

T&E COMMITTEE #1
January 29, 2015

MEMORANDUM

January 27, 2015

TO: Transportation, Infrastructure, Energy and Environment (T&E) Committee

FROM: Glenn Orlin, Deputy Council Administrator

SUBJECT: State transportation priorities letter

The Maryland Department of Transportation (MDOT) anticipates letters from local jurisdictions regarding their State transportation funding for major capital projects, defined as those projects significant enough to warrant environmental studies. MDOT would like the letter to be updated annually in preparation of their upcoming Draft Consolidated Transportation Program (CTP), its six-year capital improvements program.

Some jurisdictions update their letters annually, while others do not. The Montgomery County Council and Executive have chosen to update their joint letter in those years when either: (1) there has been a change in the composition of the Council or Executive; or (2) if there is a significant increase in State transportation revenue. The last Council/Executive joint letter was transmitted on March 14, 2014 for both reasons: (1) Cherrie Branson had replaced Valerie Ervin on the Council; and (2) the General Assembly had approved a large transportation revenue increase in the spring of 2013. Since two new Councilmembers were elected in 2014, there is the predicate to review the priorities letter again.

Last year's letter described three sets of priorities: (1) capital improvements for WMATA; (2) ranking projects to be promoted from the CTP's Development & Evaluation (D&E) Program to its Construction Program; and (3) ranking projects to be promoted to the D&E Program. The cover letter is on ©1-2.

The Planning Board recommends that the Purple Line and Corridor Cities Transitway be ranked #1 and #2 among the Construction Program priorities, respectively, rather than as co-equal #1 priorities. Recognizing that the US 29 and MD 355 Bus Rapid Transit (BRT) lines are now under study in MDOT's D&E Program, the Board would introduce them into the rankings as priorities #4 and #12, respectively. Its other significant change would be to add a project adding a third track on CSX north of Metropolitan Grove as the #10 (and last) D&E Program priority. The Board has some other revisions that better define the scope of certain projects. The Board's letter is on ©3-5 and its staff's packet is on ©6-9.

The County Executive's recommendations have been transmitted in a memorandum from the Department of Transportation (©10-11). He recommends retaining the Purple Line and Corridor Cities Transitway as co-equal #1 Construction Program priorities. He also recommends adding the US 29 and MD 355 BRT lines among the Construction Program ranking, but as the #7 and #5 priorities, respectively. He would also place the US 29 interchanges at Tech Road/Industrial Parkway and at Fairland Road/Musgrove Road as co-equal priorities with the US 29 BRT line. He has announced the cancellation of the ongoing MD 97 North BRT project planning study (©12-13), and so he recommends removing it from the Construction Program priority list. Finally, he would no longer include the funding needed to complete project planning for the US 29 and MD 355 BRT studies in the D&E Program rankings; in the current ranking, this is the #1 priority for the D&E Program.

Typically, we consult with staffs of the Cities of Rockville and Gaithersburg for their input. Rockville does not have specific suggestions for the letter, other to reinforce its interest in supporting the MD 355 BRT project. Gaithersburg advocates that Stage 1 of the Corridor Cities Transitway (i.e., from Shady Grove to Metropolitan Grove) be the #1 priority, that the MD 355 BRT be added to the Construction Program priorities, and that the master-planned interchanges at Great Seneca Highway and MD 124 and along Sam Eig Highway be deleted from the D&E Program priority rankings (©14-15).

Council staff recommendations: With a couple of exceptions, concur with the Planning Board's recommendations (see ©18). When developing rankings, the Council and Executive should consider not only the relative importance of a project, but how close in time the project can be implemented if funds are made available. For example, the Purple Line is ready to go to construction this year, while construction of the Corridor Cities Transitway is still a few years away. The US 29 and MD 355 BRT lines, as important as they are, are only at the very start of the project planning stage. On the other hand, with funding, the improvements necessary to fully realize the Metrobus Priority Corridor Network could be built within the next couple of years.

Between the US 29 and MD 355 BRT lines, US 29 should have a much higher priority, for two reasons. First of all, planning the US 29 BRT south of White Oak is largely a traffic engineering study: the master plan precludes widening Colesville Road beyond the existing curb line, except possibly at station locations where additional width may be necessary for platforms. While this will be a complex study, there should be no significant environmental impacts. Perhaps more importantly there will be little land acquisition, a stage which, on most projects of this magnitude, would take at least a couple of years. The BRT north of White Oak will be entirely within US 29's present right-of-way so no time will be required for property acquisition. To the contrary, the MD 355 BRT is much more complex. Most of it is anticipated to require the addition of one or two lanes to the current cross-section, which means much more disruption and scores—if not hundreds—of property impacts.

Secondly, while two-thirds of the MD 355 corridor is already served by a high-quality transitway (Metrorail's Red Line) and much of the northern third will be served by the Corridor Cities Transitway—a higher priority than either of these two BRT lines—the US 29 corridor has no transitway service for its current residents and businesses, much less for the growth anticipated in master plans.

Council staff also takes issue with the Executive unilaterally cancelling the MD 97 North BRT Study between Olney and Wheaton. The Council explicitly programmed and appropriated \$5 million to

see this study carried to term. In Council staff's view the State Highway Administration and County DOT erred last summer in bringing forward alternatives that would add two new lanes for buses in the Town Center, despite the fact that the master plan (adopted earlier, in late 2013) called for only one or no additional lanes there. Predictably, the public response in Olney was extremely negative (©16-17). Rather than cancel the study—which has implications not only on Olney residents and businesses, but also for those living and working in Aspen Hill, Glenmont, and Wheaton—it should be carried to its conclusion, developing a workable option that will serve all these communities with higher quality rapid transit service with more reasonable costs and impacts.

In the D&E Program priority rankings, the Executive's deleting the request for more funds for the US 29 and MD 355 BRT project planning studies is puzzling, since the \$4 million and \$6 million currently programmed for the two studies, respectively, is not enough to complete them. Also in the D&E Program rankings, Council staff concurs with the Planning Board's proposal to add a study of a third track on CSX north of Metropolitan Grove, a recommendation in the Countywide Transit Corridors Functional Master Plan. Having it as a low priority is appropriate, however, as it is likely to be a very long time before this occurs.

In most other respects, the Planning Board's, Executive's and Council staff's recommendations are identical. The chart on ©18 summarizes the Construction and D&E Program rankings according to the March 14, 2014 letter, the Planning Board's recommendations, the Executive's recommendations, and Council staff's recommendations.

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Montgomery County Government

ROCKVILLE, MARYLAND 20850

March 18, 2014.

The Honorable James T. Smith, Jr.
Secretary, Maryland Department of Transportation
7201 Corporate Drive, P.O. Box 548
Hanover, Maryland 21076

Dear Secretary Smith:

In light of the Draft FY2014-2019 Consolidated Transportation Program we have updated the State transportation priorities we last transmitted to you dated February 15, 2011. This letter describes our latest sets of priorities for currently unfunded or underfunded State transportation projects and studies.

We urge the Maryland Department of Transportation (MDOT) to support the Washington Metropolitan Area Transit Authority's multi-year capital improvement programs for infrastructure investment to maintain a state of good repair. Additional funding is needed to operate eight-car trains, eliminate the Red Line turnbacks at Grosvenor and Silver Spring, and to expand the existing station platform and circulation capacity to accommodate existing and projected riders.

We deeply appreciate the State providing funding for the Purple Line and for Stage 1 of the Corridor Cities Transitway (CCT) from Shady Grove to Metropolitan Grove. The Purple Line and the CCT are our highest transportation priorities (see below). We are optimistic that the Federal Government will authorize and appropriate its share of the cost of the Purple Line, but in case it does not, a high priority would be for the State to make up the difference. Regarding the CCT, we also urge that a means for achieving full funding be sought for the entire line, not only for Stage 1. Additionally, we recognize and appreciate your funding of the I-270 at Watkins Mill Interchange, the Brookeville Bypass, the additional funding for the MD 28/MD 198 Study, and the design of interchanges along US 29. Advancing these projects support our economic development and safety of the traveling public.

The balance of this letter describes our State funding priorities for MDOT's Construction Program and the Development and Evaluation (D&E) Program, respectively:

PRIORITIES FOR THE CONSTRUCTION PROGRAM

1. Purple Line
1. Corridor Cities Transitway, Stages 1 & 2
3. Montrose Parkway East: contribution to MD 355 to Parklawn Drive segment (MD 355 Intchg., Phase II)
4. Metro Bus Priority Corridor Network in Montgomery County: supporting road improvements
5. MD 97 (Georgia Avenue)/MD 28 (Norbeck Road): grade-separated interchange
6. US 29/Tech Road/Industrial Parkway: grade-separated interchange
7. US 29/Fairland Road/Musgrove Road: grade-separated interchange
8. MD 28 (Norbeck Rd.), Georgia Avenue to Layhill Road: widen to 4 lanes, with safety improvements
9. MD 586 (Veirs Mill Road) Bus Rapid Transit line
10. Forest Glen Pedestrian Underpass beneath Georgia Avenue
11. MD 124 (Woodfield Road), Midcounty Highway to Airpark Drive: widen to 4 lanes
12. MD 117 (Clopper Road), I-270 to Seneca Creek State Park: improve intersections
13. I-270/Newcut Road: grade-separated interchange
14. MD 97 (Georgia Avenue), Forest Glen Road to 16th Street: safety and accessibility improvements
15. MD 97 (Georgia Avenue) Bus Rapid Transit line, Olney to Wheaton

The Honorable James T. Smith
March 14, 2014
Page 2

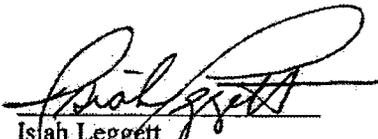
Once the project planning studies evaluating the addition of high-occupancy-vehicle (HOV) lanes on I-270 (I-370 to Frederick County) and I-495 (I-270 West Spur to Virginia) are re-initiated, and once a funding strategy is developed for these megaprojects of statewide significance, we will include them among the Construction Program priorities. We urge you to complete details and cost estimates for smaller segments of these corridors that your staff has been analyzing. They could be implemented in a shorter time frame, produce immediate congestion reduction benefits and the much lower costs make them very cost-effective.

PRIORITIES FOR THE D&E PROGRAM

1. US 29 & MD 355 Bus Rapid Transit lines: additional funds to complete project planning
2. I-495 (Capital Beltway): extend HOV lane south of I-270 West Spur
3. I-270 West Spur: HOV ramps from/to the south side of Westlake Drive/Fernwood Road
4. MD 355 (Frederick Road)/Gude Drive: grade-separated interchange
5. Midcounty Highway Extended, ICC to Shady Grove Road
6. MD 119 (Great Seneca Highway)/Sam Eig Highway/Muddy Branch Road: grade-separated interchanges
7. MD 650 (New Hampshire Avenue) Bus Rapid Transit line, White Oak to Eastern Avenue.
8. ICC hiker/biker trail
9. Bicycle-Pedestrian Priority Areas: bike and pedestrian facility improvements

Attached is a fuller description of these projects, and how each conforms to local master plans and the goals of the Maryland Transportation Plan. If you need any clarifications about our recommendations, please contact us. Also, at its request, we are attaching the priorities letter from the City of Gaithersburg.

Sincerely,


Isiah Leggett
County Executive


Craig Rice, President
County Council

cc: The Honorable Martin O'Malley, Governor, State of Maryland
The Honorable Jamie Raskin, Chair, Montgomery County Senate Delegation
The Honorable Anne R. Kaiser, Chair, Montgomery County House Delegate
Françoise Carrier, Chair, Montgomery County Planning Board



MONTGOMERY COUNTY PLANNING BOARD
THE MARYLAND-NATIONAL CAPITAL PARK AND PLANNING COMMISSION

OFFICE OF THE CHAIR

January 20, 2014

The Honorable Isiah Leggett
Montgomery County Executive
Executive Office Building
101 Monroe Street
Rockville, MD 20850

The Honorable George Leventhal
President, Montgomery County Council
Stella B. Werner Council Office Building
100 Maryland Avenue
Rockville, MD 20850

RE: State Transportation Priorities

Dear Mr. Leggett and Mr. Leventhal:

At our regularly scheduled meeting on January 8, 2015, the Planning Board discussed the update of the County's State Transportation Priorities letter that is expected to be discussed by the County Council's Transportation, Infrastructure, Energy & Environment Committee later this month. We offer our comments for your consideration in the preparation of that letter.

- The MD355 and US29 Bus Rapid Transit corridor studies have both begun planning and these important projects should therefore be added to the Construction priorities list.
- The MARC Brunswick Line Expansion that is recommended in the Countywide Transit Corridors Functional Master Plan should be added to the Development and Evaluation priorities list.
- More explanatory language should be provided on a couple of items.

The following recommended changes to the priority lists in your March 18, 2014 letter are shown in ~~strikeout~~ for deleted text and underline for added text. Where additional explanatory language is needed, it is shown in **bold italics**:

PRIORITIES FOR THE CONSTRUCTION PROGRAM

1. Purple Line
2. Corridor Cities Transitway, Stages 1 & 2
3. Montrose Parkway East: ~~contribution to~~ \$25 million for MD 355 to Parklawn Drive segment (MD 355 Interchange, Phase II)

Note: A specific dollar value is now associated with the State's expected contribution.

4. US29 Bus Rapid Transit line, Burtonsville to Silver Spring
5. Metro Bus Priority Corridor Network in Montgomery County: supporting road improvements
6. MD 97 (Georgia Avenue)/MD 28 (Norbeck Road): grade-separated interchange
7. US 29/Tech Road/Industrial Parkway: grade-separated interchange
8. US 29/Fairland Road/Musgrove Road: grade-separated interchange
9. MD 28 (Norbeck Road), Georgia Avenue to Layhill Road: widen to 4 lanes, with safety improvements
10. MD 586 (Veirs Mill Road) Bus Rapid Transit line, Rockville to Wheaton
11. MD 97 (Georgia Avenue) and Forest Glen Road: pedestrian underpass and left-turn lane construction safety improvements

Note: This clarification is needed as to what improvements are anticipated.

12. MD355 Bus Rapid Transit line, Clarksburg to Bethesda
13. MD 124 (Woodfield Road), Midcounty Highway to Airpark Drive: widen to 4 lanes
14. MD 117 (Clopper Road), I-270 to Seneca Creek State Park: improve intersections
15. I-270/Newcut Road: grade-separated interchange
16. MD 97 (Georgia Avenue), ~~Forest Glen Road~~ I-495 to MD 390 (16th Street): safety and accessibility improvements

Note: The project limits should be clarified to have the northern limit at I-495, eliminating an overlap with #11.

17. MD 97 (Georgia Avenue) Bus Rapid Transit line, Olney to Wheaton

PRIORITIES FOR THE D&E PROGRAM

1. US 29 & MD 355 Bus Rapid Transit lines: additional funds to complete project planning
2. I-495 (Capital Beltway): extend HOV lane south of I-270 West Spur

The Honorable Isiah Leggett
The Honorable George Leventhal
January 20, 2014
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3. I-270 West Spur: HOV ramps from/to the south side of Westlake Drive/Fernwood Road
4. MD 355 (Frederick Road)/Gude Drive: grade-separated interchange
5. Midcounty Highway Extended, ICC to Shady Grove Road
6. MD 119 (Great Seneca Highway)/Sam Eig Highway/Muddy Branch Road: grade-separated interchanges
7. MD 650 (New Hampshire Avenue) Bus Rapid Transit line, White Oak to Eastern Avenue
8. ICC hiker/biker trail: US 29 to MD 650, Bonifant Road to MD 182

Note: Specific segments should be listed corresponding to the unbuilt segments in the ICC right-of-way.

9. Bicycle-Pedestrian Priority Areas: bike and pedestrian facility improvements
10. MARC Brunswick Line Expansion, third track from the Metropolitan Grove Station to the Frederick County Line

Thank you for the opportunity to review this priorities list. If you have any questions or comments concerning our review, please call Larry Cole at 301-495-4528.

Sincerely,



Casey Anderson
Chair

5



State Transportation Priorities

- Larry Cole, Master Planner, larry.cole@montgomeryplanning.org, 301-495-4528
- Pam Dunn, Acting Chief, pamela.dunn@montgomeryplanning.org, 301-650-5649

Completed: 12/18/14

Summary

The County Executive and Council are anticipated to forward soon their joint letter of recommendations for state transportation projects and studies to the Secretary of the Maryland Department of Transportation for his consideration. The last letter was sent on March 16, 2014 (see Attachment 1) and the new letter is anticipated to be sent in February 2015, reflecting the input of the two new County Council members. (Secretary Smith's September 25, 2013 response to County Executive Isiah Leggett is shown as Attachment 2.)

The joint priority letter serves as a standing guide to MDOT and SHA as to what the County's priorities are, but the letter also importantly serves as advice to the Montgomery County Delegation in their yearly budget negotiations, including the approval of the final FY2015-2020 Consolidated Transportation Program, the Draft of which was released in October 2014:

http://www.mdot.maryland.gov/Office_of_Planning_and_Capital_Programming/CTP/CTP_15_20/Index_Draft.html.

Discussion

Because a consistent message on our priorities for State projects is highly desirable, the priorities letter does not change significantly unless there is an event that would create new candidate projects and/or a potential reordering of the list. The adoption of the Countywide Transit Corridors and White Oak plans was considered in the priorities enumerated in the March 2013 letter. The most significant event this year is the election of two new Council members and the need for the priorities letter to reflect their input.

The following two sections describe the differences between what the Planning Board recommended and what the County Executive and Council approved a year ago, followed by our recommended changes:

Differences between the Planning Board's Recommendations and the Final 2014 Priorities Letter

The following reflects the more significant differences between the last list that the Planning board forwarded to the County Executive and Council (see Attachment 3) and the final priorities letter:

- The March 2014 letter incorporated the Purple Line and Corridor Cities Transitway (CCT) into the two enumerated lists – “Priorities for the Construction Program” and “Priorities for the Development and Evaluation (D&E) Program”, with the Purple Line taking the #1 position and Stages 1 and 2 of the CCT being combined to take the #2 position.
- Improvements in Bicycle-Pedestrian Priority Areas (BiPPAs) were listed as an above-the-fold high priority item in the Board's letter, but are ranked as #8 in the D&E list. However, the Council voted to begin a program for the planning, design and construction of improvements in (BiPPAs) in FY15 and the planning is well underway, with participation by State Highway Administration (SHA) staff. Given that SHA has not yet finalized the guidelines for improvements in BiPPAs four years after the designation of the State's first area in White Flint four years ago – and the twentieth anniversary of the legislation that permitted the designation will occur in the next legislative session – it seems likely that the County will continue to take the lead on this issue in the near-term.
- The US29 South BRT corridor was moved from the Construction list to the D&E list because no planning work had yet been done. It was combined with the US29 North corridor and the MD355 North and South corridors as the #1 D&E priority. Planning has now begun on those projects however.
- The MD97/Tech Road interchange was added to the Construction list above MD97/Fairland Road interchange to address transportation needs in White Oak.
- The MD97/MD28 interchange was moved from the Board's #14 Construction priority to #8.
- The I-495 HOV lane and I-270 West Spur ramps were split into two separate priorities.
- The ICC Hiker-Biker Trail was added as the #8 D&E priority. This item had been on the list in previous years but had dropped off because SHA had said that it was the County's responsibility.

Recommendations

The MD355 and US29 Bus Rapid Transit corridor studies have both begun planning and we recommend that these important projects be added to the Construction priority list. We also believe that more explanatory language is needed on a couple of items. The following recommended changes to the priority lists in the March 16, 2014 letter are shown in strikeout for deleted text and underline for added text, with bold italics used for additional staff commentary:

PRIORITIES FOR THE CONSTRUCTION PROGRAM

1. Purple Line
2. Corridor Cities Transitway, Stages 1 & 2
3. Montrose Parkway East: ~~contribution to~~ \$25 million for MD 355 to Parklawn Drive segment (MD 355 Interchange, Phase II) **Note: A specific dollar value is now associated with the State's expected contribution.**
4. US29 Bus Rapid Transit line, Burtonsville to Silver Spring **Note: This project is currently in planning. The northern segment of this project was included in the Board's last recommendations.**
5. Metro Bus Priority Corridor Network in Montgomery County: supporting road improvements
6. MD 97 (Georgia Avenue)/MD 28 (Norbeck Road): grade-separated interchange
7. US 29/Tech Road/Industrial Parkway: grade-separated interchange
8. US 29/Fairland Road/Musgrove Road: grade-separated interchange
9. MD 28 (Norbeck Road), Georgia Avenue to Layhill Road: widen to 4 lanes, with safety improvements
10. MD 586 (Veirs Mill Road) Bus Rapid Transit line, Rockville to Wheaton
11. MD 97 (Georgia Avenue) and Forest Glen Road: pedestrian underpass and left-turn lane construction ~~safety improvements~~ **Note: Clarification as to what improvements are anticipated.**
12. MD355 Bus Rapid Transit line, Clarksburg to Bethesda **Note: This project is currently in planning.**
13. MD 124 (Woodfield Road), Midcounty Highway to Airpark Drive: widen to 4 lanes
14. MD 117 (Clopper Road), I-270 to Seneca Creek State Park: improve intersections
15. I-270/Newcut Road: grade-separated interchange
16. MD 97 (Georgia Avenue), ~~Forest Glen Road~~ I-495 to MD 390 (16th Street): safety and accessibility improvements **Note: Project limits clarified to have the northern limit at I-495 so that it does not overlap with #11.**
17. MD 97 (Georgia Avenue) Bus Rapid Transit line, Olney to Wheaton **Note: Normally, all projects are ranked on the Construction priority list once they enter the D&E program, which was true for this project last year. However, this project does not have high ridership forecasts and should remain a low priority on the list, particularly given the County Executive's recent letter to Senator Karen**

Montgomery (see Attachment 4) stating that it's likely to be 15 years at a minimum before the County would consider moving forward with this project.

PRIORITIES FOR THE D&E PROGRAM

1. US 29 & MD 355 Bus Rapid Transit lines: additional funds to complete project planning
2. I-495 (Capital Beltway): extend HOV lane south of I-270 West Spur
3. I-270 West Spur: HOV ramps from/to the south side of Westlake Drive/Fernwood Road
4. MD 355 (Frederick Road)/Gude Drive: grade-separated interchange
5. Midcounty Highway Extended, ICC to Shady Grove Road
6. MD 119 (Great Seneca Highway)/Sam Eig Highway/Muddy Branch Road: grade-separated interchanges
7. MD 650 (New Hampshire Avenue) Bus Rapid Transit line, White Oak to Eastern Avenue
8. ICC hiker/biker trail: US 29 to MD 650, Bonifant Road to MD 182 **Note: Specific segments are now listed corresponding to the unbuilt segments in the ICC right-of-way.**
9. Bicycle-Pedestrian Priority Areas: bike and pedestrian facility improvements

Conclusion

The 2014 list of joint priorities should be revised to add language where necessary to clarify the County's priorities and add the MD355 and US29 BRT projects that began the D&E process last year.



DEPARTMENT OF TRANSPORTATION

Isiah Leggett
County Executive

Al R. Roshdieh
Acting Director

MEMORANDUM

January 21, 2015

RECEIVED
MONTGOMERY COUNTY
COUNCIL

2015 JAN 21 PM 2:56

TO: George Leventhal, President
Montgomery County Council

FROM: Al R. Roshdieh, Acting Director
Department of Transportation

SUBJECT: 2015 Joint State Transportation Priorities

I am transmitting this memorandum for the County Council's consideration of the updates to the 2015 Joint Executive and Montgomery County Council Transportation Priorities Letter to be submitted to the Secretary of the Maryland Department of Transportation (MDOT). The County Executive is in agreement with these priorities. The T&E Committee is scheduled to take action on this item on January 29, 2015.

The Joint Executive and Council Transportation Priorities Letter, is an annual submittal to the Secretary of MDOT for use by the State in the development of and project selection for the State's annual six year Consolidated Transportation Program (CTP). Historically, the letter has included lists of Construction (CO) priorities for those State highway, transit and bicycle pedestrian capital projects that have been previously funded for planning or design and a Development and Evaluation (DE) priority list for master planned State capital projects that are need of new planning and design funding. The CTP development process is guided by the Annotated Code of Maryland §3-101.

Copies of the proposed project 2015 ranking submittal and the final 2014 letter submittal are attached for your information and reference. County Executive, County Council and Planning Board staffs have worked out the cover letter wording for both the Construction and Development and Evaluation and I agree with the general messages for each.

Thank you for your assistance in this matter. If you have any questions regarding this correspondence, please contact me at 240-777-7175.

AR:tt

Attachments

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cc: Roger Berliner; Chair; T&E Committee, Montgomery County Council

Office of the Director

101 Monroe Street, 10th Floor • Rockville, Maryland 20850 • 240-777-7170 • 240-777-7178 FAX
www.montgomerycountymd.gov/dot

Attachment #1: *Transportation Priorities Worksheet –2015 CE Recommendations*

Line	Construction Program Projects	CE Recommended 1/15/2015
A	Purple Line	1
B	Corridor Cities Transitway Phase 1 & 2	1
C	Montrose Pkwy East - (MD 355 Interchange Phase II) - \$25 Million	3
D	Metrobus Priority Corridor Improvements: (Q,Y & Z Lines Operating ^{b**} & Capital) plus Transit Signal Priority & Queue Jump Improvements for Veirs Mill Road ^{c***}	4
E	MD 355 BRT (Clarksburg to Bethesda)	5
F	MD 28 / MD 97 Interchange	6
G	US 29 BRT (Burtonsville to Silver Spring) - US 29/Tech/Industrial Interchange - US 29/Fairland/Musgrove Interchange	7
H	MD 28 Widening between MD 97 & MD 182	8
I	MD 586 Veirs Mill Road BRT	9
J	Forest Glen Ped Underpass & Intersection Improvements	10
K	MD 124 Widening Phase 2 (btwn Midcounty & Airpark)	11
L	MD 117 Intersection Improvements (btwn I-270 & Seneca Creek State Park)	12
M	I-270 / Newcut Interchange ^{d****}	13
N	MD 97 - I495 to MD 390 (16th Street) - Safety & Accessibility Improvements	14
	Development and Evaluation Program Projects	CE Recommended 1/15/2015
O	I495 Extend HOV Lanes south of I270 West Spur	1
P	I270 West Spur HOV ramps from to south side of Westlake Drive/Fernwood Rd	2
Q	MD 355 / Gude Drive Interchange	3
R	Midcounty Highway Extended ICC to Shady Grove Rd	4
S	MD 119 / Sam Eig / Muddy Branch Rd Interchanges	5
T	MD 650 BRT	6
U	ICC Shared Use Trail - Added Limits - MD 182 to Bonifant Road & MD 650 to US 29	7
V	Bicycle Pedestrian Priority Areas - Bike & Ped Facility Improvements	8

Notes:

a* - Corridor Cities Transitway Unfunded Costs (2012): Phase I \$545 million; Phase 2: \$283 million

b** - Would included associated WMATA Operating Costs

c*** - Reference to Priority for funding WMATA Momentum; 8 Car Trains; Turnback Reductions; Station Capacity is included in Cover Letter

d**** - Reference to Priority for completion of I-270 Multimodal Study Planning is included in Cover Letter

1/16/2015

(11)



OFFICE OF THE COUNTY EXECUTIVE
ROCKVILLE, MARYLAND 20850

Isiah Leggett
County Executive

January 16, 2015

Dear Sir or Madam:

I greatly appreciate your interest in becoming a member of the Georgia Avenue (MD 97) Bus Rapid Transit (BRT) Corridor Advisory Committee (CAC). However, I am writing to let you know the committee will not be convening because I have decided to end the Georgia Avenue BRT study.

I'd like to share some background information about the Georgia Avenue study. In 2010, the Montgomery County Master Plan of Highways identified Georgia Avenue as a potential busway corridor. At that time, the Georgia Avenue corridor was the only one identified for study of this type of transit service. Subsequently, the County provided funding to the Maryland State Highway Administration (SHA) for a three-phase planning study of the potential for BRT on the corridor, which began in 2011. As the first phase of the Georgia Avenue BRT planning study was nearing completion in late 2013, the Montgomery County Planning Board and Council approved the Countywide Transit Corridors Functional Master Plan (CTCFMP), which identified a network of 10 BRT routes throughout the County, including the Georgia Avenue corridor.

As part of the CTCFMP development process, extensive travel demand modeling was conducted so that corridors could be prioritized for planning and investment purposes. While the Georgia Avenue BRT was shown to have some potential for transit, evaluation of the larger network indicated that several other corridors, such as MD 586 (Veirs Mill Road) and MD 355, were projected to have a much greater transit potential than the Georgia Avenue BRT. Also, following approval of the CTCFMP in late 2013, the County Council approved the White Oak Science Gateway Master Plan in July 2014. The development included in the White Oak Master Plan has now boosted the critical importance of the BRT in the US 29 (Colesville Road) corridor.

The rapid transit projects being proposed in Montgomery County are crucial to the County's economic development and the future mobility of our residents. While there may have been some initial interest in evaluating a number of rapid transit projects, I realize that our resources are limited and prioritization is necessary. Thus, we need to look at dedicating resources to corridors that are expected to have the greatest potential for attracting users to high-quality transit service in areas with greater levels of planned development, such as that anticipated to be built in White Flint, White Oak, and the Great Seneca Science Corridor.

The Georgia Avenue corridor clearly does not meet the test of enhanced planned development at this time, and therefore, I decided to end the study.

(12)

Further, there is no funding in either the County's six-year Capital Budget, nor is there any funding in the State Consolidated Transportation Program (CTP) budget for design or construction of any of the BRT corridors in the CTCFMP. Currently, only planning funds are available. The only BRT project that is funded for design is the Corridor Cities Transitway (CCT). The Georgia Avenue BRT project is not moving forward for planning or design.

I very much appreciate the time and effort that you put into your application. I am aware that transportation along the corridor needs to be improved. I look forward to continuing a dialogue with you and the communities along Georgia Avenue about ways to best improve transportation options in the future.

Sincerely,

A handwritten signature in cursive script that reads "Isiah Leggett". The signature is written in black ink and is positioned centrally on the page.

Isiah Leggett
County Executive



January 27, 2015

The Honorable George Leventhal
Council Office Building
100 Maryland Avenue
Rockville, Maryland 20850

Dear Council President Leventhal:

I would like to take this opportunity to communicate the City of Gaithersburg's transportation funding priorities for the Maryland Department of Transportation Program. The City respectfully requests that our suggestions be incorporated into the final letters submitted to the Montgomery County Delegation Chairs.

Gaithersburg strongly supports the furthering of efforts on a County-wide BRT system and echoes the request of the County Planning Board staff to add this project to the Construction priority list now that the planning has been completed. We are particularly supportive of the proposed MD 355 Route that will run from Germantown to Bethesda. Once completed, this robust network of BRT corridors, and MD 355 in particular, will provide reliable and sustainable multimodal transportation for our burgeoning communities. Our Director of Planning & Code Administration, John Schlichting, is a voting member of the Montgomery County Transit Steering Committee, and the City looks forward to continuing to work closely with the citizen advisory committees and our colleagues in Montgomery County as this important project moves forward.

The City of Gaithersburg has been a longtime advocate of the Corridor Cities Transitway and it remains a key transportation priority. We are in strong support of making Stage 1 of the CCT the County's top priority. We would also like to express our support of the MD117, I-270 to Seneca Creek State Park, intersection improvements. The enhancements are critical in order to address safety and heavy congestion.

The City continues its opposition to the inclusion of MD 119 (Great Seneca Highway)/Muddy Branch Road grade separated interchanges in the Development and Evaluation program. The City voiced these concerns to the County this time last year and we stated the following in

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MAYOR
Jud Ashman

COUNCIL MEMBERS
Cathy Drzyzgula
Neil Harris
Henry F. Marraffa, Jr.
Michael A. Sesina
Ryan Spiegel

CITY MANAGER
Tony Tomasello

The Honorable George Leventhal
January 27, 2015
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Gaithersburg's adopted 2009 Transportation Element of our Master Plan: "The City does not support grade separated interchanges within the City limits, such as the proposed MD 124 and MD119 interchanges, that may impede the implementation of the recommendations in the adopted City Master Plan, preclude the Kentlands CCT Realignment, or conflict with any approved development site plans." We respectfully request that this project be removed from the D&E priority list and that the County recommend a more viable, beneficial project in its place.

We greatly appreciate the effort the County staff puts into compiling the respective list of transportation priorities and look forward to collaborating closely with you and your colleagues as we continue to advocate for these important projects. Please feel free to contact me if you have any questions.

Sincerely,

A handwritten signature in black ink, appearing to read 'Tony Tomasello', with a stylized flourish at the end.

Tony Tomasello
City Manager

cc: Mayor and City Council

Wednesday, August 06, 2014

Olney frustrated over bus rapid transit project

Many oppose project, and how it's being handled

By Terri Hogan Gazette Staff Writer

A standing-room-only crowd of more than 100 people at the July 29 meeting of the Olney Town Center Advisory Committee expressed its passion surrounding the bus rapid transit system proposed for Olney.

Most of those — including many who have lived in Olney for decades — opposed the system, saying it is neither warranted nor wanted.

And some say that whatever shape the project eventually takes will go a long way toward determining Olney's future.

"Transit attracts denser, more urban development," said John Webster, president of the Greater Olney Civic Association. "Is that the direction we want to head in for Olney? Or do we want to maintain the low-density suburban lifestyle we've become accustomed to over the past three or four decades?"

The Maryland State Highway Administration and the Maryland Transit Administration have funded a \$5 million study of a bus rapid transit system on Georgia Avenue, or Md. 97, from the Wheaton Metro station to MedStar Montgomery Medical Center in Olney.

The system is similar to a light-rail system with dedicated rights of way, station stops and frequent service that's faster than conventional buses.

Among the five alternatives under consideration, creating two dedicated median lanes for the buses would impact the corridor the most and could result in the loss of Olney businesses.

Bus rapid transit is being eyed elsewhere in the county, including on Md. 355 and Md. 29, but Georgia Avenue and Veirs Mill Road are being studied first, as the system is included in the master plans for those corridors.

Going back to 1998, the master plan for the area has included some type of busway on Georgia Avenue leading north into Olney.

Even those familiar with the concept say they have found the process and dissemination of information surrounding the project disturbing. In May, the highway agency hosted a public workshop, at which the five alternatives were presented.

Gary Erenrich of the county's transportation department apologized, saying last week that officials hadn't been ready to release the information they presented at the May workshop.

He said the next task is to form a citizens advisory committee this fall, which will help the county and state determine which alternatives to study further. There likely will be several committees, representing the various segments of Georgia Avenue.

"We are committed to get the public involved and to plan for the best system meeting everyone's needs," Erenrich said.

He acknowledged that no formal ridership forecasting has been conducted and there are no answers on how to pay for the system. The project is not funded beyond the current planning phase.

Without knowing the demand and the community's needs and wants for such a system, spending \$5 million to develop the design alternatives was a "wasted exercise," Webster said.

County Councilman Marc B. Elrich (D-At large) of Takoma Park, said cost estimates range from \$6 million to \$40 million per mile. State or federal money might be available.

Elrich also discussed creating special taxing districts to fund the project. Residents shouldn't pay for it, he said, as they already are paying in a myriad of different ways, and they would not see the benefit of potentially higher property values "until they sell their houses or die."

Sen. Karen S. Montgomery (D-Dist. 14) of Brookeville chastised the county and state representatives working on the project for "how not to introduce a transportation project," citing "the endless rumors and dribble-drabble that have gone on for the past four months."

"I just think this whole thing has been horribly handled," she said.

Jim Smith, chairman of the Olney Town Center Advisory Committee, said his committee would wait until the Greater Olney Civic Association takes a formal position on the project at its Sept. 9 meeting to decide if it needs to weigh in.

"I'm anxious to see Options 3, 4 and 5 taken off the table, and it doesn't sound like [the state highway agency] is prepared to take them off yet," he said. "None of the three are reasonable options for the Olney Town Center, so the sooner they exit the discussion, the better."

Smith was referring to the options that would add outside lanes for buses; a one-lane, reversible rapid bus in the median; or the two dedicated median bus lanes.

The first two of the five options call for either doing nothing or upgrading current services.

Webster said that despite hoping for more definitiveness and crisp answers, he left last week's meeting with a lot of unknowns.

"There is an implicit contract between taxpayers and government," he said. "We willingly pay taxes expecting government spending to be responsible in the best interest of serving the community. That didn't happen in this case."

Construction Program Priority Rankings

March 14, 2014 Letter	Planning Board	County Executive	Council Staff
1. Purple Line	1. Purple Line	1. Purple Line	1. Purple Line
1. Corridor Cities Transitway	2. Corridor Cities Transitway	1. Corridor Cities Transitway	2. Corridor Cities Transitway
3. Montrose Parkway East contrib	3. Montrose Parkway East, \$25M	3. Montrose Parkway East, \$25M	3. Montrose Parkway East, \$25M
4. Metrobus Priority impvts	4. US29 BRT	4. Metrobus Priority impvts*	4. Metrobus Priority impvts*
5. MD97/MD28 intchg	5. Metrobus Priority impvts	5. MD355 BRT	5. US29 BRT
6. US29/Tech/Industrial intchg	6. MD97/MD28 intchg	6. MD97/MD28 intchg	6. MD97/MD28 intchg
7. US29/Fairland/Musgrove intchg	7. US29/Tech/Industrial intchg	7. US29 BRT	7. US29/Tech/Industrial intchg
8. MD28 widening, Ga-Layhill	8. US29/Fairland/Musgrove intchg	7. US29/Tech/Industrial intchg	8. US29/Fairland/Musgrove intchg
9. Veirs Mill Road BRT	9. MD28 widening, Ga-Layhill	7. US29/Fairland/Musgrove intchg	9. MD28 widening, Ga-Layhill
10. Forest Glen ped underpass	10. Veirs Mill Road BRT	10. MD28 widening, Ga-Layhill	10. Veirs Mill Road BRT
11. MD124 widening, MidC-Aprk	11. Forest Glen ped underpass**	11. Veirs Mill Road BRT	11. Forest Glen ped underpass**
12. MD117 intersection impvts	12. MD355 BRT	12. Forest Glen ped underpass**	12. MD355 BRT
13. I-270/Newcut intchg	13. MD124 widening, MidC-Aprk	13. MD124 widening, MidC-Aprk	13. MD124 widening, MidC-Aprk
14. MD97 in Montgomery Hills	14. MD117 intersection impvts	14. MD117 intersection impvts	14. MD117 intersection impvts
15. MD97 North BRT	15. I-270/Newcut intchg	15. I-270/Newcut intchg	15. I-270/Newcut intchg
	16. MD97 in Montg Hills***	16. MD97 in Montg. Hills***	16. MD97 in Montg Hills***
	17. MD97 North BRT		17. MD97 North BRT

*Including additional Metrobuses for the Q, Y, and Z routes, associated road improvements and operating expenses, and transit signal priority and queue jumpers for MD586.

**Including intersection improvement at Georgia Avenue/Forest Glen Road.

***Northern limit of this project is at the Capital Beltway.

D&E Program Priority Rankings

March 14, 2014 Letter	Planning Board	County Executive	Council Staff
1. US29&MD355 BRT plan funds	1. US29&MD355 BRT plan funds	1. I-495, extend HOV so. of Spur	1. US29&MD355 BRT plan funds
2. I-495, extend HOV so. of Spur	2. I-495, extend HOV so. of Spur	2. I-270 Spur ramps to Westlake	2. I-495, extend HOV so. of Spur
3. I-270 Spur ramps to Westlake	3. I-270 Spur ramps to Westlake	3. MD355/Gude interchange	3. I-270 Spur ramps to Westlake
4. MD355/Gude interchange	4. MD355/Gude intch interchange	4. Midcounty Hwy: ICC-SG Rd	4. MD355/Gude interchange
5. Midcounty Hwy: ICC-SG Rd	5. Midcounty Hwy: ICC-SG Rd	5. MD119/Sam Eig/MB intchgs	5. Midcounty Hwy: ICC-SG Rd
6. MD119/Sam Eig/MB intchgs	6. MD119/Sam Eig/MB intchgs	6. MD650 BRT	6. MD119/Sam Eig/MB intchgs
7. MD650 BRT	7. MD650 BRT	7. ICC trail: missing segments.	7. MD650 BRT
8. ICC trail: missing segments	8. ICC trail: missing segments	8. Bike-ped facility imprvts	8. ICC trail: missing segments
9. Bike-ped facility imprvts	9. Bike-ped facility imprvts		9. Bike-ped facility imprvts
	10. CSX: add 3 rd track no. of MG		10. CSX: add 3 rd track no. of MG