Maryland Route 355 Multimodal Crossing Project
$40 Million Transportation Infrastructure Proposal
Submitted by the Montgomery County, Maryland, Department of Transportation
To the Office of Economic Adjustment,
U.S. Department of Defense
FFOsubmit@wso.whs.mil

RE: Federal Register Document 2011-184000: Volume 70, Number 140, July 21, 2011
Notice of Federal Funding Opportunity for construction of Transportation Infrastructure Improvements Associated with medical facilities related to recommendations of the 2005 Defense Base Closure and Realignment Commission.

EXECUTIVE SUMMARY

This grant request for $40 million of Office of Economic Adjustment funding completes the $68.1 million Maryland Route 355 Multimodal Crossing Project to support the highest priority transportation need associated with the BRAC expansion of the Walter Reed National Military Medical Center (WRNMMC) located in Bethesda, Maryland. Without the $40 million OEA grant funding, Montgomery County Department of Transportation (MCDOT) will be unable to construct the multimodal project envisioned in the NEPA approved document to address the critical pedestrian safety, traffic congestion relief, parking demand reduction, and required transit modal share goals for the expansion at the WRNMMC.

The Maryland Route 355 Multimodal Crossing Project has two major components: (1) a shallow pedestrian and bicycle underpass to connect the eastern side of Rockville Pike (MD 355) where the WRNMMC campus is located, to the western side where the Medical Center Metrorail Station, transit center, and the National Institute of Health campus are located; and (2) three high speed elevators to connect the street level from the WRNMMC to the Metrorail mezzanine level 120 feet below the surface with emergency staircase. Minor improvements at the intersection of MD 355 with South Wood Road (the main entrance to the WRNMMC Hospital) are also included.

The Maryland Route 355 Multimodal Crossing Project will improve emergency and routine access to the WRNMMC Hospital; encourage and support transit ridership levels to achieve the modal split goals envisioned by the Campus' Environmental Impact Statement (EIS); improve vehicular, transit, and bicycle and pedestrian travel times for workers, patients, and visitors; and enhance pedestrian and bicycle safety by providing a faster, safer, and more inviting alternative to the existing at grade (street level) crossing. Finally, the project will reduce the parking needs on the WRNMMC Campus as envisioned in the EIS. This project will be most effective if the inter-related projects designed by the Maryland Department of Transportation to mitigate BRAC-related congestion are also funded. The project is supported by the Navy, Maryland Department of Transportation, the Washington Metropolitan Area Transit Authority, and the National Capital Region Transportation Board.

A. POINT OF CONTACT: **Arthur Holmes, Jr., Director**
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B. EXISTING OR PROJECTED TRANSPORTATION INFRASTRUCTURE ISSUE:

The Maryland Route 355 Multimodal Crossing Project will facilitate the provision of medical care at the WRNMMC, because it will mitigate gridlock, improve pedestrian access and safety, and support multimodal transportation systems around the expanded medical facilities at the WRNMMC.

One of the most noteworthy moves mandated by the 2005 BRAC law was the closure of the Walter Reed Army Medical Center (WRAMC) in Washington, D.C., and the relocation of most of its functions and personnel to the campus of Naval Support Activity Bethesda (NSAB) to establish the joint service Walter Reed National Military Medical Center in Bethesda, Montgomery County, Maryland.

The intent of consolidating these two premier institutions was to establish the modern "crown jewel" of military medical care and research combining the best of Army, Navy and Air Force practices that could serve the needs of the American military with excellence in the post September 11, 2001 era.

The road network and the key intersections leading to WRNMMC are already over capacity, at Level of Service (LOS) F – or failing. The Medical Center Metrorail Station, a component of the 103 mile Metro System, is located on the other side of MD 355 from the WRNMMC. The station serves approximately 11,000 passengers per day. Additionally, there is a transit center at ground level above the Station on the same side of MD 355. Presently, the transit center is served by 10 regular bus routes: Metrobus Routes J1, J2, J3, J7 and J9; Ride On routes 30, 33, 34, 46, and 70. Kiss and Ride operations also occur at the transit center. These transit operations generate today more than 3,000 pedestrians crossing MD 355 at grade. This number is expected to grow to about 7,000 by 2020. If left unmitigated, this growth will create untenable gridlock that would negatively affect the ability of warriors, doctors and emergency personnel, patients, and visitors to access the campus safely and on a timely basis.

Bethesda is located in Montgomery County, Maryland, which has a total population approaching 1 million. Bethesda is in the heart of the National Capital Region and draws employees and visitors to its thriving commercial district from across the Washington-Baltimore Metropolitan area of over 8 million people. The area of Bethesda that is impacted by BRAC is a densely populated and highly developed community with approximately 56,000 residents in long-established neighborhoods and an employment base of 70,000 in the commercial district inside the Capital Beltway. Along with WRNMMC, the BRAC-impacted area of Bethesda is home to the National Institutes of Health (NIH) which is the largest employer in Montgomery County with over 18,000 on-campus personnel, and Suburban-Johns Hopkins Hospital which is the region's designated trauma center. WRNMMC, NIH and Suburban share resources as the Bethesda Hospitals Emergency Preparedness Partnership. There is interaction between medical service providers and employees of NIH and the WRNMMC, who currently need to cross MD 355 at grade, competing with heavy traffic to proceed safely.

The WRNMMC is located directly across from the NIH campus. As a result of the September 15, 2011 BRAC consolidation, personnel at the medical center increased by almost one third, and the visitor load doubled from 500,000 to 1 million. Despite Montgomery County's sophisticated planning process, the County did not anticipate this sudden growth. In most BRAC growth communities, highway widening is the most common solution to BRAC-related increases in traffic, but that is not a workable solution to address the urban fabric of Bethesda.

The 2005 BRAC law did not commit funds to help communities improve their transportation infrastructure to meet dramatic and rapid growth due to BRAC. The Navy was able to identify specific impacts of BRAC growth on Bethesda's transportation network in its Environmental Impact Statement (EIS) in April, 2008. In short, the major roadways and intersections that serve WRNMMC are currently at or approaching LOS F. Increased pedestrian and bicyclist crossings of MD 355 to access the WRNMMC create additional safety concerns and compound congestion problems. BRAC growth will make failing traffic and safety conditions even worse.

The transportation analysis that was part of the EIS identified several proposed congestion mitigations that focus on transit, pedestrian, and roadway improvements. Without this grant, neither the State nor the County has the fiscal resources to implement the proposed solution described herein. Therefore, the funding requested will not supplant any other funding.

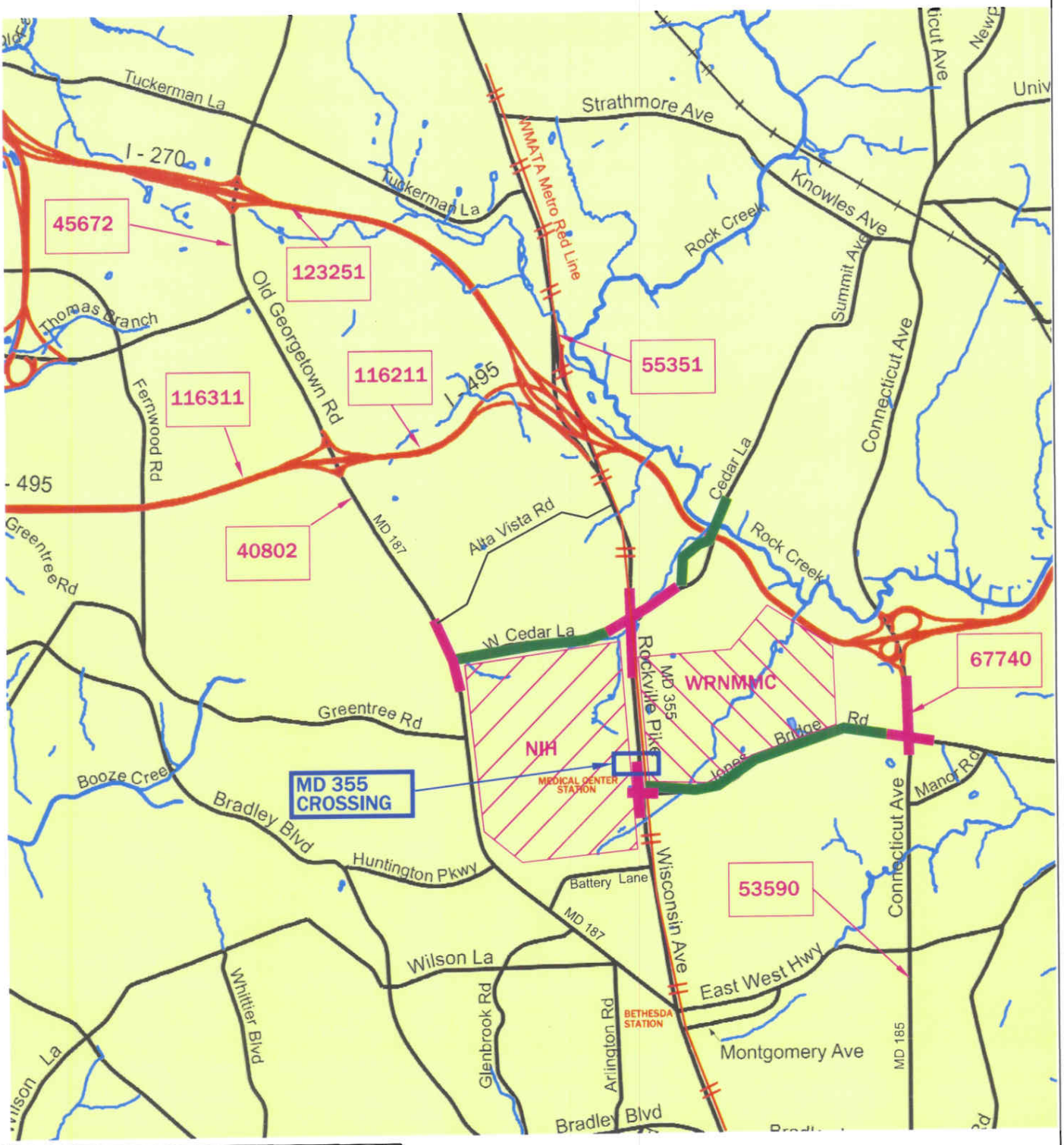
The "MD 355 Multimodal Crossing" figure on page 4 shows the location of the WRNMMC in relation to the major highway and transit systems, NIH, and the location of the project request. The average daily traffic (ADT) on major roads surrounding and providing direct access to the Center from the Washington region ranges from 40,000 to 123,000 vehicles per day. Rockville Pike (MD 355) and Connecticut Avenue (MD 185), the main access roads to the WRNMMC, have traffic volumes above 55,000 and 67,000 vehicles per day, respectively. The Capital Beltway (I-495) and I-270 are the major regional links to the rest of the Washington D.C. Metropolitan area with annual ADT volumes in excess of 116,000 and 123,000 vehicles per day, respectively. The level of congestion on these roads contributes to making the Washington region the most congested area in the nation, as measured in terms of yearly delay per auto commuter according to the 2011 Annual Urban Mobility Report prepared by the Texas Transportation Institute.

Intersection capacity in Montgomery County is measured by the Critical Lane Volume (CLV). The BRAC EIS states that during the **AM peak**, three intersections would operate above capacity. The CLV standard for the area is set at 1600 vehicles per hour. The failing intersections include: Rockville Pike and West Cedar Lane (CLV: 1988), Rockville Pike and North Drive (CLV: 1605), and Jones Bridge Road/Connecticut Avenue (CLV: 1935).

During the **PM peak** hour, four intersections operate above the County capacity standards under the BRAC Alternatives. The failing intersections include: Rockville Pike/West Cedar Lane (CLV: 2066), West Cedar Lane/Old Georgetown Road (CLV: 1857), Rockville Pike/Jones Bridge Road (CLV: 1722), and ones Bridge Road/Connecticut Avenue (CLV: 2072).

A 2007 survey conducted by the Navy found that approximately 11.3 percent of its 8,000 employees use transit to commute (9.9 percent via Metrorail, 0.2 percent via bus, and 1.2 percent via commuter rail). The Navy's EIS committed to increase this transit mode share to 30 percent by BRAC build-out in September 2011. Various Transportation Demand Management (TDM) measures are identified in the final Transportation Management Plan to help achieve this goal. However, a parking reduction to one employee space for every three employees will be the primary method of attaining this goal. The proposed Maryland 355 Multimodal Project is a major factor in achieving his ambitious modal share goal by providing a quick, direct, and safe passage for pedestrians and bicycles to connect the WRNMMC to the Medical Center Metrorail Station and Transit Center.

MD 355 MULTI-MODAL CROSSING



COMPLETED MCDOT PROJECTS

PROPOSED MSHA PROJECTS

PROPOSED MD 355 MULTI-MODAL CROSSING

WMATA METRO RED LINE

99999 ANNUAL AVERAGE DAILY TRAFFIC (AADT)

N W E S

9/29/2011

As previously noted, this FFO proposal relates to the Maryland Route 355 Multimodal Crossing Project, a Montgomery County project that will provide greater access to mass transit at the new WRNMMC. However, it is important to note that this is just one of several inter-related projects designed by the Montgomery County and Maryland Departments of Transportation to mitigate BRAC-related congestion. This MD 355 Multimodal Crossing project will be most effective if those other projects are also funded. Maryland Department of Transportation is advancing those projects to provide congestion relief to four intersections, and the extension of a regional bikeway facility to facilitate access to the WRNMMC and its sister federal agency across the street, the NIH. Montgomery County Department of Transportation has completed with local funding, over $5 million of bike paths and sidewalks to serve BRAC as shown on page 4, and in Section F of this application.

County, state and regional transportation authorities including the Washington Metropolitan Area Transit Authority (WMATA) are working with WRNMMC and NIH to study ways to expand existing bus transit service to accommodate BRAC growth at WRNMMC as well as expected long-term growth at NIH. This may include expanding or realigning existing transit routes or establishing new routes utilizing outlying park-and-ride commuter lots. In addition, the Navy and NIH are collaborating to provide commercial commuter bus service from numerous points in the Washington-Baltimore region for their personnel.

While improving intersections, pedestrian paths, and commuter bus service are essential components of a comprehensive congestion mitigation plan, the best way to mitigate gridlock in the long term is to increase transit ridership by improving access to WRNMMC from the Medical Center Metrorail Station and the transit center, and by discouraging the use of single occupancy vehicles to commute to the area. The parking reduction called for by the BRAC EIS and the MD 355 Multimodal Crossing Project are mutually supportive in mitigating gridlock.

One of the sources of gridlock in the area is the conflict between vehicles and pedestrians trying to get to the WRNMMC campus from the Medical Center Metrorail Station, which is located on the west side of Rockville Pike (MD 355) at the NIH entrance. Improving access to the Metrorail station and making it safer for pedestrians to negotiate the crossing between the Navy campus and the station will provide an incentive to use the transit station and greatly reduce gridlock. This project reduces pedestrian travel time by 57% or by over 3 minutes.

Prior to BRAC, more than 3,000 pedestrians crossed to the east side of Rockville Pike to get to the WRNMMC campus every day, competing with vehicles traveling north and south along MD 355 and turning left and right to enter or exit the WRNMMC and NIH campuses, as well as the Metrorail Station.

According to WMATA's July 2009 "**Medical Center Station Access Improvement Study**", this very undesirable situation will be exacerbated when BRAC is fully implemented after September 2011 and pedestrian traffic across MD 355 more than doubles to nearly 7,000 daily crossings. It should be noted that 20-25% of these pedestrian crossings are not using the underground Metrorail Station, but rather are bus and carpool commuters using the Transit Center at the Medical Center Station, as well as neighborhood pedestrians and cyclists.

By providing a safe and unimpeded way for virtually every pedestrian and Metrorail user to cross Rockville Pike without competing with vehicles, we can promote greater use of bus and rail transit and go a long way towards eliminating gridlock in front of the National Military Medical Center entrance to the Hospital, and reducing parking demand at the WRNMMC.

With the strong support of our congressional delegation, Montgomery County officials were confident that the United States Congress would eventually appropriate funds to construct a major project to help mitigate BRAC-related congestion around WRNMMC. Knowing that federal funding for major construction would be contingent on the completion of an environmental analysis under the National Environmental Policy Act (NEPA); the County initiated and successfully completed a NEPA process for this project, which received Federal Highway Administration approval in May, 2011, as a Categorical Exclusion (CE). The "Locally Preferred Alternative (LPA)" was agreed upon by collaborating stakeholders. Description of the project is included in Section C, and the list of stakeholders /cooperating agencies is located in Section E of this application.

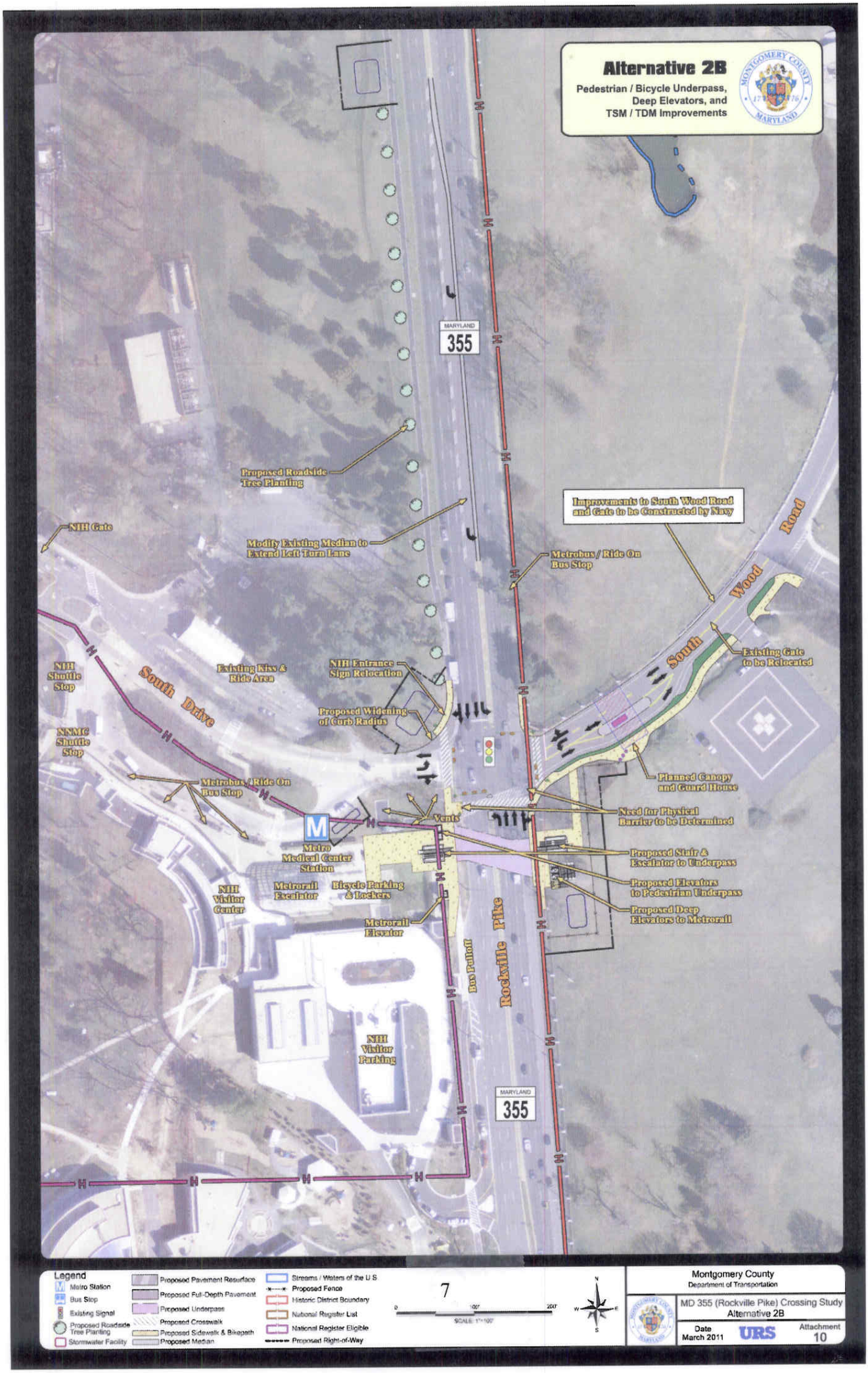
C: PROJECT DESCRIPTION:

This FFO Grant proposal requests $ 40 million to construct the Maryland Route 355 Multimodal Crossing Project. These funds would supplement approximately $28.1 million already obligated by the Department of Defense for this project under the Defense Access Roads program. A design-build approach would be used to expedite completion of this essential project.

It should be noted that the LPA is consistent with a design proposed by WMATA in its 2009 report and supported by the County Executive's BRAC Implementation Committee, an advisory body consisting of community and federal, state, and local government agency stakeholders.

This project provides for right-of-way negotiations, utility relocations, and the design and construction of a multimodal grade separated connection between the Walter Reed National Military Medical Center (WRNMMC) and the Medical Center Metro Rail station. The project consists of two major elements: (1) a shallow pedestrian and bicycle underpass below Rockville Pike, MD 355, just south of the South Wood Road/South Drive intersection. Access to the underpass will be provided by elevators, escalators and stairs; and (2) a bank of three high speed elevators, on the eastern side of MD 355 that will provide a direct connection from the WRNMMC to the existing Medical Center Metrorail station mezzanine, about 120 feet below the elevation of MD 355. Canopies will cover the stairs and escalators. The aerial photography on page 7 of this application shows the locations of the Federal Facilities, the Medical Center Metrorail Station, the Transit Center (Metrobus/Ride On Bus Stop), Rockville Pike (MD 355) and the proposed project. The Metrorail Red Line runs directly underneath Rockville Pike (MD 355). A Section View of the proposed project is shown on page 8 of the application.

The project includes extension of the southbound MD 355 left turn lane in the existing median to provide additional queuing for vehicles turning into the main WRNMMC hospital entrance at South Wood Road; expansion of the curb radius at the northwestern corner of MD 355 / South Drive to improve bus access to the Transit Center; and stormwater management. The scope of the work is included in the National Environmental Policy Act (NEPA) document prepared earlier by the County Department of Transportation (DOT) and approved by the Federal Highway Administration.


Alternative 2B
Pedestrian / Bicycle Underpass, Deep Elevators, and TSM / TDM Improvements
MARYLAND 355
Proposed Roadside Tree Planting
NIH Gate
Modify Existing Median to Extend Left-Turn Lane
Improvements to South Wood Road and Gate to be Constructed by Navy
Metrobus / Ride On Bus Stop
South Wood Road
Existing Gate to be Relocated
NIH Shuttle Stop
South Drive
Existing Kiss & Ride Area
NIH Entrance Sign Relocation
Proposed Widening of Curb Radius
NNMC Shuttle Stop
Metrobus / Ride On Bus Stop
Planned Canopy and Guard House
Vents
Need for Physical Barrier to be Determined
Metro Medical Center Station
Proposed Stair & Escalator to Underpass
Proposed Elevators to Pedestrian Underpass
Proposed Deep Elevators to Metrorail
NIH Visitor Center
Metrorail Escalator
Bicycle Parking & Lockers
Metrorail Elevator
Bus Pullout
Rockville Pike
NIH Visitor Parking
MARYLAND 355
Legend
Metro Station
Bus Stop
Existing Signal
Proposed Roadside Tree Planting
Stormwater Facility
Proposed Pavement Resurface
Proposed Full-Depth Pavement
Proposed Underpass
Proposed Crosswalk
Proposed Sidewalk & Bikepath
Proposed Median
Streams / Waters of the U.S.
Proposed Fence
Historic District Boundary
National Register List
National Register Eligible
Proposed Right-of-Way
7
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SCALE: 1"=100'
N
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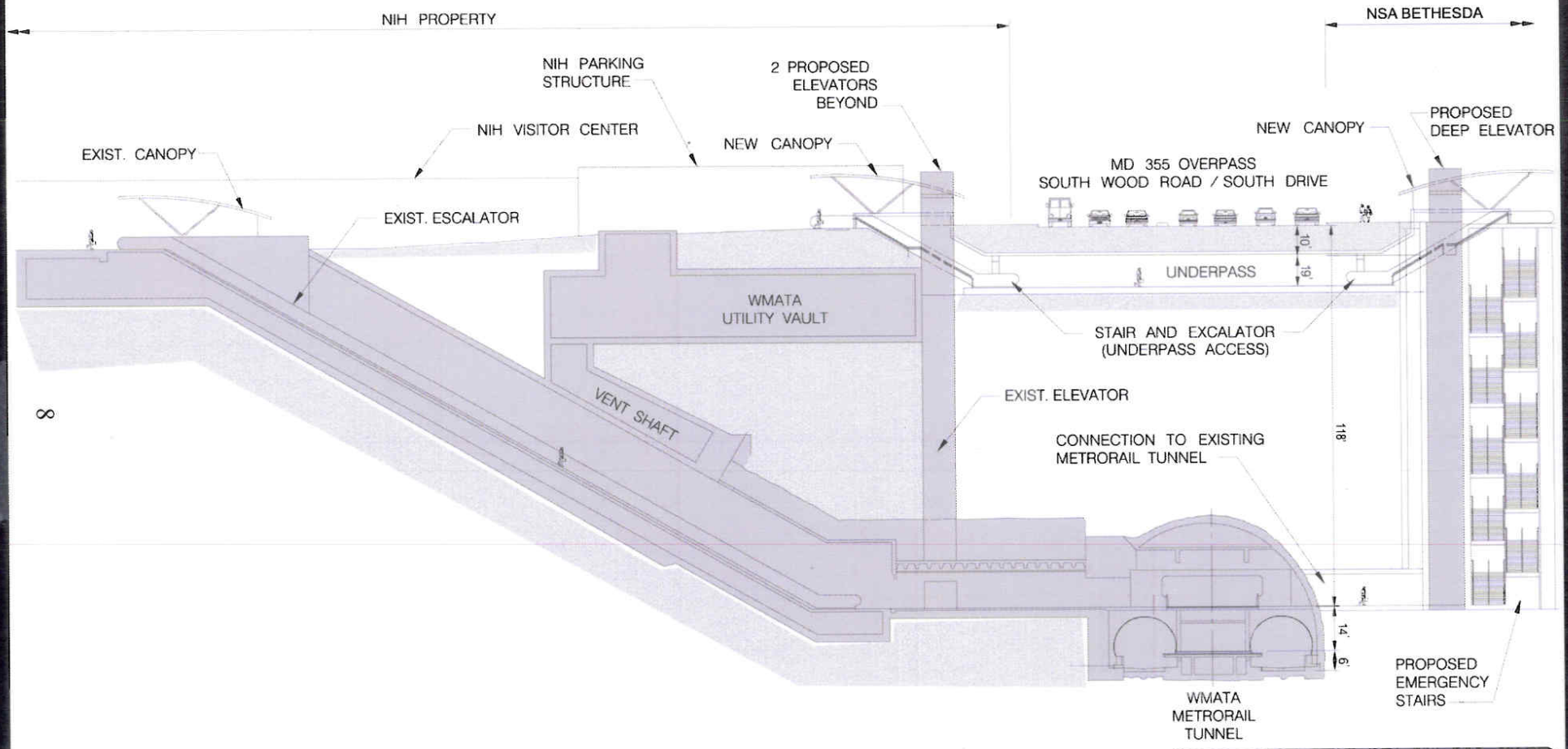
Montgomery County
Department of Transportation
MD 355 (Rockville Pike) Crossing Study
Alternative 2B
Date
March 2011
URS
Attachment
10



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ALTERNATIVE 2B SECTION VIEW
(LOOKING NORTH TO WILSON LANE)

SCALE: 1" = 30'

15 0 15 30
SCALE IN FEET

Montgomery County
Department of Transportation

MD 355 (Rockville Pike) Crossing Study
Alternative 2B Section View

Date
March 2011

URS

Attachment
13

The Department of Defense supports this project and has committed $28.174 million through the Defense Access Roads program. The Navy has made very clear its support for this project. (A two-page letter from the Navy supporting the project is attached on pages 10 and 11.) Naval Support Activity-Bethesda is one of the agency stakeholders that supported the LPA. The Navy's BRAC Environmental Impact Statement noted the need to mitigate congestion and provide safe pedestrian access at the Medical Center Metrorail station and in May, 2008, the Navy submitted a formal request that Rockville Pike (MD 355) be certified a Defense Access Road (DAR) to be eligible for funding under the DAR program. $20 million in DAR funds were authorized for a Metro access project in Fiscal Year 2011, and on June 10, 2011, the Department of Defense notified Congress of its intent to reprogram an additional $8.174 million for the project. There has been no objection from Congress and the funds have been transferred to the U.S. Department of Transportation.

The September 29, 2009 letter certifying MD 355 Rockville Pike at the National Naval Medical Center as a Defense Access Road eligible for DAR Funding can be found at:
http://www.montgomerycountymd.gov/content/exec/brac/pdf/dar-certificationletter-092909.pdf

The June 10, 2011 DoD notification of intent to reprogram additional $8.174 million in DAR fund can be seen at: ***http://www.montgomerycountymd.gov/content/exec/brac/pdf/dar-dod_additional28millionrequest-061011.pdf***

This project strongly satisfies the four selection criteria (a) thru (d) of this Federal Funding Opportunity as further described below:

(a) The extent to which the transportation issue impedes the provision of care, i.e. the military medical mission.

The transportation issue that this project addresses involves the current problem of mass transit users accessing the WRNMMC from the heavily used Medical Center Metrorail station and transit center. Pedestrians/bicyclists encounter safety conflicts and delays as they compete for space and time crossing the six lanes plus turning lanes of traffic on MD 355 at the at-grade, signalized intersection with South Wood Road/South Drive. Currently, approximately 3,000 pedestrians / bicyclists cross MD 355 each day between the WRNMMC and the Metrorail Station. Approximately 7,000 are forecast to do so by the year 2020.

The delay and safety problems associated with these conflicting movements negatively impact access to WRNMMC by all users, and hence negatively impact the military medical mission. This problem, which existed before the BRAC changes, was exacerbated by the addition of 2,500 personnel and 500,000 annual visitors to BRAC. The 2011 Congress mandated report by the Transportation Research Board of the National Academies of Science entitled **"Federal Funding of Transportation Improvements in BRAC Cases,"** noted that "...An enhancement to the nearby Metro station that would deflect thousands of new transit users from further congesting a major artery serving NIH and NNMC when they cross [MD 355]is unfunded." This application seeks the balance of funds needed to fully implement that enhancement. The report can be found on page 28 at
http://onlinepubs.trb.org/onlinepubs/sr/sr302.pdf

DEPARTMENT OF THE NAVY
WALTER REED NATIONAL MILITARY MEDICAL CENTER (20889-5600)
NAVAL SUPPORT ACTIVITY BETHESDA (20889-5600)
BETHESDA MARYLAND

IN REPLY REFER TO

NAVSUPPACT Bethesda
11000
Ser N00/0173
4 Oct 11

WRNMMC Bethesda
11000
Ser 00/2571
4 Oct 11

JOINT LETTER

Mr. Arthur Holmes, Jr.
Director, Montgomery County Department
of Transportation
Montgomery County Executive Office Building
101 Monroe Street, 10th Floor
Rockville, MD 20850

Dear Mr. Holmes:

As the Commander, Walter Reed National Military Medical Center (WRNMMC) and the Commanding Officer, Naval Support Activity Bethesda (NSAB) we provide this letter for Montgomery County and Maryland officials who are seeking funding for traffic projects that impact our organizations. Montgomery County is submitting a request to fund the design and construction of a Metro Crossing project that will provide direct access to the Medical Center Metro Station from the NSAB campus for commuters and visitors using rail, bus, and car or van pools, as well as bicyclists and pedestrians. This urgently needed project will help ease and seek to prevent untenable gridlock and provide timely access to the installation by enabling thousands of personnel and visitors who come to WRNMMC and NSAB every day to use transit and other alternatives instead of driving alone.

The State of Maryland is requesting funds for four separate major intersection improvement projects that serve WRNMMC and NSAB: MD 355 at Cedar Lane; MD 185 at Jones Bridge Road; MD 187 at West Cedar Lane; and MD 355 at Jones Bridge Road. These projects will improve traffic operations and pedestrian safety at these currently failing intersections, even with the increased volume of traffic that will be drawn to WRNMMC and NSAB. Furthermore, the State of Maryland will seek to improve MD 187 (Old Georgetown Road) by expanding a regional network of paths that are used by thousands of cycling and pedestrian commuters every day.

NAVSUPPACT Bethesda
11000
Ser N00/0173

WRNMMC Bethesda
11000
Ser 00/2571

Despite BRAC construction of three parking structures, there exists a parking shortfall of approximately 1,300 spaces for staff parking. Currently, a significant portion of parking in the new structures is reserved for patients and their visitors. WRNMMC is now the primary hospital that first receives all of our Nation's wounded, ill, and injured from overseas facilities. In addition, there will be a loss of approximately 750 additional parking spaces to support necessary construction. Given the lack of staff parking, there has been a significant increase in the number of staff members requiring the use of alternative modes of transportation to include mass transit, cycling, and walking. The proposed transportation infrastructure projects would provide comprehensive improvements to traffic operations while promoting pedestrian safety and greater use of these alternate modes of transportation. In addition, increased access to the existing network of bicycle and pedestrian paths will encourage greater use of alternative transportation modes and remove more vehicles from an already highly congested Medical Center area. In short, the proposed infrastructure projects would not only enable the staff at WRNMMC to successfully complete its mission, providing world-class medical care, but would also benefit the surrounding community, which includes the National Institutes of Health, the Bethesda Urban District, and nearby residential communities.

Sincerely,

M. P. MALANOSKI
Captain, Medical Corps
U.S. Navy
Commanding Officer
Naval Support Activity
Bethesda

Sincerely,

A. L. STOCKS
Rear Admiral, Medical Corps
U.S. Navy
Commander
Walter Reed National
Military Medical Center

(b) The magnitude (e.g. overall number of people affected, degree of failure, etc.) of the transportation issue that affects the military medical facility and its surrounding community, expressed in terms of accepted and appropriate transportation planning and assessment techniques.

The Navy conducted a Transportation Study in consultation with County and State transportation officials as part of its March, 2008 Final Environmental Impact Statement (EIS) for the 2005 BRAC relocation in Bethesda. The Transportation Study estimated an additional 2,500 personnel (from 8,000 to 10,500) stationed at the Navy campus, and 484,000 additional visits to the campus per year (or almost 1,900 additional visits per weekday) – nearly double the number of pre-BRAC campus visits. These numbers will add to congestion in this area of downtown Bethesda which has an employment base of 70,000, including 18,000 at NIH, and is located along major commuter routes to the Nation's Capital.

According to the Transportation Study, "The capacity analysis results for total future conditions show that, five intersections would operate above the established CLV [critical lane volume] standard of congestion. These are *Rockville Pike (MD 355) at Cedar Lane, Connecticut Avenue (MD 185) at Jones Bridge Road, Rockville Pike at Jones Bridge Road, Old Georgetown Road (MD 187) at Cedar Lane and Rockville Pike at North Drive.*" These intersections, pre-BRAC, are all at level of service F. The relationship and close proximity of these intersections identified above to the WRNMMC can be seen in the Figure on page 4.

The Transportation Study also identified pedestrian safety concerns, notably at the crossing between the Medical Center Metro Station and the Navy campus: "Further analysis of the accident data, in conjunction with observed pedestrian volumes, indicates that four study area intersections should be considered for safety improvements. These are *Rockville Pike at Cheltenham Drive, Rockville Pike at Cordell Avenue, Rockville Pike at Jones Bridge Road and Rockville Pike at South Drive*. The Medical Center Metro Station is located at the last intersection, Rockville Pike at South Drive. The same intersection provides the most direct access to the Hospital.

The nearby intersections exceed the established levels of acceptable congestion, and the regional network of roads leading to the WRNMMC carry very high traffic volumes. Examples, also shown on page 4, include:

Facility	**ADT** (vehicles/day)
I-270, Dwight D. Eisenhower Highway	123,251
I-495, Capital Beltway	116,211
MD 187, Old Georgetown Road	40,802
MD 355, Rockville Pike	55,351
MD 185, Connecticut Avenue	67,740

(c) The applicant's ability to execute the proposed project, including the extent of other funding for the project and the ability to meet project timelines and budgets, acquire site control, permits or concurrences of affected parties, etc.

The Montgomery County Department of Transportation (MCDOT) is fully able to execute the proposed project. The Department has existed since 1968 and has had responsibility to implement a Capital Improvements Program exceeding $200 million per year. Other funding has already been

secured, including $880,000 in local funds to carry out the completed and federally approved NEPA study, and $28.174 million in DoD Defense Access Roads funds to partially implement the project. This application seeks the remaining funds needed to fully implement the NEPA approved crossing, and more specifically, the three high speed elevators.

MCDOT is a full service multi-modal transportation agency administering a robust transportation services program. It has an extensive track record of implementing projects while meeting project timelines within established budgets. Recent examples of project implementation include major road and bridge projects such as the $81.2 million Montrose Parkway West, and smaller projects such as the $5.4 million Bethesda BRAC bicycle and pedestrian improvements projects completed prior to the formal opening of WRNMMC.

The land needed for the project is already under public ownership because it involves the MD 355 highway right-of-way (Maryland State Highway Administration), the Medical Center Metrorail Station (Washington Metropolitan Transit Authority), and the NSAB. All of these entities were cooperating agencies during the NEPA analysis and for the implementation of this project. MCDOT has extensive experience working with the myriad parties from which permits and concurrences must be obtained, including both regulatory agencies and affected parties at the national, state, regional, and local levels of coordination. As a start, NEPA concurrence has already been received from the Federal Highway Administration in the form of an approved Categorical Exclusion for this project.

The MCDOT has the expertise and ability to implement the project and to do so expeditiously (as shown in Sections G and H of this application) for three major reasons: (1) The County had the vision to anticipate federal funding, and a federally approved NEPA document already exists; (2) the land needed to implement the project is already in public ownership, so not right of way will not have to be acquired. Right of way negotiations will take place with the public agencies that had participated in the NEPA process and have committed to cooperate with the implementation of the project; and (3) the project has unanimous support from the surrounding and nearby residential and business communities.

(d) The extent to which the proposed construction project resolves the transportation issue (e.g. improves both vehicular and non-vehicular access to the facility; reduces parking demand; improves public safety and mitigates potential vulnerability to a major accident or incident, etc).

The Transportation Study of the Navy's Final Environmental Impact Statement identified numerous off-campus mitigations, including intersection improvements and improved access to transit. This project, designed in conjunction with Intersections Improvement projects being undertaken by the State Highway Administration, will provide substantial mitigation and long-term benefit to the transportation infrastructure around WRNNMC. Specifically, the Study cited improved access to the Medical Center Metrorail Station, which is the basis of the grant proposal: "...Provide a pedestrian connection (in the form of a bridge or tunnel) between the Metro station and WRNMMC. This would significantly eliminate pedestrian exposure to unsafe crossing conditions along Rockville Pike in the vicinity of the NNMC South Gate/Metro station Area. This will create safe access to metro-rail and bus users of NNMC without having to cross the wide section of Rockville Pike..."

The proposed construction project resolves the conflicting movements between pedestrians and bicyclist using the Medical Center Metrorail station and transit center crossing a six-lane MD 355 and the motorists using that road. The project will eliminate the need for the at-grade conflicts generated by these movements, and grade -separate the pedestrians and bicyclists so that the transit center users can cross under the highway, and Metrorail users can access the WRNMMC directly from the Metrorail

Station. This project improves non-vehicular access to the WRNMMC by reducing pedestrian travel time from the transit station by 51% (from 6.7 minutes to 3.3 minutes). Vehicular access may also be improved because signal timing at the intersection can be adjusted if fewer pedestrians cross on the street level. The reduced travel time and enhanced public safety will attract more non-auto drivers (Metrorail, Metrobus, Ride On, bicyclists and pedestrians). These actions will reduce parking demand at WRNMMC, enabling the facility to meet one of its goals under the initial EIS, as well as a condition from the National Capital Planning Commission to reduce parking by providing one parking space for every three employees.

D. Project Engineering Information: A demonstration of the technical feasibility of the construction project;

The technical feasibility of the project was initially investigated by the Washington Metropolitan Area Transit Authority (WMATA). The Parsons Transportation Group, Inc. prepared a Draft Report on the "**Medical Center Station Access Improvement Study**" for WMATA. The Draft was circulated for public and technical agency review and comment. Agencies given the opportunity to review and comment included the Navy Medical Center, NIH, the Maryland Transit and State Highway Administrations, Montgomery County, and the Maryland National Park and Planning Commission. After comments were received and addressed, a Final Report dated July, 2009, was issued.

The WMATA study determined the technical feasibility of five different alternatives and provided rough cost estimates for each alternative, without recommending an alternative for implementation. Following the conclusion of the WMATA study, in anticipation of future federal funding, the Montgomery County Department of Transportation hired URS, Inc. a national Planning and Engineering Consultant with offices in Maryland, to conduct a NEPA study for the same crossing. All Public Agencies involved in the NEPA process are identified in Section E of this proposal.

The URS study analyzed 16 alternatives. The NEPA document, approved by the FHWA as a Categorical Exclusion in May 2011, ratified the technical feasibility of constructing the selected alternative: the combination of a shallow tunnel, three high speed elevators from the WRNMMC to the Metrorail Station, and minor modifications to the intersection of MD 355 and South Wood Road - the most direct access for emergency vehicles to the Walter Reed Hospital.

Planners and engineers from Montgomery County, WMATA, the State and the Federal Government reached the same conclusion. As a result of the additional analysis, the County, if granted this $40 Million request, will implement a Design-Build approach to expedite construction of the project

Both federal agencies directly affected by the project, the NSAB and the NIH, were cooperating agencies in the NEPA process.

The figure on page 8 depicts the cross section of the project, as presented and analyzed in the NEPA document. The cross-section depicted is looking north. The Shallow Underpass is shown directly under MD 355 and the Deep Elevators tying to the Metro Station Mezzanine are shown on the east side (right side of the figure). ADA access is also shown. Existing features of the Metro Station, including escalator, canopies, utility vaults are shown, as well as property lines for both NIH and the WRNMMC. The transit center, not shown, sits on the west side near the ground level entrance to the escalator leading to the Metro rail Station. Page 7 shows an aerial picture of the area with existing and proposed facilities identified.

E. Project Parties: Identification of other parties involved in the project;

The list of stakeholders agencies directly involved in the NEPA process and the consensus selection of the Local Preferred Alternative are shown below. The MCDOT anticipates continuing involvement of these agencies during the design and construction phases of the project.

- Montgomery County Department of Transportation (MCDOT)
- Office of the Montgomery County Executive (CEX)
- Maryland Department of Transportation (MDOT)
  - Maryland State Highway Administration (SHA)
  - Maryland Transit Administration (MTA)
- Washington Metropolitan Area Transit Authority (WMATA)
- Naval Support Activity-Bethesda (NSAB)
- National Institutes of Health (NIH)
- Maryland-National Capital Park and Planning Commission (MNCPPC)
- National Capital Planning Commission (NCPC)
- Federal Highway Administration (FHWA)
- Military Surface Deployment and Distribution Command (Defense Access Road program) (SDDC)
- Maryland State Historic Preservation Office

In addition to the above named agencies, several public meetings were held during the NEPA study and the County envisions continuing its strong public outreach efforts during the implementation of the project.

F. Grant Funds and other Sources of Funds: An overview of all funding sources, including the funds requested under this notice and financial commitments for other Federal and non-Federal funds needed to complete the project, and documentation demonstrating that the requested funds do not supplant other available funds.

Montgomery County has programmed and spent $5,400,000 on pedestrian and bicyclist improvements associated with the BRAC mandated expansion at the WRNMMC, including an OEA grant for $750,000. The County also funded with local monies an additional $880,000 for the planning and environmental studies associated with the MD 355 Multi-Modal Crossing to ensure the prompt implementation of larger improvements if Federal money became available.

A summary of the funding to make this project a reality is shown below.

Project Name	Source of Funds	Cost in $1,000's	Description	Status
Environmental Study following NEPA	County Capital Improvement Program (CIP)	$880	NEPA study for multi-modal crossing of MD 355 at WRNMMC	Project completed. Categorical Exclusion granted by FHWA.
First phase of the multi-modal crossing	Dept of Defense - DAR – Program	$28,174	Money approved in FY11 budget for DoD for engineering and construction of the underpass	Money obligated and transferred to FHWA for use in this project.
Final phase of the multi-modal crossing	**This Grant Application to OEA**	**$40,000**	**Design and construction of the MD 355 Multimodal Crossing Project**	**This is the subject of this grant application.**

The grant request for $40,000,000 will complete the project envisioned under the NEPA Approval. This request does not supplant any other money, as all other pedestrian and bicycle facilities have been paid with other funding by the County or the OEA under a previous grant, and the Environmental Analysis has been completed with $880,000 in local funds. The total remaining cost of the NEPA approved project is currently estimated at $68,174,000.

The Navy has made very clear its support for this project. (See attached letter on pages 10 and 11.) Naval Support Activity Bethesda is one of the agency stakeholders that support the LPA. The Navy's BRAC Final Environmental Impact Statement noted the need to mitigate congestion and provide safe pedestrian access at the Metrorail station and in May, 2008, the Navy submitted a formal request that Rockville Pike (MD 355) crossing be certified a Defense Access Road (DAR) to be eligible for funding under the DAR program. $20 million in DAR funds were authorized for a Metro access project in Fiscal Year 2011, and on June 10, 2011, the Department of Defense notified Congress of its intent to reprogram an additional $8.174 million for the project. There has been no objection from Congress and the $28,174,000 funds have been transferred to the U.S. Department of Transportation.

This FFO application requests $40 million which was determined by the MCDOT NEPA study to be required to supplement the $28.174 million DAR funding in order to complete both major components of the project along with related enhancements to traffic operations and pedestrian safety.

G. Uses of Construction Project Funds:

The Table on page 17 shows the uses of project funding, including a total project cost estimate with major cost elements broken out for project administration, preliminary and final engineering and design, inspection, environmental compliance, land acquisition, construction, utilities, and contingency.

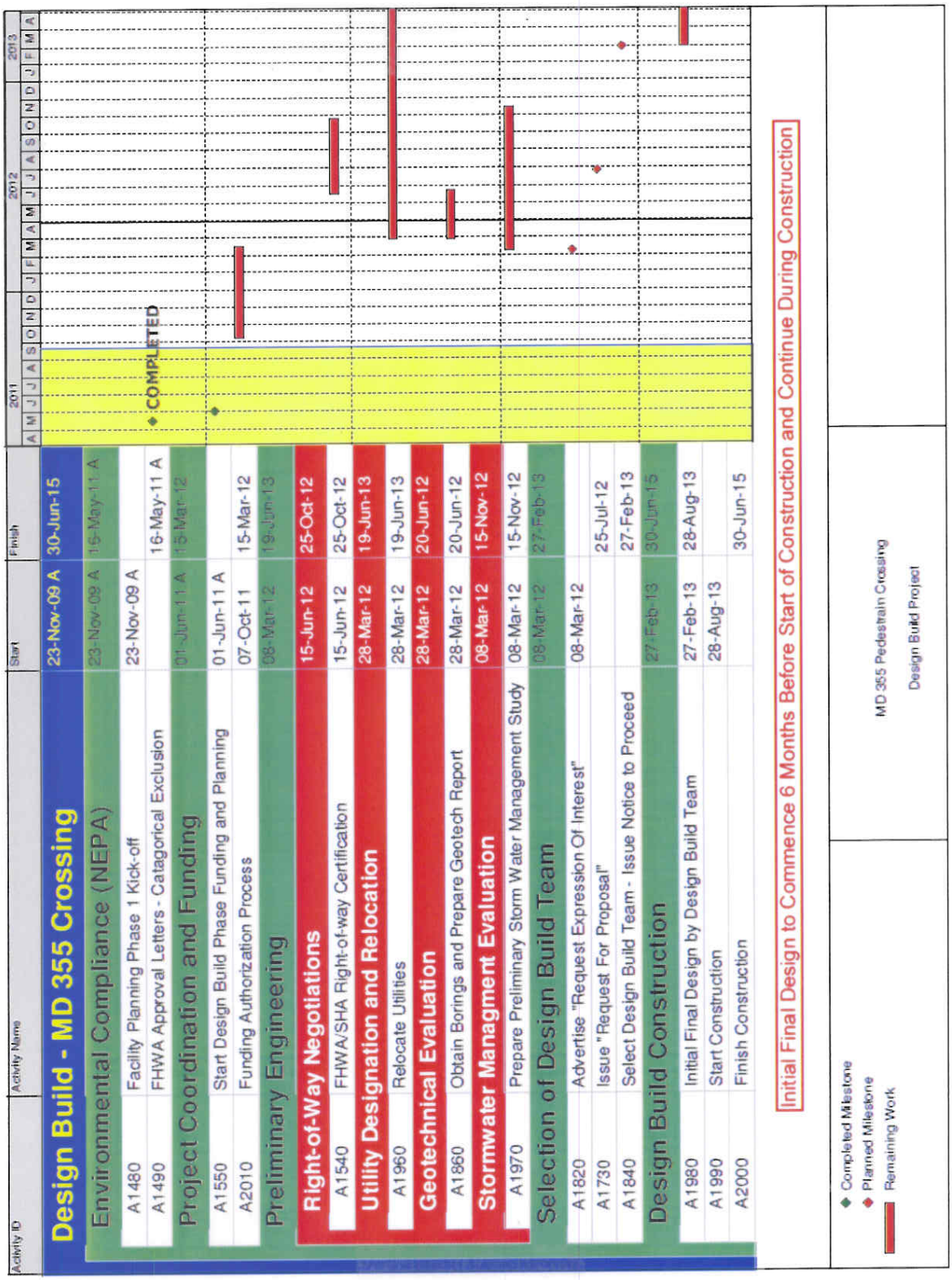
G. Use of Project Funds
Including $28,174,000 already finded by DAR
(in thousands)

Cost Element	FY 12	FY 13	FY 14	FY 15	Total Cost	Comments
Planning and Environmental Analysis and Compliance	0	0	0	0	0	NEPA completed with local funding already.
Engineering Design and Administration	2,500	1,500	294	250	4,544	
Land Acquisition	0	0	0	0	0	Land required will be obtained thru dedication or easement at no cost to the project.
Utility Relocation	0	8,684	5,181	885	14,750	
Construction	0	15,460	17,990	2,695	36,145	Estimate without contingency.
Inspection	0	2,819	3,241	1,251	7,311	
Contingencies	0	2,320	2,700	404	5,424	
Total	**2,500**	**30,783**	**29,406**	**5,485**	**68,174**	Total expenditure includes a DAR grant for $28,174 already obtained.
NOTE: The Grant is for $40,000,000. Expenditure schedule assumes that the underpass and the three high speed elevators will be done under one design-build contract, simultaneously.						

G. Grant Funds and other Sources of Funding

The table above shows the actual and anticipated sources of funding for the project by major and by Fiscal Year (FY). The NEPA study for the project was completed in December, 2010, and received a Categorical Exclusion from FHWA in May, 2011. The cost for that activity was $880,00 of local funds in FY 11 (funds not shown on the Table as they occurred prior to FY 12). The project has also received DAR funding in the amount of $28,174,000, which has allowed the County to initiate the administrative process leading to a consultant team selection for preliminary Engineering Design immediately. All land required for the implementaion of the project is owned by public entities that were involved in the NEPA process as cooperating agencies, therefore, are aware of and have agreed to cooperate in expediting real estate negotiations. The table reflects the use of funding assuming the $40 Million grant; for a grand total of $68,174,000 in administration, design, land, utility relocations, construction and inspection services.

H. Project Schedule: A sufficiently detailed project schedule, including milestones such as preliminary/final design, environmental compliance, land acquisition if needed, and construction, demonstrating that the project can be designed and begin construction quickly upon receipt of a grant and that the grant funds will be spent steadily and expeditiously once the project commences. Selected activities of a CPM schedule for project implementation are shown below.



I. Environmental Approvals: Indicate the status (e.g., receipt or reasonably anticipated receipt) of all environmental approvals necessary for the construction project to proceed to construction on the timeline specified in the project schedule, including all Federal, State, and local requirements, and completion of an appropriate environmental impact analysis in accordance with NEPA.

This project has been approved by the Federal Highway Administration (FHWA) under the NEPA process. The *May 13, 2011 approval for categorical exclusion by FHWA can be seen at* ***http://www.montgomerycountymd.gov/content/exec/brac/pdf/mcdot_crossingproject-fhwa-categoricalexclusion-wattachments-051311.pdf***

J. State and Local Planning:

The Montgomery County DOT has formally requested approval from the MPO for this project. The Metropolitan Washington Council of Governments (COG) is amending the FY 2011-2016 Transportation Improvement Program to include this project, at their regular meeting of October 7, 2011, the deadline for applications. A similar request has been made to the State. A project description form for the project will be included in the County Executive's Recommended FYs 12-17 Capital Improvement Program.

K. Grants Management: Evidence of the recipient's ability and authority to manage grants;

Montgomery County has received numerous federal transportation-related grants over the years, including ARRA grants and grants in other areas of domestic policy. Montgomery County has applied for and received grants from the Office of Economic Adjustment on BRAC-related matters since 2007. The County is currently operating under its fourth OEA BRAC grant. Each grant has funded the full-time position of BRAC Coordinator in the Office of the Montgomery County Executive. One of those grants included an additional award of $750,000 for a Facilities Study which led to the design and construction of new and expanded pedestrian and bicycle paths in the area around the NSAB. Montgomery County expended approximately $5 million to construct these paths, which connect the Medical Center to a county-wide network of bikeways and will enable hundreds or even thousands of additional Navy and NIH personnel to walk or bike to work rather than use single occupancy vehicles.

Montgomery County has substantial experience managing federal grant funds, including major construction projects. In particular, the County is currently in the construction phase of the Paul S. Sarbanes Silver Spring Transit Center, a $90+ million project which includes 55% federal funding in grants from the Federal Transit Administration. The County has developed the project through the planning, design and construction phases, meeting grant requirements and obtaining federal grant approvals at each step. The County has prepared an extensive Project Management Plan for the project to meet the statutory and regulatory requirements of the grant program. This plan has been reviewed and approved by the federal agency at each stage. In addition the project has been reviewed by the federal agency's expert financial management and engineering teams. The County routinely uses federal funding in the Transportation Enhancement and Bridge Safety Programs. Finally, the County has also used millions of dollars for the purchase of buses through the FTA federal grant programs and has recently been successfully reviewed for grant compliance in general and specifically for procurement processes.

L. Submitting Official: Documentation that the Submitting Official is authorized by the applicant to submit a proposal and subsequently apply for assistance.

The Director of the MCDOT is authorized to apply for federal and state grants. An affirmative statement to that effect is included below.

I hereby certify that I am authorized to submit this application on behalf of the Montgomery County Department of Transportation and to subsequently apply for assistance.

Signed: _____

Arthur Holmes, Jr., Director, Montgomery County MD Dept. of Transportation