14,463,000 to forward fund the MD 355/Montrose grade-separated interchange (being reimbursed by the State).
- \$22,375,000 to construct a 1,200-space garage at the Glenmont Metro Station.
- \$60,000,000 to design and build a new southern entrance to the Bethesda Metro Station at the western terminus of the Purple Line.
- \$70,296,000 to design, acquire land, and construct Montrose Parkway from east of Rockville Pike (MD 355) to Parklawn Drive.
- \$66,961,000 to design and reconstruct Rockville Pike (MD 355) through White Flint.
- \$14,362,000 towards design and land acquisition for the Georgia Avenue (MD 97)/Randolph Road grade-separated interchange.
- \$6,447,000 to build several intersection improvements on State highways.

The Honorable Richard Madaleno
 The Honorable Brian J. Feldman
 February 15, 2011
 Page 2

- \$10,000,000 to design and acquire land for the Georgia Avenue (MD 97) Bypass around Brookeville.
- \$4,900,000 towards the design of the I-270/Watkins Mill Road interchange.
- \$6,000,000 for preliminary engineering for the Veirs Mill Road (MD 586) Bus Rapid Transit line between Wheaton and Rockville.
- \$2,000,000 for preliminary engineering for a pedestrian underpass beneath Georgia Avenue (MD 97) at the Forest Glen Metro Station.
- \$5,000,000 for preliminary engineering for the Georgia Avenue (MD 97) Busway from Glenmont to Olney.
- \$3,000,000 for preliminary engineering for the reconstruction of Georgia Avenue (MD 97) through Montgomery Hills, from 16th Street (MD 390) to Forest Glen Road (MD 192).

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 that needs to be programmed to complete each project is indicated as well.

1	I-270/Watkins Mill Road Extended: build bridge over I-270	\$110M
2.	Woodfield Road: widen to 6 lanes, Midcounty Highway to Snouffer School Road	\$47M
3.	Georgia Avenue: build 2-lane bypass around Brookeville	\$22M
4.	Georgia Avenue/Norbeck Road: build grade-separated interchange	\$142M
5.	Clopper Road: improve intersections from I-270 to Seneca Creek State Park	\$56M
6.	I-270/Watkins Mill Road Extended: complete grade-separated interchange	\$55M
7.	Spencerville Road: widen to 4 lanes from Old Columbia Pike to US 29	\$31M
8.	Norbeck Road: widen to 4 lanes from Georgia Avenue to Layhill Road	\$135M
9.	I-270/Newcut Road: build grade-separated interchange	\$138M
10.	Woodfield Road: widen to 6 lanes from Snouffer School Road to Airpark Road and from Fieldcrest Road to Warfield Road	\$54M
11.	US 29/Fairland Road/Musgrove Road: build grade-separated interchange	\$148M
12.	MD 28/198: widen to 4 lanes from Layhill Road to Old Columbia Pike	\$183M

The total funding that needs to be programmed to complete these 12 projects is more than \$1.1 billion.

As noted above, the County has programmed sufficient funds for MDOT to conduct preliminary engineering studies for the Veirs Mill Road (MD 586) Bus Rapid Transit between Wheaton and Rockville and the Georgia Avenue (MD 97) Busway between Glenmont and Olney. Our understanding is that the MOUs are being finalized and that these studies will appear this summer in the Development & Evaluation (D&E) Program of the Draft FY12-17 CTP. The County has also programmed funds for a preliminary engineering study of a pedestrian underpass beneath Georgia Avenue at the Forest Glen Metro Station. Our priority rankings for other transit projects to be added to the Development & Evaluation (D&E) Program are:

1. University Boulevard (MD 193) Bus Rapid Transit: Wheaton to Langley Park
2. North Bethesda Transitway: Grosvenor to Montgomery Mall
3. Purple Line Connector: Langley Park to White Oak

The Honorable Richard Madaleno
The Honorable Brian J. Feldman
February 15, 2011
Page 3

The County has already identified five transit priority corridors that are being incorporated into a countywide BRT system planning effort whose focus is primarily within the State highway system. The implementation of a comprehensive BRT network should include continuing development and evaluation of the highest priority segments, concurrent with a continuing State and county partnership to develop and prioritize remaining BRT network segments. Therefore, we will reassess this particular list once we complete our Countywide BRT Study and subsequently amend our master plan to incorporate recommendations emanating from that study.

Our priority rankings for highway and bikeway projects to be added to the D&E Program are:

1. Frederick Road (MD 355)/Gude Drive: grade-separated interchange
2. Midcounty Highway Extended: construction from Intercounty Connector to Shady Grove Road
3. Intercounty Connector Hiker-Biker Trail: Shady Grove to Prince George's County
4. Sam Eig Highway: grade-separated interchanges from I-270 to Great Seneca Highway (MD 119); and grade-separated interchange at Great Seneca Highway and Muddy Branch Road
5. Frederick Road (MD 355): widening from 2000' south of Brink Road to future Frederick Road/Clarksburg Bypass
6. Rockville Pike (MD 355): improvement from Woodmont Avenue to I-495, including a grade separated interchange at Cedar Lane
7. Veirs Mill Road (MD 586)/Randolph Road: grade-separated interchange
8. Veirs Mill Road (MD 586): widening from Twinbrook Parkway to Randolph Road
9. Frederick Road (MD 355): reconstruction north of Old Town Gaithersburg
10. I-270/Gude Drive: grade-separated interchange
11. MD 108 Bypass around Laytonsville

Finally, we appreciate your having accepted the Wheaton, Twinbrook, and Shady Grove Metro Station areas as transit-oriented development (TOD)-designated areas under Section 7-102 of the Maryland Code. We now nominate the White Flint Metro Station vicinity as a fourth area to be granted TOD status, but with the understanding that capital projects in any of these areas do not supersede the priorities listed above. Maps describing these areas are attached.

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

Sincerely,

Isiah Leggett
County Executive

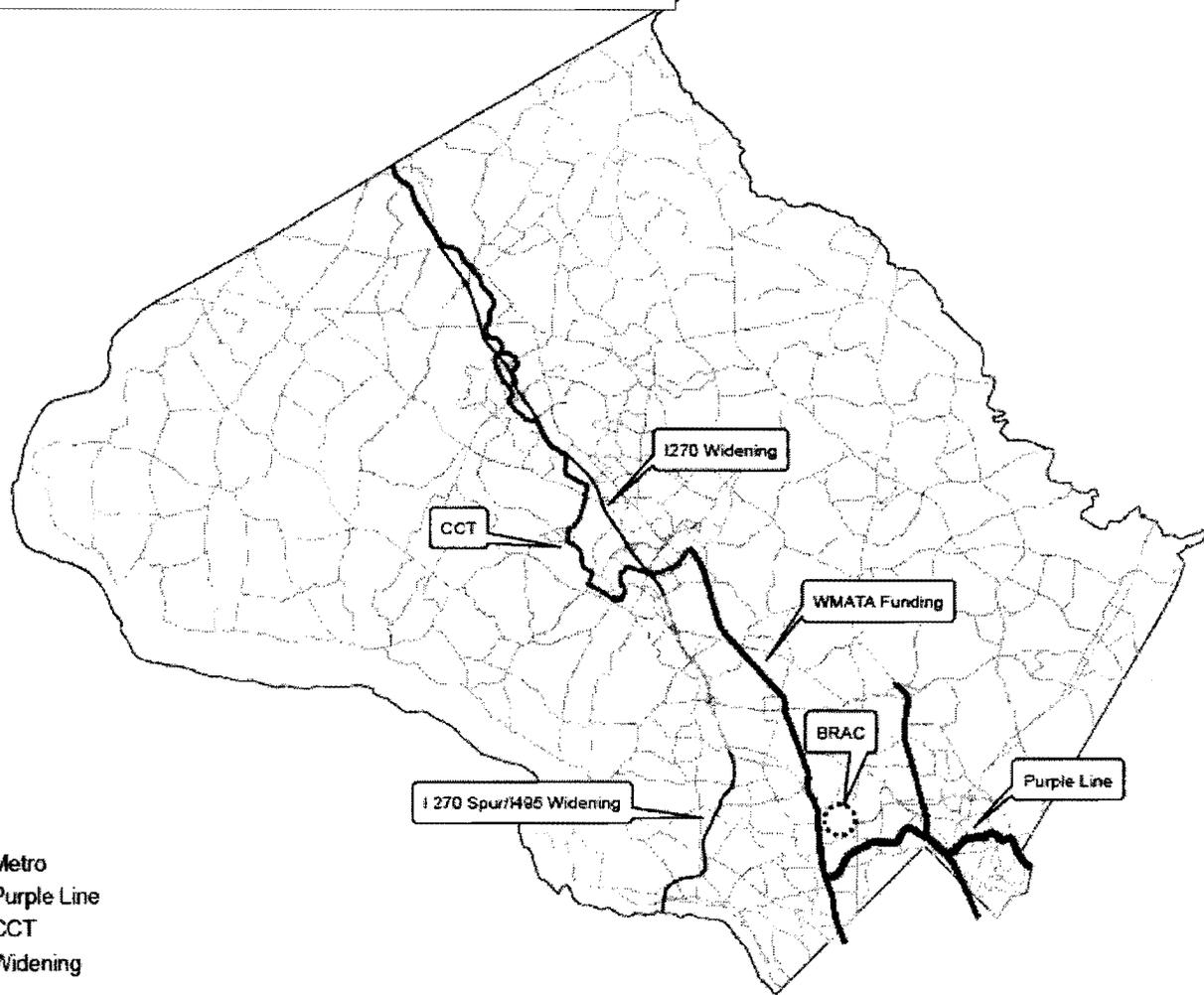
Valerie Ervin, President
County Council

IL:VE:go

Attachments

cc: The Honorable Martin O'Malley, Governor, State of Maryland
Beverly Swaim-Staley, Secretary, Maryland Department of Transportation
Françoise Carrier, Chair, Montgomery County Planning Board

Regionally Significant Projects

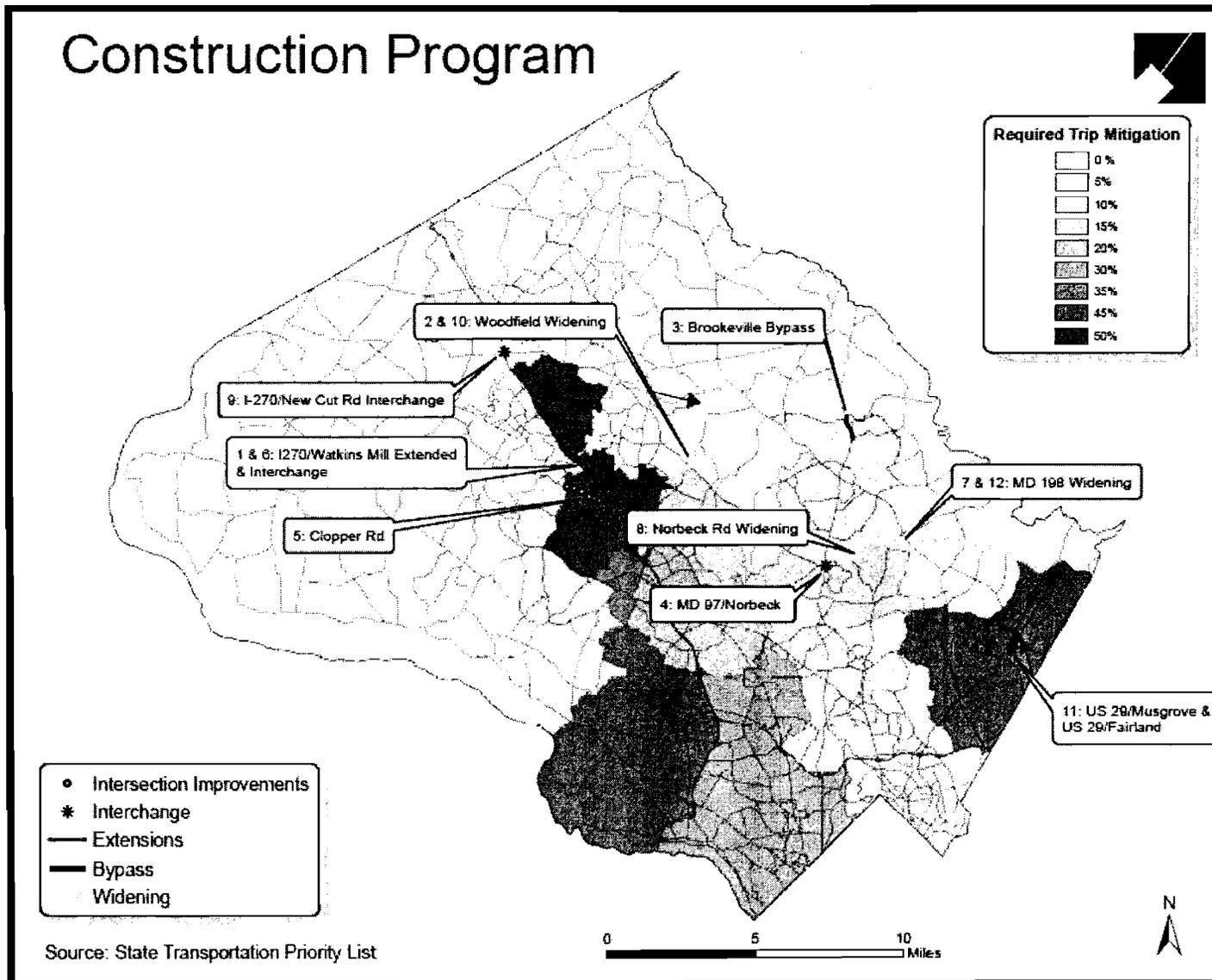


Source: State Transportation Priority List

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Construction Program

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roadway network are: Potomac, North Potomac, Germantown East, Fairland/White Oak, the Cities of Gaithersburg and Rockville, Bethesda / Chevy Chase, North Bethesda and Silver Spring / Takoma Park.

Under TPAR, in order to bring the Policy Areas to the roadway adequacy standard by 2020, additional capital roadway projects must be added in those Policy Areas, using the list of Master Planned projects in Appendix A. In the case of the Bethesda / Chevy Chase (BCC) and Silver Spring / Takoma Park Policy (SSTP) Areas there are no road projects to be added. In these areas, only transit options, such as expanded bus service, the Purple Line, Travel Demand Management, Bikeways, and other major transportation initiatives (such as BRT systems, mandatory reductions in provisions of parking, etc.) should be considered. Finally, in the case of the Potomac (POT) Policy Area, it has been the County's policy to implement a two-lane road policy, which will lead to a higher level of congestion than that of other Suburban Policy Areas.

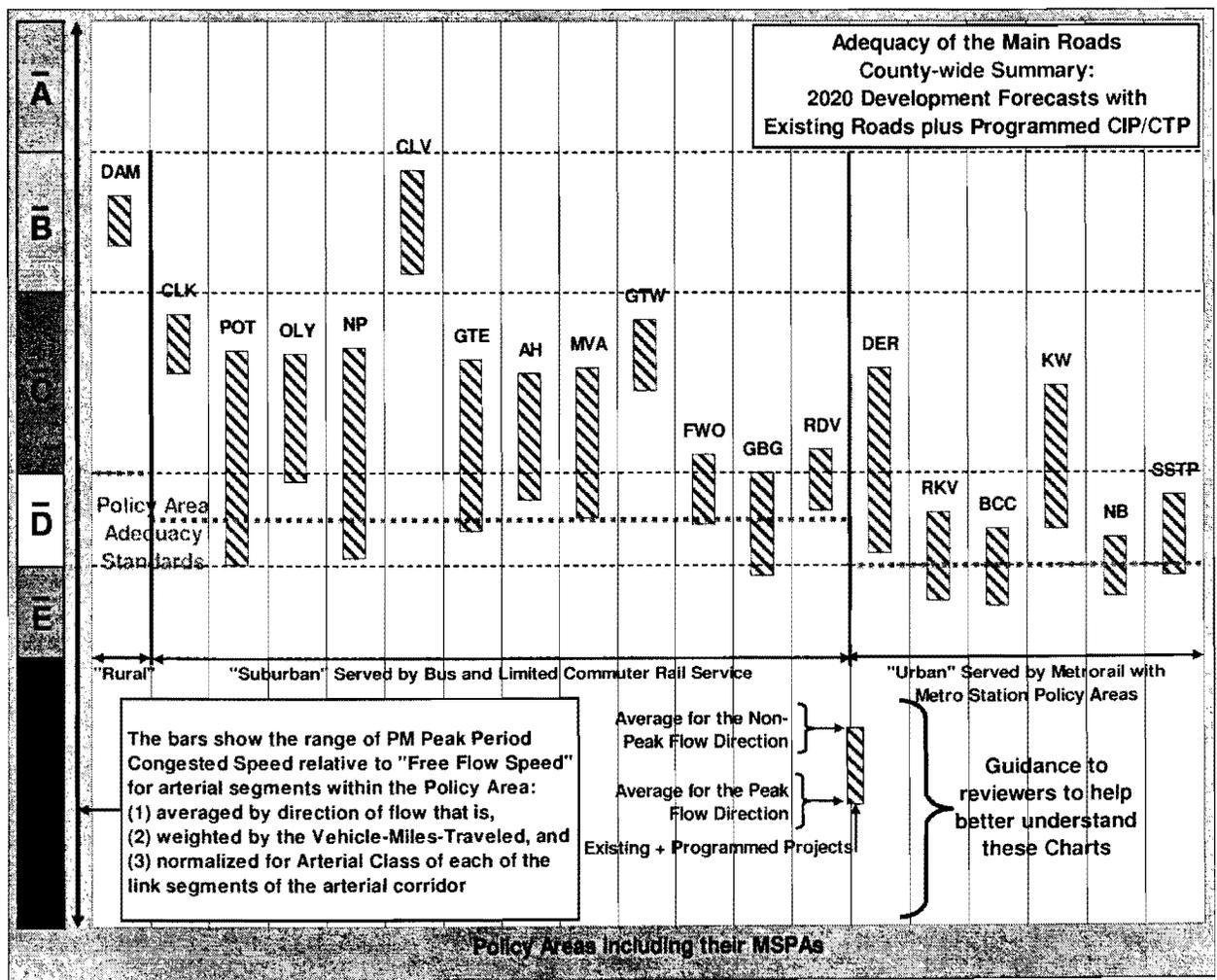
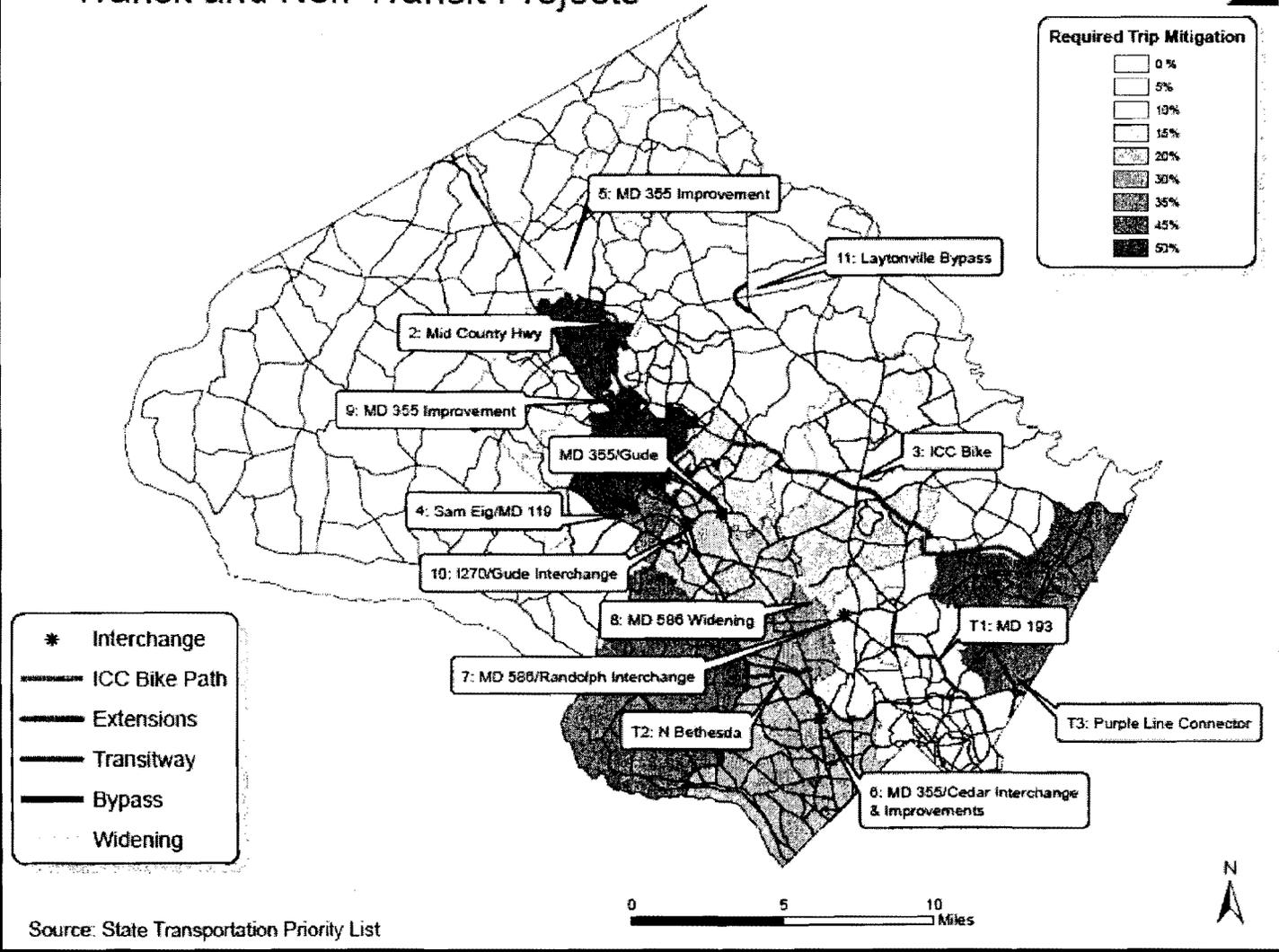


Exhibit 3.9: Base Case Scenario Results

Development & Evaluation Program for Transit and Non-Transit Projects

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Potential Primary Transportation Revenues Sources
Prepared for the Maryland Blue Ribbon Commission on Transportation Funding

Revenue Source	Current Tax Rate / Fee Level	Sample increases	Est. Average Annual Yield
Vehicle Titling Tax/ Vehicle Sales and Use Tax	6% on vehicle sales less the trade-value	Increase 1% to 7%	\$130M
		Increase 1.5 % to 7.5%	\$194M
Motor Fuel (Gas) Tax (total state taxes and fees)	23.5 cpg	Increase one cent (to 24.5 cpg)	\$30M
		Index 23.5 cpg rate to CPI	\$66M
		Increase five cents (to 28.5 cpg)	\$160M
		+ Index	\$213M
		Apply 6% Sales Tax (rate=23.5 cpg)	\$580M
		Increase 7 ½ cents (to 31 cpg)	\$240M
		Increase 7 ½ cents + Index	\$300M
21 Vehicle Registration (based on Passenger/Multi-purpose vehicle up to 3,700 lbs)	\$50.50/Year	Increase/year \$20.00	\$43M
		\$30.00	\$65M
		\$40.00	\$84M
		\$50.00	\$105M
		\$60.00	\$128M
Driver's Licenses	Various: \$30 - \$45	\$5	\$6.5M
Sales and Use Tax	5.3% of total 6% tax (to go up in 2014 to 6.5% of total)	Incr. ¼ % (rate = 6.25%)	\$13M
Corporate Income Tax	8.25% and TTF gets 20.4% of total tax	Incr. 1% to 9.25%	\$24M
		Incr. & restore share to 48%	\$218M

Potential Uses of Additional Funds to the TTF



Description of item	Annualized Average Funding level needed in millions	What this is
MDOT System Preservation Restoration	100	Difference from our MFR goal to what is now funded (2010 - \$864M, CTP 2011 - \$753) <ul style="list-style-type: none"> Hwy Maintenance @ gross cost of \$8700/lane mile @ 388.1 lane miles added/yr = \$3.3M/yr over 10 years = \$33M
WMATA facility upgrades	140	From WMATA needs study – above and beyond existing funding WMATA needs study 2009
MTA – Expansion	175	Capital needs to address doubling transit ridership goal
SHA – Expansion	125	Historic Annualized Hwy lane mile increase (1980-2007) – 388.1 lane miles increased @ \$6M/Mile over 10 yrs = \$60M
Environmental - TMDL / Air Quality/ Port cleanup	175	\$100M/yr thru 2020 for Bay TMDL, \$50M/yr Chrome Ore liability, \$25M/yr unspecified Climate Change/AQ projects
<u>Other expansion:</u>		
BRAC	25	Fund half of remaining BRAC needs at all facilities
Port business expansion	30	Dredge placement future needs and facility expansion and improvements
BWI modernization and expansion	20	Terminal modernization, additional runway safety improvements and expanded facilities around the airport
TOD/Sustainable Communities	10	Facilitate future TOD projects and work more with locals
	800	

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Other funding adjustments discussed by Commission	Funding level in millions
Return Local Government HUR funding	350
Replace Sales tax with transportation revenue / (general & rental car tax)	275
Replace Corporate Income tax with transportation revenue	175
	800

T&E COMMITTEE #1
February 8, 2011
Addendum

MEMORANDUM

February 7, 2011

TO: Transportation, Infrastructure, Energy and Environment Committee
FROM: ^{GO} Glenn Orlin, Deputy Council Staff Director
SUBJECT: **Addendum**—State transportation project priorities letter

Council staff received the following documents subsequent to the release of the main packet:

State Highway Administration letter of January 31 (©23-24). SHA announces in this letter that it has accepted the White Flint Sector Plan area as a Bicycle and Pedestrian Priority Area (BPPA); it is the first area in the state to be so designated. This designation is one of the conditions of the Sector Plan that must be met before its first stage of development can proceed. The SHA letter asks that implementing the BPPA be included in the County's priorities letter. **Council staff recommends adding the following paragraph before the TOD paragraph on page 3 of the letter:**

We appreciate your acceptance of the White Flint Sector Plan area as the State's first Bicycle and Pedestrian Priority Area (BPPA). We will work with you to coordinate an implementation plan that will time the State's bicycle and pedestrian facility investments so they are coordinated with White Flint's staging plan.

DOT and Planning Department staff have reviewed this language and concur with it.

Planning Board letter of February 4 (©25-27). As noted in the main packet, the Board concurs with its staff's recommendations, and identifies a countywide bus rapid transit (BRT) system as a high priority. As noted in the main packet, Council staff agrees with highlighting the importance of a countywide BRT system, but none of the BRT segments—except Veirs Mill Road, Georgia Avenue north of Glenmont, and Rockville Pike in White Flint—are yet funded for project planning in MDOT's D&E Program. Therefore, this request properly belongs in the transit D&E priority list.

County Executive letter of February 7 (©28-32). The Executive is recommending substantially the same letter recommended by Council staff, except that he would move the Sam Eij/Great Seneca interchange up from #4 to either #2 or #3, thus dropping the priority for the ICC Hiker-Biker Trail by one notch (from #3 to #4) and, perhaps, dropping the extension of Midcounty Highway from Shady Grove to the ICC by one notch (from #2 to #3).

However, the Council just made the decision last year in approving the staging plan for the Great Seneca Science Corridor Master Plan that all its planned interchanges should be relegated to Stage 4—the last stage of this 40-year plan—and then only if needed at that time. Meanwhile, the projects above it are in high demand. The connection of Midcounty Highway to the ICC will provide direct access between the eastern and central portions of the county to the Derwood and Montgomery Village areas. The balance of the ICC Bikeway will be a pressing need once the initial pieces of the bikeway (build as part of the ICC project) are open.

February 7 letters from Action Committee for Transit and from Ethan Goffman and Pamela Lindstrom (©33-34). ACT reaffirms its support of the Purple Line, which is co-equal with the Corridor Cities Transitway as the top priority among projects of regional significance that are currently in MDOT's D&E Program. It recommends including MARC Commuter Rail Growth and Investment Plan improvements in the letter, but MDOT has already programmed \$110 million for construction, mostly in FYs14 and 15 (©35).

ACT requests an all-transit alternative the widening of I-270 for HOV/HOT; the only such alternative that is master-planned is to extend the Corridor Cities Transitway north of Clarksburg. The Council could consider adding this to the transit D&E list, but Council staff believes that this should be a lower priority than several BRT routes that will be identified in the Countywide BRT Study and incorporated (hopefully by next year) in County master plans.

Finally, ACT suggests that low-cost BRT projects be given a priority, such as those improvements recommended as part of WMATA's priority corridors initiative. However, these types of improvements are small enough to be incorporated in the System Preservation Program without inclusion in this letter.

Mr. Goffman and Ms. Lindstrom make many of the same points as contained in ACT's letter.

Martin O'Malley, *Governor*
Anthony G. Brown, *Lt. Governor*



Beverley K. Swaim-Staley, *Secretary*
Neil J. Pedersen, *Administrator*

January 31, 2011

Mr. Rollin Stanley, Director
Montgomery County Planning Department
Maryland-National Capital Park and Planning Commission
8787 Georgia Avenue
Silver Spring MD 20910

Dear Mr. Stanley:

We have evaluated your request to the Maryland Department of Transportation (MDOT) and the State Highway Administration (SHA) regarding the designation of the White Flint Sector Plan area as a Bicycle and Pedestrian Priority Area (BPPA). We support the overall vision of the White Flint Sector Plan and agree that the area is ideal for transit-oriented development supported by a robust transit, bicycle, and pedestrian network.

The MDOT and SHA accept the White Flint Sector Plan area, approved on March 23, 2010, as a BPPA. This designation should meet the requirements cited in the phasing plan for development to move forward. The next step includes establishing a plan for the White Flint Sector Plan BPPA. Because this will be the first designated BPPA in Maryland, MDOT and SHA must develop a framework for future BPPA plans that accounts for our latest pedestrian and bicycle initiatives. Once the framework is in place and funding becomes available, we will begin coordination on the plan. Detailed implementation decisions will have to be made at a later date based on available financial resources and reconstruction of the roadway.

Please understand that MDOT and SHA consider bicycle and pedestrian access and safety to be a priority throughout the entire state. We are working under a complete streets approach to manage our transportation system, which will help to ensure that all roadway users are accommodated safely and efficiently while we meet Maryland's goal of providing an efficient transportation network. Inclusion of the implementation of the White Flint Sector Area BPPA in the county's annual written priorities would help us better to understand where this priority ranks relative to the other priorities that the county has communicated to us.

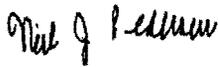
My telephone number/toll-free number is 410-545-0400 or 1-800-206-0770
Maryland Relay Service for Impaired Hearing or Speech 1.800.735.2258 Statewide Toll Free

Street Address: 707 North Calvert Street • Baltimore, Maryland 21202 • Phone 410.545.0300 • www.roads.maryland.com

Mr. Rollin Stanley
Page Two

We look forward to working with Montgomery County, on improving the transportation system and on the future plan for the White Flint Sector Plan BPPA. If we may be of further assistance, please do not hesitate to contact Mr. Gregory I. Slater, SHA's Director of Planning and Preliminary Engineering, at 410-545-0412, toll-free 1-888-204-4828 or via email at gslater@sha.state.md.us. Of course, you should never hesitate to contact me directly.

Sincerely,



Neil J. Pedersen
Administrator

cc: Mr. Larry Cole, Transportation Planning, Maryland-National Capital Park and Planning Commission-Montgomery County
Mr. Edgar Gonzalez, Deputy Director for Transportation Policy, Montgomery County Department of Transportation
Mr. Dan Hardy, Transportation Planning Supervisor, Maryland-National Capital Park and Planning Commission-Montgomery County
Mr. Art Holmes, Deputy Director for Transportation Policy, Montgomery County Department of Transportation
Mr. Michael Jackson, Director of Bicycle and Pedestrian Access, MDOT
Ms. Reena Mathews, Regional Planner, SHA
Mr. Douglas H. Simmons, Deputy Administrator/Chief Engineer for Planning, Engineering, Real Estate and Environment, SHA
Mr. Gregory I. Slater, Director of Planning and Preliminary Engineering, SHA
Mr. Brian Young, District Engineer, SHA



MONTGOMERY COUNTY PLANNING BOARD
THE MARYLAND-NATIONAL CAPITAL PARK AND PLANNING COMMISSION

OFFICE OF THE CHAIRMAN

February 4, 2011

Valerie Ervin, President
Montgomery County Council
Stella B. Werner Council Office Building
100 Maryland Ave.
Rockville, Maryland 20850

RE: State Transportation Priority List

Dear Council President Ervin:

At our regularly scheduled meeting on February 3, 2011, the Planning Board voted unanimously, 4-0, to adopt the following comments on the County's State transportation priorities, and to adopt the list of priorities enclosed as Exhibit 1. Our staff's memo is also enclosed for your reference as Exhibit 2.

In addition to the other six overall County priorities, we believe that a countywide Bus Rapid Transit (BRT) system should be added. The County has already identified five transit priority corridors that are being incorporated into a countywide BRT system planning effort whose focus is primarily within the State highway system. The implementation of a comprehensive BRT network should include continuing development and evaluation of the highest priority segments, concurrent with a continuing State and County partnership to develop and prioritize remaining BRT network segments. We believe that the County should make a clear statement that this is a high priority.

Most of the BRT corridors currently under study by the Montgomery County Department of Transportation are not in the Master Plan. However, where new corridors are identified, they can be considered as part of our work on the Master Plan of Highways and Transitways, which will be restarted in July of this year.

Expanding on that emphasis on transit, we recommend that the White Flint Sector Plan area be designated by the State as a transit-oriented development (TOD) area under Section 7-102 of the Maryland Code, joining the Wheaton, Twinbrook, and Shady Grove Metro Station areas. This designation would support the type of development envisioned in the Sector Plan.

During our meeting, we discussed Councilmember Nancy Navarro's memo to the T&E Committee concerning the prioritization of the Georgia Avenue (MD97)/Norbeck Road interchange in the State's Development and Evaluation program. The imminent, and phased, opening of the Intercounty Connector is expected to have a large impact on travel patterns in

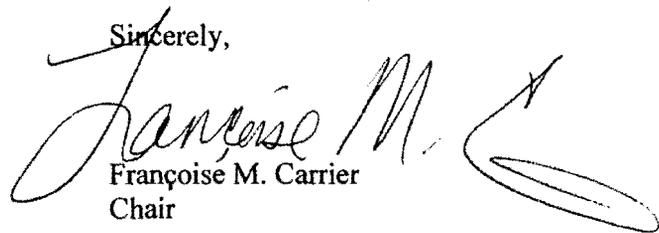
25

Council President Valerie Ervin
February 4, 2011
Page Two

the area of this intersection, which has prompted the State to construct interim at-grade improvements. We believe that the County should wait until we have some post-ICC experience with traffic in the area before considering adjusting the prioritization of this interchange, as well as the MD28/MD198 Widening project.

The Planning Board appreciates the Council's consideration of our comments in your deliberations on the County's transportation priorities. If you have any questions about the Board's recommendations, please contact Larry Cole in our Functional Planning and Policy Division at 301-495-4528.

Sincerely,

A handwritten signature in black ink, appearing to read "Françoise M. Carrier". The signature is fluid and cursive, with a large, sweeping flourish at the end that extends to the right.

Françoise M. Carrier
Chair

cc: Isiah Leggett

Exhibit 1

PLANNING BOARD- RECOMMENDED STATE PRIORITY LIST February 3, 2011

Overall County Priorities

- Corridor Cities Transitway
- Purple Line from Bethesda to Langley Park
- I-270 Widening north of Shady Grove
- I-270 & I-495 Widening from the I-270 West Spur to Virginia
- BRAC
- WMATA funding
- Countywide Bus Rapid Transit System

Construction Program

1. I-270/Watkins Mill Road Extended: build bridge over I-270
2. Woodfield Road: widen to 6 lanes, Midcounty Highway to Snouffer School Road
3. Georgia Avenue: build 2-lane bypass around Brookeville
4. Georgia Avenue/Norbeck Road: build grade-separated interchange
5. Clopper Road: improve intersections from I-270 to Seneca Creek State Park
6. I-270/Watkins Mill Road Extended: complete grade-separated interchange
7. Spencerville Road: widen to 4 lanes from Old Columbia Pike to US 29
8. Norbeck Road: widen to 4 lanes from Georgia Avenue to Layhill Road
9. I-270/Newcut Road: build grade-separated interchange
10. Woodfield Road: widen to 6 lanes from Snouffer School Road to Airpark Road and from Fieldcrest Road to Warfield Road
11. US 29/Fairland Road/Musgrove Road: build grade-separated interchange
12. MD 28/198: widen to 4 lanes from Layhill Road to Old Columbia Pike

Development & Evaluation (D&E) Program for Transit Projects

1. University Boulevard (MD 193) Bus Rapid Transit: Wheaton to Langley Park
2. North Bethesda Transitway: Grosvenor to Montgomery Mall
3. Purple Line Connector: Langley Park to White Oak

Development & Evaluation (D&E) Program for Non-Transit Projects

1. Frederick Road (MD 355)/Gude Drive: grade-separated interchange
2. Midcounty Highway Extended: construction from Intercounty Connector to Shady Grove Road
3. Intercounty Connector Hiker-Biker Trail: Shady Grove to Prince George's County
4. Great Seneca Highway (MD 119): grade-separated interchange at Sam Eig Highway
5. Frederick Road (MD 355): widening from 2000' south of Brink Road to future Frederick Road/Clarksburg Bypass
6. Rockville Pike (MD 355): improvement from Woodmont Avenue to I-495, including a grade separated interchange at Cedar Lane
7. Veirs Mill Road (MD 586)/Randolph Road: grade-separated interchange
8. Veirs Mill Road (MD 586): widening from Twinbrook Parkway to Randolph Road
9. Frederick Road (MD 355): reconstruction north of Old Town Gaithersburg
10. I-270/Gude Drive: grade-separated interchange
11. MD 108 Bypass around Laytonsville



OFFICE OF THE COUNTY EXECUTIVE
ROCKVILLE, MARYLAND 20850

Isiah Leggett
County Executive

MEMORANDUM

February 7, 2011

TO: Valerie Ervin, President
Montgomery County Council

FROM: Isiah Leggett, County Executive 

SUBJECT: Joint Priority Letter to the State Delegation

Staff from the Montgomery County Department of Transportation (MCDOT) has been closely working with Council and Maryland National Capital Park and Planning Commission (M-NCPPPC) staffs in developing the latest Joint, Executive-Council Priority letter for transportation improvements in the State's Capital Transportation Program.

There has been a remarkable amount of agreement among the staffs involved in updating the project priorities. Of 32 projects included, there is only one project in the Development and Evaluation (D&E) category in which there is disagreement. The only source of disagreement is the priority for the planning of the Great Seneca Highway (MD 119) at Sam Eig Highway. Council staff believes it should stay as priority #4 in the D&E Program, and my staff believes it should be either priority #2 or #3. Under MCDOT's recommendation the Intercounty Connector (ICC) Hiker-Biker Trail would move down one place to #4.

I agree with MCDOT and believe that the study of the Great Seneca Highway Interchange and related road improvements should move up in priority. Here are some of the points for our rationale:

- None of the studies in the D&E Program has started. Changes in this category are, therefore, the easiest to make from our previous joint letter, as there has been no studies started that would provide discontinuity of effort;
- The shift in priority is justified on the basis of the newly Council Approved Sector Plan for the Great Seneca Sciences Corridor. That action has resulted in a significant shift in the future land use for this area of the County to enhance our economic development in bio-technology, while adding significant increase in traffic volumes and demand;

Valerie Ervin, President
February 7, 2011
Page 2

- The Sector Plan recommended a series of possible interchanges in the immediate vicinity of Belward Farm, currently controlled by Johns Hopkins. There is a need for more detailed engineering and traffic analysis to ensure the adequacy of the transportation network to support the approved and very desirable Transit Oriented mixed-used Development envisioned in the Plan;
- Given that Belward Farm is controlled by a single entity (the Johns Hopkins Organization) and the potential demand for more bio-technology development in the County, it is likely that this development could occur fairly rapidly. Taking a project from the D&E Program to construction can take as much as 12 years from their start. We need to start soon;
- Our desire for a higher D&E Priority is also based on the recent Transportation Policy Area Review analysis using the M-NCPPC travel forecast models. The preliminary results of the analysis indicate that adjacent policy areas are either in transportation deficit or near to it;
- The economic development associated with the implementation of this project has a much larger benefit to our job situation than could a bikeway along or parallel to the ICC; and
- Given the State's limited funding resources, I believe that our transportation priorities should have a strong correlation to the areas where we want to grow next, and based on justification of technical merits and transportation results.

Therefore, I strongly recommend that the Interchange of Great Seneca Highway at Sam Eig be moved to priority #2 or at least to priority #3 in the D&E Program.

IL:ml

Attachment



ROCKVILLE, MARYLAND

February 7, 2011

The Honorable Richard Madaleno, Chair
Montgomery County Senate Delegation
214 James Senate Office Building
Annapolis, Maryland 21401

The Honorable Brian J. Feldman, Chair
Montgomery County House Delegation
223 House Office Building
Annapolis, Maryland 21401

Dear Senator Madaleno and Delegate Feldman:

In light of the Draft FY2011-2016 Consolidated Transportation Program (CTP) we have updated the State transportation priorities we transmitted to you on July 16, 2008. This letter describes our latest sets of priorities for currently unfunded State transportation projects and studies.

With respect to the unfunded projects of regional and statewide significance, Montgomery County is guided by its commitment to sustainable development and smart growth. Accordingly, the two major transitways (listed alphabetically), the Corridor Cities Transitway from Shady Grove to Clarksburg, and the Purple Line from Bethesda to Langley Park, extending east in Prince George's County to New Carrollton, receive our highest priority.

Other regionally significant projects with high priority are: the Base Realignment and Closure transportation improvements for the National Naval Medical Center in Bethesda and the rehabilitation of the Metrorail system, as well as the I-270 widening for high-occupancy-toll (HOT) or high-occupancy-vehicle (HOV) lanes north of Shady Grove; and the I-495 widening for HOT or HOV lanes between the I-270 West Spur and Virginia. Funding of these road projects must not delay these urgently needed mass transit projects, however. While there are issues to be worked out on important aspects of some of these priorities, decisions must be made and funding must be identified promptly to move them forward to completion.

There are many projects of local importance which require significant changes from what is shown in the Draft FY2011-2016 CTP. These are high priority projects that have been previously identified by the Executive and Council to the State and/or Federal Delegations. We have already taken steps in the last few years of dedicating the extraordinary amount of \$286 million of County funds to design, acquire land for, and/or build several projects that are or should be the State's responsibility:

- \$14,463,000 to forward fund the MD 355/Montrose grade-separated interchange (being reimbursed by the State);
- \$22,375,000 to construct a 1,200-space garage at the Glenmont Metro Station;
- \$60,000,000 to design and build a new southern entrance to the Bethesda Metro Station at the western terminus of the Purple Line;
- \$70,296,000 to design, acquire land, and construct Montrose Parkway from east of Rockville Pike (MD 355) to Parklawn Drive;
- \$66,961,000 to design and reconstruct Rockville Pike (MD 355) through White Flint;

- \$14,362,000 towards design and land acquisition for the Georgia Avenue (MD 97)/Randolph Road grade-separated interchange;
- \$6,447,000 to build several intersection improvements on State highways;
- \$10,000,000 to design and acquire land for the Georgia Avenue (MD 97) Bypass around Brookeville;
- \$4,900,000 towards the design of the I-270/Watkins Mill Road interchange;
- \$6,000,000 for preliminary engineering for the Veirs Mill Road (MD 586) Bus Rapid Transit (BRT) line between Wheaton and Rockville;
- \$2,000,000 for preliminary engineering for a pedestrian underpass beneath Georgia Avenue (MD 97) at the Forest Glen Metro Station;
- \$5,000,000 for preliminary engineering for the Georgia Avenue (MD 97) Busway from Glenmont to Olney; and
- \$3,000,000 for preliminary engineering for the reconstruction of Georgia Avenue (MD 97) through Montgomery Hills, from 16th Street (MD 390) to Forest Glen Road (MD 192).

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 that needs to be programmed to complete each project is indicated as well.

1. I-270/Watkins Mill Road Extended: build bridge over I-270	(Note 1)
2. Woodfield Road: widen to 6 lanes, Midcounty Highway to Snouffer School Road	\$47M
3. Georgia Avenue: build 2-lane bypass around Brookeville	\$22M
4. Georgia Avenue/Norbeck Road: build grade-separated interchange	\$142M
5. Clopper Road: improve intersections from I-270 to Seneca Creek State Park	\$56M
6. I-270/Watkins Mill Road Extended: complete grade-separated interchange	(Note 1)
7. Spencerville Road: widen to 4 lanes from Old Columbia Pike to US 29	\$31M
8. Norbeck Road: widen to 4 lanes from Georgia Avenue to Layhill Road	\$135M
9. I-270/Newcut Road: build grade-separated interchange	\$138M
10. Woodfield Road: widen to 6 lanes from Snouffer School Road to Airpark Road and from Fieldcrest Road to Warfield Road	\$54M
11. US 29/Fairland Road/Musgrove Road: build grade-separated interchange	\$148M
12. MD 28/198: widen to 4 lanes from Layhill Road to Old Columbia Pike	\$183M

Note 1: The total unfunded cost of #1 and #6 is \$156M. Segmented cost estimates are not yet available.

The total funding that needs to be programmed to complete these 12 projects is more than \$1.1 billion.

As noted above, the County has programmed sufficient funds for Department of Transportation to conduct preliminary engineering studies for the Veirs Mill Road (MD 586) Bus Rapid Transit between Wheaton and Rockville and the Georgia Avenue (MD 97) Busway between Glenmont and Olney. Our understanding is that the MOUs are being finalized and that these studies will appear this summer in the Development & Evaluation (D&E) Program of the Draft FY12-17 CTP.

The Honorable Richard Madaleno
The Honorable Brian J. Feldman
February 7, 2011
Page 3

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

1. University Boulevard (MD 193) BRT: Wheaton to Langley Park
2. North Bethesda Transitway: Grosvenor to Montgomery Mall
3. Purple Line Connector: Langley Park to White Oak

We will reassess this list once we complete our Countywide BRT Study and subsequently amend our master plan to incorporate recommendations emanating from this study.

Our priority rankings for highway and bikeway projects to be added to the D&E Program are:

1. Frederick Road (MD 355)/Gude Drive: grade-separated interchange
2. Great Seneca Highway (MD 119): grade-separated interchange at Sam Eig Highway
3. Midcounty Highway Extended: construction from Intercounty Connector (ICC) to Shady Grove Road
4. ICC Hiker-Biker Trail: Shady Grove to Prince George's County
5. Frederick Road (MD 355): widening from 2000' south of Brink Road to future Frederick Road/Clarksburg Bypass
6. Rockville Pike (MD 355): improvement from Woodmont Avenue to I-495, including a grade separated interchange at Cedar Lane
7. Veirs Mill Road (MD 586)/Randolph Road: grade-separated interchange
8. Veirs Mill Road (MD 586): widening from Twinbrook Parkway to Randolph Road
9. Frederick Road (MD 355): reconstruction north of Old Town Gaithersburg
10. I-270/Gude Drive: grade-separated interchange
11. MD 108 Bypass around Laytonsville

Finally, we appreciate your having accepted the Wheaton, Twinbrook, and Shady Grove Metro Station areas as transit-oriented development (TOD) areas under Section 7-102 of the Maryland Code. We now nominate the White Flint Metro Station vicinity as a fourth area to be granted TOD status, but with the understanding that capital projects in any of these areas do not supersede the priorities listed above. Maps describing these areas are attached.

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

Sincerely,



Isiah Leggett
County Executive

Valerie Ervin, President
County Council

IL:VE:go

Attachments

cc: The Honorable Martin O'Malley, Governor, State of Maryland
Beverly Swaim-Staley, Secretary, Maryland Department of Transportation
Françoise Carrier, Chair, Montgomery County Planning Board

Action Committee for Transit

www.actfortransit.org

P.O. Box 7074, Silver Spring, MD 20907

February 7, 2011

Councilmember Roger Berliner, Chair T&E Committee
Montgomery County Council
100 Maryland Ave
Rockville, MD 20850

Dear Mr. Berliner:

The Action Committee for Transit is pleased to offer comments on the County's transportation priorities letter.

We feel it essential for the County to reaffirm its strong commitment to the Purple Line. Because it will provide the missing fast connection between the two branches of the Red Line, the Purple Line is the key to the entire county's transportation future. Because of its central significance to our economic development strategy, as well as future land use, we feel that the Purple Line should be identified specifically as the highest transit priority.

Another very important transit project is the MARC Growth and Investment Plan from 2007 mta.maryland.gov/inarc%20plan%20full.pdf. This multi-year plan would provide all-day two-way train service on the MARC Line through Montgomery County from Union Station to Frederick, tripling ridership, and it would be a project of regional interest. We think it is time the MARC Growth and Investment Plan (more precisely, its Brunswick Line element) appear on the County's sets of priorities.

No all-transit alternative for the I-270 corridor has ever been examined and this is something ACT has been calling for since 1997 www.actfortransit.org. To really be in a position to prioritize among major upcounty projects, we suggest that the County ask the state to undertake this study. With \$4 billion slated for various I-270 improvements, we need to compare what \$4 billion would "buy" in an all-transit alternative. With gasoline prices on the rise, more people will be turning to transit and we need to be ready.

We are pleased to see the draft priorities letter looking to bus rapid transit as an element of our transportation future. We are concerned, however, that the County is requesting funding for large and expensive projects without first making the policy changes necessary for bus rapid transit to succeed. Other jurisdictions might ask why, in this time of tight budgets, Montgomery County should get money for expensive bus rapid transit projects when it does not implement some straightforward, low-cost bus rapid transit projects on existing highways. We suggest adding to the letter a firm pledge that the County will immediately undertake bus priority projects on its existing roads, including implementation of all changes in roadway operation and configuration requested by the WMATA priority corridors initiative www.mwcog.org/uploads/committee-documents/Z15XWV1Z20110119135332.pdf

We will not comment on the individual road projects listed in the letter. The important thing about them is that - as Council staff notes - their aggregate cost far exceeds the money that will conceivably be available to build them. This should not cause us to simply throw up our hands; rather we need to change direction. We need a change in priorities to build the transit-based system of the future.

Sincerely,



Tina Slater, President
Action Committee for Transit
301-585-5038

7 Feb 2011

MEMO from Ethan Goffman and Pamela Lindstrom
To: Montgomery County Council
Subject: State Transportation Project Priorities Letter

At this time of diminished investment in even the most important transportation facilities, our government officials need to consider and state their priorities more forthrightly. Thus this letter states directly our priorities, based on principles of smart growth and sustainability that we share with officials.

We agree with the Council's top priority going to the two major transitways – the Purple Line and Corridor Cities Transitway. But we distinguish between the relative priorities of the two facilities. The Purple Line is clearly more urgent in tying together numerous radial corridors and transit hubs, serving the populace, connecting residents to job centers and breaking down the Region's socioeconomic divide.

The importance of better transit service in the I-270 Corridor is indisputable. But there is no consensus on what system will best serve the Corridor Cities. In a letter from 2009 (attached), the Sierra Club and other environmental groups requested a comprehensive study of transit alternatives in the Corridor, to gauge what transitways are most effective and how effective transit can be as an alternative to I-270 expansion.

The MD Transit Administration modeling data (see below) confirms that the CCT best serves just the first several miles between the Shady Grove Metro station and the Life Sciences Center. The loop through the LSC reduces ridership at *every* stop beyond the LSC.

The BRT plan is cost effective and environmentally attractive. It particularly serves the needs of the eastern Corridors: Georgia Avenue and US 29. Another very attractive project is the BRT route along Route 355. The BRT facilities should be considered high priorities only as they are funded with local and private money, and do not compete for state/federal funding with the Purple Line. MARC is an excellent commuter service, and the MTA plan to increase service on the Brunswick line sounds very cost effective.

We realize it is difficult for the Council to compare transitways with different functions and constituencies. But if it was ever urgent for the officials to restrain their "top priorities" to achievable levels, the time is now.

On the list of projects labeled "ready to go" for construction, there are *no* transit projects. Yet it is generally conceded that what is needed for development of urban nodes centers from Germantown to White Oak is better transit service. We note for comparison that the \$1.1 billion cost of these road projects is far more than the cost of the Purple Line in Montgomery County. This is all the more reason to emphasize the need to fund and construct top priority projects compared to those that may be farther along in the planning process.



PROJECT: MARC Growth and Investment Plan (ARRA)

DESCRIPTION: The MARC Growth and Investment Plan provides a framework for improvements and expansion of the MARC commuter service. Purchase of new railcars, improvements to station facilities and rail infrastructure, and expansion of parking are planned.

PURPOSE & NEED SUMMARY STATEMENT: MARC Train service is at capacity and with additional demand created by growth in the MARC corridors, including BRAC, additional capacity is needed.

STATE GOALS: Maryland Transportation Plan (MTP) Goals/Selection Criteria:

- Quality of Service
- System Preservation & Performance
- Connectivity for Daily Life
- Safety & Security
- Environmental Stewardship

SMART GROWTH STATUS: Project Not Location Specific or Not Subject to PFA Law

- Project Inside PFA
- Project Outside PFA
- PFA Status Yet to Be Determined
- Grandfathered
- Exception Will Be Required
- Exception Granted

ASSOCIATED IMPROVEMENTS:

None.

EXPLANATION: This project supports the broader MARC Growth and Investment Plan framework and advances the improvement of service and facilities for MARC passengers.

STATUS: Planning phase underway for Aberdeen parking expansion, BWI Station upgrade and Penn Line track improvements.

SIGNIFICANT CHANGE FROM FY 2010 - 15 CTP: Funding increased \$7.3 million due to the addition of the ARRA project.

(5)

POTENTIAL FUNDING SOURCE: SPECIAL FEDERAL GENERAL OTHER

PHASE	TOTAL				PROJECTED CASH REQUIREMENTS				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2010	CURRENT YEAR 2011	BUDGET YEAR 2012	FOR PLANNING PURPOSES ONLY 2013	2014	2015	2016		
Planning	886	616	270	0	0	0	0	0	270	0
Engineering	10,780	585	5,495	4,700	0	0	0	0	10,195	0
Right-of-way	150	150	0	0	0	0	0	0	0	0
Construction	98,457	0	500	1,500	0	44,907	48,550	3,000	98,457	0
Total	110,273	1,351	6,265	6,200	0	44,907	48,550	3,000	108,922	0
Federal-Aid	28,235	833	5,310	5,890	0	10,422	3,380	2,400	27,402	0

#8031 added as an ARRA-related project
1209, 1263, 1292, 1298, 1306, 8031