

BRAC IMPLEMENTATION COMMITTEE MEETING SUMMARY – February 15, 2011

- **In John Carman’s absence, Ken Hartman called the BRAC Implementation Committee to order at 7:35 p.m.**

- **Phil Alperson, the County’s BRAC Coordinator, provided the following updates:**
 - **THE BRAC MOBILITY PROJECTS MATRIX IS POSTED ON THE BRAC WEB SITE.** It has been updated through January 3, 2011 and reflects the multi-modal approach the County, State and other stakeholders are taking to address the transportation impacts of BRAC in Bethesda – transit improvements, pedestrian and bicycle enhancements, intersection upgrades, transportation demand management, etc.
http://www.montgomerycountymd.gov/content/exec/brac/pdf/transpo_project_matrix-010311.pdf

 - **THE “TIERS AND PHASES” OF BRAC PROJECTS** based on available funding streams is also posted on the web site. The Tiers and Phases were developed by MDOT and MCDOT in November 2009 with input from the BIC.
 - **Matrix developed by MDOT-MCDOT, October 2009:**
<http://www.montgomerycountymd.gov/content/exec/brac/pdf/bracprojects-tiers-100609.pdf>

 - **Summary of Tiers & Phases, updated February 4, 2011:**
<http://www.montgomerycountymd.gov/content/exec/brac/pdf/tiersphases-summary-revised-020411.pdf>

 - **COUNTY EXECUTIVE’S PUBLIC FORUM ON THE COUNTY BUDGET, 1-24-11:**
 - Phil reported that County Executive Ike Leggett led a public discussion on the County budget at the January 24 meeting of the Western Montgomery Citizens Advisory Board. Numerous BIC members were in attendance. It was important to understand how the current budget crisis affects the County’s ability to invest in BRAC-related mitigation projects.

 - **UPCOMING MEETINGS OF IMPORTANCE TO THE BIC:** Phil noted two upcoming meeting of interest:
 - Thursday, Feb. 17 – The County Council will hold a budget forum at the BCC Services Center. 7:00 p.m.

transportation projects in communities with BRAC-impacted military hospitals. To that end, Lt. Governor Brown and County Executive Leggett recently submitted to the delegation a revised cost estimate of funding needs for the comprehensive Tiers and Phases plan developed in October 2009. The Oct. 2009 estimate was for \$127 million (not counting the \$30 million already programmed by MDOT). The new estimate is for \$96 million -- \$38 million for the Metro Crossing Project and \$58 million for the SHA intersections project. The new figure reflects the successful appropriation of \$20 million in DAR funding for the Metro Crossing project, the SHA redesign of some of the outer phases of the intersections project, and the County's obligation of \$5 million for the bike paths and sidewalks.

- **Revised Tiers and Phases memo, as of 2-4-11:**
http://www.montgomerycountymd.gov/content/exec/brac/pdf/tiers_phases-summary-revised-020411.pdf
- **Van Hollen funding language in H.R. 1, to provide funding for transportation projects in communities with BRAC-impacted military hospitals :**
http://www.montgomerycountymd.gov/content/exec/brac/pdf/fy11-cr-hr1-cvh_language-021511.pdf
- **COUNTY EXECUTIVE LEGGETT REQUESTS ADDITIONAL DAR FUNDING:** Congress is operating under a self-imposed moratorium on “earmarks,” so there won’t be an opportunity to supplement the \$9.4 million Congress appropriated for the Bethesda BRAC intersections project for the last three fiscal years. So the County is pursuing a “parallel funding” strategy, to seek smaller allotments of non-earmarked funding simultaneous to the congressional delegation’s larger efforts. In December 2010, Congress approved DOD’s request for \$20 million for the project, but this is not enough to move the project to construction. An additional \$8 million would allow for construction of one of the two main components of the Project, either a pedestrian tunnel to the Metro station or high-speed elevators on the east side of Rockville Pike directly to the Metro platform. On January 28th, 2011, County Executive Leggett submitted a formal request to the Navy, seeking an additional \$8 million for the Metro Crossing project between Navy Med and the Medical Center Metro station. *Captain Malanoski of NSA Bethesda reported that officials in the Navy and the OSD (Office of the Secretary of Defense) are aware of this funding shortfall and are looking for ways to provide the funding.*
- **County Executive Leggett’s January 28 letter:**
http://www.montgomerycountymd.gov/content/exec/brac/pdf/nsa_b-additional_dar_request-cex_sig-012811.pdf

- **JOINT COUNTY COUNCIL/COUNTY EXECUTIVE LETTER TO ANNAPOLIS DELEGATION ON TRANSPORTATION PRIORITIES:** Phil reported that earlier today the County Council voted unanimously to approve a letter to the County's Annapolis delegation listing its priority transportation projects for state funding. The letter stresses a handful of major projects deemed "regionally significant," including the Purple Line, Corridor Cities Transitway, and the Bethesda BRAC projects. Concern was expressed by some BIC members that Council discussions in the week prior to today's vote seemed to indicate a lack of understanding by some Council Members of the impacts of BRAC not just on Bethesda but on the County and region as a whole. The apparent "ignorance" of some Council Members was "disheartening" and "disturbing" but they were appreciative of efforts by Phil and Council Member Berliner to fully educate those Members prior to today's vote.
 - **2-15-11 Joint County Executive/Council Letter to Annapolis delegation on Transportation Priorities:**
<http://www.montgomerycountymd.gov/content/exec/brac/pdf/countytranspopriorities-annapolisdelegationletter-021511.pdf>

- **PUBLIC INFORMATION OUTREACH ABOUT UPCOMING BRAC CONSTRUCTION AND TRAFFIC:** Phil reported that the County's Office of Public Information is working on a public outreach plan in advance of September 15 and BRAC-related construction. The purpose is to inform the broader County public that BRAC traffic and construction delays will be coming, to let people know that plans are in the works to address traffic but there are things people can do now to prepare, such as taking advantage of Transportation Demand Management programs.
 - **WEB SITE ENHANCEMENTS:**
 - There is a new "Projects At a Glance Page" that provides a concise and frequently updated summary of the main projects to mitigate BRAC-related traffic:
http://www.montgomerycountymd.gov/brctmpl.asp?url=/content/exec/brac/projects_glance.asp
 - Stay tuned for more user-friendly enhancements to the County's BRAC site. There will be a new user-friendly Home Page with graphics and tabs that will make the site easier to navigate, and there will be updates on BRAC transportation construction and possible lane closures when they occur.
 - **MESSAGING:** The County's Public Information Office will prepare news items and is designing signs that will appear on RideOn buses throughout

the County, alerting people to upcoming construction and traffic in Bethesda and providing contact information (the web site and the County's 311 info line).

○ **UPCOMING CONSTRUCTION IN THE AREA:**

- **CEDAR LANE BRIDGE CONSTRUCTION & SUMMER CLOSURE:** Be aware that reconstruction of the Cedar Lane bridge over Rock Creek will result in the bridge being closed this summer:
<http://www.montgomerycountymd.gov/content/exec/brac/pdf/mcdot-cedarlanepreconnewslet-013111.pdf>
- **OLD GEORGETOWN ROAD RESURFACING IN DOWNTOWN BETHESDA:** Dave Dabney reminded everyone that beginning soon OGR from MD 355 to North Lane will undergo resurfacing and sidewalk reconstruction, resulting in temporary lane closures.

○ **INFORMATION ABOUT PLANNED TRANSFER OF WALTER REED FUNCTIONS TO BETHESDA NAVAL:**

http://www.dcmilitary.com/stories/020311/stripe_28332.shtml

- **NAVY UPDATES:** Captain Malanoski and Jeff Miller reported that the Navy continues to implement on-campus traffic mitigations and Transportation Demand Management plans (TDM). NSA Bethesda will lead a discussion of its TDM at the March BIC meeting. Work at the Rockville Pike gates will impact the campus more than it will traffic on the Pike. NSAB is working with SHA to gain approval for a stop light at North Wood; a new signal at the JBR gate is also planned. Patient transfers from WRAMC will take place in earnest in about six months. Captain Malanoski noted there is a plan to demolish and construct buildings on the campus; this should not result in a net increase in personnel and an EIS may be conducted. Captain Malanoski also noted that NSAB is looking into ways to maintain a community relations presence when and if the BIC sunsets.
- **MCDOT UPDATE:** Edgar Gonzalez reported that the County Council has approved County Executive Leggett's request that the Capital Improvements Program budget include funding for the Chevy Chase Valley Traffic Access mitigation project at Platt Ridge Drive. He also reported that MCDOT is moving the Bike-Pedestrian Paths project towards completion by September 2011, and that the multi-use path along Jones Bridge Road should be completed in March. He said that MCDOT (working with SHA) will implement short-term traffic safety mitigations for the Chevy Chase Valley community at Connecticut Avenue @ Jones Bridge Road; now that the Council has approved funding. MCDOT, MTA, and WMATA continue to study enhanced express and local commuter bus service to the area based on increased demand.

- **PRESENTATION: TRANSPORTATION DEMAND MANAGEMENT PROGRAMS OF THE MONTGOMERY COUNTY DEPT. OF TRANSPORTATION'S COMMUTER SERVICES DIVISION:** Sande Brecher gave a presentation and led a discussion of the many services provided by MCDOT's Commuter Services Section:

- **MCDOT Commuter Services web site:**
www.montgomerycountymd.gov/commute
- **2-15-11 TDM Presentation: :**
http://www.montgomerycountymd.gov/content/exec/brac/pdf/tdm-mcdot_commuterservices-021511.pdf (8 pp)

While the backbone of TDM is transit, there are other options, such as car/van pooling, biking, walking, and teleworking. These options can be maximized through parking management (parity); supporting bike commuting by providing bike racks, lockers, and Bike Sharing; providing real-time commuter bus information; pedestrian safety amenities; SmartTrip Benefits; better pedestrian lighting; Guarantee Ride Home; etc.

MCDOT has established Transportation Management Districts throughout the County – in downtown Bethesda, North Bethesda, Shady Grove, Downtown Silver Spring, and Friendship Heights. Employers and employees need to buy into TDM in order to make the best use of the growing emphasis on transit, and especially light rail and bus rapid transit. Concern was expressed in the BIC that County budget cutbacks of the Commuter Services TDM programs could have a detrimental effect on efforts to mitigate BRAC congestion. The Committee decided to have Phil draft a letter to the County Executive, which would be circulated among the BIC via email, stressing the need to fund county-wide TDM programs at the fullest extent possible to ensure the efficacy of the program.

- **Ken Hartman solicited comments from the audience.**
 - Paul Seder urged that all Bethesda employers, including NIH and NNMC, institute “extreme flex time” so that there would be less concentration of traffic at traditional peak hours. He also encouraged NIH to utilize Old Georgetown Road more as a main access road. Ken Hartman reminded him that NIH and NNMC would give TDM presentations in March.
 - Karen Kuker-Kihl stressed the need for more, not reduced, commuter and shuttle bus service.
 - Richard Hoyer noted that TDM programs could be designed on a “community need” basis, targeting areas where people live as well as where people work.
- The meeting was adjourned at 9:25 p.m. The next Committee meeting is scheduled for Tuesday, March 15, 2011, 7:30 p.m., at the BCC Regional Services Center.

Committee members in attendance, February 15, 2011:

Phil Alperson, County BRAC Coordinator
Larry Cole, Maryland-National Capital Park & Planning Commission
Dave Dabney, Bethesda Urban Partnership
Edgar Gonzalez, Montgomery County Department of Transportation
Leslie Weber for Brian Gragnolati, Suburban Hospital
Ken Hartman, Bethesda-Chevy Chase Regional Services Center
Ilaya Hopkins, East Bethesda Citizens Association
Ginanne Italiano, Greater Bethesda-Chevy Chase Chamber of Commerce
Ed Krauze, Bethesda-Parkview Citizens Association
Janet Maalouf, Maplewood Citizens Association
Seth Maiman, Western Montgomery Citizens Advisory Board
Debbie Michaels, Glenbrook Village Home Owners Association
Sara Morningstar, Montgomery County Office of Intergovernmental Affairs
Patrick O'Neill, Greater Bethesda-Chevy Chase Chamber of Commerce
Phil Neuberg for Dan Wheeland, NIH

Ex-officio:

Ken Reichard (Senator Ben Cardin)
Joan Kleinman (Rep. Chris Van Hollen)
Ben Schneider (Rep. Chris Van Hollen)
Cindy Gibson (Council Member Roger Berliner)
Debbie Spielberg (Council Member Marc Elrich)
Jeff Miller, Naval Support Activity-Bethesda
Captain Mike Malanoski, Naval Support Activity-Bethesda

Other Attendees

Nancy Abeles, Bethesda Crest
Sande Brecher, MCDOT Commuter Services
Sandy Dean, NSA Bethesda
Erin Donaghue, Bethesda Patch
Sarah Gantz, Gazette Newspapers
Richard Hoyer, Action Committee for Transit
Greg Humes, Chevy Chase Valley Citizens Association
Karen Kuker-Kihl, The Promenade Apartments
Marilyn Mazuzan, Town of Oakmont
Avice Meehan, Howard Hughes Medical Institute
Tara Mowery, NIH
Jeanette Musil, DOD Office of Economic Adjustment\
Tom Robertson, Bethesda Urban Partnership
Peggy Schwartz, North Bethesda TMD
Paul Seder
Ken Strickland, Chevy Chase Valley Citizens Association