

Street 05

68-13

Siok, Pat

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**From:** Donna Baron [baron2233@verizon.net]  
**Sent:** Friday, July 13, 2012 11:21 AM  
**To:** Francoise Carrier; Rice's Office, Councilmember; Elrich, Marc; Andrews, Phil; Simpson, Bob; Orlin, Glenn; Findley, Steve; Patrick Butler; Matthews, Catherine; Ike Leggett  
**Subject:** Updated version of the CCT proposal

To all,

This is an updated version of our proposal to make the CCT work for the residents as well as the corporate folks. The updates are based on yesterday's conversations and the Transit Task Force meeting last night.

I've also done a drawing of the proposed route. Please keep in mind, I am an artist, not an engineer. (CF=Crown Farm, MB=Muddy Branch, QO=Quince Orchard, USG=Universities at Shady Grove, M=Metro, SC=Shady Grove)

For five years I've said the CCT didn't make any sense at all and maybe I'm delusional, but this plan makes sense to me.

Thanks in advance for your consideration of this proposal.

Best regards,

Donna Baron

Coordinator

The Gaithersburg – North Potomac – Rockville Coalition, online at [scale-it-back.com](http://scale-it-back.com)

## Proposal for changes in the route for the Corridor Cities Transitway

Some would like for us to think that there is great urgency to build the Corridor Cities Transitway immediately. That is absolutely not true. There is about 4 million sq ft of additional capacity in the Science City that could accommodate over 15,000 people and could be built today.

The current CCT route twists and turns, which makes it very slow and the Kittelson report would make it even worse by running it in mixed traffic. There is little or no parking planned for residents at the stations, so very few will be able to use it. I've been told time and time again that the CCT is not being built for the residents; it is designed to transport workers to the Science City, yet the residents will have to put up with the mess and we will be asked to pay for it. The route actually avoids residential areas. There is something very, very wrong with that.

Now that the county has proposed the BRT system, let's take a step back and design the Corridor Cities Transitway to integrate with the BRT system so it will work for the residents as well as the corporate entities.

It would seem that the BRT running up Rt. 355 would serve the people in Clarksburg very well. It would be much more direct than the current CCT route. The CCT route we are proposing would connect with 355 to add connectivity.

Therefore, we are proposing that the current CCT route be altered to serve the residents on the west side of I-270. The CCT should come from Shady Grove Metro, across to Crown Farm, dip down for a stop at Key West Avenue and then head up Great Seneca to Germantown with stops along the way. The CCT could jog across Clopper Road to Germantown Road. Germantown Road would take the CCT through Germantown and over to Rt. 355.

Along Great Seneca there could be connectors from the CCT to Rt. 355 at Quince Orchard and Muddy Branch. Parking at the stations would be a possibility if the CCT was running up Great Seneca. This would ensure that the residents west of I-270 could use the CCT to go to the Metro or the Science City, and take advantage of the connections to the other BRT routes. And it would be much faster.

Some have suggested shuttles that would go through neighborhoods to take people to the CCT. This is an expensive addition to the service that may not pay off. Many of the residents would have errands between home and the CCT and would rather drive to the CCT station. Also, asking residents to wait for the shuttle to go to the BRT to go to the Metro is probably more transit than most people are willing to deal with. We propose that the money needed for the shuttles be invested in parking at the stations.

A circulator in the Science City could stop at the Key West station, then cycle around the LSC Loop and make as many stops as they want to make. This would serve the hospital, the biotechs, the Universities at Shady Grove, Johns Hopkins University and Belward.

This plan would be faster because it eliminates the twisting route and would create less disruption because the median up Great Seneca is wide enough to accommodate the CCT. This plan would take cars off the roads by serving the residents west of I-270 and it would serve the Science City. It's a win-win for everyone.

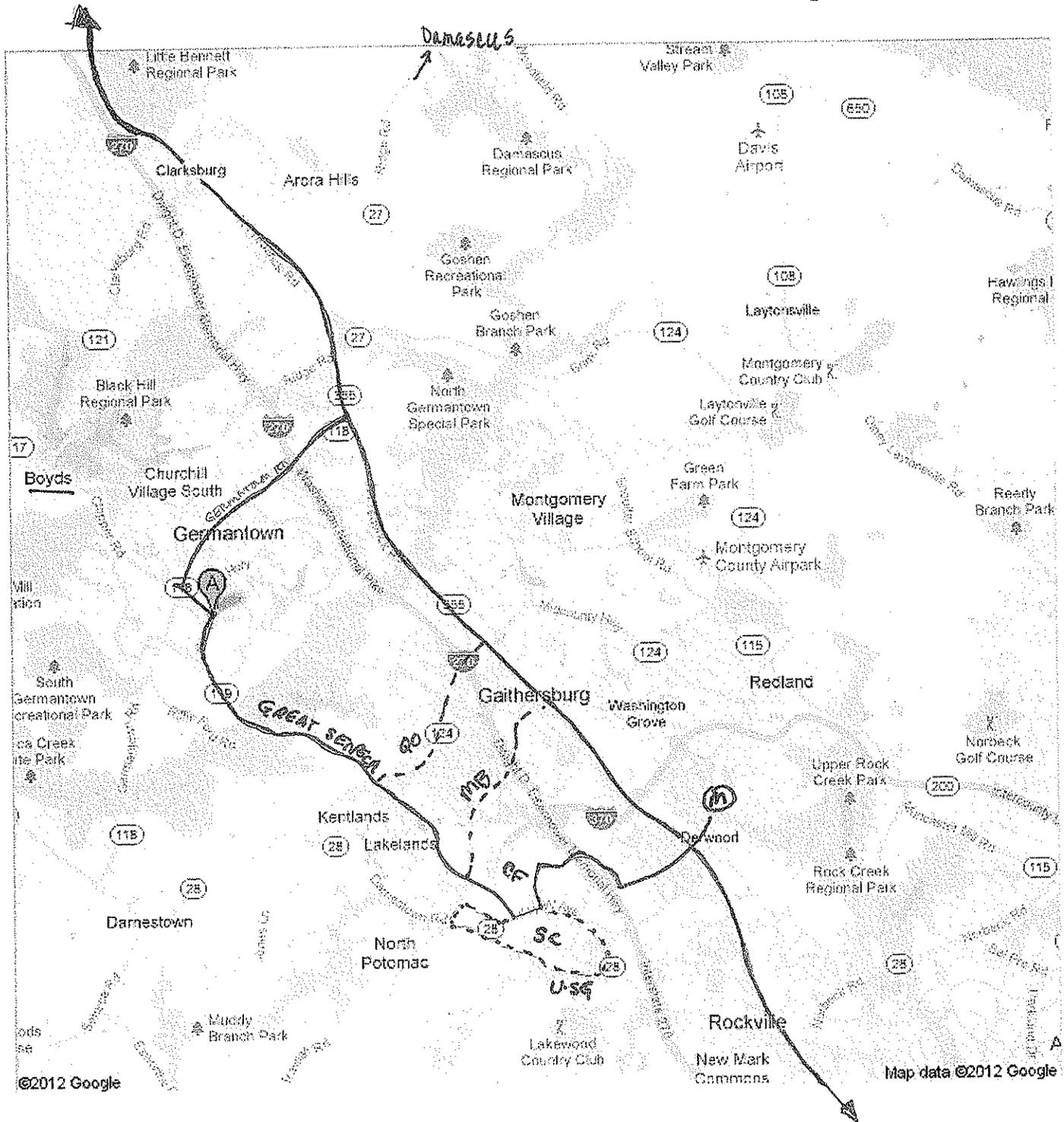
Donna Baron  
Coordinator

The Gaithersburg – North Potomac – Rockville Coalition, online at [scale-it-back.com](http://scale-it-back.com)  
[info@scale-it-back.com](mailto:info@scale-it-back.com)

Google

Address **Great Seneca Hwy**  
**Germantown, MD 20874**

Get Google Maps on your phone  
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Map data ©2012 Google

Some would like for us to think that there is great urgency to build the Corridor Cities Transitway. That is absolutely not true. There is about 4 million sq ft of additional capacity in the Science City that could accommodate over 15,000 people and could be built today.

The CCT route twists and turns, which makes it very slow and the Kittelson report would make it even worse by running it in mixed traffic. There is little or no parking planned for residents at the stations, so very few will be able to use it. I've been told time and time again that the CCT is not being built for the residents; it is designed to transport workers to the Science City, yet the residents will have to put up with the mess and we will be asked to pay for it. There is something very, very wrong with that.

Now that the county has proposed the BRT system, let's take a step back and design the Corridor Cities Transitway to integrate with the BRT system so it will work for the residents as well as the corporate entities.

It would seem that the BRT running up Rt. 355 would serve the people in Clarksburg very well. It would be much more direct than the CCT.

Therefore, I'm proposing that the CCT route be altered to serve the residents on the west side of I-270. The CCT should come from Shady Grove Metro, across to Crown Farm, dip down for a stop at Key West Avenue and then head up Great Seneca to Germantown with stops along the way. By adding a connector bus to Boyds, it could serve the people coming from the west on the Marc train.

Along Great Seneca there could be three separate connectors from the CCT to Rt. 355 at Germantown Road, Quince Orchard and Muddy Branch. Parking at the stations would be a possibility if the CCT was running up Great Seneca. Then the residents west of I-270 could use the CCT to go to the Metro or the Science City, or anywhere else by connecting to the other BRT routes. And it would be much faster.

The corporate shuttle in the Science City could stop at the Key West station, then cycle around the LSC Loop and make as many stops as they want to make.

This plan would take cars off the roads by serving the residents west of I-270 and it would serve the Science City. It's a win-win for everyone.

Donna Baron  
Coordinator

The Gaithersburg – North Potomac – Rockville Coalition, online at [scale-it-back.com](http://scale-it-back.com)

In my opinion and in all deference to your hard work and diligence the Montgomery County (MC) Bus plan is the most unconscionable, ignorant and dishonest brainless public transportation proposal ever conceived.

Except for the bus lobby and MC officials, by any transit definition buses are NOT rapid transit nor are they rapid transit vehicles. You can call an Egg McMuffin steak, but its still what it is.

Thus, the MC leadership is attempting to masquerade the lowly bus; no matter its shape, style or color, as rapid transit. That is as far from the transportation truth as one can get. It is pure fiction and an outright lie. You can call it abc or xyz, but a bus is a bus is a bus ... If you believe in the Tooth Fairy you can believe that buses are rapid transit. Only an ignorant and dishonest leadership would make such statements and try to convince MC residents that buses represent rapid transit and the gold standard of public transportation.

Rapid transit are the likes of DC Metrorail, NYC subways, San Francisco BART, Chicago El and subways, Atlanta MARTA, London's Tubes, Moscow Subway, etc.

MC has an extreme and deliberate anti-rail attitude, especially light rail (LRT) that most other cities want, plan and have built while MC has twiddled its thumbs for generations. Places like Norfolk, Baltimore, Charlotte, Houston, Dallas, Minneapolis, Salt Lake City, Denver, Portland, San Jose, Sacramento, San Diego and many more have built and extended their LRT systems while MC has slept. Apparently those places could find the funding and methods to build and extend their LRT systems while MC could not.

The glacial pace of the Purple Line LRT, that is only half in MC, is the only LRT plan now for MC. But, even that has found resistance in MC by large numbers of ignorant politicians and residents, more interested in a \$50 million 12 foot wide hiker biker path in Bethesda and tree canopy then good transit.

MC has spent the better part of a million dollars on bus studies and virtually zero on LRT. MC and the State of Maryland deny residents the benefits of very excellent surface LRT while lying and insisting buses are just like LRT. The truth and facts are very different. The bus lobby and Rockefeller Foundation (BIG OIL) are so enthusiastic about the bus plan they provide large grants for bus only studies. Wonder why?

MC contracts with transportation consultants to do bus only studies. MC creates a Transit Task Force to principally study a mega bus system while ignoring LRT and all the real benefits that accrue to LRT. The Task Force website deliberately omits the word BUS from its title and scope of study. Why? They don't want the public to know they only study buses and not rail? How stupid do the county officials think the MC residents to be?

With all due respect to the chosen (how so?) task force in my opinion they are not equipped to evaluate public transportation needs and solutions, especially when given only the lopsided task of studying a bus system and not an equivalent study of LRT. At best, a seriously flawed study and at worst simply appalling and ludicrous.

While the MC Council tries to cope with the ill effects of a single planned gas station in Wheaton due to car idling exhaust, it simply ignores the effects of thousands of tons of additional greenhouse exhaust gases from a mega bus system spread county wide. A mega bus system that encompasses twice the length of the Washington Beltway. MC, one of the wealthiest counties in the world, cries poverty when it comes to constructing a 15 mile LRT for the Corridor Cities Transitway but finds 160 miles of separate lanes for buses and all that goes with it perfectly affordable.

MC and the State can easily afford an 8 lane mega highway (MD 200) and build it in the worst economic climate between 2007-2011 but can only delay and delay any rail while co-operating with the state for a mega bus plan and eliminate additional rail in one of the most congested corridors in the entire state. In a word - Criminal.

While multitudes of more buses will continually burn noxious fuel they will all produce seriously damaging green house gases causing ill effects within the county harmful to the environment and residents alike.

On the other hand light rail vehicles use electricity derived power from many renewable clean sources. LRT vehicles DO NOT emit deadly exhaust. LRT vehicles do not consume significant electrical energy while not moving to load / unload passengers or waiting for other traffic, or coasting. With regenerative braking LRT vehicles actually feeds power back into the system. Buses do NONE of that. LRT vehicles do not require massive refueling trucks and stations that buses need.

LRT vehicles provide smooth quiet comfortable riding and are significantly more appealing than any bouncing bus. LRT vehicles have great longevity - up to 50 or more years while buses generally range 10-15 years. LRT vehicles operationally cost half per passenger mile than do buses - see FTA data.

While MC sat on its rear end many new LRT systems have been built in Europe, Canada, Australia, Brazil, Asia, etc. All of the cities in countries within those continents and other US cities must know something MC has little knowledge of or interest. They aren't stupid and have figured out that LRT is a much better transportation and economic return on investment than any 3rd world bus system. And the few places that do install the so-called BRT (oxymoron) system is only a few miles in length, not a colossal 160 miles.

MC officials will travel great distances to visit one of those short bus systems but have, along with the bus TTF, virtually avoided visiting any LRT system or conferring with transit officials who know and have significant experience with LRT.

LRT can operate over grassy beautifully maintained separate right of ways with trees, shrubs and flowers. LRT can be 100% low floor meaning boarding is at curb level and they do not need high platforms. LRT vehicle capacity is easily 200 passengers or more. LRT can navigate steep grades and narrow streets. LRT is 100% street compatible with other vehicles and especially bikers.

In summary, MC has treated LRT like the enemy and opened its arms to noxious, slow, heavy, pavement crushing buses. In truth, just the opposite should be the case with LRT being embraced with open arms. But MC officials will keep on spewing out their cockamamie nonsense about the buss plan, but they don't have a clue about all the benefits of LRT that are superior to any bus network. They will contract with consultants to study only buses and ignore LRT, such as the half million dollar Parsons Brinkerhoff contract. The bus plan is, if anything, fools gold and nothing more. It is a disgraceful and obscene displace of local politics.

MC officials should be ashamed of themselves for being so outrageously one-sided and selecting the worst possible transportation plan. It's also too bad that most county residents are truly ignorant of the serious benefits of LRT and will follow the official propaganda thinking buses are so grand when they clearly are not.

Lastly, did you ride the bus to work today? Have you traveled on a light rail? What real life experience do you bring to suggest the real gold standard of LRT and not the dismal distasteful bus. Most everything about LRT is far superior to any bus or bus network. Shame on MC for being the transit laggard and stooping to the lowest level of transit planning while continually building, widening, repaving and photo enforcing roads all over. No problem with roads, only rail transit. More roads are not a very good transportation solution. Build more for automobiles and guess what - you get more automotive congestion. That is plain as day but MC only builds roads and no rail.

Much more information can be found about LRT on the internet, including photos, videos, statistics and more.

George Barsky  
20162 Wynnfield Drive  
Germantown, MD 20874  
301-515-0182

*Street 05  
cc DOT/  
Bouring*

1877-12

Siok, Pat

**From:** cbarth@mindspring.com  
**Sent:** Thursday, June 28, 2012 3:12 PM  
**To:** Ike Leggett; Isiah.Leggett@montgomerycountymd.gov  
**Cc:** Montgomery County Council; Berliner's Office, Councilmember; Andrews's Office, Councilmember; Elrich's Office, Councilmember; Ervin's Office, Councilmember; Floreen's Office, Councilmember; Leventhal's Office, Councilmember; Navarro's Office, Councilmember; Rice's Office, Councilmember; Riemer's Office, Councilmember  
**Subject:** Civic Federation letter re Transit Task Force process

Dear County Executive Leggett,

Please see the attached letter from the Montgomery County Civic Federation regarding the Transit Task Force process.

Carole Ann Barth  
MCCF President

On a personal note, Ike, let me say that this issue has reminded me of your eloquent inaugural address in 2006 when you said

I will make every effort to establish a highly inclusionary, transparent form of government. Those affected by our decisions must be involved from the very beginning, not when assumptions about projects have hardened into stone, and the train has all but left the proverbial station.

I appreciate the difficulties of incorporating a robust public involvement process in such a far-reaching undertaking, but I have confidence in your ability to create a process that is both open and responsive.

I am also concerned that some RTV proponents have characterized citizens who are questioning the scope and assumptions of the Task Force's report as NIMBYs or anti-smart growth. As you said in 2006, ". . . it is not a bad thing to care about preserving the quality of life for your family and your neighbors- the quality of life that drew most of us here in the first place. That's anything but selfish; it's honorable!" I hope that as we work through the issues surrounding the Transit Task Force process we can move beyond the invective.

Carole



June 27, 2012

Honorable Isiah Leggett  
County Executive, Montgomery County, Maryland  
101 Monroe Street, 2nd floor  
Rockville, MD 20850

VIA EMAIL (OCEmail@montgomerycountymd.gov)

Subject: Public comment on Transit Task Force Report

Dear Mr. Leggett,

The delegates and Executive Committee members of the Montgomery County Civic Federation are both angry and disappointed that the public was not provided an opportunity to comment on the draft findings and recommendations of the Transit Task Force (TTF) prior to release of their Final Report, as was specified in the Work Program that was established for the TTF.

While the Task Force Report has already been transmitted to you and released publicly as a final document, both the Work Program and the grant submittal to the Rockefeller Foundation made clear that a draft report would be made public, and that the process would require public comments which the Task Force would address in the final version of the report.

The Civic Federation urges that you keep the Work Program in place. We appreciate that on June 26 a county press release was issued which sets July 12 as the date for a public hearing on the Task Force report, and which establishes a process for receiving written comments. We urge that you announce a deadline for receipt of public comments and that, following the hearing and close of the public comment period, the comments be responded to by the Task Force, and that all testimony, public comments and responses be published as an official Appendix to the Transit Task Force Report. This Appendix, including responses to the public testimony and comments from the TTF, would then become a part of the official record. In addition, the Federation strongly advises that you receive and consider public comments on the TTF Report before transmitting any recommendations to the County Council.

MCCF letter to County Executive re  
Public Comment on Transit Task Force Report  
June 27, 2012  
Page 2.

Lastly, we ask that the document entitled "Concept Plan and Cost Estimates for the Envisioned System", which was prepared by The Traffic Group and submitted to the Task Force this past January, be posted in ZIP file format through a link on the Task Force's website. We understand this TTG document is preliminary work, but the aerial route photos and cost estimates contained in it are essential to understanding the county Department of Transportation comments on the Concept Plan which comprise Appendix D-6 of the Task Force Report.

Transparency and citizen involvement are an essential part of any democratic society. As such, citizen inclusion in decision making will only be remembered as a hallmark of your administration if you make good on your promise to uphold these values by encouraging, facilitating, and considering public comment on all policy and project decisions made by the Executive Branch.

Thank you.

Sincerely,

Carole Ann Barth  
President, Montgomery County Civic Federation  
(email - cbarth@mindspring.com)

cc: all Montgomery County Council members

BRT Public Hearing, Montgomery County, County Executive Isiah Leggett  
July 12, 2012  
Paula Bienenfeld  
Steering Committee, North Bethesda Neighborhoods

Thank you for the opportunity to comment on the Transit Task Force Report and for the input into your recommendation to the County Council.

The Task Force Report is not yet sufficient as a decision document.

My neighbors and I are concerned at the lack of public input and transparency of this process. Most of our neighbors are unaware of the plans to raise our property taxes and change the flow of our streets. While we appreciate this hearing, the Task Force's charge, and public work plan, required publication of a draft report; public comments; and a final report addressing those comments. Our neighborhoods would like to know why the work plan suddenly changed direction.

We are concerned that the detailed segment-by-segment analyses are not available on the task force website and in fact are only known about because other neighbors did some digging into this process. We also note that the Piedmont Environmental Council received a \$43,000 grant from the Rockefeller Foundation, "to conduct a comprehensive assessment of the political climate and prospects for Bus Rapid Transit in Montgomery County, Maryland." My neighbors and I would like to see a copy of that report and again, it is unavailable. We do wonder why the folks in rural Virginia are so interested in increasing density in our communities however, while protecting their quality of life.

Regarding our recommendation to you as County Executive, we have the following:

1. immediately direct the task force to be transparent in their correspondence, and private conversations. Put all correspondence, including emails, on the website. Put all studies on the website.
2. recommend to the County Council that the proceedings from this point forward be transparent in a manner recognizable as transparent to the entire community. So far that has not happened.
3. recommend to the County Council that an impartial group of experts revise the costs of this project and make clear to the public at each step what the process of the cost revisions is. Again, so far, that has not happened.
4. recommend to the Council that the financing scenario include the entire county, not just the residences within an arbitrary distance from the routes.
5. recommend the Council consider that given the routes proposed, the financing scheme affects people who are least likely to be able to bear an increase in their property taxes.
6. recommend that the Council not raise our property taxes to pay for this scheme.

7. recommend that the Council go into the communities and ask the citizens what bus routes they would recommend. Right now these routes are top-down and designed by people who do not take public transit, let alone buses.
8. recommend the Council add routes for the west side of the county, including along busy streets like Seven Locks Road and River Road, to benefit those residents who are underserved by transit.

Please convey to the Council that they must accept the reality of the economic conditions that exist in 2012. The Federal Reserve just this week stated that high unemployment and a weak economy will persist for years. The BRT proposal and the financing alternatives must be tempered with reality. This means the projections for increased economic activity and higher revenues for the County are most likely overly-optimistic. Raising residential property taxes is unwise for the County Council, especially using the special tax district concept. There are several financing proposals that refer to increased residential real estate taxes in a special taxing district, mentioning a figure of \$330 as the "average" increase. But that number is based upon homes in the \$400,000 range. Homes two or three or more times that value will face an "average" tax increase of \$1,000 or more a year. For the elderly, or retirees living on fixed incomes, this is a major penalty. Such a tax also will not increase home values, or the desirability of homes in Montgomery County. Also, the increased property tax projections are not valid, because the costs of the BRT system will be higher than what is being projected. That reality will mean even higher real estate taxes, so that the "average" tax will more likely be \$500.

Well-known project expert Bent Flyvbjerg, who has studied similar megaprojects has found that "forecasters misinform and sometimes even lie about projected costs, benefits, and risks." Flyvbjerg found in his studies of hundreds of transportation infrastructure projects, that

"Political-economic explanations see planners and promoters as deliberately and strategically overestimating benefits and underestimating costs when forecasting the outcomes of projects. They do this in order to increase the likelihood that it is their projects, and not the competition's, that gain approval and funding. Political-economic explanations have been set forth by Flyvbjerg, Holm, and Buhl (2002, 2005) and Wachs (1989, 1990). According to such explanations planners and promoters purposely spin scenarios of success and gloss over the potential for failure. Again, this results in the pursuit of ventures that are unlikely to come in on budget or on time, or to deliver the promised benefits. Strategic misrepresentation can be traced to political and organizational pressures, for instance competition for scarce funds or jockeying for position, and it is rational in this sense." (Flyvbjerg 2007).

Another factor for the County Council to consider is that the State of Maryland will be looking to Montgomery County to pay a bigger portion of employee retirement and pension costs. This will cause property taxes to be raised even higher.

We ask that you recommend that the Council reconsider the BRT plan. Rather than raise property taxes of people along a bus route, the Council should pilot a program with purchase of new, safe buses, paint a stripe along the road, and create a dedicated bus lane and see how this works. The council should collect real data and provide those data to the public so we can all see the basis on which our tax dollars are being spent. The task force report is not sufficient as a decision document.

Reference: Bent Flyvbjerg, *Truth and Lies About Megaprojects Inaugural Speech*, September 26, 2007, accessed at <http://flyvbjerg.plan.aau.dk/Publications2007/InauguralTUD21PRINT72dpi.pdf>

07-12-2012 TRANSPORTATION  
PUBLIC HEARING CITIZEN STATEMENT

**To:** Leggett, Transit Task Force on Plan to Build 160-Mile Rapid Transit System  
**From:** Montgomery County Citizen – Sharon Brown  
**Date:** Thursday, July 12, 2012  
**Re:** Comments Sought on Plan to Build 160-Mile Rapid Transit System

**Public Hearing Statement:**

My name is Sharon Brown. I am a citizen of Montgomery County. While it is in the interest of the County Executive to build a Bus Rapid Transit (BRT) System which is purported to relieve county gridlock and create good jobs; there is no evidence that the development of the BRT is sustainable enough to effectuate such a goal.

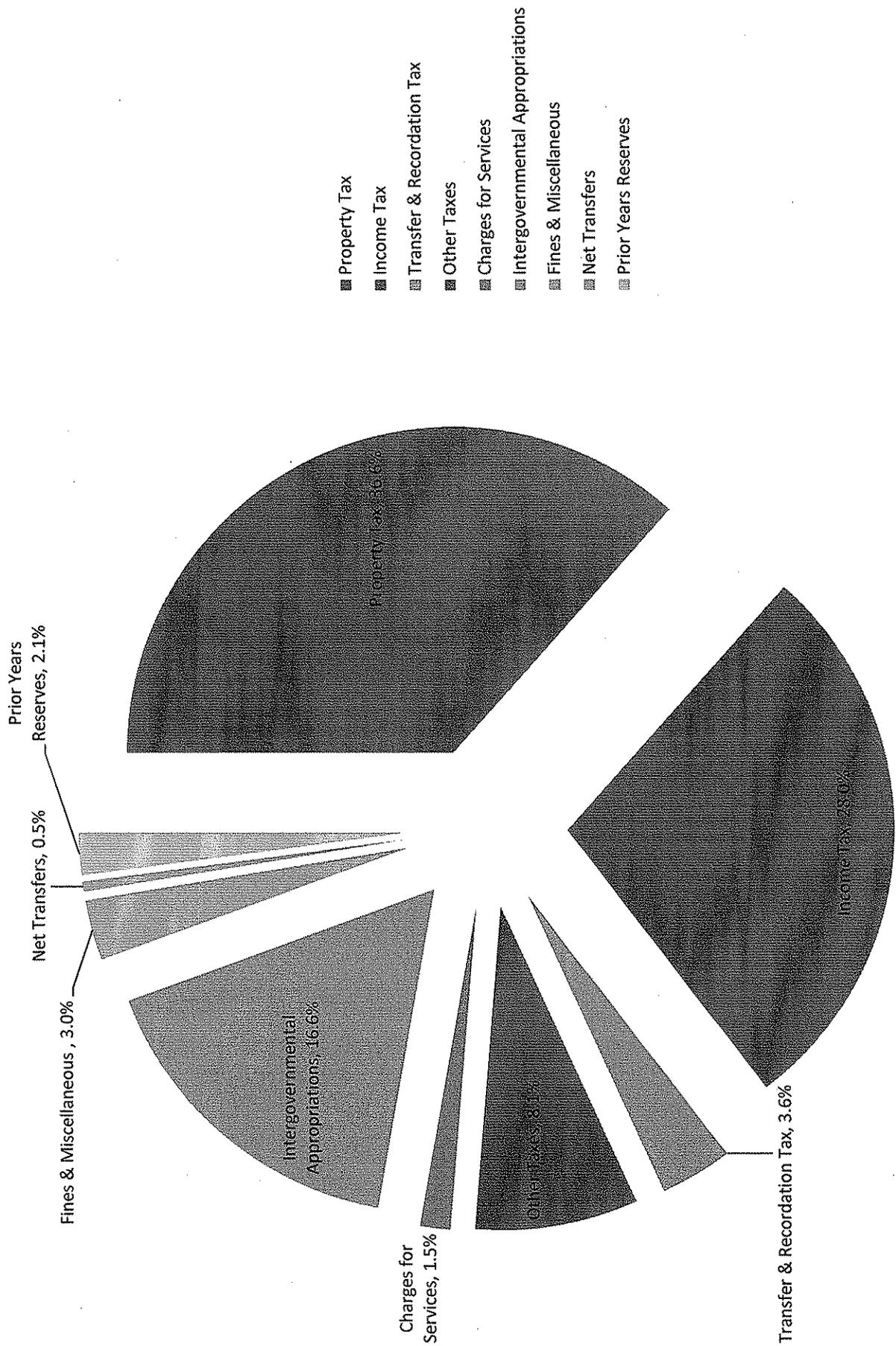
**My concern, as a home owning citizen who bears an estimated 65%** [see:

[http://www6.montgomerycountymd.gov/content/PIO/budget/pdf/FY13\\_OperatingBudgetForum\\_BCC\\_1-9-2012.pdf](http://www6.montgomerycountymd.gov/content/PIO/budget/pdf/FY13_OperatingBudgetForum_BCC_1-9-2012.pdf) ] **of the counties funding burden, is “Who will pay for this venture?”**

While it seems that the acquisition of a BRT is the solution to gridlock and <sup>ECONOMY</sup> ~~ecology~~ the Tax Burden of financing it will not benefit those who are paying for it. The TAX BURDEN of this effort does not support the fiscal health of ~~the~~ Montgomery Counties taxpaying base. The TAX Burden of this effort can only create a legacy of adding an additional disproportionate expense to the Middle Class.

The councils should consider other funding such as Bond Revenues, State Infrastructure Banks, or other Fee for Service charges. If other funding sources is not available, resolve that we cannot afford this project.

# WHERE MONEY COMES FROM.



- Property Tax
- Income Tax
- Transfer & Recordation Tax
- Other Taxes
- Charges for Services
- Intergovernmental Appropriations
- Fines & Miscellaneous
- Net Transfers
- Prior Years Reserves

Street 05

56-13  
Siok, Pat

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**From:** Jean Cavanaugh [jeancavanaugh@fastmail.fm]  
**Sent:** Wednesday, July 11, 2012 9:53 PM  
**To:** Ike Leggett  
**Subject:** Comments on draft Transit Task Force report and RTV

July 11, 2012

Montgomery County Executive Isiah Leggett  
101 Monroe Street, 2<sup>nd</sup> Floor  
Rockville, MD 20850

Dear Mr. Leggett,

I am the president of Seven Oaks Evanswood Citizens Association in Silver Spring, but am writing as an individual as our association has not yet met this summer to discuss this plan.

People in our Seven Oaks Evanswood neighborhood (borders downtown Silver Spring to the north of the Silver Spring Civic Building) appreciate the value of a good, fast public transit system. That's why many bought homes so close to the Metrorail station and the new (uncompleted) transit center.

After reading the Transit Task Force report, I have several concerns including the following:

- 1) The composition of the Task Force was heavily over-weighted with pro-development interests. Very few members were free to represent only the nearly one million taxpaying residents. As a result it suffers biases.
- 2) The TTF draft report is being fast tracked toward approval without suitable time for community input. Many citizens associations and other organizations take the summer off due to member vacation schedules. I understand part of the rationale for the fast track is the race with Fairfax County, but please don't short shrift citizen input and carefully review all citizen concerns.
- 3) The dollar cost is enormous. The County has a history of extreme cost overruns, including estimates for the Purple Line project, the Silver Spring Civic building and of course the infamous Silver Spring Transit Center.
- 4) I oppose the funding option for special taxing districts for homeowners within a certain distance of the RTV lines. This is super punitive, as people who live close

to the proposed RTV lines will be paying more property taxes as the value of their real estate increases, plus they are being punished for the behavior the County wants them to do – live near transit. Also, it rewards people who live far from transit and drive instead adding to congestion. Instead, the funding should come as a **tax on commercial property** and modeled after the system in Fairfax County

5) Fast, good and cheap. The RTV must meet those benchmarks in order for people to ride it. A \$2 fare which includes transfers would be on the high side of acceptable. Lower if people are transferring to Metrorail.

6) I would like to see driving disincentives built into the complete system. This might include tolls, high parking fees, with exceptions for commercial/delivery vehicles, handicapped, carpools (3+), etc.

7) Accommodation must be made for people carrying groceries, strollers and toddlers, etc. I'm not sure what that will be, but have read the current bus system is difficult for riders with gear and small children.

8) Route 29 needs to be studied more carefully, as it is used by numerous commercial transit buses from Howard County. The stations seem very wide. What impact will the stations have on the private property along Route 29? The already jammed traffic pattern in morning and evening would be quite a bit worse than the current situation with removal of two lanes for RTV. Please study carefully. There are also the Beltway entrances, which are also major traffic blocks, and a major high school and "walk to school" path along the route.

9) It is necessary to build pedestrian and bicycle friendly infrastructure everywhere around stations and between stations. Current lack of such infrastructure discourages walkers, cyclists.

10) Make sure there are alternate routes that are NOT under construction while building the RTV infrastructure.

11) A majority of SOECA opposed above ground routing of the Purple Line on Wayne Ave. There may be similar opposition to the Route 29 busway. Honest communication and citizen participation are critical. Tight covenants that prohibit zoning changes along residential corridors are critical.

12) Review carefully unintended consequences of putting fixed transit stations in neighborhoods, especially neighborhoods close to downtown centers like Silver Spring. New CR zones may allow high density development near these transit stations, which will change the character of the older established neighborhoods that the County Council and Planning Department have always pledged to

preserve.

A last few observations: the draft TTF report needs a good editor. It is difficult to read because of redundant language. The section on economic imperative was particularly poorly written, unconvincing, patronizing and shallow. Montgomery County can do better. Also, I hope as the County does more serious research, it goes beyond Stephen Fuller's (George Mason Univ) materials, as we all know his center is funded by developers, and his reports biased toward a particular scenario.

Sincerely,

Jean Cavanaugh  
9207 Worth Ave.  
Silver Spring, MD 20901

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Jean Cavanaugh  
[jeancavanaugh@fastmail.fm](mailto:jeancavanaugh@fastmail.fm)

**Morrison, Drew**

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**From:** Ike Leggett  
**Sent:** Thursday, July 26, 2012 12:54 PM  
**To:** Morrison, Drew  
**Subject:** FW: TTF Feedback Request for Resident Routing Advisory Committees by Geographic Area

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

**From:** Jean Cavanaugh [mailto:jeancavanaugh@fastmail.fm]  
**Sent:** Thursday, July 26, 2012 12:27 PM  
**To:** Ike Leggett  
**Cc:** Cex, TransitTF; MCP-Chair@mncppc-mc.org; Berliner's Office, Councilmember  
**Subject:** TTF Feedback Request for Resident Routing Advisory Committees by Geographic Area

Dear County Executive Leggett:

The Transit Task Force report and recommendations need more citizen input. The way forward with BRT/RTV needs to be informed by the people who actually ride the transit and/or regularly use the routes on which the BRT/RTV is proposed to travel.

Unfortunately the TTF did not have balanced representation. Please rectify this going forward by forming a "Resident Routing Advisory Committee" and actually taking into serious account this committee's recommendations as the County designs the next phase of public transit.

I am also looking forward to a more definitive discussion on funding this proposed mass transit project. For the record, I am vehemently opposed to any special taxing district that targets homeowners and raises real estate taxes on residents who already pay a premium to live along transit corridors already served by Metrobus.

I am looking forward to your response.

Jean Cavanaugh  
9207 Worth Ave.  
Silver Spring, MD  
20901

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Jean Cavanaugh  
[jeancavanaugh@fastmail.fm](mailto:jeancavanaugh@fastmail.fm)

7/26/2012

**Morrison, Drew**

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**From:** Ike Leggett  
**Sent:** Wednesday, July 25, 2012 5:51 PM  
**To:** Morrison, Drew  
**Cc:** Street, Thomas  
**Subject:** FW: [TTF Feedback] Request for Resident Routing Advisory Committees by Geographic Area

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

**From:** Gail Dalferes [mailto:gaildalferes@yahoo.com]  
**Sent:** Wednesday, July 25, 2012 5:44 PM  
**To:** Ike Leggett  
**Cc:** Cex, TransitTf; MCP-Chair@mncppc-mc.org; Berliner's Office, Councilmember  
**Subject:** [TTF Feedback] Request for Resident Routing Advisory Committees by Geographic Area

County Executive Leggett:

As follow up to the Montgomery County Transit Task Force (TTF) report public hearing July 12, I am writing to recommend the creation of multiple committees of residents, based on geographic areas around the RTV corridors, to advise and consult the County Executive and Planning Board on route recommendations to be made to the County Council as early as at the end of the summer 2012. Developer participation in these committees should be limited to at most one, if allowed at all, but be proportional to the make up of each geographic area. The interest of developers and government agencies were well represented in the TTF members.

I look forward to hearing from your office on the viability of this 'Resident Routing Advisory Committee' recommendation. I trust you agree that this approach ensures the public support required not only for this project to proceed, but for it to succeed in meeting the needs of residents expected to get out of their cars and into public transportation.

Respectfully,  
Gail Dalferes  
10205 Parkwood Drive, Kensington MD 20895



**THE LEAGUE OF WOMEN VOTERS**  
*of Montgomery County, MD, Inc.*

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**Testimony Regarding Rapid Transit Vehicles**  
**July 12, 2012**

Hello, I am Barbara Ditzler representing the League of Women Voters as chair of the transportation and land use committees. We support the proposed network of dedicated county routes for rapid transit vehicles (RTV).

RTV helps to implement the concept of transportation access for all. By enhancing our existing transit network of Metrorail, Metrobus, Ride-On and MARC; the proposed Purple Line and the Corridor Cities Transitway, we have the potential to transform Montgomery County.

A well integrated RTV system should be able to provide services that are convenient, speedy, and user friendly. We expect that people with disabilities, parents with young children, the elderly and commuters will find this a convenient and economical form of transportation that accommodates their special needs. By using current rights of way, having dedicated lanes to increase speed and reliability, easy boarding that emulates Metro with permanent stops, and incorporating a transit priority system with traffic, we expect the system to be attractive to many people who currently do not use mass transit.

The environmental and economic benefits of good transit are also important considerations. As the county grows and changes there are many areas that a quality RTV enhances and could greatly improve the quality of life for residents. The proposed RTV system has the potential to actually cut the number of cars on our congested roads, if a broad enough system is implemented.

We support publicizing information about the true cost of public transit compared to single vehicle travel. This includes costs and benefits related to time, clean air and environmental concerns, economic development, traffic congestion, energy consumption, and sustainability. It seems too often the dollar cost of a project is given without explaining social, environmental and economic costs and benefits to put true costs in perspective. Public transit is much more desirable when full costs and benefits of all components are considered.

We appreciate that the Transit Task Force is composed of transportation experts, county business people and county citizens, including a League member. The Task Force has done a commendable job of keeping the public informed on their website in an open, informative manner as the project has progressed. We look forward to the implementation stage of a quality RTV system for Montgomery County.

The League thanks you for your consideration of our testimony and appreciates the opportunity to advocate on behalf of the people of Montgomery County for a better community.

# GOCA

Greater Olney Civic Association

P.O. Box 212 • Olney, Maryland • 20830  
www.goca.org

**Barbara Falcigno**  
President  
OLNEY OAKS

July 12, 2012

**John Webster**  
Executive Vice President  
MANOR OAKS

Honorable Ike Leggett  
101 Monroe Street  
Rockville, Maryland 20850

**Meg Pease Fye**  
First Vice President  
SEROCA

Dear Mr. Leggett:

**Kathy Curtis**  
Second Vice President  
LAKE HOLLOWELL

Traffic congestion is consistently one of the top concerns for the residents of Montgomery County, including Olney. Building more roads is not always practical and it leads to building more parking lots without substantially alleviating congestion. The proposed Bus Rapid Transit system appears to be a practical and affordable solution to address some of the congestion problem.

**Mark Hill**  
Recording Secretary  
CAMBRIDGE VILLAGE

**Howard Greif**  
Corresponding Secretary  
NORRICK GROVE

On July 10<sup>th</sup>, 2012, The Greater Olney Civic Association (GOCA) voted unanimously to support the Bus Rapid Transit network but to oppose any special tax district on current residents to finance it.

**Ruth Laughner**  
Treasurer  
WILLIAMSBURG VILLAGE

Obviously if this project is to be funded, GOCA feels there are other fair ways to do this without taxing the current residents. For example, a successful transit network may alleviate the need for other proposed transportation improvements saving future money. In addition, a portion of money in the CIP budget could be used each year to fund this project. Other jurisdictions, such as Fairfax County Virginia, have additional tax rates for existing and new commercial development. Payments can be made over time making it manageable. Montgomery County should identify other options that do not include special tax districts on current residents.

Given the success of Bus Rapid Transit systems in other areas, if designed and implemented properly, then the system may be one step in helping reduce congestion in Montgomery County.

Sincerely,



Barbara Falcigno  
President  
Greater Olney Civic Association

To County Executive Leggett  
From: Eileen Finnegan, [finnegan20903@yahoo.com](mailto:finnegan20903@yahoo.com)

Subject: Transit Task Force Recommendations on RTV

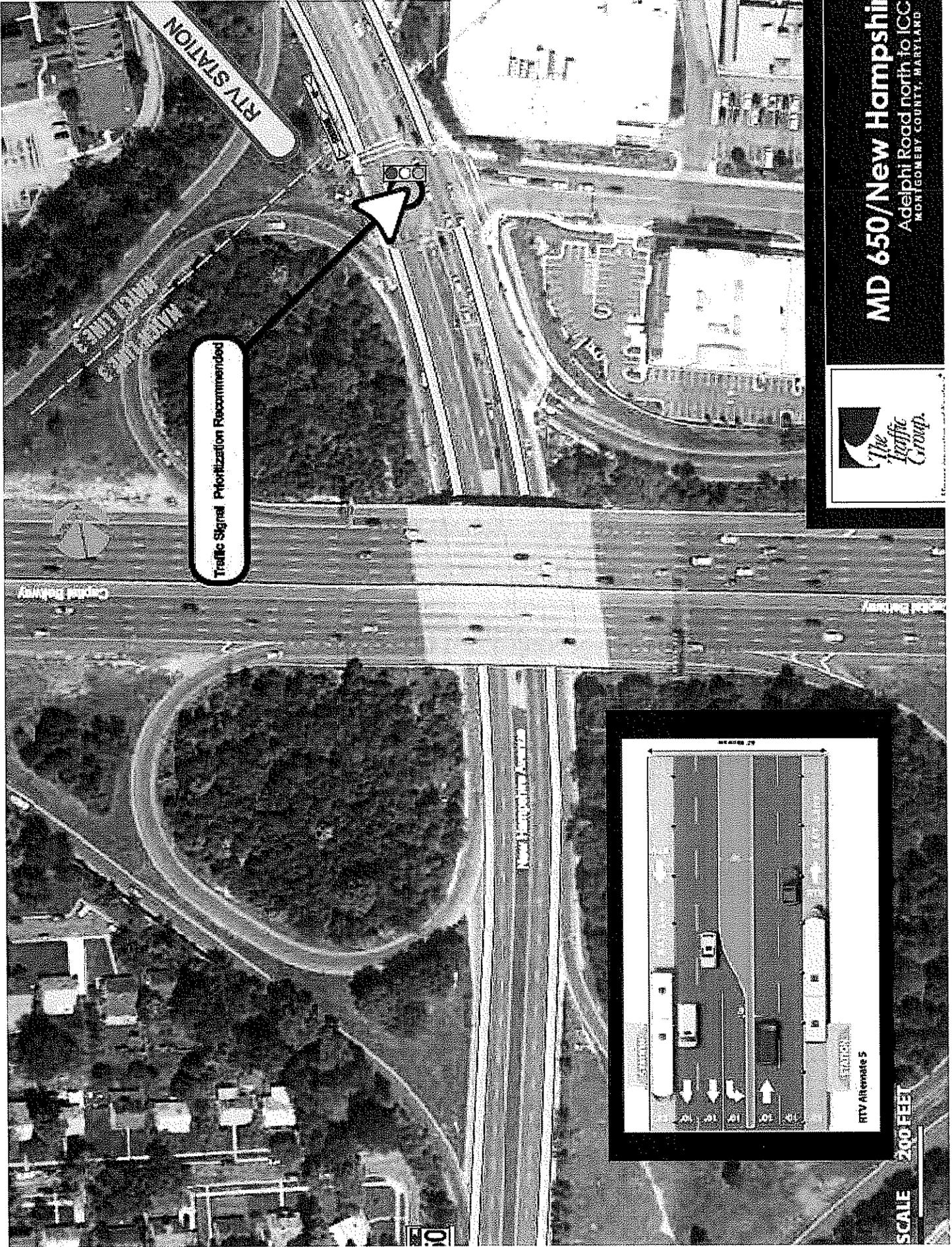
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I am a resident of the Hillandale area and have the pleasure of serving as the President of our Association. Being July, the Association has not met to discuss the Task Force's report, but we have discussed BRT and there has been a lot of recent informal discussion within the community.

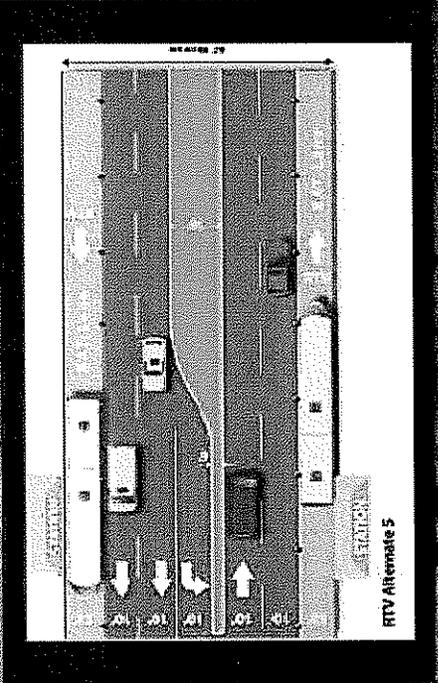
Here are some specific comments about the Task Force Report:

1. The report is over burdened with vision, very long on promises, yet woefully short on specifics. The specifics are needed to assure broad support. The report is dismissive of those questioning or wanting clarification—don't buy in to this approach. Such a large undertaking requires outreach, taking input and consensus building, something the Task Force neglected to do when they decided to not follow their work plan regarding public input to the report.
2. The Hillandale community has been interested in BRT and learning how it could fit into our area—the New Hampshire Corridor, from White Oak to Fort Totten. We had a presentation by Dale Tibbets a few years ago and supported the concept and were especially please to learn that the system would use the existing median and augment existing roadway capacity.
3. Roll forward—we now find that the NH Corridor has been relegated to a second tier position. This is despite both the PB study and WMATA confirmation that the ridership exists and can be built upon. And despite that connecting the FRONT DOOR of the FDA on New Hampshire Ave to high quality transit has been a long-standing conundrum for the county. Given the need to fully integrate the potential of the Purple Line and improve the NH corridor from the District line to White Oak, this secondary position for this corridor is quite perplexing.
4. Having taxing districts floated in media reports—has resulted in folks being far more skeptical about the entire system. Homeowners in my area have voiced their opposition to funding this via an increase to their property taxes. There is also growing concern about putting this on the county's credit card.
5. After finally seeing The Traffic Group's report with individual route pictorials and DOT's comments, it is now clear that the in-the-median approach for my neighborhood is not in the cards---although as of days ago Task Force members were still proposing this as the case. Seeing curbside lanes being repurposed for the BRT brings about many, many questions, which need to be addressed—openly and practically, with property owners along routes and all residents who use county roadways. This must be done now, before commitments are made to implement the system. Just dismissing these concerns as needing engineering study or saying that this is not time to discuss the issue, is wrong and insulting.
6. What is a realistic ridership usage of the BRT, and what are the associated costs with a large network of reconfigured neighborhood feeder lines? The "RTV Vision" brushed off these most basic of criteria since the proposal is transformational. This approach is a very big public gamble---a gamble with hard dollars and no assurance of transforming anyone. There was not even a survey of households to back up this proposition. Just words, hope—and hype.

There is more work needed and more information required before you as County Executive should put a seal of approval on any "RTV Network" commitment. A BRT pilot using an "average" corridor to address the engineering and capture the actual numbers of newly converted out-of-their cars riders would be a start. Then a closer look at who is being served—is it the out-of-county traffic or, are we working to efficiently connect nodes within the county or, are we attempting the get a suburban resident to commute to a far away suburban job location?

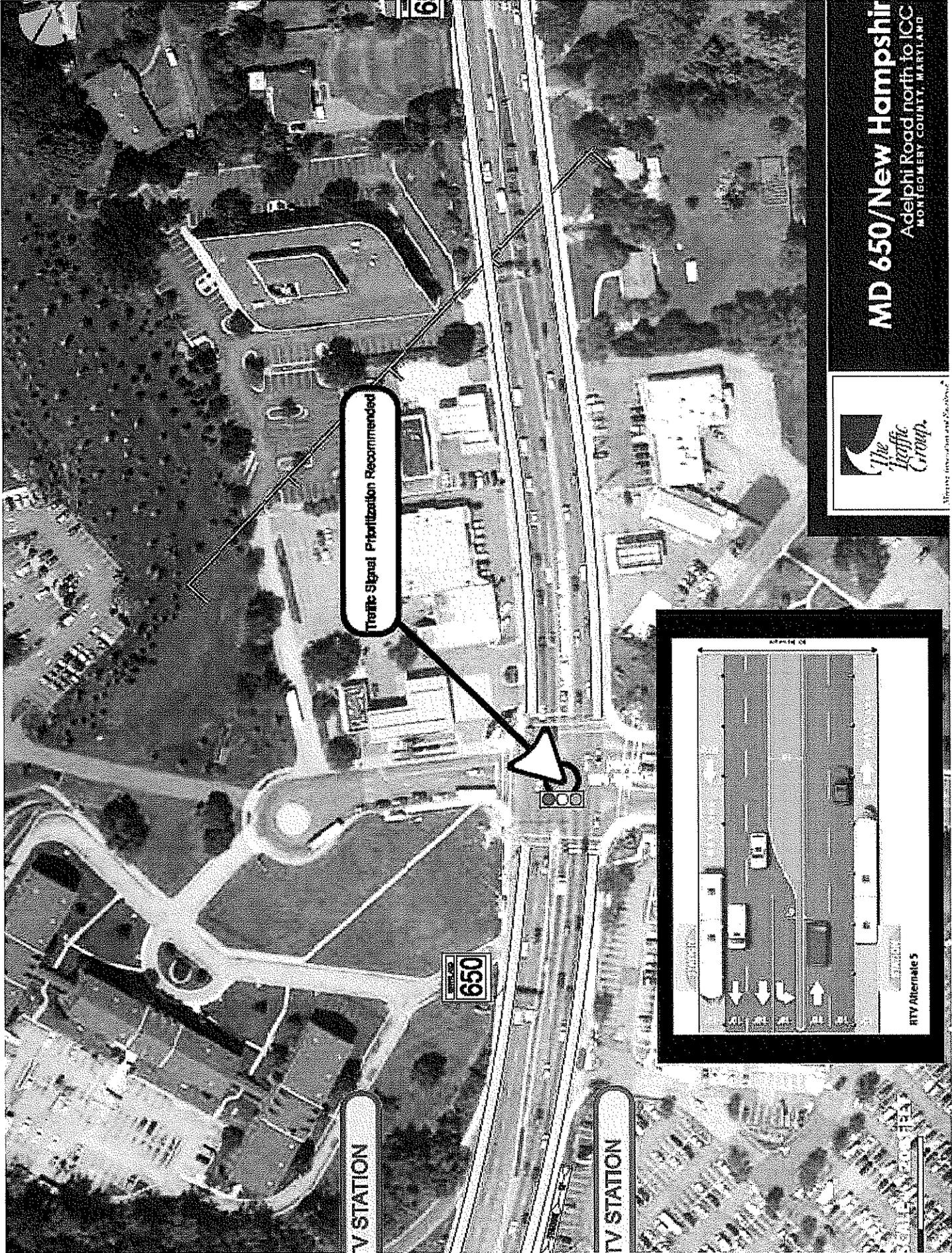


Traffic Signal Prioritization Recommended



**MD 650/New Hampshire**  
Adelphi Road north to ICC  
MDR/GEOMERY COUNTY, MARYLAND

SCALE 200 FEET

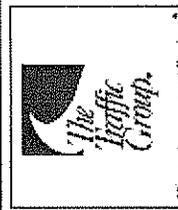
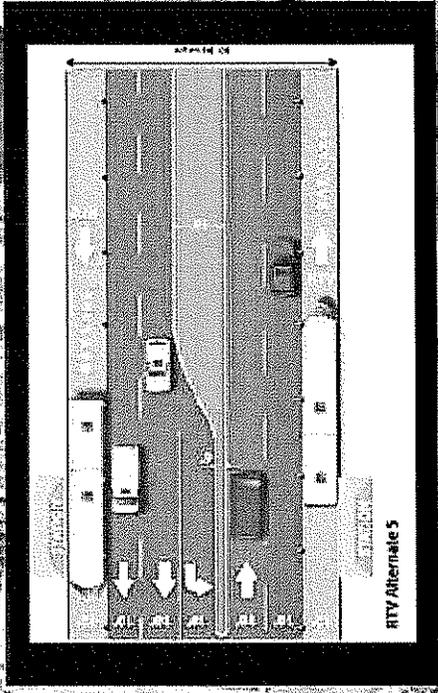


Traffic Signal Prioritization Recommended

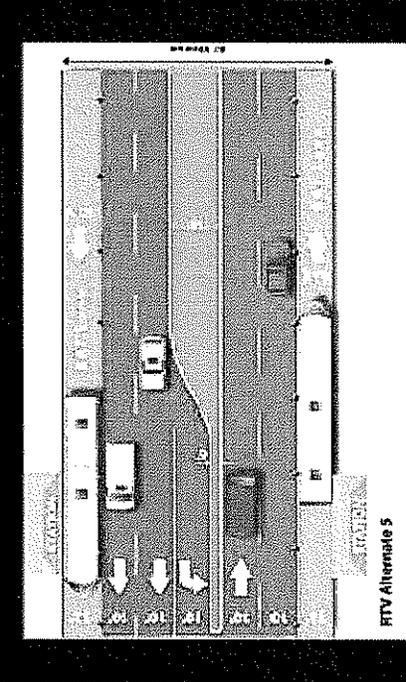
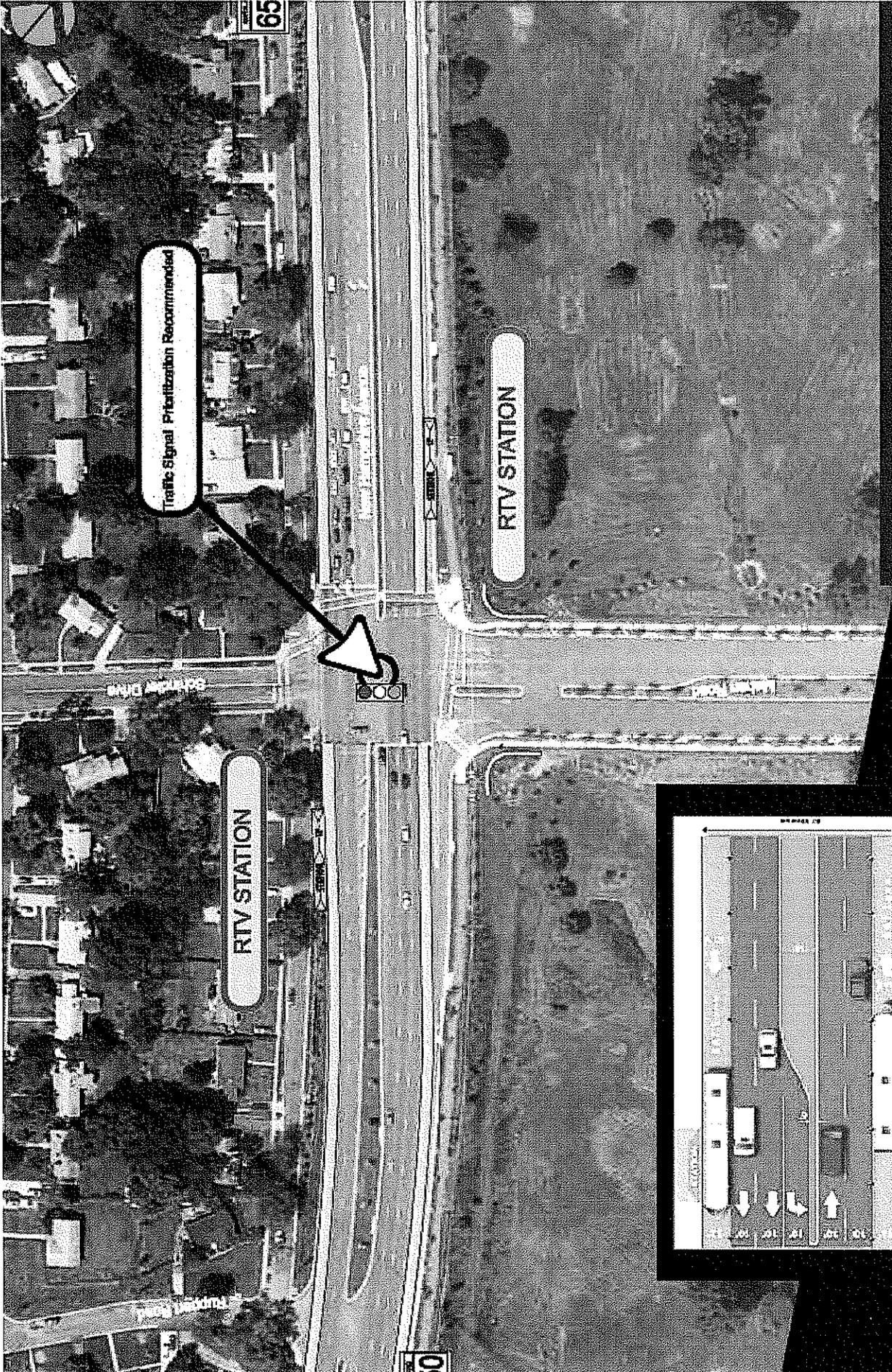
650

TV STATION

TV STATION



**MD 650/New Hampshire**  
Adelphi Road north to ICC  
MONTGOMERY COUNTY, MARYLAND



# MD 650/New Hampshire

Adelphi Road north to ICC  
MONTGOMERY COUNTY, MARYLAND

SCALE 200 FEET



# Twinbrook Citizens Association

THE  
VOICE  
OF  
THE  
COMMUNITY

POST OFFICE BOX 834 - ROCKVILLE, MARYLAND 20848-0834

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The Office of the County Executive  
Executive Office Building (EOB)  
101 Monroe Street, 2nd Floor  
Rockville, MD 20850

Public Hearing – BRT – July 12, 2012

The Twinbrook Citizens Association represents approximately 12,000 residents of Rockville. Our neighborhood is bisected by Veirs Mill Road and also abuts the Red Line from Twinbrook Station to First Street. We are therefore affected by at least two proposed BRT lines.

We may be in a unique position in that when our Neighborhood Plan was being revised through the City of Rockville in 2005-2008, our neighborhood association opposed ~~the~~ including support for BRT lines through Twinbrook and opposed creating a transit center at the intersection of Veirs Mill and Twinbrook Parkway. Those supporting mega-development in our neighborhood were all in favor of BRT; we were not as we were shown very incomplete and skewed information about funding and impacts, and we were also concerned about taking lanes from Veirs Mill, including service lanes that front many residential properties, and about private property being seized by eminent domain for a transit center.

On June 26, our membership reaffirmed their distaste for the BRT as the Transit Task Force report started to be available to us. We voted unanimously that we do not support BRT if it is funded with special taxing districts.

It is incredible to us that we will be negatively impacted by this proposed system – AND – we will be taking the brunt of paying for it. Although there are other funding options listed in the Transit Task Force report, we will be completely at the mercy of the 9 member County Council should they decide to use the special tax district mechanism. Curiously, the Transit Task Force report lists PROPERTY taxes as the worst option. To us, the special taxing district is a property tax, and it is discriminatory.

The BRT proposal *in toto* is problematic. There are two transit systems in Montgomery County: the Metro rail system and the Metro/Rideon bus system. Both continually suffer from underfunding and mismanagement. Starting a THIRD transit system seems both redundant and wasteful. We would support expanding the existing bus system and adding express buses (a concept that has been dormant since 2006) before any \$1.8 billion dollars is spent on an overpriced deluxe system. Show us that there is ridership demand before you start wildly spending tax dollars you don't have.

Sincerely,



Christina Y. Ginsberg  
President

*The length of this statement, 364 words, is timed for two minutes speaking time as per the rules of the public hearing.  
We reserve the right to additional submission at a later date if necessary.*

I live within a half mile of what I believe to be the noisiest section of the Inter-County Connector, a stretch of highway that includes the longest elevated section of the ICC and is generally situated between Layhill Road (MD 182) and New Hampshire Avenue (MD 650) in the Colesville area of Montgomery County. The construction, and subsequent use, of this mile and a quarter of highway has significantly degraded the quality of life of those living along it. In addition, this fraction of the ICC has already cost taxpayers about \$181 million (not including future debt service), and will end up costing much more if the rapid transit system is constructed. For those of us living along the highway, the busway will make the ICC even noisier. I am asking that consideration be given to remediating the problems the ICC has already caused, before further injuring the quality of life of the Montgomery County residents who live beside it. And, I'm asking that you discard the idea of forcing these residents to pay more for the dubious privilege of living beside the ICC.

More than 400 households in my area have petitioned the state for relief from the noise and disruption the ICC has caused. During rush hour, in the morning and evening, the noise is much louder than State Highway Administration engineers predicted. During those times, we cannot open our windows or sit in our yards. The road is little used by trucks and commuters at other times but, in the middle of the night, trucks, racing cars and motorcycles jar residents awake. The suggestion that the rapid transit system should be paid for through the establishment of special taxing districts made up of residents most

adversely affected by the highway, is ludicrous. Homeowners and wage earners in Montgomery County are already paying high tax rates. Many areas along the ICC are filled with older citizens of Montgomery County. Many are out of work. Most have paid taxes for many years, hoping for at least maintenance of the quality of their lives, only to have local, state and federal governments erode it.

Many of our homes have already lost market value during the recession. Most of us live in area three of the property tax map. As of the January 1 assessments, our home values had dropped by 23 percent. By the January 2015 reassessments, we expect the full effect of the noise we experience from the ICC to kick in. Potential homebuyers would be further put off by the creation of a special taxing district in our neighborhood and the added noise of an added transit system. The investments we have made in our homes, and in Montgomery County, will be devastated.

In addition, if our now devalued houses turn out to be too close to rapid transit lanes or maintenance equipment, the executive's transit task force has suggested allocating \$75 million for seizing property through eminent domain. Let me tell you, in our neighborhoods, fair market value – the amount residents are supposed to be paid in an eminent domain proceeding – will not be adequate or practical compensation.

I understand the desire to make use of the boondoggle that I suspect the ICC will turn out to be. The construction of this little-used, \$2.6 billion highway gutted the state's transportation funds. I believe we would have been better off

with the rapid transit system as envisioned by the executive. But, I would ask that the county, state and federal government respond to a moral imperative, if nothing else, and make an effort to clean up the mess they have created along the ICC before embarking on any more multi-billion dollar projects.

Ginny Hillhouse  
210 Vierling Drive  
Silver Spring, MD 20904

[ginnyhouse@cs.com](mailto:ginnyhouse@cs.com)



July 25, 2012

Honorable Isiah Leggett  
Montgomery County Executive  
101 Monroe Street, 2nd floor  
Rockville, Maryland 20850

via email

Subject: Montgomery County Civic Federation comments on Transit Task Force Report

Dear County Executive Leggett,

At their June 11, 2012 meeting, delegates to the Montgomery County Civic Federation (MCCF) approved the following resolution concerning the Transit Task Force report.

*The Montgomery County Civic Federation urges that a public hearing be held and testimony and all public comments be published as an Appendix to the Transit Task Force Report,*

*that other funding mechanisms than just the Special Taxing District model receive serious consideration by the Executive Branch,*

*and that community residents be engaged in dialogue regarding alignment of proposed routes through their area,*

*prior to any RTV projects being considered for inclusion in the CIP (Capital Improvements Program).*

Possible funding alternatives to Special Taxing District model

The MCCF Planning and Land Use Committee suggests two possible alternatives to Special Taxing Districts as sources of funding for an RTV system: 1) revenue derived from eliminating the 50% reduction in the transportation impact tax enjoyed by new development in Metro Station Policy Areas, and from eliminating impact tax rate reduction for market rate units in projects with MPDUs; and 2) revenue from Transit Facilities Payments which will be made by new development in policy areas that are found under TPAR (Transportation Policy Area Review) to have inadequate levels of transit capacity, following Council approval of TPAR this fall as part of the 2012 Subdivision Staging Policy.

1) New commercial and residential development in Metro Station Policy Areas (MSPAs) pays only 50% of the impact tax rate charged in the rest of the county. In its comments to Council on the 2009 Growth Policy, the MCCF urged elimination of the 50% impact tax rate for MSPAs.

In the May 2007 Staff Draft Growth Policy, planning staff recommended doing away with the 50% impact tax rate in MSPAs, stating that "our Metro Station Policy Areas have matured as development land has become more scarce, so that financial incentives to encourage redevelopment in MSPAs are of decreasing value to the county." [emphasis added] MCCF believes the additional new funds derived from collecting the countywide transportation impact tax rate from development projects in MSPAs could be put to good use, to fund projects that would improve roads level of service or to fund projects which would further improve transit service or increase capacity of the transit systems in these areas.

In addition, Moderately Priced Dwelling Units (MPDUs) are exempt from paying impact taxes, which we are not recommending changing. But the market rate units in any projects containing MPDUs pay only 50% of the countywide impact tax rate. Bonus density, tax breaks, and public benefit points (in CR mixed-use projects) are available to developers of projects containing MPDUs. The MCCF PLU Committee urges the 50% transportation impact tax rate for market rate units in projects containing MPDUs should be eliminated and the additional revenue generated be put toward RTV costs.

2) After TPAR is approved by the Council this fall, new development in policy areas which are found to have inadequate levels of transit capacity will be required to make a Transit Facilities Payment in addition to the Transportation Impact Tax that is levied. These payments could be put toward the costs of constructing an RTV system.

In addition, because RTV system routes are proposed for urban as well as suburban and rural areas of the county, the MCCF PLU Committee finds the Planning staff recommended percentages for private sector contribution toward the costs of TPAR required transportation improvements to be inadequate, especially the low rate recommended for urban areas (25% in urban areas, 50% in suburban areas, and 75% in rural areas). We believe that 50% in urban areas, 60% in suburban areas, and 70% in rural areas would be a much more appropriate level of transportation infrastructure funding to require from new private sector development projects.

Thank you for considering our views.

Sincerely,  
/s/

Jim Humphrey  
Chair, MCCF Planning and Land Use Committee  
email - theelms518@earthlink.net



**TESTIMONY OF THE GREATER CAPITAL AREA ASSOCIATION OF REALTORS®  
BEFORE THE MONTGOMERY COUNTY EXECUTIVE AND TRANSIT TASKFORCE  
REGARDING "A PLAN TO BUILD 160-MILE RAPID TRANSIT SYSTEM"**

**July 12, 2012**

Council Executive Leggett and members of the Transit Taskforce, my name is Tim Knobloch and I am the 2012 Public Policy Chair for the Greater Capital Area Association of REALTORS® ("GCAAR") – the voice of Montgomery County and the District of Columbia's nearly 8,000 REALTORS®, property managers, title attorneys and other real estate professionals. On behalf of GCAAR, I would like to express our support for a Rapid Transit System in Montgomery County.

GCAAR is testifying this evening because it sees its role as an advocate - not merely for the economic interests of our members – but also because we see ourselves as the most effective advocates of home-owners and all real estate consumers – and because we care deeply about the communities in which we live.

Maryland and Montgomery County are confronting population growth and demographic change that place pressure on housing availability and affordability, job creation, transportation, education and other services. We are in the midst of an important transition from a suburban to a much more urbanized community. REALTORS® sell more than just real estate – **we are selling a quality of life. We firmly believe that our public officials must work to grow our regional economy** to enable the District and Montgomery County to effectively compete in our region.

It is against this backdrop that GCAAR supports the overall recommendation of the Task Force - that Montgomery County invest in a comprehensive transit system for the County. GCAAR believes that investment in the proposed RTV system is the most cost-effective way to bring a comprehensive transit system to our community.

GCAAR has advocated for a sustainable mass transit system since 2010 when we made our views known to the Governor and State Secretary of Transportation. At that time, the then-president of our Association, Shelly Murray, signed a letter on behalf of GCAAR supporting the concept and urging the State to move forward with funding the planning phase.

GCAAR recognizes that implementation of the proposed network will cost money and will demand a strong commitment on the part of the County Government and our residents and businesses in order to make it a reality. We understand that specific decisions about how the system will be configured in our road network will be complicated. However, the County faces a

growing problem of traffic congestion as well as growing pressure to create infrastructure that will allow us to realize the transit-oriented-development that is an important part of our adopted and future land use plans, and in achieving smart economic growth opportunities.

While it may not be a subject as to which you need to make direct findings regarding the Task Force's recommendations, we hope that you and the County Council will make a priority of encouraging the Maryland General Assembly to accept its responsibility to restore the State Transportation Trust Fund – which will enable the State to make a contribution to Montgomery County's commitment to adding transit – and to the needs of other localities.

If we do not move ahead with this comprehensive transit proposal, congestion on our roads will continue to increase, balanced economic growth and jobs will be stymied, housing affordability will be unachievable, and environmental quality will continue to be compromised. In short, our quality of life could deteriorate. We know there are challenges presented by the proposal; however, we urge you to commit your leadership to this effort – and include it among your very highest priorities.

As always, I would like to thank the County Executive and the Transit Taskforce for your consideration of GCAAR's perspective on this issue.

----- Forwarded message -----

From: **richard kreutzberg** <[tacitus1959@gmail.com](mailto:tacitus1959@gmail.com)>

Date: Thu, Jul 12, 2012 at 6:26 AM

Subject: Why Montgomery Council's dedicated lane bus plan cannot work.....

To: asloan <[asloan@fortunemail.com](mailto:asloan@fortunemail.com)>, Charles Lane <[lanec@washpost.com](mailto:lanec@washpost.com)>, coacheddiesaaah <[coacheddiesaaah@aol.com](mailto:coacheddiesaaah@aol.com)>, cohenr <[cohenr@washpost.com](mailto:cohenr@washpost.com)>, danamilbank <[danamilbank@washpost.com](mailto:danamilbank@washpost.com)>, donald kaul <[donaldkaul@att.net](mailto:donaldkaul@att.net)>, ejdionne <[ejdionne@washpost.com](mailto:ejdionne@washpost.com)>, Ezra Klein <[kleine@washpost.com](mailto:kleine@washpost.com)>, fred knowles <[fredcknowles@aol.com](mailto:fredcknowles@aol.com)>, fredhiatt <[fredhiatt@washpost.com](mailto:fredhiatt@washpost.com)>, georgewill <[georgewill@washpost.com](mailto:georgewill@washpost.com)>, Gigster <[gigster33@hotmail.com](mailto:gigster33@hotmail.com)>, "GLiptakJr@aol.com," <[gliptakjr@aol.com](mailto:gliptakjr@aol.com)>, jon2u@hotmail.com, "joseph.copley" <[joseph.copley@baesystems.com](mailto:joseph.copley@baesystems.com)>, jrrgic <[jrrgic@gmail.com](mailto:jrrgic@gmail.com)>, kathleenparker <[kathleenparker@washpost.com](mailto:kathleenparker@washpost.com)>, letters <[letters@washingtonexaminer.com](mailto:letters@washingtonexaminer.com)>, letters <[letters@charleskrauthammer.com](mailto:letters@charleskrauthammer.com)>, meyersohn <[meyersonh@washpost.com](mailto:meyersonh@washpost.com)>, michaelgerson <[michaelgerson@washpost.com](mailto:michaelgerson@washpost.com)>, Neil Cohen <[ncohen@us.net](mailto:ncohen@us.net)>, ombudsman <[ombudsman@washpost.com](mailto:ombudsman@washpost.com)>, Oscar Becerra <[obecerra@hotmail.com](mailto:obecerra@hotmail.com)>, pearlsteins <[pearlsteins@washpost.com](mailto:pearlsteins@washpost.com)>, ruthmarcus <[ruthmarcus@washpost.com](mailto:ruthmarcus@washpost.com)>, kim\_tucker@ml.com

-----Montgomery County is truly unique. It is one of the world's best markets for books and responds by keeping its libraries closed much of the time. It has had a planning department for many years, the plans of which have produced the world's biggest mess.

It's recent botching of disability pension reform was hailed by the Post as a great victory for better government - even though the "reform" actually made things worse (email me for details). Disability pensions are still awarded according to secret criteria by unaccountable politically appointed boards and still cost taxpayers over \$3 million for each retiring employee according to estimates. And of course the employees receiving those disability benefits only become "disabled" the day before they retire at age 42. Evidently the 42nd birthday is an extremely dangerous event. Stay away from 42nd birthday parties at all costs.

Similarly, in accordance with the Thornton plan for improving the schools, the County has increased the teacher to student ratio by 40% with no tangible improvement in educational outcomes. Johnny still can't read, or write, or be polite. He still has a 50% likelihood of leaving the school system as a functional illiterate possessing no job skills - as just another member of the rapidly growing professional welfare class.

Why does such a wealthy county have so many intractable problems?

There is no opposition party for one thing. The Republicans come into existence 5 months before elections, fielding unknown candidates, then return to dormancy after being smashed to bits in the election.

Where there is no opposition party there is no accountability.

The Council keeps the details of 80% of its spending a secret - the 80% being the amount spent on salaries and benefits. No citizen is allowed to know what county and school system employees really cost by type of job.

There is no annual report to citizens with this information. Quite a contrast with the school system which dutifully reports the dismal results of its teaching efforts to the citizens each year.

Once in a while some details regarding county pay and benefits slip through the cracks, such as that the police work only a four day work week. But for 99.9% of compensation spending and work rules we are all kept in the dark.

A great testimonial to what single party rule can do to a place is the Pepco situation. The council admits that for years Pepco did not prune trees, did not maintain its power grid.

Where was the regulatory board? Did any regulator heads roll? No way. They are part of the great network of Democrat party patronage bodies - places to insert party loyalists. The boards are more protected than university tenured professors.

Could the county do a better job than Pepco at running a power company? Just as the county keeps the libraries closed much of the time you can be sure your power will be off much of the time if the council runs the power company.

What about that new bus scheme? The idea is that main roads will have frequently passing buses traveling in dedicated lanes. Can this scheme work? of course not.

Let's begin with the joke about the guy who set out from Bethesda to go half way to Rockville to do some shopping. He set out in his car and got all the way to Frederick before anybody would let him change lanes.

Taking a way a lane in each direction would make the world's biggest traffic mess even worse. Further, the county roads are not laid out in grid like NY City. its roads are one great confused

bowl of spaghetti - a confused network of swirling and curving and intersecting roads laid out so no one can "get there from here." Our car dependence is absolute.

What can the county do about the world's biggest mess it has created? Very simple - encourage people, businesses and government agencies to LEAVE. Just as I am going to do in September.

RC Kreutzberg, Bethesda

**From:** McDougall Harold  
**Sent:** Sunday, July 15, 2012 11:33 AM  
**To:** oicemail@montgomerycountymd.gov  
**Subject:** RE: Rapid transit system financing and land impact

I wanted to elaborate on my concerns, and make a few suggestions.

First, from the testimony of US 29 residents at the meeting Thursday, July 12, you may get a sense of the frustration people in the community feel. A premium seems to have been placed on serving the needs of commuters from Upcounty (and, by SHA, for commuters from north of the county). This at the expense of the Downcounty residents.

There is a problem that is common to all the so-called feeder roads-- Georgia Avenue, US 29, New Hampshire Avenue, et al. Inside the Beltway, and for about a mile or two further on, they are residential areas. Further out, they widen into highways. BRT makes sense on those stretches.

But planners at some point seem to have decided they wanted highways all the way into the District, and the residential neighborhoods and their supporting businesses lying inside or near the beltway were expendable. We who live in these communities have long been treated to that attitude by officialdom in general, epitomized in the statement by an SHA representative that traffic calming in the US 29 corridor adjacent to Blair High School was inappropriate because there had not been "enough fatalities."

This is what has generated an "Us" against "them" mindset in my community. We didn't ask for it to be this way, but during the twenty years I have lived in this neighborhood, that's the way it's been presented to us.

I make a few suggestions:

1) Relying to a larger extent on user fees for BRT would help overcome the impression that this is a burden imposed on Downcounty people on behalf of Upcounty people. Certainly you could float bonds, and pay them off with ridership. If the project is feasible, the banks should agree.

2) Since the Intercounty Connector has been set up (and is very underutilized) I suggest deploying some BRT busses to run along the ICC, with comfortable bus stations at each of the feeder roads-- US 29, et al. Commuters could there switch to the commuter busses that we in the Downcounty area take. If it's good enough for us, it should be good enough for them as well. Try this as a "pilot" project. I really like the suggestion that was made that we take a step or two and see how this works out.

We cannot proceed on blind faith, especially with suggestions being made such as a special tax district on people living near the right of way (who, in our area would not even be able to board the BRT busses). This would not only be unfair, under current US Supreme Court rulings regarding exactions, it would be unconstitutional.

Prof Harold McDougall  
Howard Law School

US 29 resident

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

From: McDougall Harold

Sent: Thursday, July 12, 2012 5:44 PM

To: oicemail@montgomerycountymd.gov

Subject: Rapid transit system financing and land impact

I am very concerned about the possible impact on businesses and residences on US 29 south of

Lockwood Drive. If the project goes forward it should be financed by user fees.

This is the only way to insure sustainability and to fairness, Using property taxes

hits the Downcounty who get no benefit from the project.

Prof Harold McDougall

Howard Law School

US 29 resident

**Morrison, Drew**

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**From:** Ike Leggett  
**Sent:** Thursday, July 26, 2012 11:33 AM  
**To:** Morrison, Drew  
**Subject:** FW: Citizen Input for RTV

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

**From:** Pat Mulready [mailto:mulready@earthlink.net]  
**Sent:** Thursday, July 26, 2012 11:29 AM  
**To:** Ike Leggett; MCP-Chair; Berliner's Office, Councilmember; Cex, TransitTF  
**Subject:** Citizen Input for RTV

County Executive Leggett, Chair Carrier, President Berliner, and Chair, TransitTF:

It is imperative citizens have meaningful, official input in all aspects of the RTV processes; this should be done with the creation of multiple committees of residents. This should be Countywide, especially around the proposed RTC corridors. Developer participation in these committees should be limited to at most one, if allowed at all, but be proportional to the make up of each geographic area. The interest of developers and government agencies were well represented in the TTF members.

I look forward to hearing from your office on the viability of this 'Resident Routing Advisory Committee' recommendation. I trust you agree that this approach ensures the public support required not only for this project to proceed, but for it to succeed in meeting the needs of residents expected to get out of their cars and into public transportation.

Thank you.

Patricia M. Mulready, M.S., M.Ph.D.  
10233 Capitol View Avenue  
Silver Spring, MD 20910

## **Testimony at the Transit Task Force Public Hearing**

**July 12, 2012**

The Transit Task Force has made a fine effort at developing a plan for expanding the network of public transportation in Montgomery County. But as a resident of the upcounty, I see very little benefit to our area and a diversion of capital funding that should be allocated to long-deferred highway projects such as the completion of the partially built Mid-County Highway to connect with Snowden Farm Parkway and Clarksburg. The travel time on the CCT from Clarksburg to Shady Grove Metro is twice what it would take on the M-83 Master Plan Route.

The goal for Montgomery County should be to decrease overall congestion so that a very expensive BRT network is no longer necessary. Certainly the use of telecommuting can reduce the number of business-related trips. The study identified technologies that should be immediately implemented on the current bus network such as speeding fare collection, providing real-time route information, and giving priority of traffic signalization. The implementation of ramp metering in other states has improved traffic flow and safety by 25%. More dynamic algorithms to control traffic signals can greatly improve the movement of traffic. Why is it that very cost effective available technology has not been implemented first before considering a proposal that significantly increases the debt load and yearly operating costs for Montgomery County? Already we have over 50% more people using public transportation than Fairfax County (15% of the population of Montgomery County versus 9% in Fairfax) and technological improvements to the current transportation network should boost ridership even more. I urge you to take action now to reduce overall traffic congestion with available technology on all bus routes and to accelerate the completion of multi-decade delayed highway improvements so that all residents of Montgomery County may benefit from the expenditure of their tax dollars.

Robert Nelson  
BuildM83@gmail.com

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

From: Roger Paden [<mailto:rpaden@gmu.edu>]

Sent: Friday, July 06, 2012 4:40 PM

To: Ike Leggett

Subject: Comments for the Transit Task Force Public Hearing

Hi,

I will be unable to attend the meeting on the propose 160-Mile Rapid Transit system to be held next Thursday. I would, however, like to submit the following comment.

Thanks for your consideration.

--Roger Paden

I fully support the construction of the recently proposed Bus Rapid Transit system.

The system, however, seems to share a flaw that has plagued the Metro system. It is designed as a spoke system, with most of its routes running north-south. This is understandable, given existing commuting patterns. However, in the down county area, there is a pressing need for east-west routes.

The current Rapid Transit proposal is premised on the thought that the Purple Line will be built. If it is not built -- and given the financial situations at both the state and federal level, it may not be built --, then there will be no east-west transit in the down county area.

I fully support building the Purple Line, but we need to have a back up plan in case it is not built.

I think that it would be fairly easy to replace the Purple Line with a Bus Rapid Transit line along the right of way between Bethesda and Silver Spring. That would allow easy transportation between these two urban areas. Without it people using the system would be in exactly the same position that people using Metro are in as there would be no way to get from one arm of the system to the other.

While I support the Purple Line, I think that some contingency planning at this point would be fully justified.

Comments on BRT, public meeting July 12, 2012, County Council meeting.

County Executive Leggett,

This is in response to your request for comment on the session

**Community impacts are not represented.**

An apparent objective of the Committee's was to determine feasibility of the Bus Rapid Rail (BRT) project. The Committee appears to have agreed on the project's benefits, but determination of feasibility is also dependent on costs and community impacts. It is not clear that an evaluation of community impacts was even considered as a factor in determining feasibility, and a definition of the community impact costs has not yet been attempted. Therefore, the evaluation of feasibility is incomplete.

This is not the first committee on a BRT solution for Route 29. County Executive Duncan appointed a committee focused on Route 29- Colesville Road that examined both benefits and costs to the community. At the conclusion of the study, the committee rejected the BRT largely on the basis of adverse impacts to the community south of New Hampshire Boulevard. Mitigation is possible, but will require additional planning and resources. The members of that committee are not represented in this new effort so that the findings gathered in that exercise was not passed on. It is likely, however, that the Four Corners community will not forget.

**Complex investment requires metrics**

What are the objectives of the project? How will we know whether the project is a success? A real deficiency of the assessment is that the exercise of demonstrating a mission need has not included the process of defining measures of success. Investments of this size, and this is truly an acquisition of transportation capability, require that relevant performance metrics be established at the beginning to evaluate the success or failure of the project. The BRT solution would be only one component of a complex multi-modal transportation system. Establishing performance metrics for both transportation and community impact measures is essential to represent the public investment account and the success of the integration of the project's capability into the county's existing transportation assets.

**Choice of investment projects has financial implications**

We should not be surprised that many of those testifying were concerned that projects not related to this project would be deferred if the BRT project proceeds. Budgets are tight, the opportunity costs high. Capital project selection and execution requires that risks of non-productive investments be minimized. Montgomery County's financial management is rated not only on its ability to pay its bills, but also the ability to choose and execute its investment acquisitions to ensure that the original need has been addressed. Otherwise, the acquisition process itself represents a material risk that financial raters cannot ignore.

Mike Pfetsch

*Sheet 05*

1867-12

Siok, Pat

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**From:** DennisR [dennsr99r@gmail.com]  
**Sent:** Tuesday, June 26, 2012 10:15 PM  
**To:** Ike Leggett  
**Subject:** comment on Plan to Build 160-Mile Rapid Transit System

I read that part of the plan to pay for this expensive system is to create special tax zones near the ICC!

I'm sorry but that is not right. Why should the people who suffered the most with years of noise, trucks, construction dust, and road closing now have to pay even more taxes in a state and county that seems to have no end for its appetite to raise taxes.

On top of that, those of us who live near the ICC have to deal with the added noise that comes from living near a huge road not to mention the loss of quality of life when we lost woodlands and greenspace to accommodate this massive road.

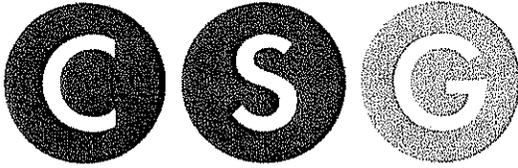
Now you want to tax us! Come on.

Instead of coming up with new ways to TAX US TO DEATH start coming up with ways to keep the budget in line with the revenues you already take in.

If this transportation system cannot sustain itself with the fares you plan to charge those who use it, don't build it unless you can cut spending in other areas so you can build it without raising taxes again!!!!!!!

Also, maybe you should have considered this new system before spending so much and taking out so many loans to build the ICC.

--  
Dennis Rodrigues  
510 Jaystone Pl  
Silver Spring MD 20905



# Coalition for Smarter Growth

DC • MD • VA

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## Public Hearing Testimony

### Montgomery County Bus Rapid Transit Proposal

By Stewart Schwartz, Executive Director

July 12, 2012

The region's leading conservation groups formed the Coalition for Smarter Growth to address where and how our region will grow. We work with communities to address the interconnected issues of land use, transportation, housing and the environment.

#### Montgomery's Smart Growth Record

When we were founded in 1997, Montgomery County already had a long and distinguished record for smart growth earning a national reputation for its early planning initiatives including: wedges/corridors, Agricultural Reserve, TDR's, downtown Bethesda, Kentlands/King Farm, and of course, the Moderately Priced Dwelling Unit policy (MPDU's). These early policies and successes were followed by the Silver Spring revival, the expansion of the MPDU program, and the renewed attention to the Ag Reserve and its value to the county.

In the last couple of years we have seen Montgomery County renewing its focus on transit and transit-oriented development (TOD) -- first and foremost with the Purple Line, as well as the White Flint plan, CR Zone and now the Rapid Transit proposal in the list of important county initiatives.

#### Next Generation of Transit

We attended many of the Transit Task Force meetings and have met with and interviewed stakeholders across the county about the Rapid Transit proposal including civic association leaders, conservationists and transit advocates, business leaders and government officials to understand people's interest in and observations about the proposal.

Our region and Montgomery County must invest in the Next Generation Transit Network in order to address traffic congestion, improve access to jobs, support sustainable communities, and maintain economic competitiveness. For Montgomery County the "three-legged stool" for Next Generation Transit investment must be: Strengthening Metro, Building the Purple Line, and Building a Complimentary Network of BRT.

We must reinvest in the aging Metrorail system and fund and build the Purple Line, the top priority of Montgomery County, Prince George's County, the State of Maryland and the smart growth community. The BRT network is an essential compliment to the Purple Line and Metrorail, interconnecting and expanding transit for Montgomery County residents and workers, enhancing access to jobs, addressing traffic, improving energy efficiency and maintaining economic competitiveness.

We must seek local, state and federal commitments to increase funding for transit and to shift funding to transit

from wasteful, ineffective highway projects. It's time to fix Metro, press forward on the Purple Line and to smartly phase in new BRT routes, efficiently and effectively addressing the needs of the highest ridership corridors first.

In the Region Forward Compact and in our local Master Plans (Comprehensive Plans) our region and local governments, private developers and the non-profit community have committed to a network of sustainable, transit-oriented communities. Now it is time to "put the T into the TOD," investing in the Next Generation Transit Network.

### **Benefits of a Rapid Transit Network**

Traffic reduction: Transit and transit-oriented development, combined with strong housing policies, preservation of the Agricultural Reserve, and parks and streams, will maintain and enhance Montgomery County's quality of life and economic competitiveness. We have shown, as have official Montgomery County studies, that a network of transit-oriented communities and better jobs/housing balance between east and west, will reduce traffic, improve access to jobs, reduce air pollution, and absorb population growth while preserving suburban neighborhoods and greenspace.

Market demand and workforce attraction: Walkable, bikeable, transit-oriented communities -- are increasingly attractive younger members of the workforce and downsizing empty nesters and retirees. Today's highly educated, technology oriented employees today are highly mobile --- they are going to go to communities that offer both vibrant urban centers and nearby green spaces with extensive recreational opportunities. You are competing for these employees with Boulder Colorado, Seattle Washington, Portland Oregon, Austin Texas and more. Given a choice of tech jobs, they will go to where the hippest neighborhoods and coffee shops can be found and where they can get outside on a bike, a mountain bike or a kayak.

Reduced oil consumption: Transit and TOD also help reduce our consumption of oil (whether foreign or domestic). Every extra dollar spent on fuel, in an era of higher energy prices, is a dollar not spent on local goods and services, on building a business, or on additional education so essential for keeping our workforce competitive. The Center for Neighborhood Technologies' Housing + Transportation Cost calculator shows that mixed-use, transit-oriented centers offer the most affordable combination of housing and transportation, not only saving households money, but helping to attract and keep your workforce.

Tax Base: Arlington County has confirmed that its two Metro corridors provide 50% of its tax base on just 11.6% of its land. The net tax benefits are used to invest in neighborhoods across the county -- in recreation centers, traffic calming, libraries, schools and parks. Economist Joe Minocozzi has also shown that the per square foot tax yield of compact, mixed-use development is many times higher than that of traditional strip mall development.

Avoiding Inner Suburban Decline: Investing in high capacity, frequent and convenient transit service is critical to avoiding inner suburban decline. That's been one of the great benefits of the Metrorail system as reflected in Bethesda and Silver Spring. It will also be a key benefit of the Purple Line with its multiple stops in Montgomery County. For neighborhoods of smaller, older housing stock to compete against the shiny big, new homes farther out, they have to win on amenities, like attractive convenient transit and the ability to walk to revitalized neighborhood centers. Adding an RTV network to the Metrorail and the Purple Line will help to continue to attract new young families to your older suburban neighborhoods.

Green Solution/Fighting Climate Change: Montgomery County prides itself on a long record of strong environmental commitments, from the Agricultural Reserve and stream valley parks, to recycling, energy efficient building and green power initiatives. You seek to be a leader in fighting climate change. One of the most effective means to fight climate change is through transit and TOD. Green, energy efficient buildings in walkable/bikeable TOD address the 80 percent of our energy consumption and climate emissions that come from our buildings and transportation. In Smart Growth America's "Growing Cooler" report and the Coalition for Smarter Growth's "Cool

Communities" report for our own region, we have shown that mixed-use, walkable, transit communities in regionally accessible locations offer significant CO2 reductions. Walkable, mixed-use urban form and efficient, transit accessible location of development can provide reductions in transportation related CO2 emissions of up to forty percent over conventional development. That's before counting the benefits of energy efficient green buildings.

### **Recommendations for the Rapid Transit Network**

We recommend that we continue to invest in strengthening Metro and building the Purple Line, and that you commit to the vision of a full Rapid Transit Network as proposed by the Transit Task Force -- as critical to the future of the county. We recommend extensive input from the community to help with the design of the system. The system should be phased in so that you can focus on the most important and high ridership corridors first, can ensure you get the details right, and can draw lessons from the implementation of the early corridors. Key characteristics are:

- Frequent, reliable service
- Pre-paid and rapid boarding from level platforms
- Real time information and easily understandable maps and service
- Dedicated right of way
- Strong focus on making the investments in safe and convenient bicycle and pedestrian access to the stations
- Ensuring you meet the county's stormwater management goals by retrofitting green stormwater management as you construct the corridors.
- Adding essential links to surrounding jurisdictions, but especially along or near the Beltway corridor to Tysons Corner and the Silver Line. In fact, we urge you to work with Fairfax County to continue to press COG and state transportation officials for this link.

### **Conclusion:**

We again commend the County Executive, his staff, and the Transit Task Force for creating a vision for a next generation, high-capacity transit network for Montgomery County. We urge the Council to press forward with well-designed TOD and the transit needed to support sustainable and competitive economic growth. Please put the "T" in the TOD.

Dear Mr. Leggett,

Please accept the following as my written comments regarding the Transit Task Force's rapid transit system proposal. I regret not being able to attend tonight's hearing in person.

My main comment pertains to the use of dedicated guideways and/or dedicated road lanes along the corridors. I strongly support the use of such facilities throughout the proposed system. One of the TTF's main goals is to attract riders who might otherwise choose to drive by creating a high-quality rider experience. To compete with the experience of driving, the system must offer advantages in terms of comfort and time savings. People will pay for the ability to quickly bypass congested stretches of roadway, without the excessive starting and stopping of local buses - and using dedicated facilities, particularly on the most congested parts of the routes, is the only way for buses or bus-like vehicles to ensure these advantages. Forcing the new vehicles into mixed traffic will make the system little more than an expensive extension of Ride On, which is important in its own right but generally does not compete with auto travel. Undoubtedly some individuals and groups (and possibly the Maryland State Highway Administration) will object to re-purposing travel lanes for exclusive transit use; however, I urge you and the County Council to hold fast to the TTF's recommendations, and insist that the entire system be built using dedicated facilities.

In terms of planning and implementation, I encourage strong cooperation between the County and other entities whose functions affect transit use, particularly other area transportation agencies (WMATA, MTA, SHA, etc.) and the Maryland-National Capital Park and Planning Commission. Transit service coordination and tying transportation to land use decisions are critically important approaches, so every effort should be made to consider and complement these agencies' plans and operations.

Finally, I encourage the County to consider using the terms "bus rapid transit" and "BRT" in place of "rapid transit vehicle" and "RTV" when referring to the new system. Montgomery County and the Washington region are very transit-savvy, and even though BRT does not currently exist here, enough people understand the concept that it should be used as the basis for discussion and recognized as the precedent for the TTF proposal. Coining a new term for something that already exists elsewhere is unnecessary and risks creating unneeded confusion.

Thank you for considering these points. As a resident of downtown Silver Spring and a strong supporter of non-automotive transportation, I look forward to having a high-quality BRT system to supplement the County's existing and future transit network.

Sincerely,  
Andrew Wexler

## **Action Committee for Transit**

### Comments on the Transit Task Force's RTV plan

Presented by Cavan Wilk

We emphasize that we cannot see the Purple Line and RTV system as competing for funding. We need both and they are complementary transportation tools. The RTV system was designed to take advantage of the mobility that the Purple Line will provide. The Purple Line will provide transit inside the beltway IN ADDITION TO connecting points outside the beltway along the existing Metro Red Line and future RTV corridors. It is also projected to have 60,000 daily boardings. When people get off at a Purple Line station, they will be able to access the RTV system to take them even closer to their destinations.

Besides connecting to Purple Line stations, the RTV system will also serve MARC train stations and interface with the future Corridor Cities Transitway. Every Montgomery County resident will benefit from ALL of these complimentary transit systems being connected by the RTV system --- this will have a MULTIPLIER effect such that people using ANY of these transit systems will gain NEW access to the other systems, thereby completing the transit network.

We must remain true to our county and state's stated Smart Growth initiatives by concentrating our land-use along these corridors. More people will then have access to swift, convenient transit and not have to pay the high personal costs of car ownership if they do not choose to. Transportation will be more affordable and will contribute to a solution to our affordable housing crisis.

If we give PRIORITY (dedicated lanes) to RTVehicles, it likely will be as fast (or faster) than traveling by car and an incentive for people to live near transit and use it. Choice riders will not choose another bus that sits in mixed rush hour traffic. If the RTV's don't deliver better service than what already exists with a single-occupant personal car, the system will not succeed.

By focusing new growth in transit corridors, our county will be better equipped to preserve existing single-family house neighborhoods. We have already achieved success in both transit-oriented growth and preserving single-family house neighborhoods inside the Beltway in Silver Spring and Bethesda. We have another transit-oriented place growing up in White Flint. We know that transit-oriented smart growth works and also improves everyone's quality of life, preserves valuable undeveloped wilderness and agricultural land uses, and increase county tax revenues.

A successful RTV system, working in conjunction with a completed Purple Line and Corridor Cities Transitway, and an improved MARC system will provide more opportunities for transit-oriented development while raising the quality of life for all Montgomery County residents.

My name is James Williamson and I am a lifetime resident of the Four Corners section of Silver Spring. I was a member of the Four Corners Citizens Advisory Committee that developed our last Master Plan which was adamant in keeping the median along Rt. 29 from Sligo Creek Pkwy. to New Hampshire Avenue.

In 1996, there was a study done for the planned Rt. 29 busway that showed no improvement to the level of service at most of the intersections along Rt. 29. That plan and the current one are eerily similar and neither solves the problem of congestion.

Currently, there is a moratorium on building north of White Oak. In order to get that moratorium lifted, the powers that be have to get the traffic flowing better. The 1996 busway study showed the level of service did not improve with a reversible lane down the middle of Rt. 29 and that was without what is on the development drawing board. I recently attended a meeting that had Park & Planning staffers explaining the details of

20-25 million sq. feet of proposed residential and commercial development in and around White Oak. To think a single reversible bus lane or express bus in an existing lane will solve the current congestion much less with that proposed massive development stretches all credibility.

There was little, if any, support for the removal of the median or property taken from homeowners before and I doubt if there will be now. I also doubt there will be any support for a 2 lane BRT along Rt. 29 which I guess the developers would like so as to move even more people to their next conquest.

As far as the cost, I for one am TAXED OUT. We in Four Corners have had many State and County transportation planners come through over the years promising improvements. Every proposal has had one thing in common - disrupt our neighborhoods to make it a shorter, easier commute for those living farther out to drive along Rt. 29. None have ever worked, this one won't either, we don't get the requested help from either the State or County

addressing the cut-through traffic in our neighborhoods and I especially resent the suggestion we may have a surcharge on our property tax and/or a special taxing district since we will "benefit" by the magical BRT. End it now please.

James Williamson  
9910 Edgemoor Lane  
Silver Spring, Md.  
20901

Testimony on Transit Task Force Report at County Executive's Public Hearing  
by James Zepp  
July 20, 2012

My name is James Zepp and I have lived at 10602 Lockridge Drive for 22 years. I have had 40 years of involvement with various transportation issues including serving on a Transportation Advisory Committee for the DC government and an advisory board for the Federal Environmental Protection Agency. I would like to begin with two quotes that are relevant to this issue.

I can't tell you if the use of force in Iraq today would last five days, or five weeks, or five months, but it certainly isn't going to last any longer than that.  
- Donald Rumsfeld interview with Steve Croft, Infinity CBS Radio Connect,  
November 14, 2002

[T]here are known knowns; there are things we know that we know.  
There are known unknowns; that is to say there are things that, we now know we don't know.  
But there are also unknown unknowns - there are things we do not know, we don't know.  
-United States Secretary of Defense, Donald Rumsfeld, Feb. 12, 2002

My concerns with the Transit Task Force's report are with the many known unknowns and unknown unknowns that permeate this proposed project that could very well result in the opposite of its intended objectives. These include important operational aspects that the task force chose to not address that could increase congestion across the County, promotion of increased development and sprawl by providing an express transit service while not addressing local transit needs and problems with the existing transit systems, and attempting to secure sources of financial support before knowing the true cost of construction may be.

This situation has arisen with the apparent commitment by the BRT advocates to implementing a single solution without regard to local conditions. This is similar to leaders who follow favored tactics while ignoring their present environment. Consequently, the British generals sent their troops across an open field to be slaughtered by gunners shielded by a nine foot embankment because the tactic worked against Napoleon on the battlefields of Europe, the French generals who knew that the Maginot Line would protect against a German invasion because it worked in the previous war, and American military leaders who thought that weapons and equipment designed for brief wars in the forests of Europe would work for extended conflicts in the desert environment of the Middle East. Simply because something is successful in another location, time, or environment does not mean that it is appropriate for every place and situation. This is particularly unwise when the proposed solution is greatly magnified beyond what has been previously attempted ~~before~~, e.g., the fate of the Spanish Armada.

Consequently, Montgomery County citizens, who will be expected to pay for this proposed project deserve a better exploration of its uncertainties. The orientation of the past BRT efforts have been can this project be built rather than should it be built, which is an important distinction.

Given that a recent study of nearly 300 transportation-related projects in 20 countries found that 90% had substantially underestimated costs and an average overestimate of travel demand by 50%<sup>1</sup>, several questions about BRT appropriateness & role within a broader transportation strategy should be answered.

<sup>1</sup> Flyvbjerg, B. (2009) "Survival of the unfittest: why the worst infrastructure gets built—and what we can do about it" *Oxford Review of Economic Policy*, (25)3, pp.344–367.

Therefore, I would ask that answers to the following questions be developed before pursuing changes in state laws and making any irrevocable commitments of resources.

1. When will a clear project decision timeline with specific milestones be developed that the public can trust rather than oblique references to no commitments or choices being made with no deadlines for when these decisions will be firm.
2. If the Transit Task Force could not answer important and critical questions regarding the proposed BRT's operational characteristics such as rights -of-way, impacts on traffic light timing, and intersection traffic flow, when will these determinations be made and will they be done in a timely manner before irrevocable decisions and commitments are made and through an independent assessment process. As noted in the previously cited research article, the prevailing incentives are to reach favorable estimates to promote the approvals of proposed public works projects. This practice has not shown improvement over the 70 year period studied.
3. What forms of public participation will be established? Given the widespread scope and financial implications of the proposed BRT project, there should be assurances that there are opportunities for widespread citizen oversight and input.