

**COMMENTS ON MONTGOMERY PLANNING'S CORRIDOR FORWARD RECOMMENDATIONS
FOR TRANSIT OPTIONS FOR THE I-270 CORRIDOR**

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February 15, 2022

The Greater Farmland Civic Association, which represents a community of 981 homes that directly border I-270 from Tuckerman Lane to Montrose Road, generally supports the Montgomery Planning Board's recommendations for equitable transit connections along the I-270 Corridor. We have consistently supported projects that will enable the County and the Region to give our citizens affordable, reliable and quality alternatives to single occupancy vehicle transportation to get to and from the places where they live, work, shop and play. Moreover, we have consistently supported ways to address Climate Change and to ensure that the Region finally comes into compliance with its the air quality standards.

We agree with the Planning Board's assessment that "the County cannot realistically fund and operate all of the proposed transit opportunities." For that reason, we believe that the County should focus on funding opportunities afforded by the State and Federal governments for such projects, be they tax exempt bond financing from the Maryland Department of Transportation or demonstration funding for projects that are shown to have a significant impact on Climate Change and air quality. In addition, the Planning Board and Council need to reject future projects that will simply lead to suburban sprawl and the resultant pressures for new road construction and focus on Smart Growth projects that combine opportunities for all income levels, physical abilities and family sizes to live, work, shop and play with abundant and affordable transit opportunities.

We strongly disagree with the majority of the Council's reliance on its support of the flawed and ill-conceived and environmentally irresponsible I-270/I-495 P3 Toll Lanes Project as the funding savior for projects such as Bus Rapid Transit, Corridor Cities Transitway and MARC/METRO expansion. In his e-mail to County residents, Councilmember Reimer would have us believe that MDOT's promised funds and the toll revenue from the poorly named "Opportunity Lanes" project will fund the billions of dollars needed for these necessary and already planned transit projects. Nothing could be further from the truth. One need only look to the Purple Line P3 project and question whether, should this flawed project be built, the County will ever receive a dime for transit projects. The Council would be wise to rethink its support for the toll lane project and instead focus on tangible ways to move traffic and this County forward, such as expanded rail service along the 270 and 495 Corridors that cross the American Legion Bridge and connect the County with Northern Virginia, not backwards into the 1950's mindset that more roads will solve our traffic issues. Let's not be short-sighted and

continue to support projects that are doomed to fail and will permanently harm our environment for generations to come.
