



Montgomery County's Priorities for the 2018 Session

Education

- ***PreK-12 Public Education.*** Obtaining full operating funding to support our public schools, including retention of the State payment for teacher retirement, remains a critical priority. As the Kirwan Commission concludes its work for the 2017 Interim, we hope to work closely with our Delegation to support any proposals to help achieve adequate and equitable funding for the County's very large and diverse school system. Although the Commission has announced that it will defer recommendations on most school finance issues until the 2018 Interim, State investment in the expansion of accessible prekindergarten services is widely acknowledged to be an essential step for achieving academic success for all students. The County seeks the Delegation's support for an equitable increase in State funding for prekindergarten services that adequately addresses school facility capacity issues and the importance of partnering with community-based programs as appropriate.
- ***Public School Construction.*** Enrollment in our public schools grew again this year by nearly 3,000 students to 162,000 students. Our school system is fast approaching the size of Fairfax County's – the 10th largest in the country. Trying to accommodate this type of growth each year continues to be one of the County's most vexing challenges. The Knott Commission will transmit its recommendations before the 2018 Session convenes. On the list will be process improvements that should create greater flexibility to manage school construction programs, hopefully allowing local and State dollars to go further. We urge the Delegation to support these measures. We also urge the Delegation to capitalize on all opportunities to increase the level of State funding for construction of public schools, including mandating the additional capital funding that was provided last year to school systems with extreme enrollment growth.
- ***Higher Education.*** After demonstrating its commitment to the expansion of Universities at Shady Grove (USG) by providing \$20 million for the construction of a new parking garage, the County urges Delegation support for USG's request for State funds to support academic program development at the campus. These programs will enhance academic/industry partnerships that are critical to creating opportunities for research, entrepreneurship, innovation and company creation – all catalysts for a robust, economic development eco-system in the County and State.

Funding for these USG programs will also enhance the current Montgomery College (MC) to USG connection, which allows a student to earn an associate's degree at MC and transfer credits to a Maryland university program at USG to complete a bachelor's

degree. The collaborative relationship that exists between MC and USG is critical to the success of both institutions and workforce development efforts in the County. The County asks the Delegation to explore opportunities to: (1) expedite the phase-in of increased funding for community colleges under the Cade formula; and (2) continue the supplemental grant that was funded in fiscal year 2018 to support community colleges that keep tuition increases at or below two percent.

Transportation

- ***Washington Metropolitan Area Transit Authority (WMATA).*** Restoring WMATA's safety and service reliability are essential for rebuilding public trust in the system that serves as an economic driver for the County and the region. WMATA has identified the level of capital investment needed to achieve a State of Good Repair within 10 years. As with all WMATA funding, the total amount provided is based on the individual contributions of the compact jurisdictions and the Federal Government. As a top priority, we urge the Delegation to identify a dedicated funding source to help secure the future of Metrorail and Metrobus as critical components of the County's transportation system without compromising funding for locally operated transit.

In 2015, the WMATA Board approved elimination of all Red Line turnbacks at Grosvenor-Strathmore Metrorail Station by July 1, 2018. Recently, the General Manager raised concerns over meeting this deadline and we urge the Delegation to require WMATA to continue with the planned elimination of turnbacks.

Montgomery County has experienced three SafeTrack projects that created significant customer hardship. While major service disruptions appear to be behind us, we should expect that closures due to track maintenance will continue to occur on the Red Line. We urge our Delegation to press WMATA to guarantee both proper notification of service disruptions and adequate efforts to mitigate the negative effects of rail closures.

- ***Improving Safety.*** In partnership with the Maryland State Highway Administration, Montgomery County continues to work on improving transportation safety, particularly for pedestrians and bicyclists. Our two-year Vision Zero Action Plan recognizes our commitment to reducing severe and fatal collisions by 35 percent on County roads by 2019. The plan identifies 41 action items built around five key action areas: (1) Engineering; (2) Enforcement; (3) Education and Training; (4) Traffic Incident Management; and (5) Law, Policy and Advocacy.

Because 53 percent of severe and fatal collisions within the County occurred on State roadways, six of the eight engineering related action items call for collaboration with the State. Additionally, action items identified in the Law, Policy and Advocacy area seek to improve the way traffic safety is managed in the County by changing State and local laws and policies that are not aligned with Vision Zero. The County will need Delegation support as State-level changes are identified.

Finally, building upon the success of the County's Pedestrian Safety Initiative, we request the Delegation's support for additional State funding for sidewalks on State roads

in and around activity centers and for projects in Bicycle and Pedestrian Priority Areas (BiPPAs).

- ***Transit Operating Funding.*** To fully establish parity between transit systems in the Washington and Baltimore regions, we urge the Delegation to pursue opportunities to fully fund the operating deficit subsidy for the locally operated Washington region bus systems - - Ride On in Montgomery County and TheBus in Prince George's County. Legislation introduced last year would have accomplished this goal through various modifications to State law, including repealing a provision that allows State funding to be discretionary.
- ***Capital Funding.*** Governor Hogan recently proposed a privately-financed network of express toll lanes on I-495 and I-270. Much more information on this proposal is needed for the County to understand the benefits and impacts. As the proposal is refined over the next 18 months, we urge the Delegation to ensure that public funding for transportation in the County is not replaced by the Governor's plan for private financing of these projects. To the extent private investment meets the needs for I-495 and I-270, we request that the Delegation encourage the Administration to direct investment of public funds previously associated with these corridors into the transportation priorities documented in Montgomery County's 2017 letter (attached).

Improving the performance of I-270 and I-495 for motor vehicle traffic is important, but should not be the sole achievement of transportation investment at this historically significant scale. We ask our Delegation to encourage the Maryland Department of Transportation (MDOT) to ensure that the I-270 Traffic Relief Plan provides for expanded transit options like the Corridor Cities Transitway and MD 355 Bus Rapid Transit, both of which run parallel to I-270. We also ask the Delegation to request MDOT to include provisions that continue to encourage High Occupancy Vehicle use on I-270. When coupled with transit investment, the I-270 Traffic Relief Plan can achieve its stated goals while also supporting the County's need for improved transit options and increased alternatives to single occupancy vehicles. Both are critical to ensure the functioning of the local road network serving our activity centers and reduce the environmental impacts of our transportation system. Similar models for Express Toll Lane implementation have been followed in Virginia on I-95, I-495 and I-66.

Housing

- ***Increasing Availability of Affordable Housing.*** Increasing the number of affordable housing units in the County is a key priority. The Montgomery County Rental Housing Study that was released in June of this year included findings and recommendations arising out of a two-year comprehensive study that analyzed barriers and issues related to affordable rental units. The report revealed a sharp disparity between supply and demand at various price points. While many of the report's recommendations would require changes at the local level, others would require action at the State level. These include recommendations for the State to: (1) create a special "set aside" allocation of the federal Low Income Housing Tax Credit for the Maryland suburbs in the Metropolitan Washington area (similar to the Virginia suburbs); and (2) provide financial support for

the County's Housing Initiative Fund. The County is in the process of determining how to best prioritize and implement the report's recommendations and will seek support as necessary from the Delegation.

Environment

- ***Solar Energy – Net Metering.*** As a part of the County's aggressive push to decrease the negative environmental impacts of government operations, the County has installed 15 solar energy projects on County-owned land and buildings and is exploring a variety of additional opportunities. The County finances its solar projects primarily by using power purchase agreements that: (1) allow private entities to install generating systems on County-owned property; and (2) require that these entities to sell the resulting energy to the County at a rate that is lower than electric utility rates. The County relies on State law governing net metering, which allows the County to pay an electric utility supplier only for the "net" energy used by the County (i.e., the amount of energy consumed by the County minus the amount of energy generated by the County). Current law allows the County to receive the benefits of net metering only if the solar energy system's capacity is two megawatts (MW) or less. To enhance the economic viability of solar projects, the County seeks to amend State law to increase the system capacity cap. This would allow the County to build larger capacity projects and generate more solar energy at a lower cost to support County government operations and possibly community solar projects.

Economic Development

- ***Make Office Vacancies Extinct (MOVE) program.*** Legislation enacted in 2017 created a State grant program modelled after the County's MOVE program to encourage the location of new businesses and reduce office space vacancies in the State. To be eligible for State funds, counties must offer comparable incentives to these businesses. Funding for the State program is subject to appropriation. If the Governor includes funds in his budget request, we ask the Delegation to make sure the funds are appropriated; if not, we ask the Delegation to work with their budget committee colleagues to identify other means by which the funding goals of MOVE can be met.
- ***Businesses Impacted by Purple Line Construction.*** When a major State infrastructure project results in the displacement of a business, the State has existing programs that provide them with financial assistance. However, there is no existing State program that offers similar assistance to businesses that are not displaced but do suffer financially from loss of business activity during the preparation and construction phases of projects. A number of small businesses located near the Purple Line alignment fall into this category and may need financial assistance to mitigate the impacts of lost revenue while the Purple Line is being built. The County requests the Delegation to support State initiatives that are under development to meet this need.

Victims' Rights

- **Rape Survivor Family Protection Act**

There is currently no legal mechanism in Maryland for a victim who bears a child as a result of a rape or sexual assault to terminate the parental rights of an attacker. The

County urges the Delegation to support passage of the Rape Survivor Family Protection Act, which will add Maryland to a growing list of states (currently 24) that allow a victim to terminate the parental rights of an assailant if a court finds by clear and convincing evidence that the rape or assault occurred and resulted in the conception of a child.

Public Safety

- ***Body Cameras.*** Sensible guidance is needed to clarify how body worn camera footage is treated under the Maryland Public Information Act (MPIA). The MPIA was originally intended to apply mostly to paper documents and only recently updated to better handle electronic records. However, as law enforcement agencies move forward with implementing body worn camera programs, the MPIA still does not address the practical, technical and privacy challenges facing these agencies from potential requests for hundreds of hours of accumulated video, all of which must be subjected to attorney review as well as time intensive and tedious technical redaction where appropriate. The County asks the Delegation to support an initiative of the Maryland Association of Counties (MACo) that strikes a reasonable balance between providing proper access to body worn camera recordings for affected and involved persons while preventing overbroad, abusive or invasive requests.
- ***Advancing Next-Generation 9-1-1 in Maryland.*** Marylanders demand and expect 9-1-1 emergency service to be reliable and efficient. Next-Generation (Enhanced 9-1-1) technology is required to keep up with this critical and increasingly complex public safety function by improving wireless caller location, accommodating incoming text/video to 9-1-1 and managing crisis-driven call overflows. We request that our Delegation support efforts to move toward Next Generation 9-1-1, including updating and improving the delivery of these essential services across the State. This is also a legislative priority of MACo.
- ***Developing and Implementing Community Relations Programs.*** Maryland law enforcement agencies must continue to focus on best practice recommendations that refine and improve effective community policing and community relations programs. These outreach efforts are vital for law enforcement agencies to build trust with residents and communities, contribute to safer neighborhoods and ultimately meet the mandate of reducing crime. Effective programs require a commitment of resources including staffing, training, research and equipment. We request the Delegation's support for legislative initiatives that further the policy goals of best practices in this area.
- ***Supporting Training Programs for Police Officers.*** Our communities expect police officers to be responsive to the people that they serve and protect. The job of a police officer is multi-faceted and varies on an hour-to-hour basis. Proper training is vital for law enforcement agencies to effectively keep up with requirements generated by evolving standards and best practices, technology improvements and community expectations. Continuous, effective training is required in areas such as community building, use of force/de-escalation and police response to persons with mental illnesses. Meeting this need requires a commitment of resources, including staffing, facilities, research and

equipment. We urge our Delegation to support initiatives that provide adequate funding to assist agencies in developing and implementing improved police training programs.

- ***Addressing Gang Violence.*** Gang-related crime and violence in the County has been blamed for 18 homicides over two years. Prevention, intervention and suppression strategies, including the availability of afterschool recreational activities for at-risk youth, social and mental health outreach programs in affected neighborhoods and enhanced law enforcement, are all being pursued by the County to address gang activity. According to the State’s Attorney for Montgomery County, bringing violent gang-related criminals to justice often remains elusive because of Maryland’s ineffective Gang Activity Participation statute. Few gang-related cases have been successfully prosecuted in Montgomery County during the past 10 years. We request that the Delegation consider anticipated legislative initiatives to fairly address the concerns of Maryland State’s Attorneys – and also support State funding for prevention programs for at-risk youth and families.

Core Government Functions

- ***Local Decision Making Authority.*** Montgomery County continually exercises its broad home rule authority to address matters of importance to our community that are not addressed, or are addressed differently, at the State level. The General Assembly considers legislative proposals each year that seek to preempt local authority in various areas. Issues of particular relevance in recent years include sick and safe leave, minimum wage and pesticides. Other issues are on the horizon for the 2018 Session, including legislation to preempt local governments from establishing standards for the siting of small antennas (“small cells”) that are used to deploy fifth generation (5G) wireless broadband technology. The County asks the Delegation to oppose any legislation that seeks to preempt the County’s authority to enact laws and implement programs that best serve the interests of our residents and businesses.
- ***Maryland Public Information Act.*** In the past year, the County has received an increasing number of MPIA requests for “bulk lists” of email addresses and telephone numbers collected by County government, including requests for information provided by individuals when subscribing to newsletters or public safety alert systems (e.g., weather, school closings and active shooters). The County is concerned that the MPIA generally requires disclosure of this information. People who provide email addresses and telephone numbers to County government do not expect that this information will be shared with others and disclosure of this information increases their vulnerability to cybersecurity threats. Most of the requests received by the County sought email addresses and telephone numbers in electronic format, which is especially concerning because this format facilitates loading of the requested records into programs used by spammers and cyber thieves. In addition to cybersecurity risks, the County is concerned that the MPIA’s disclosure requirement may have a negative impact on public safety and civic engagement to the extent that it discourages people from signing up to receive information about matters relating to emergency events, programs and services, policy issues, etc. The County asks that the Delegation support a MACo initiative that would amend the MPIA to better reflect the appropriate role of government in this area by creating an exemption for bulk lists of email addresses and telephone numbers.

Other Capital Projects

- ***Avery Road Treatment Center (ARTC) - \$1,128,000***

The County anticipates the inclusion of these funds in the Governor's fiscal year 2019 capital budget request as the last installment of a multiyear State commitment to help support the costs of replacing this facility. The ARTC provides residential substance abuse treatment for low-income County residents. The total cost of the 60-bed project is estimated at \$12.4 million.

- ***Poolesville Economic Development Project - \$4,000,000***

The Montgomery County Revenue Authority is requesting a fiscal year 2019 State capital grant to help support the costs of utilizing excess land at the Poolesville Golf Course property, located in the Agricultural Reserve, to develop a custom crush facility, a tasting facility and winery incubator. The State grant will leverage County and Town of Poolesville funds. This is an innovative project that will support a more competitive wine industry Statewide, including: (1) workforce development and research through partnerships with the State's public higher education institutions; (2) next generation agriculture with diversified opportunities for farmers; (3) agri-tourism that attracts entrepreneurs and investors to the Agricultural Reserve. All of these activities help to preserve open space and foster a healthy agricultural ecosystem. The Delegation secured a \$1 million down payment for this project last year.

- ***Montgomery County Public Schools (MCPS) -- At least \$52,000,000 from a combination of the Statewide program and the Targeted Supplemental Grant program***

MCPS is requesting \$115 million this year from the State to support its public school construction program. While the request is justified given the size of the State program, we are requesting a minimum of \$52 million in fiscal year 2019 State capital funding to move a limited program forward.

- ***Montgomery County Libraries -- \$1,034,000***

The County is requesting fiscal year 2019 State capital funding to construct the Wheaton Library and Community Recreation Center (\$448,000) and renovate the Potomac Library (\$250,000) and the Damascus Library (\$336,000).

- ***Montgomery College -- \$16,484,000***

The County is supporting Montgomery College's fiscal year 2019 State capital request for projects at two campuses.

Rockville Campus, Student Services Center construction and equipping - \$14,743,000

Takoma Park/Silver Spring Campus, design of the Math/Science building - \$1,741,000

- ***Universities at Shady Grove -- \$23,114,000***

The County anticipates the inclusion of these funds in the Governor's fiscal year 2019 capital budget request to complete construction and equipping of Building IV. The development at USG is important to the County's economic development strategy. For that reason, the County has also made significant financial investments in this State higher education institution, including paying for the new parking garage to allow the campus to expand.

- ***Montgomery County Pre-Release Center Dietary Facilities -- \$1,618,000***

The County anticipates the inclusion of these funds in the Governor's fiscal year 2019 capital budget request. This will complete the State's obligation to match County funds for the \$7 million renovation of the Center's kitchen and dining areas.

- ***Olney Theatre Center for the Arts - \$2,000,000***

The County is supporting Olney Theatre's request for a \$2 million State grant in fiscal year 2019. This would be the first installment of a multiyear State request to help support the costs of the Theatre's \$25 million capital improvement project to develop community amenities at the location, including: (1) a multi-purpose Community Center; (2) an Education Center; and (3) outdoor public spaces. The State's initial \$2 million grant would match a private donation in the same amount.

11/13/17



Montgomery County Government

ROCKVILLE, MARYLAND 20850

June 29, 2017

Peter K. Rahn
Secretary, Maryland Department of Transportation
7201 Corporate Drive, P.O. Box 548
Hanover, MD 21076

Dear Secretary Rahn: *Pete*

Montgomery County is a diverse community with many transportation needs. As always, we appreciate our cooperative relationship with the State of Maryland so that, together, we can meet the needs of our residents and businesses. We would like to thank MDOT for advancing important projects in our county, most notably the Purple Line, the Brookeville Bypass, the I-270 Innovative Congestion Management project, and the full scope of Watkins Mill Interchange.

With respect to the Purple Line, we appreciate your efforts to resolve the litigation that has delayed the project. We commend your commitment to the project and stand ready to support your efforts to secure federal funding and to move the project forward.

We are also appreciative of MDOT's support to WMATA as Metro works to restore its organizational health, operational safety, and customer service. We hope that, with your continued support, WMATA will restore public confidence and return to being a point of pride for the region.

MDOT has also been a critical partner, working with Montgomery County, to improve our pedestrian and bicycle networks. We appreciate your recent grants supporting our Bikeshare network, and your staff's commitment to participating in our Pedestrian Bicycle and Traffic Safety Advisory Committee (PBTSAC).

As we look to the future needs of Maryland residents in Montgomery County, we have updated our priorities for state investment in transportation infrastructure. For the FY2018-2023 Consolidated Transportation Program (CTP), we have organized our priorities by emphasis area to aid in programming of future state resources toward the transportation needs in Montgomery County. The type of support requested is identified in parentheses after the project name.

Interstate Program

The major Interstates in Montgomery County are subject to long-span, recurring congestion and need significant facility renewal and expansion. Our top priorities for these facilities include:

1. ***I-270 Corridor/I-495 West Side Improvements:*** (Planning) I-270 needs substantial investment to improve its performance. Investment in the Watkins Mill Interchange and the Innovative Congestion Management (ICM) projects represents a major commitment by the state; however more is needed. We request that MDOT complete the I-270/U.S. 15 Multimodal Corridor Study including advancement of the county-recommended reversible high-occupancy/toll lanes between Shady Grove Road and Frederick County, as well as a grade-separated interchange at I-270 and Little Seneca Parkway Extended. Additionally, we request that the state advance the study of capacity and operational strategies from I-270 and along I-495 into Virginia that address freeway performance along with transit, pedestrian, and bicycle connections over the Potomac River, including advancement of the county recommended high-occupancy/toll lanes between the I-270 West Spur and Virginia. The preferred outcome of these studies is a set of complementary short, medium, and long-term measures that provide for reliable travel on these critical corridors.
2. ***I-495 (Capital Beltway)/I-270 East Spur Improvements:*** (Planning) Similarly, Montgomery County requests that the state explore congestion management strategies for the Capital Beltway from I-270 to I-95 and to evaluate whether bottlenecks can be improved either through innovative strategies like ramp metering and peak-period shoulder use, or through other spot improvements that are respectful of our natural resources and communities.

Other State Highways

The following projects represent our highest priorities for improvements to state highways:

1. ***U.S. 29 (Columbia Pike) Shoulder Repairs, Transit Reliability, and Congestion Management:*** (System Preservation and Planning) Montgomery County is investing to implement BRT service on U.S. 29 in 2020. We request that the state repair the shoulders on U.S. 29 to improve the driving surface for transit vehicles. We also request state participation in evaluation of strategies to manage congestion and improve transit travel time reliability between Tech Road and Silver Spring. These improvements will complement programmed investment in transit stations and vehicles for Maryland's first BRT service and should improve non-auto driver mode-share on this corridor.
2. ***MD 355 (Frederick Road) Improvements from MD 27 to Stringtown Road:*** (Planning) The rapidly-developing Clarksburg area of the county is served by limited and congested transportation links. Expanding MD 355 and addressing intersection needs at Brink Road, West Old Baltimore Road, Little Seneca Parkway, Shawnee Boulevard and other intersections between MD 27 and Stringtown Road, consistent with the Clarksburg Master Plan, may be the most cost-effective and least impactful way of improving access to and from this community. In addition to capacity, the improvements need to address pedestrian and bicycle connectivity, access to schools, and transit needs.

3. **U.S. 29 Safety and Capacity Enhancements:** (Planning, Design and Construction) Traffic operations at several locations on U.S. 29 between Stewart Lane and MD 198 in Montgomery County result in recurring congestion and safety concerns. Interchanges have been identified as solutions at a few of these locations, including Fairland/Musgrove Road and Tech Road/Industrial Parkway, but funding for design and construction has not been identified in the current CTP. Additionally, the proposed designs have not achieved community support. We request a more comprehensive assessment of the signalized intersections on the U.S. 29 corridor, taking into consideration community preferences, approved land use plans, BRT operations, pedestrian and bicycle needs, traffic safety and throughput. We expect that advancing concepts to a common level of design and defining a prioritized implementation program for the short and long term that addresses the interactions between the locations will be the best way to address the needs of this corridor while avoiding unintended consequences to our communities and businesses.
4. **MD 97 (Georgia Avenue) Safety and Complete Streets Improvements/Metro Station Pedestrian Access Improvements:** (Design) Georgia Avenue, between the Beltway and 16th Street, carries some of the highest volumes of any arterial in the county. Using county funds, the State Highway Administration is nearly complete with an alternatives assessment and NEPA documentation for improvements that address safety, operational, and access challenges, while also improving bus stops, and providing a dedicated cycle route. The county also conducted a facility planning study for a grade-separated pedestrian connection across Georgia Avenue so that existing residential areas and the Holy Cross Hospital can access the Forest Glen Metro station more safely. We request that MDOT include the pedestrian crossing in its preferred alternative and advance the combined project into design. When completed, this project will improve a major gateway into the Silver Spring Central Business District and improve safety and accessibility within the Montgomery Hills and Forest Glen communities.
5. **MD 28/198 Improvements (Norbeck Road and Spencerville Road):** (Design and Construction) The state recently completed an alternatives analysis for the 11-mile MD 28/198 corridor between MD 97 (Georgia Avenue) and I-95 in Prince George's County. Montgomery County requests that the state advance elements of this corridor into design and construction.

Burtonsville: Concepts for improvements between Old Columbia Pike and U.S. 29 through the Burtonsville business district have been identified. The county requests that the state select and refine a design concept for this portion of the corridor that is supportive of the *Burtonsville Crossroads Neighborhood Plan (2012)* goals of fostering a sense of arrival and providing a multimodal, attractive Main Street character for this community while improving pedestrian and bicycle infrastructure and roadway operations. Additionally, pedestrian, traffic safety, and intersection improvements are needed between Old Columbia Pike and New Hampshire Avenue.

MD 97 to MD 200: At the west end of the corridor, we request that the state accelerate its ongoing efforts to improve pedestrian and bicycle facilities along and across MD 28 between MD 97/Georgia Avenue and Wintergate Drive.

6. **MD 97/Georgia Avenue and MD 28/Norbeck Road Interchange:** (Design) The intersection of MD 97 and MD 28 is constrained and congested, particularly due to the proximity of the MD 200 Interchange just to the north and the intersection of MD 28 and MD 115 just to the west. Improvement to this location is important for facilitating access between Olney and Silver Spring and for the connection from Rockville to MD 200. We request that the state reinstate design of an interchange at this location.

Washington Metropolitan Area Transit Authority (WMATA)

The transit services provided by WMATA are essential to Montgomery County and require additional state support and investment.

1. **Metrorail and Metrobus:** (WMATA Funding) High quality and reliable Metrorail and Metrobus services are critical to easing traffic congestion as well as enhancing quality of life, reducing carbon emissions, and supporting Montgomery County's economic future. Less service and higher fares are counterproductive to attracting riders at a time of extended degraded service quality. We request the state to expand its support for Metro, including dedicated funding, in order to address the long-term degradation to the system that has occurred over many years and to provide the resources necessary to restore the system to world-class status without further burdening riders. Funding should be sufficient to allow rollback of the service cuts of June 2017 as soon as is feasible.
2. **Metrobus Priority Corridor Network (PCN) Improvements:** (Construction) Montgomery County seeks state support for Metrobus service improvements and implementation of roadway improvements such as queue jumps, transit signal priority, and other measures to improve travel times and reliability on high priority transit corridors within the county.

Bus Rapid Transit (BRT)

Transit is a key element of the county's Master Plan. BRT on U.S. 29 – the first of its kind in Maryland - is advancing as a county-funded project and our priorities for state investment in BRT include:

1. **Corridor Cities Transitway (CCT):** (Design & Construction) The Corridor Cities Transitway is a foundational element of the Great Seneca Life Sciences Corridor. We appreciate the state's commitment to complete the preliminary design (30% design) and NEPA phase of the project and ask that the state identify a capital contribution sufficient to support an FTA New Starts and/or P3 implementation.
2. **MD 355 Bus Rapid Transit:** (Design) This project will accelerate development in the White Flint, Rockville, Gaithersburg and Germantown portions of the county. BRT on MD 355, which has the highest projected ridership among the BRT corridors in the county's plan, will also provide a much-needed public transit service to the rapidly-developing Clarksburg area. We request state funding to complete preliminary design for this corridor, building upon to the county's planning process currently underway.

3. **MD 586/Veirs Mill Road Transit Enhancements:** (Design, Grants). The state recently completed the planning study for BRT on Veirs Mill Road. The study found that substantial benefits for transit and general traffic can be realized through implementation of BRT elements and queue jump lanes. We request that the state advance these improvements into design. In the short-term, we also request that MDOT provide funding for WMATA to implement the Q9 MetroExtra service on MD 586 between Wheaton and Rockville.
4. **MD 650/New Hampshire Avenue BRT Planning and Service Improvement:** (Planning, Grants). BRT on New Hampshire Avenue is called for in the Countywide Transit Corridors Functional Master Plan (CTCFMP) and we request state engagement and planning support for this corridor. Additionally, we request that the state provide funding for the extension of the K-9 MetroExtra service from its current terminus at the Food and Drug Administration (FDA) to White Oak.

Pedestrian and Bicycle

Pedestrian and bicycle safety, the implementation of Bikeshare as a permanent component of our transportation system, and creating a safe and attractive walking environment in our key growth areas are critical needs for state support.

1. **Pedestrian/Bicycle Safety Implementation on State Highways:** (Design and Construction) We request that the state increase funding to address sidewalk gaps, crosswalk conditions, trail crossings, and other issues in support of the county's Pedestrian Safety Initiative and Vision Zero. Our highest-need locations are on state highways, including MD 118 (Germantown Road), MD 586 (Veirs Mill Road), MD 185 (Connecticut Avenue), MD 28 (Norbeck Road), MD 190 (River Road), MD 97 (Georgia Avenue), MD 182 (Layhill Road), MD 650 (New Hampshire Avenue), MD 320 (Piney Branch Road) and MD 355 (Rockville Pike/Wisconsin Avenue/Frederick Road).
2. **Bikeshare Program Support:** (Grants) Federal, state and private grants have been essential for Bikeshare in Montgomery County, a system that has now grown to 70 stations. Bikeshare contributes to achieving non-auto drive mode share (NADMS) goals in focus-areas within the county and provides an excellent complement to local and regional transit systems. Additional state capital and operating support for this system will help secure its long-term future and develop into a network that supports a broader geographic area.
3. **Bicycle and Pedestrian Priority Areas (BiPPAs):** (Planning, Design and Construction) The county has identified over 30 BiPPA's and has prioritized five for early actions. To be effective, the county will need state cooperation and financial support to implement improvements to state infrastructure in these priority areas.
4. **Intercounty Connector (ICC) Multiuse Trail:** (Planning). A multiuse trail was constructed concurrent with the ICC for much of its length. We request that the state begin planning for completion of the gaps between Layhill Road and Notley Road and between MD 650/New Hampshire Avenue and Briggs Chaney Road.

Commuter Rail

The MARC system operated by MTA is important for moving commuters to Rockville, Silver Spring and Washington, D.C. and the system could provide even greater benefit though enhancements to the service and increasing the system's accessibility. Priorities for MARC enhancements include:

1. **Boyds Station Expansion:** (Design and Construction) Parking at Boyds is limited and bus service to the station is challenged. If expanded, this station could provide new opportunity for Clarksburg and other Upcounty residents to access MARC, improving ridership from this station.
2. **Midday and Off-Peak Service:** (Planning and Operating) MARC service provides an option for peak period, peak direction commuting. As travel patterns change and reverse commuting becomes more significant, providing more midday and off-peak trains will increase the value MARC service provides to Montgomery County and will increase the attractiveness of employment in Maryland for the growing population in the District of Columbia.
3. **White Flint Station:** (Planning) The plan for White Flint includes a new MARC station to serve this emerging mixed-use community and we request that MTA advance study of the station.

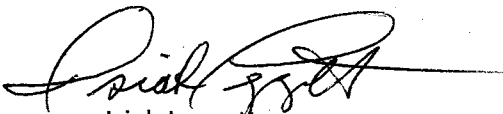
Transportation Alternatives Program

Montgomery County relies on an extensive network of recreational trails through county parks, state lands, and National Parks. In addition to pedestrian and bicycle improvements to the road network in the county, investment in these facilities using Transportation Alternatives Program (TAP) funds can improve off-road facilities and enhance the transportation and recreational functions they provide.

1. **C&O Canal National Historic Park Improvements:** (Grants) We request state support for the National Park Service’s proposed restoration of deteriorated portions of the C&O Canal Towpath and re-watering of C&O Canal sections to improve the quality of this vital recreational and historic transportation resource.
2. **Montgomery County Off-Road Trails:** (Grants) Montgomery County enjoys an extensive trail network through the county and local parks. Many of these trails provide alternative connections between communities and run parallel to major state highways. State support for improvements to these trails will help them remain a vital component of our network.
3. **C&O Canal Byway.** (Planning) The C&O Canal is a significant draw for visitors in Washington, Frederick, and Montgomery Counties. A Byway Management Plan would help identify important resources and attractions on this corridor, define management strategies for the routes and resources that make up the Byway, and define federal, state and local priorities for management, maintenance, and investment in these resources to deliver a high-quality visitor experience and provide economic benefits to the state and communities along the route.

We thank you again for your continued partnership in meeting the needs of Maryland residents and businesses in Montgomery County. If you have questions about our priorities, please contact us.

Sincerely,



Isiah Leggett
County Executive



Roger Berliner
County Council President

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