THE & T&E COMMITTEES
March 23, 2015

Joint Discussion

MEMORANDUM

March 19, 2015

TO: Prince George's County Council Transportation, Housing & Environment (THE) Committee

Montgomery County Council Transportation, Infrastructure, Energy & Environment (T&E) Committee

FROM: Keith Levchenko, Senior Legislative Analyst, Montgomery County Council
Glenn Orlin, Deputy Administrator, Montgomery County Council
Hawi Sanu, THE Committee Director, Prince George's County Council

SUBJECT: **Joint Discussion**: Transportation and Washington Suburban Sanitary Commission (WSSC) Issues

The agenda for this meeting is on ©1.

I. TRANSPORTATION ISSUES

Purple Line Status

The 16-mile Purple Line light rail will serve 21 stations between Bethesda and New Carrollton, intersecting four branches of Metrorail, three MARC commuter rail lines, the University of Maryland, and several inside-the Beltway business districts. It is the top transit priority in Prince George's County and the top overall transportation priority in Montgomery County. (See the two counties' most recent State transportation priority letters on ©2-8).

The cost of the Purple Line at about $2.4 billion. The Maryland Transit Authority (MTA) is pursuing a public/private partnership that would have a private entity (the "concessionaire") design, build, operate, and maintain the line. Setting fares, schedule of service, and monitoring quality would remain as MTA responsibilities. Currently funding is divided thusly: $900 million from Federal aid, $300-700 million from State funds, $220 million from each of the two counties, and $600-1,000 million in private investment from the selected concessionaire partner. A breakdown of the costs for both the Purple Line and the Baltimore region's Red Line is on ©9.

Maryland Department of Transportation (MDOT) Secretary Pete Rahn has requested MTA and the candidate concessionaries to value-engineer both the Purple and Red Line projects: to identify means

to cut its cost while maintaining the elements necessary to provide their core objectives. Our understanding is that the results will be presented to Governor Hogan so that he would be able to make a decision about the scope and schedule of these projects by late May. The deadline for the Purple Line concessionaires to submit their final proposals has been postponed from this past January until August.

Jamie Kendrick, Deputy Executive Director of MTA's Office of Transit Development and Delivery, will brief the committees on the current status of the Purple Line and take questions.

New Hampshire Avenue Bus Rapid Transit (BRT) Line

In late 2013 the Montgomery County Council approved the *Countywide Transit Corridors Functional Master Plan* that master-planned ten new BRT routes encompassing more than 90 miles. One of the routes is New Hampshire Avenue, which would run from just north of Randolph Road in Colesville to the District of Columbia boundary at Eastern Avenue; presumably, it would be extended to the Fort Totten Metro Station. The description of this route is on ©10-12.

There are two segments that are within Prince George's County: from Northampton Drive to University Boulevard, and from East-West Highway to Eastern Avenue. The Plan stipulates for each route the general station locations, whether or not there would be lanes dedicated to BRT in the segment, the minimum right-of-way required, and the maximum number of additional transit lanes.

MDOT currently has three routes in project planning in Montgomery County: Veirs Mill Road between Wheaton and Rockville; US 29 between Silver Spring and Burtonsville; and MD 355 between Bethesda and Clarksburg. From Montgomery County's viewpoint, New Hampshire Avenue would be the next BRT corridor to study; it is currently ranked #6 in the priority list for studies to be funded in MDOT's Development and Evaluation (D&E) Program (©8). Such a study would not be undertaken by MDOT, however, unless Prince George's County were to make it a priority as well.

Bus Service Improvements between Prince George's and Montgomery Counties

There are several existing Metrobus routes that cross between the two counties: the J4 and K9 MetroExtra routes; the F4, C2, C4, and K6 Metrobus Major Routes; the F1, C8, and F8 Metrobus Local Routes; and the Z9, Z29 Metrobus Commuter (peak-period only) Routes.

Jim Hamre, Director of Bus Planning, for the Washington Metropolitan Area Transit Authority (WMATA) will present information about these intercounty routes and the potential for improvements.

II. WASHINGTON SUBURBAN SANITARY COMMISSION ISSUES

Water and Sewer Extension Cost Issues (see ©13-26)

All septic systems will ultimately fail over time. If a property does not have sufficient acreage or suitable soil for a replacement well and/or septic field based on newer and stricter permit requirements, then public water and/or sewer may be the only viable long-term option. However, water and sewer extensions have become increasingly costly in recent years and, in many cases, the applicant may not be able to afford the cost of the water or sewer main extension. On relatively small and/or constrained properties, as septic systems approved under more lenient regulations (pre-1995) age out, the difficulty of installing replacement systems is likely to become more widespread.

There are a number of examples where properties receive category changes (or would be granted category changes if requested) to allow for the extension of public sewer to address failing septic systems. However, these extensions ultimately do not move forward because applicants (who, under current policies, are responsible for paying the full extension costs minus any potential WSSC revenue from new front foot benefit charges) cannot afford the costs.

A Bi-County Infrastructure Working Group chaired by WSSC took up the extension cost issue and had a subgroup look at some potential strategies for making water and sewer extensions more affordable. The subgroup released a report[1] and presented its findings and recommendations to the WSSC Commissioners last July. This report was transmitted to both Montgomery and Prince George's Counties in late August.

The attached presentation provides a summary of the issue, including: the current extension cost process, the problems with the current process, and some potential solutions that warrant further study.

The Montgomery County Council's T&E Committee is supportive of the development by County staff of concrete proposals to change the extension cost process.

The Prince George's County Council's THE Committee has not weighed in on this issue yet and whether it would like Prince George's County staff to work with Montgomery County staff on joint proposals for consideration by both Councils.

Both Council Staffs support a Bi-County staff effort to review and bring recommendations back to each Council in the fall.

WSSC Benchmarking Study

This study would compare WSSC operations and costs to other best-in-kind utilities. WSSC has not had a comprehensive benchmarking study since a Competitive Action Program (CAP) effort was done in the late 1990's. That effort (which included benchmarking and then substantial multi-year follow-up by WSSC work teams) ultimately led to a reduction in WSSC staffing from 2,120 in FY96 to 1,458 in FY06 (a reduction of 662 positions; or over 30 percent of the workforce).

Since FY06, WSSC has steadily increased its workforce. The Approved FY15 budget assumes 1,729 positions. The Proposed FY16 budget assumes 1,747 positions. WSSC's rates have also increased substantially. Over the past 10 years, rates have increased 90 percent (with an average of 7.8 percent per year). Expenditures have increased about 45 percent over that same time (about 4.7 percent per year).[2]

Much of WSSC's ramp-up in staffing and rates has been a result of its increased infrastructure recapitalization work in recent years to address aging water/sewer pipe infrastructure. WSSC has also faced increased environmental regulation costs over time (such as its sanitary sewer overflow (SSO) Consent Decree).

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[1] The full extension cost report is available for download at:
http://www.montgomerycountymd.gov/council/Resources/Files/REPORTS/WSExtension-Needs.pdf.

[2] The rate of increase in water and sewer rates is approximately double the rate of increase in expenditures because WSSC's revenue from its primary source of funding (volumetric water and sewer fees) has been flat due to declining per capita water usage. This trend has resulted in rate increases being needed to offset revenue shortfalls, in addition to funding increased expenditures.

Both Montgomery and Prince George's County Council staffs believe a new benchmarking study of WSSC's major costs and operations would be useful to show where there may be opportunities for WSSC to achieve efficiencies, as well as to project where WSSC may need additional resources in the future. Such a study, which is estimated to take about 6 months and which WSSC believes could be absorbed within existing WSSC resources, could help both Councils and WSSC concur on WSSC's budgetary and operations path going forward. Depending on the results of this study, WSSC and both Councils could consider more targeted follow-up review of particular operations.

Assuming both Committees are supportive of this benchmarking study, Council Staffs will work with WSSC to finalize the scope of work in time for action at the Bi-County meeting on May 7.

Attachments

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AGENDA

Joint Meeting

Transportation, Infrastructure, Energy and Environment Committee
of the Montgomery County Council
Roger Berliner (Chair), Nancy Floreen, and Tom Hucker

Transportation, Housing and Environment Committee
of the Prince George's County Council
Mary Lehman (Chair), Todd Turner (Vice Chair), Mel Franklin, Dannielle Glaros, Deni Taveras

WSSC Hearing Room
March 23, 2015
9:30-11:30 a.m.

9:30 a.m. Introduction of participants

9:35 a.m. **Status report on the Purple Line**, including funding issues and next steps

10:10 a.m. **Bus service improvements**, including the potential for enhancing Metrobus frequency and span of service between the counties; the master-planned New Hampshire Avenue (MD 650) Bus Rapid Transit route.

10:45 a.m. **Water and sewer extension cost issues for residential property owners** – discussion of the problems with the current system, potential solutions (including creation of sub-districts to facilitate cost-sharing, subsidies to qualifying properties, and additional financing flexibility for property owners), and need for further work by both Montgomery and Prince George's County staffs to develop recommendations for consideration by both Councils.

11:15 a.m. **Benchmarking study** comparing WSSC operations and costs to other best-in-kind utilities – preliminary discussion of scope of work

11:30 a.m. Adjourn

THE PRINCE GEORGE'S COUNTY GOVERNMENT

Rushern L. Baker, III
County Executive

DEC 5 2014

Mr. James T. Smith, Jr.
Secretary
Maryland Department of Transportation
7201 Corporate Center Drive
Hanover, Maryland 21076

Dear Secretary Smith:

Enclosed is Prince George's County's proposed 2014-15 Priority Projects List for the FY 2015-2020 State Consolidated Transportation Program (CTP). This reflects the County's priorities with regard to State highway construction projects, transit, project planning starts, safety improvements, system preservation and gateway projects and supports the County's priorities related to Transit Oriented Development (TOD), and pedestrian and bicycle safety.

Taken collectively, the Priority List represents projects that will provide Prince George's County with the greatest benefits in terms of community revitalization, economic development, Metrorail access, congestion relief and safety improvements. Promoting projects that address safety for all users, particularly road sections that have been identified with high crash rates is crucial. It is also extremely important that the transportation network play its part in creating an environment that is conducive to economic development, as a healthier, more robust Prince George's County is important to the overall vitality of the State and the region.

The 2015 List reflects a more focused request, with fewer items on the list than in years past with increased emphasis on safety and system enhancement. It continues to build on the progress made through the projects which have been funded in full or advanced through the Transportation Infrastructure Investment Act of 2013. Again, we would extend appreciation to MDOT for its work in moving those projects forward expeditiously.

Because the Act funded several key projects from the previous list, it enables us to advance other needed projects that will benefit economic development and safety. Among them, for the FY 2015-2020 CTP, Prince George's County would like to highlight the following:

- **I-95/Greenbelt Metro Access:** As Prince George's County's number 1 project for construction, completing conversion of a partial interchange into a full interchange to provide direct ramp access among the site, the Capital Beltway (I-95/I-495) and the Greenbelt Metrorail Station, is provides important support for Greenbelt, a potential site for relocation of the Federal Bureau of Investigation. Further still it assists other current and future tenants at this location, and serves as a catalyst for TOD. State support is crucial to advance this Project in the CTP.

- **MD 210, Indian Head Highway (Palmer Road @ Livingston Road & Interchange):** As our number one project planning priority, Prince George's County requests that this project be advanced through planning and design as quickly as possible to ensure that it will be ready to go to construction at the earliest available date. Due to the MGM facility that is slated to open in 2016 and additional planned economic development within the MD 210 Corridor, advancing this project will benefit the State, Region and County, by enhancing this significant commuting corridor for Southern Maryland into and through the County for job access. Funding for work along the corridor will be supplemented by revenue provided as a result of Senate Bill 1 during the second special session of 2012. The measure requires 40% of road impact grants, up to $15,000,000 to be used to address infrastructure needs related to MD 210. Addressing the required improvements in an expeditious fashion is imperative. The Palmer Road Interchange Project is the second of seven interchange improvements needed in the MD 210 Corridor.

- **US 1, Baltimore Avenue (College Avenue to I-95/495):** It is critical to expedite and provide construction funding for the first phase of the County's number 2 construction priority from College Avenue to University Boulevard. This will bring much needed streetscaping, improved safety and multi-modal road and sidewalk improvements are needed for this highly congested and challenged section of US 1 in College Park. Creating a better environment for the multitude of users in this diverse community is a must. Prince George's County requests that the project be advanced through design and on to construction as quickly as possible.

- **MD 197, Collington Road (US 50 to MD 450):** Widening MD 197 from US 50 to MD 450 is important for relieving congestion, improving safety, and supporting economic development in the Bowie area and is the County's number 3 construction priority.

- **Branch Avenue :** The fourth construction priority for the County is the Branch Avenue Project. Providing improved traffic flow and new interchanges in the Branch Avenue corridor, in coordination with necessary fixed guideway transit is critical to relieving traffic congestion on MD 5. We strongly urge the State to finalize the remaining planning and design elements to effectively move the Project forward into construction.

- **MD 4 Corridor, Pennsylvania Avenue Interchanges (Westphalia Rd, Dower House Road and MD 223 Woodyard Road).** The fifth planning project is to advance design for the remaining interchanges along Pennsylvania Avenue just outside of the Beltway to address existing mission related growth at Joint Base Andrews, relieve congestion, and help enhance development projects in this vicinity. Continuing to work collaboratively with developers will be critical in advancing these interchange projects. In the short term, an additional north bound travel lane to tie into the additional lane being provided through the Suitland Parkway project along with improvements at the intersection of Dower House Road and MD 4 are needed to address existing conditions as a result of BRAC movements at Andrews.

- **Purple Line:** Prince George's County's **number one transit priority** will connect the "spokes" of the Metrorail system to provide continuity and availability for all users, and is vital to State, Regional and County economic development. It is a much needed transit alternative, bringing balance to the Region by taking thousands of cars off the road, and adding approximately 60,000 riders daily to the transit system. Further, the Purple Line from Bethesda to New Carrollton, will serve as the first leg to provide a circumferential rail line connecting to Virginia via National Harbor and across the Woodrow Wilson Bridge.

- **WMATA Funding:** Robust funding for the WMATA system is absolutely necessary to assure needed capacity and effective transit services throughout Prince George's County. Both the Metrorail and a soundly funded Metrobus network are essential to the County for addressing mobility needs and providing sustainable alternatives to single occupancy vehicles. Further, funding is needed for additional Priority Corridor Network (PCN) routes in Prince Gorge's County, for Transit Oriented Development around the 15 Stations in the County, and enhanced transit connectivity between activity centers.

- **The Bus:** As Prince George's County operates a transit system separate from WMATA, additional funding is needed to help provide expanded service to meet existing needs and accommodate future growth.

- **Prince George's County Transitway:** Advancing study of a fixed guideway network with emphasis on priority corridors will be vital to economic development and enhanced mobility within the County and the region. Priority corridors provide enhanced linkages that connect to developing systems in neighboring jurisdictions, and between activity centers within Prince George's County.

- **Southern Maryland Transit:** Advancing the study of fixed guideway transit, and coordinating closely with the State Highway Administration on the MD 5 highway and interchange project will provide better regional connectivity and help relieve congestion in this very congested corridor.

- **Pedestrian Safety Enhancements on State-maintained Roadways:** Projects that are intended to address safety, in particular those designed to reduce pedestrian crashes in Prince George's County are paramount and can be found in a number of the different categories of the list including System Preservation, and Project Planning. Prince George's County cannot emphasize strongly enough the imperative that the State further efforts to implement safety features included on and along State-maintained roadways inclusive of, but not limited to the installation of continuous street lighting, crosswalks, sidewalks, etc. Prince George's County commends the State for implementing a robust and rapidly improving safety program through such efforts as the Pedestrian Road Safety Audits, Community Enhancement projects and an overall excellent level of

communications and coordination. However, much more remains to be done, and we emphasize the need for continued focus and vigilance on this initiative.

The County would like to also express appreciation for efforts to date, and emphasize the need for continued collaboration on addressing issues identified in the Transforming Neighborhoods Initiative (TNI) areas. The TNI communities are Langley Park, East Riverdale/Bladensburg, Kentland/Palmer Park, Coral Hills/Suitland; Hillcrest Heights/Marlow Heights and Glassmanor/Oxon Hill.

Lastly, we appreciate you and the MDOT team coming to the County annually to discuss the State program. The annual MDOT CTP Tour is the premier forum our elected officials, community leaders and residents, to hear from State officials and provide input on state transportation projects. In recognition of that, starting in 2015, we will host the Tour in the County Council Chambers of the County Administration Building in Upper Marlboro. We believe that this will provide for optimal attendance and participation, as well as surroundings most appropriate for the occasion.

Prince George's County values the cooperative relationship we have with you and your staff on so many transportation related issues, and a warm welcome awaits you in Upper Marlboro in 2015. In the meanwhile, we look forward to working closely with you to advance our transportation priorities for the betterment of the County, the region and the State of Maryland.

Sincerely,

Rushern L. Baker, III
County Executive

Mel Franklin
Chairman, County Council

Enclosure

cc: The Honorable Douglas J. J. Peters, Chair, Prince George's County Senate Delegation
The Honorable Jolene Ivey, Chair, Prince George's County House Delegation
The Honorable Tawanna Gaines, Chair, Transportation and Environment Subcommittee
Maryland House Appropriations Committee
The Honorable Carolyn J.B. Howard, Chair, Transportation Subcommittee
Maryland House Ways and Means Committee
The Honorable Will Campos, Vice Chairman, Prince George's County Council
The Honorable Mary Lehman, Member, Prince George's County Council
The Honorable Eric Olson, Member, Prince George's County Council
The Honorable Ingrid M. Turner, Member, Prince George's County Council

The Honorable Andrea Harrison, Member, Prince George's County Council
The Honorable Derrick Leon Davis, Member, Prince George's County Council
The Honorable Karen R. Toles, Member, Prince George's County Council
The Honorable Obie Patterson, Member, Prince George's County Council
Nicholas A. Majett, Chief Administrative Officer, Office of the County Executive
Victor L. Hoskins, Deputy Chief Administrative Officer, Office of the County Executive
Darrell B. Mobley, Director, Prince George's Department of Public Works and Transportation
Elizabeth Hewlett, Chair, Prince George's County Planning Board, M-NCPPC
Fern V. Piret, Director, Department of Planning, M-NCPPC
Ronnie Gathers, Director, Department of Parks and Recreation, M-NCPPC
Melinda Peters, Administrator, Maryland State Highway Administration
Robert L. Smith, Administrator, Maryland Transit Administration

Montgomery County Government

ROCKVILLE, MARYLAND 20850

February 11, 2015

The Honorable Pete Rahn
Secretary, Maryland Department of Transportation
7201 Corporate Drive, P.O. Box 548
Hanover, Maryland 21076

Dear Secretary Rahn:

In light of the Draft FY2015-2020 Consolidated Transportation Program we have updated the State transportation priorities we last transmitted dated March 18, 2014. This letter describes our latest sets of priorities for currently unfunded or underfunded State transportation projects and studies.

It is of upmost importance that the Maryland Department of Transportation (MDOT) support the Washington Metropolitan Area Transit Authority's multi-year capital improvement programs for infrastructure investment to maintain a state of good repair. Additional funding is needed to operate eight-car trains, eliminate the Red Line turnbacks at Grosvenor and Silver Spring, and to expand the existing station platform and circulation capacity to accommodate existing and projected riders.

We deeply appreciate the State providing funding for the Purple Line and for Stage 1 of the Corridor Cities Transitway (CCT) from Shady Grove to Metropolitan Grove. The Purple Line and the CCT are our highest transportation priorities (see below); the Purple Line is the higher priority of the two only because it is closer to implementation. With the recent recommendation of the Federal Transit Administration for the Purple Line and the inclusion of $100 million in the President's budget, we are optimistic that Congress will authorize and appropriate its share of the cost of the Purple Line. Regarding the CCT, we also urge that a means for achieving full funding be sought for the entire line, not only for Stage 1.

The balance of this letter describes our State funding priorities for MDOT's Construction Program and the Development and Evaluation (D&E) Program, respectively:

PRIORITIES FOR THE CONSTRUCTION PROGRAM

1. Purple Line
2. Corridor Cities Transitway, Stages 1 & 2
3. Montrose Parkway East: $25 million for MD 355 to Parklawn Drive segment (MD 355 Intchg., Phase II)
4. Metro Bus Priority Corridor Network in Montgomery County: supporting road improvements
5. US 29 Bus Rapid Transit line, Burtonsville to Silver Spring
5. MD 355 Bus Rapid Transit line, Bethesda to Clarksburg
5. US 29/Tech Road/Industrial Parkway: grade-separated interchange
8. MD 97 (Georgia Avenue)/MD 28 (Norbeck Road): grade-separated interchange
9. US 29/Fairland Road/Musgrove Road: grade-separated interchange
10. MD 28 (Norbeck Rd.), Georgia Avenue to Layhill Road: widen to 4 lanes, with safety improvements
11. MD 586 (Veirs Mill Road) Bus Rapid Transit line, Rockville to Wheaton
12. MD 97 (Georgia Avenue) and Forest Glen Rd: pedestrian underpass and safety improvements
13. MD 124 (Woodfield Road), Midcounty Highway to Airpark Drive: widen to 4 lanes
14. MD 117 (Clopper Road), I-270 to Seneca Creek State Park: improve intersections
15. I-270/Newcut Road: grade-separated interchange
16. MD 97 (Georgia Avenue), I-495 to MD 390 (16th Street): safety and accessibility improvements

Once the project planning studies evaluating the addition of high-occupancy-vehicle (HOV) lanes on I-270 (I-370 to Frederick County) and I-495 (I-270 West Spur to Virginia) are re-initiated, and once a funding strategy is developed for these megaprojects of statewide significance, we will include them among the Construction Program priorities. We urge you to complete details and cost estimates for smaller segments of these corridors that your staff has been analyzing. They could be implemented in a shorter time frame, produce immediate congestion reduction benefits and the much lower costs make them very cost-effective.

PRIORITIES FOR THE D&E PROGRAM

1. US 29 & MD 355 Bus Rapid Transit lines: additional funds to complete project planning
2. I-495 (Capital Beltway): extend HOV lane south of I-270 West Spur
3. I-270 West Spur: HOV ramps from/to the south side of Westlake Drive/Fernwood Road
4. MD 355 (Frederick Road)/Gude Drive: grade-separated interchange
5. MD 650 (New Hampshire Avenue) Bus Rapid Transit line, White Oak to Eastern Avenue.
6. Midcounty Highway Extended, ICC to Shady Grove Road
7. MD 119 (Great Seneca Highway)/Sam Eig Highway/Muddy Branch Road: grade-separated interchanges
8. ICC hiker/biker trail: US 29 to MD 650, Bonifant Road to MD 182
9. Bicycle-Pedestrian Priority Areas: bike and pedestrian facility improvements
10. MARC Brunwick Line Growth and Investment Plan improvements

Attached is a fuller description of these projects, and how each conforms to local master plans and the goals of the Maryland Transportation Plan. If you need any clarifications about our recommendations, please contact us.

Sincerely,

Isiah Leggett
County Executive

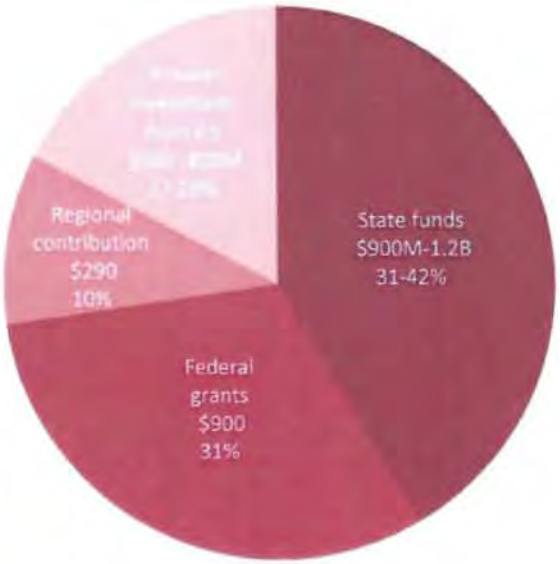
George Leventhal, President
County Council

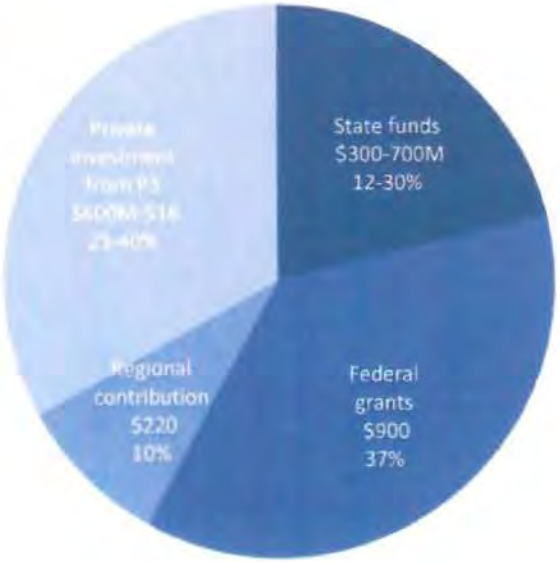
cc: The Honorable Lawrence Hogan, Governor, State of Maryland
The Honorable Nancy King, Chair, Montgomery County Senate Delegation
The Honorable Shane Robinson, Chair, Montgomery County House Delegation
Casey Anderson, Chair, Montgomery County Planning Board

Project Funding

Year of Expenditure ($'000)

	Red Line	Purple Line
Construction	$2,038,516	$1,322,568
Guideway and Track	*$869,829*	*$390,818*
Stations	*$573,088*	*$119,433*
Maintenance Facilities	*$105,618*	*$137,772*
Sitework	*$281,200*	*$445,356*
Systems	*$208,780*	*$229,189*
Right of Way	$72,731	$255,642
Vehicles	$122,403	$272,921
Professional Services	$552,538	$368,355
Unallocated Contingency	$102,738	$105,619
Total Project	$2,888,926	$2,448,221
Finance Charges During Construction Period	*TBD*	*$123,116*





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Corridor 5: New Hampshire Avenue

New Hampshire Avenue is a commuter corridor, with most traffic flowing southbound in the morning and northbound in the evening. Activity centers are located at Takoma/Langley Crossroads and the emerging mixed-use center at White Oak. The City of Takoma Park has been advancing a concept plan adopted locally in 2008 to convert New Hampshire Avenue, from University Boulevard to Eastern Avenue, into a more pedestrian-friendly, multi-way boulevard that accommodates multiple modes of transportation, while serving as a destination.

Corridor [treatment] recommendations, from north to south:

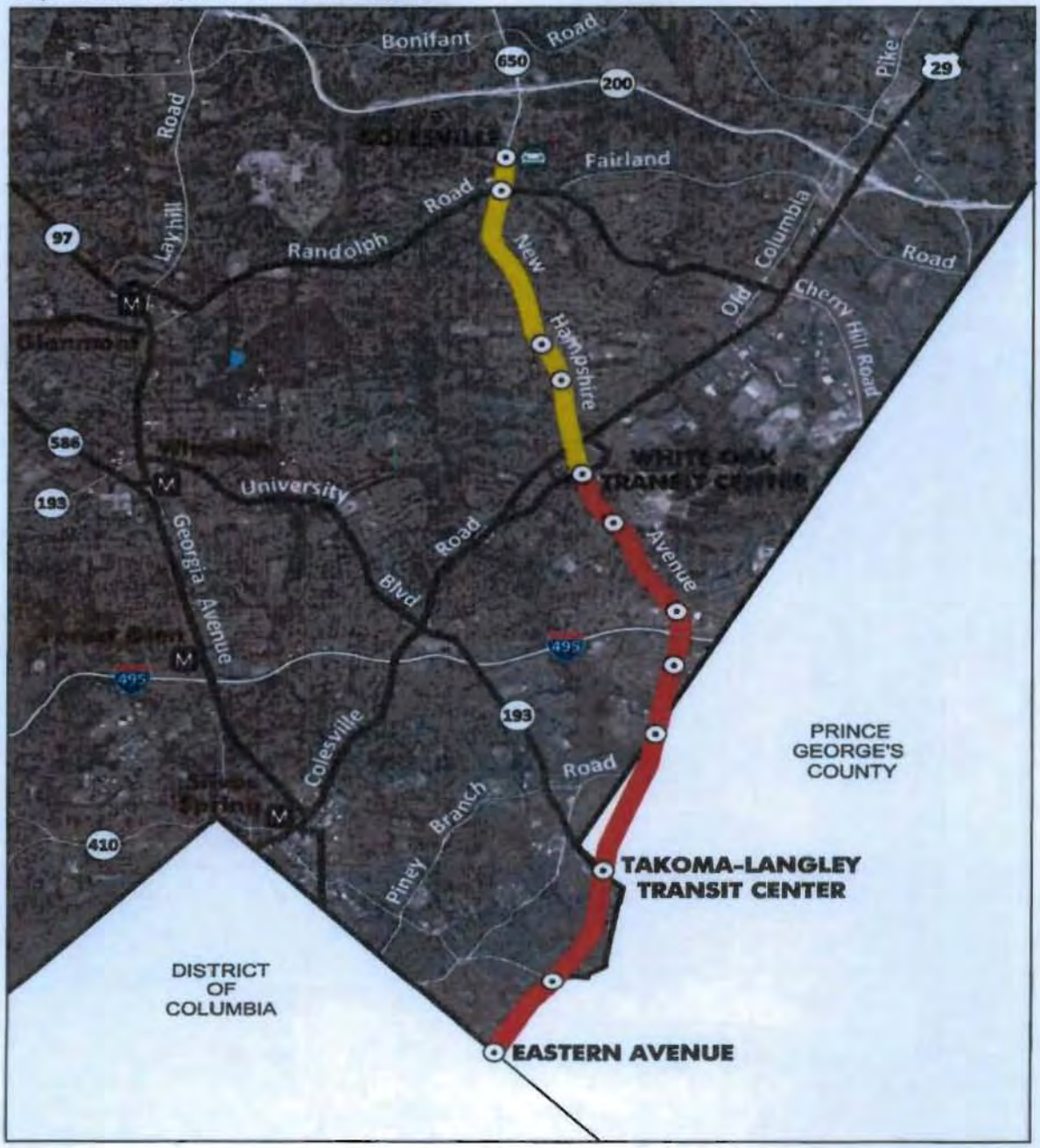
- From Colesville park-and-ride to Lockwood Drive, a mixed traffic transitway.
- From Lockwood Drive to [University Boulevard, a reversible one-lane median transitway.
- From University Boulevard to] the District line, [a two-lane median transitway] dedicated lane(s). During facility planning, however, curb lanes or mixed traffic treatments should be considered from Sligo Creek Parkway to the District line, as outlined in the City of Takoma Park's *New Hampshire Avenue Corridor Concept Plan*.

Station Locations

Colesville park-and-ride
MD 650 and Randolph Road
MD 650 and Valleybrook Drive
MD 650 and Jackson Road
White Oak Transit Center
FDA White Oak Campus
MD 650 [and Powder Mill Road] at Hillandale
MD 650 and Oakview Drive
MD 650 and Northampton Drive
Takoma/Langley [Park] Transit Center
MD 650 and MD 410
MD 650 and Eastern Avenue

Stations within Prince George's County must be confirmed in that County's master plan.

Map 7 New Hampshire Avenue Corridor



County Line
Dedicated Lane(s)
Mixed Trafffic
Other BRT Corridors

BRT Station
Metro Station
Park-and-Ride Station

0 5000 ft

Table 8 Corridor Recommendations, New Hampshire Avenue

Road	From	To	[Treatment] Dedicated Lane(s)?	R.O.W.*****	Maximum Additional Transit Lanes
New Hampshire Ave	Colesville park-and-ride	Lockwood Dr	[Mixed Traffic] No	120	[6] 0
New Hampshire Ave	Lockwood Dr	Oaklawn Drive	[Reversible One-Lane Median] Yes	130*	[6 +] 1 [bus]
New Hampshire Ave	Oaklawn Drive	Powder Mill Road		120-130*	[6 +] 1 [bus]
New Hampshire Ave	Powder Mill Road	I-495		130*	[6 +] 1 [bus]
New Hampshire Ave	I-495	Northampton Dr		150	[6 +] 1 [bus]
New Hampshire Ave	Northampton Dr	University Blvd	[Reversible One-Lane Median] Yes **		
New Hampshire Ave	University Blvd	East West Highway	[Two-Lane Median] Yes***	150	[4 + 2 bus] 0
New Hampshire Ave	East West Highway	D.C. Line	[Two-Lane Median] Yes****	150 in MC	[4 + 2 bus] 0

* A bi-directional cycle track plus sidewalk should be considered [on the east side] in place of on-road bike lanes plus shared use path. In areas where severe right-of-way constraints exist however, consideration should be given to accommodating cyclists and pedestrians via a shared use path only.

**2040 forecast ridership for the segments of MD650 within Prince George's County warrant a one-lane [median] busway, however this Functional Plan cannot make changes or require dedication within that jurisdiction. The [median] busway recommendation can only become effective upon adoption of a subsequent master plan update that would include recommendations on the right-of-way and the number of travel lanes.

*** The design of the typical section in this segment should be coordinated with the City of Takoma Park to ensure consistency with its New Hampshire Avenue Corridor Concept Plan to the extent possible.

**** The existing right-of-way for this segment is in Prince George's County, but the Takoma Park Master Plan's 150-foot right-of-way extends into Montgomery County. The lesser Prince George's County right-of-way would need to be revised in their Master Plan to implement the ultimate typical section, which should be coordinated with the City of Takoma Park to ensure consistency with its New Hampshire Avenue Corridor Concept Plan to the extent possible.

***** Reflects the minimum right-of-way, and may not include land needed for spot improvements such as turn lanes and stations.

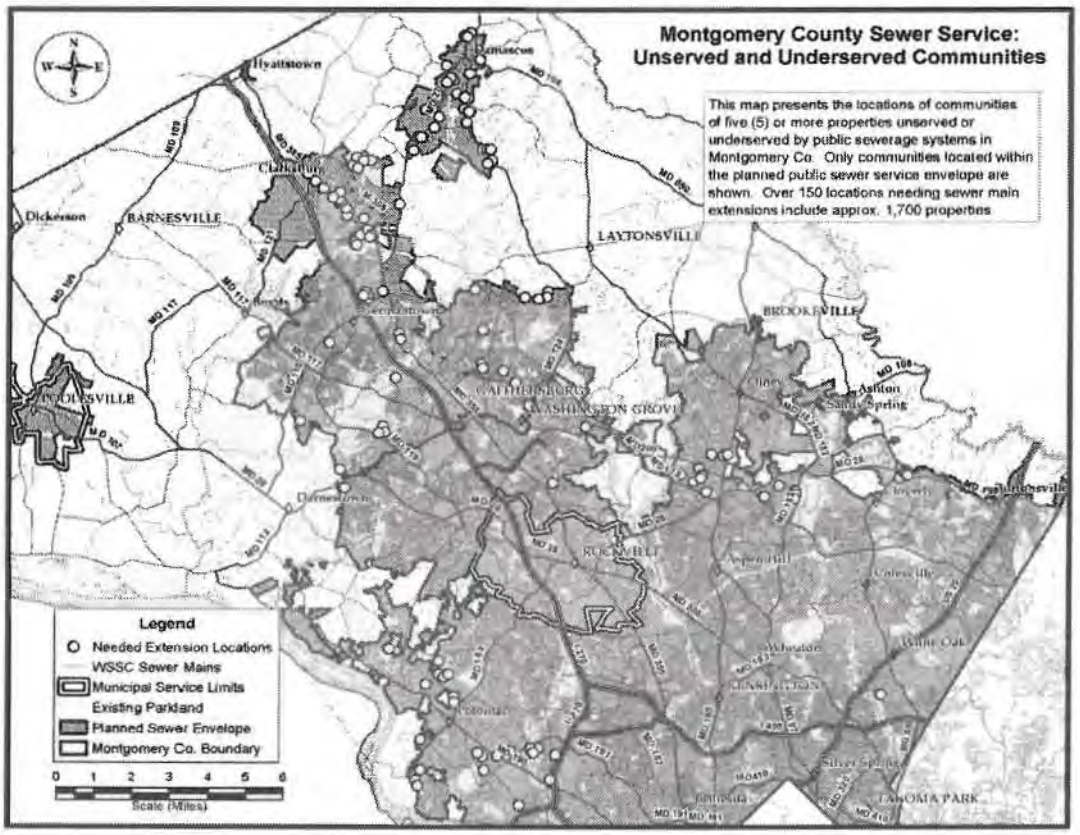
Water and Sewer Extension Costs

Briefing to T&E and THE Committee
March 23, 2015

Background

- A subgroup of WSSC's Bi-County Infrastructure Funding Working Group reviewed the issue of extension costs during 2013-2014.
- A report was presented to the WSSC Commissioners in July 2014.
- WSSC Commissioners accepted the report and sent it to the Executive and Council of each County.
- Montgomery County's T&E Committee discussed the issue on January 12, 2015 and recommended that County Staff develop recommendations for Council consideration.
- Montgomery County Staff would like to work with Prince George's County staff to develop WSSC-wide recommendations.

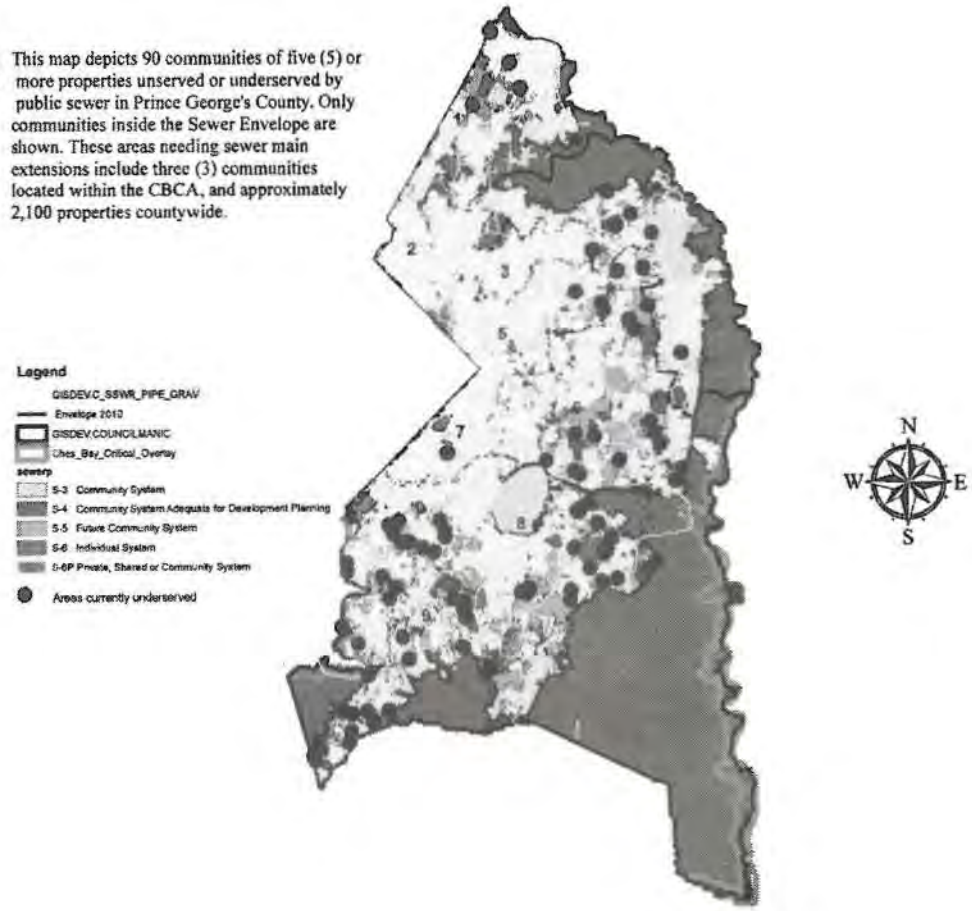
Magnitude of Sewer Service Extension Issues in Montgomery County



Magnitude of Sewer Service Extension Issues in Prince George's County

Prince George's County Underserved/Unserved Areas

This map depicts 90 communities of five (5) or more properties unserved or underserved by public sewer in Prince George's County. Only communities inside the Sewer Envelope are shown. These areas needing sewer main extensions include three (3) communities located within the CBCA, and approximately 2,100 properties countywide.



Issue Summary

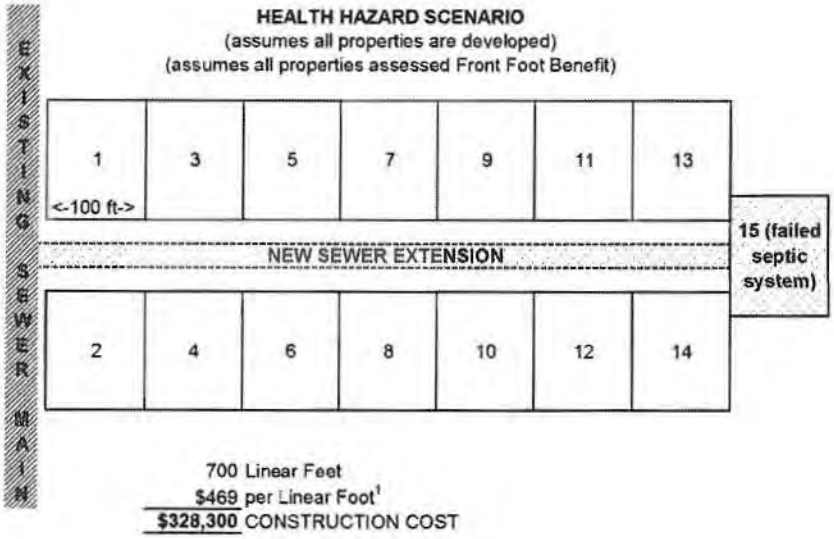
- Current system has significant policy challenges including financial sufficiency, affordability, equity and participation concerns
- Current system designed at least 50 years ago under assessment policies significantly changed in the 1990's.
- Current system was designed to pool large and small extensions and allocate costs over a large number of connections which made extensions affordable

Conclusion: Current Funding System does not work (front foot benefit charges, health hazard subsidy, and extension deficit payment process)

Extension Cost Concerns

- WSSC sewer extension costs passed on to homeowners
  - $664 per linear foot (extensions less than 500 feet)
  - $469 per linear foot (extensions more than 500 feet)
- WSSC policy for Health Hazard Subsidy
  - Current $15,000/property minus the Front Foot Assessment for 20 years (current WSSC policy significantly reduces, if not eliminates, subsidy contribution to applicant's cost)
  - $15,000 max. subsidy has not been adjusted for inflation since its inception in the early 1980's
  - Formula and amount needs to be reviewed

Current System



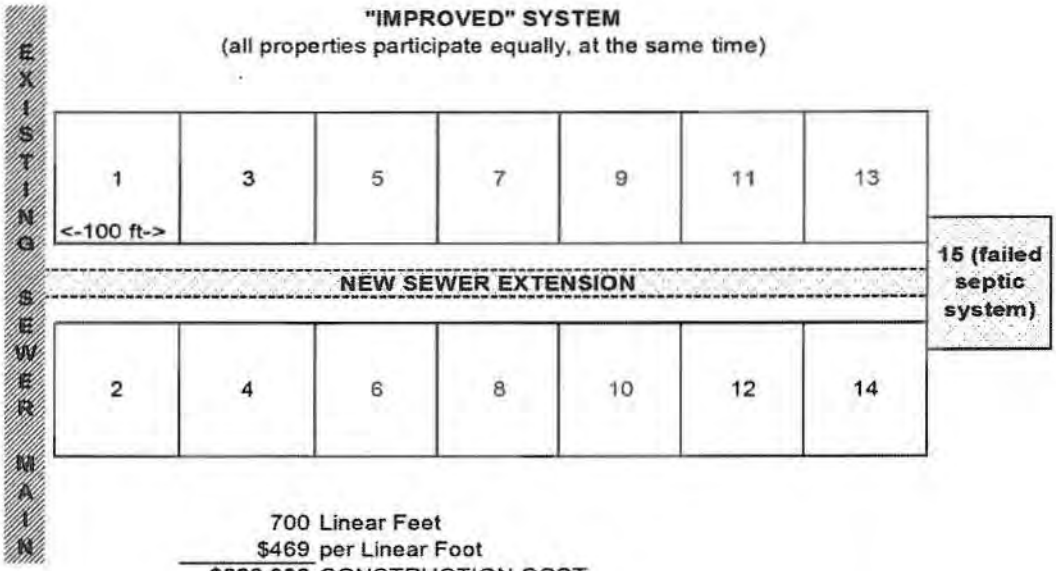
Current System Extension Cost Example

	EXTENSION COSTS TO APPLICANT
1,500	Assessable Front Footage (100 feet per unit x 15 units)
$7.18	Sewer Front Foot Benefit (current rate)
$10,770	Subtotal Annual, Projected Assessment Income from All Units Which Could be Served
$177,098	Subtotal Projected Assessment Income Over 23 Years
$15,000	Health Hazard Subsidy per Unit
15	Units Which Could be Served
$225,000	Total Health Hazard Subsidy
-$177,098	Less Projected Assessment Income Over 23 Years from All Units Which Could be Served
$47,902	Subtotal Health Hazard Subsidy
$225,000	TOTAL OFFSET
$103,300	APPLICANT'S DEFICIT PAYMENT
$6,300	Estimated Annual Payment
23	Years
$144,900	**SUBTOTAL EXTENSION PAYMENT**

An alternative to the current system

- Creation of Sub-districts in the Counties' Water and Sewer Plans on an as needed basis
- A Sub-district would be recommended to the Council in a Water and Sewer Plan amendment
- Area would be defined as an area in need of sewer service that could be served by a defined project
- All properties benefiting from the extension would contribute a defined fair share
- Goal: Equity and affordability for needed extensions

Sub-district Extension Example



700 Linear Feet
$469 per Linear Foot
$328,300 CONSTRUCTION COST

Sub-district Extension Cost Example

EXTENSION COSTS TO APPLICANT

15 Properties

$21,887 COST PER PROPERTY

-$15,000 Less Health Hazard Subsidy

$6,887 NET EXTENSION COST PER PROPERTY

ADDITIONAL COSTS TO APPLICANT

$2,850 System Development Charge (3-4 toilets)
$3,500 Connection Fee (sewer/septic hookup)
$75 Inspections
$95 Reprocessing Fee
$2,500 Abandonment of Septic System
$10,000 On-site Plumbing
$19,020 SUBTOTAL ADDITIONAL COSTS

$25,907 TOTAL COST TO APPLICANT

Creation of Sub-districts

- Standards/criteria for sub-district areas
  - Density of development
  - Condition and age of septic systems
  - Repair/replacement options for septic systems
  - Distance from existing sewer system
- Survey process
  - Number of properties
  - Properties scored /ranked using standard criteria
  - Community residents' support - meetings
- Water and Sewer Plan Amendment

Other Options to Promote Affordability

- Public Subsidies
  - WSSC ratepayers
  - Development fee dedicated to extensions
  - County taxpayers
- A solution is likely a combination of updated WSSC policies, County Water and Sewer policies, and public subsidies

Next Steps

- Montgomery County T&E Committee has asked County staff to develop recommendations for Council review.
- Montgomery County staff have reached out to Prince George's County staff to gauge interest in developing WSSC-wide recommendations (i.e. for both counties).
- Bring draft concepts back to T&E and THE for review.
- Develop an implementation plan
  - WSSC policy changes
  - County Water and Sewer Plan policy changes (both counties)