

BRAC IMPLEMENTATION COMMITTEE MEETING SUMMARY – October 18, 2011

- **John Carman called the meeting to order at 7:35 p.m.**
- **Phil Alperson, the County’s BRAC Coordinator, provided the following updates:**
 - **THE BRAC MOBILITY PROJECTS MATRIX IS POSTED ON THE BRAC WEB SITE.** It has been updated through Sept. 23, 2011 and reflects the multi-modal approach the County, State and other stakeholders are taking to address the transportation impacts of BRAC in Bethesda – transit improvements, pedestrian and bicycle enhancements, intersection upgrades, transportation demand management, etc.
 - http://www.montgomerycountymd.gov/content/exec/brac/pdf/transpo_project_matrix-092311.pdf
 - **THE “TIERS AND PHASES” OF BRAC PROJECTS** based on funding is also posted on the web site. The Tiers and Phases were developed by MDOT and MCDOT with input from the BIC in October 2009, and the summary text has been revised through September 19, 2011.
 - **Matrix developed by MDOT-MCDOT, October 2009:**
<http://www.montgomerycountymd.gov/content/exec/brac/pdf/bracprojects-tiers-100609.pdf>
 - **Summary of Tiers & Phases, updated September 19, 2011:**
<http://www.montgomerycountymd.gov/content/exec/brac/pdf/tiersphases-summary-revised-091911.pdf>
 - **PRINTABLE TIMELINE: ANTICIPATED CONSTRUCTION-RELATED TRAFFIC DISRUPTIONS IN BETHESDA (AS OF 9-15-11):**
<http://www.montgomerycountymd.gov/content/exec/brac/pdf/disruptionstimeline-041111.pdf>
 - **Summary of BRAC Transportation Projects and Commuting Options**
http://www.montgomerycountymd.gov/brctmpl.asp?url=/content/exec/brac/projects_glance.asp
 - **7-26-11 State Highway Administration update on the Intersections Improvement project, with the potential availability of OEA funding**
http://www.montgomerycountymd.gov/content/exec/brac/pdf/mcdot-sha_intersectionsschedule-oea_fundingupdate-072611.pdf

- **SPECIAL SESSION IN ANNAPOLIS:** Phil reported that the Maryland General Assembly is in special session this week, with transportation funding a major topic, which is why BIC members from MDOT and MCDOT are absent today.

- **DISCUSSIONS WITH PEPCO ABOUT UNDERGROUNDING POWER LINES:** The topic of undergrounding power lines was discussed at last month's and previous BIC meetings and Phil was asked to initiate a discussion with PEPCO officials about the possibility of undergrounding. Phil had a discussion since last month's BIC meeting with a PEPCO official who basically reiterated what Edgar Gonzalez of MCDOT and Andy Scott of MDOT said last month: that undergrounding is a complex and very costly process sought by wooded communities throughout the county, and requires coordination among PEPCO and various telecommunications and utility companies. And, since the topic had been raised in conjunction with the SHA intersections project, undergrounding would have to apply to more lengthy corridors rather than to more limited intersection projects. The PEPCO official offered to raise the matter with other PEPCO officials who would report back to Phil if there was a change in this analysis.

- **THE OTHER BRAC IN BETHESDA: RE-USE OF THE NATIONAL GEOSPATIAL-INTELLIGENCE AGENCY SITE AS THE ICC-B -- INTELLIGENCE COMMUNITY CAMPUS-BETHESDA:** Phil reported that the U.S. Army Corps of Engineers (ACE) recently held a meeting with residents of the Sumner area near Sangamore Road about plans to renovate the NGA campus. Although there has been communication, and public hearings have been conducted by the Park & Planning Commission, many residents said they were neither informed nor consulted about plans that are moving forward. There will be further meetings sponsored by ACE, Council Member Berliner and County executive staff, and subsequent mandatory referral hearings at Park & Planning will provide residents the opportunity to comment on the project.
 - **9-28-11 Bethesda Patch: Sangamore Federal Facility Will Shift To Intelligence Community Campus -- Upgrades on the former National-Geospatial Intelligence Agency site expected to begin next year**
<http://bethesda.patch.com/articles/sangamore-federal-facility-will-shift-to-intelligence-community-campus>

- **UPDATE ON \$300 MILLION OFFICE OF ECONOMIC ADJUSTMENT FUND FOR TRANSPORTATION PROJECTS NEAR MILITARY MEDICAL FACILITIES:**
 - **7-21-11 Federal Register: Announcement of Federal Funding Opportunity from the Office of Economic Adjustment (OEA), U.S. Department of Defense (3 pp)**
<http://www.gpo.gov/fdsys/pkg/FR-2011-07-21/pdf/2011-18400.pdf>

- **\$4.3 million SHA proposal for unfunded phases of Bethesda BRAC Improvements at MD 355 (Rockville Pike) and Jones Bridge Road/Center Drive:**
http://www.montgomerycountymd.gov/content/exec/brac/pdf/oea_transpog_rants-md355_jbr_projects submission-100711.pdf
 - **NOTE:** SHA has determined that the other requests should be given higher funding priority because the funded phase of this project, which will be implemented in the near future, provides more traffic mitigation than the funded phases of other projects.

- **OEA PROJECT SUBMISSIONS FROM OTHER COMMUNITIES WITH BRAC-IMPACTED MILITARY MEDICAL FACILITIES:** Phil reported that, to the best of his knowledge, four communities (including Bethesda) submitted **12 proposals totaling \$405.7 million** for funding from the \$300 million OEA grant fund. OEA plans to announce decisions on the proposals on or about November 7, 2011. Phil expressed confidence that MCDOT and SHA submitted strong proposals.
 - **\$90 million: Bethesda MD -- Walter Reed National Military Medical Center:**
<http://bethesda.patch.com/articles/county-state-want-90-million-for-bethesda-brac-improvements>
 - \$40 million: Montgomery County: one request (see above);
 - \$50 million: State Highway Administration: five requests (see above).

 - **\$185 million: Fairfax County VA -- Fort Belvoir Community Hospital**
<http://washingtonexaminer.com/local/2011/10/montgomery-fairfax-apply-millions-brac-funding>
 - \$180 million to widen Route 1;
 - \$5 million for alternative transit study.

 - **\$125 million: San Antonio TX -- San Antonio Military Medical Center:** http://www.mysanantonio.com/news/local_news/article/City-applies-for-federal-transportation-grant-2213433.php
 - \$68 million for improvements to Harry Wurzbach Drive;
 - \$32 million for improvements at the intersection of I-35 and Binz-Engleman Road;
 - \$25 million to build a flyover connector from southbound I-35 to Loop 410.

 - **\$5.7 million: Lakewood WA – Madigan Army Medical Center at Joint Base Lewis-McChord:**
<http://www.defensecommunities.org/headlines/washington-community-applies-for-brac-transportation-funds-at-lewis-mcchord/#>

- \$5.7 million for improvements at the intersection that connects I-5 to Madigan Army Medical Center.
- **NAVAL SUPPORT ACTIVITY-BETHESDA / MILITARY MEDICAL CENTER UPDATES:**
 - **JONES BRIDGE ROAD / UNIVERSITY GATE:** Jeff Miller reported that the new signal on Jones Bridge Road at the USU gate should be activated by PEPCO in the near future.
 - **ENVIRONMENTAL IMPACT STATEMENT:** Captain Lamberton reported that the Navy will be collecting traffic data this week and possibly next week. This is related to the EIS for new on-campus construction. Last week NSAB circulated a letter to community representatives to be shared on local list serves about this: <http://www.montgomerycountymd.gov/content/exec/brac/pdf/nsab-eis-trafficstudy-datacollection-101111.pdf>
 - **NSAB CHANGE OF COMMAND:** Captain Lamberton reported that earlier today, Capt. Michael Malanoski relinquished command of Naval Support Activity-Bethesda and was relieved by Captain Frederick “Fritz” Kass. Captain Lamberton also reported that he will be reassigned in the near future and introduced his relief, Bill Meekins, who will serve as Executive Director at NSAB. Phil pointed out Captain Lamberton’s recent promotion from Commander. <http://www.dcmilitary.com/article/20111013/NEWS11/710139971/kass-to-relieve-malanoski-as-nsab-commanding-officer>
- **COMMUNITY UPDATES:**
 - Leslie Weber of Suburban Hospital reported that tomorrow (Wednesday, Oct. 19) there would be a joint emergency exercise conducted by several regional hospitals, including Suburban. The community should expect to see and hear increased helicopter activity, but not to be alarmed.
 - Dave Dabney of the Bethesda Urban Partnership reported that traffic seems to be settling in, for the time being. On that note, Debbie Michaels reported on a conversation she had with Council Member Nancy Floreen that the actual traffic impacts of BRAC haven’t been fully realized and that worsened traffic, if not mitigated, is still projected.
- **DISCUSSION: FUTURE OF THE BRAC IMPLEMENTATION COMMITTEE:** John Carman initiated a discussion on the future operations of the Committee, to follow-up on last month’s discussion. Phil reminded the Committee that the Executive Order that established the BIC in February 2007 anticipated that the BIC would sunset by September 15, 2011 if the mission spelled out in the EO had been met, and that the

County Attorney has confirmed that the mission has been met. However, there is a consensus among BIC members that there is a need for the BIC to be maintained in some form to monitor BRAC-related construction and traffic mitigation and maintain a dialogue with NSAB. While the County Executive greatly appreciates the hard work of the BIC members, and particularly John Carman as long-suffering Chairman, he does not intend to issue another Executive Order creating yet another commission. Phil reminded the BIC that there is no assurance that the OEA grant which funds his BRAC Coordinator position will be renewed when it expires next March, but that he would continue to staff the BRAC committee no matter how it is constituted if the grant is extended. Ken Hartman of the Bethesda-Chevy Chase Regional Services Center described another organization that could serve as a model for the BIC: the Woodmont Triangle Action Group, a volunteer body which serves under the auspices of the Western Montgomery Citizens Advisory Board (WMCAB), with a chairman from the WMCAB. The group meets when necessary, not necessarily every month, but has a very active and engaged membership that operates both as an adjunct to WMCAB and as an independent body that is recognized by the County Planning Dept. It was suggested that if an Executive Order was not possible that the Council recognize this re-constituted BIC body. John Carman suggested that this matter can be resolved at the November BIC meeting, at which time we should know whether our major projects will receive federal funding and therefore need to be monitored by the community in the coming years.

- **February 2007 Executive Order establishing the BIC (scroll down):**
<http://www.montgomerycountymd.gov/mcgtmpl.asp?url=/content/EXEC/Register/June07ExecOrders.asp>
- **Key language in Executive Order identified by Office of County Attorney:**
 - "OEA recommends that the affected local governments establish a single community task force to identify community impacts from the expansion, as well as coordinate initial assessments of important BRAC-related community issues. For this reason, the BRAC Implementation Committee was established on February 23, 2007."
 - "The Implementation Committee is expected to complete its work no later than September 15, 2011, which is the date by which the BRAC implementation is mandated to be complete."
- **John Carman solicited additional comments from the public.**
 - **Dawn Chaikin and several residents of the Locust Hill neighborhood raised strong concerns about Phase 4 of the SHA Intersections Improvement project for Rockville Pike (MD 355) at Cedar Lane.** This phase, which would be funded if OEA approves the SHA project proposal (see above), would add a

northbound merge lane on Rockville Pike, from Cedar Lane to a point just north of Locust Hill Road. This would be constructed adjacent to the service road parallel to Rockville Pike that provides access for these residents. They are concerned that the project designs may have changed from what had been presented a few years ago and that the project may infringe on their property and homes. They said these concerns arise from a recent meeting SHA had with Locust Hill residents, at which time it was said that the State would relocate the access road 20 feet to the east, onto their properties. SHA representatives were not at this evening's BIC meeting to respond and Phil said that his discussions with SHA were not consistent with the neighbors' assertion. Phil said he would seek clarification from SHA.

- Dawn asked to read into the record an email she received from an anonymous Locust Hill resident regarding the SHA traffic studies that were used to justify the Phase 4 project:
 - “The basis for the SHA improvement numbers are flawed. The SHA justification for Its proposed Md355 roadway changes are based upon a stale 2006 traffic count that was full of errors and inflated 2011 traffic estimates.

The SHA justifies the Cedar Lane/Md355 roadway changes by performing a CLV and a HCM Signalized Capacity Analysis. The analysis relies on a “stale” Grove/Slade Associates September 2006 Cedar Lane/Md 355 traffic count studies performed for NNMC to support its Environmental Impact Statement (EIS). The Grove/Slade Associates September 2006 Cedar Lane/Md 355 traffic count was admittedly flawed since it failed to (1) accurately identify the Cedar Lane left turning lane configurations (2) consider the interruption of west bound Cedar Lane traffic by a Montgomery County Patrolman directing traffic in and out of Stone Ridge School during AM peak traffic hours (3) consider the AM peak vehicle stacking in the Cedar Lane/Md355 intersection due to the extension of the NNMC north gate entrance traffic into a through 355 traffic lane. The Grove/Slade Associates September 2006 Cedar Lane/Md 355 traffic count study also performed a 2011 traffic count estimate. The Grove/Slade Associates published EIS study indicated the estimated future 2011 traffic counts were inflated 43% by using ITE derived trip rates as opposed to locally derived rates. The SHA CLV and a HCM Signalized Capacity Level Of Service analysis also failed to use the proper Lane Use Factors or near metro VPH Capacity values contained in Montgomery County Local Transportation Guidelines.

The SHA failed to make any corrections to the Existing and Future 2011 traffic counts performed by Grove/Slade Associates for its analysis. Having arrived at 2011 a new traffic count should pursued before any road work begins.”

- **The meeting was adjourned at 8:45 p.m. The next Committee meeting is scheduled for Tuesday, November 15, 2011, 7:30 p.m., at the BCC Regional Services Center.**

Committee members in attendance, October 18, 2011:

Phil Alperson, County BRAC Coordinator
 John Carman, Chairman, BRAC Implementation Committee
 Dawn Chaikin, Locust Hill Citizens Association
 Larry Cole, Maryland-National Capital Park & Planning Commission
 Dave Dabney, Bethesda Urban Partnership
 Leslie Weber for Brian Gragnolati, Suburban Hospital
 Ken Hartman, Bethesda-Chevy Chase Regional Services Center
 Janet Maalouf, Maplewood Citizens Association
 Debbie Michaels, Glenbrook Village Homeowners Association
 Sara Morningstar, Montgomery County Office of Intergovernmental Relations
 Richard Vogel, Stone Ridge School
 Phil Neuberg for Dan Wheeland, National Institutes of Health

Ex-officio:

Cindy Gibson (Council Member Roger Berliner)
 Debbie Spielberg (Council Member Marc Elrich)
 Captain John Lamberton, Naval Support Activity-Bethesda
 Jeff Miller, Naval Support Activity-Bethesda

Other Attendees

Ralph Bain, Locust Hill Citizens Association
 Lt. Eric Burnett, Montgomery County Police Department
 Sandy Dean, Walter Reed NMMC
 Heather Dlhopsky, Linowes & Blocher
 Erin Donahue, Bethesda Patch
 Gabriele Doyle, Locust Hill Citizens Association
 Carl Gentilcore, Locust Hill Citizens Association
 Elizabeth Keys, Locust Hill Citizens Association
 Irene Kondilis, Locust Hill Citizens Association
 Jan Marmor, Locust Hill Citizens Association
 Marilyn Mazuzan, Town of Oakmont
 Bill Meekins, Naval Support Activity-Bethesda
 Jeanette Musil, DoD Office of Economic Adjustment
 Tom Robertson, Bethesda Urban Partnership
 William Sadlon, NAVFAC Washington
 Ken Strickland, Chevy Chase Valley
 Gil Tietz, Locust Hill Citizens Association
 Daniel & Linda Willard, Locust Hill Citizens Association