




## State Transportation Priorities

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**Completed: 12/23/13**

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## Summary

Every few years, the County Executive and Council forward a joint letter of recommendations for state transportation projects and studies to the Montgomery County Delegation for their consideration in approving the final FY2014-2019 Consolidated Transportation Program, the Draft of which was released in October 2013:

[http://www.mdot.maryland.gov/Office\\_of\\_Planning\\_and\\_Capital\\_Programming/CTP/CTP\\_14\\_19/Index.html](http://www.mdot.maryland.gov/Office_of_Planning_and_Capital_Programming/CTP/CTP_14_19/Index.html). The last letter was sent on February 16, 2011 (see Attachment 1) and the new letter is anticipated to be sent in February 2014.

The joint priority letter serves as advice to the Montgomery County Delegation in their yearly budget negotiations but also serves as a standing guide to MDOT and SHA as to what the County's priorities are, and developments in the planning and design of these priority projects are highlighted in the monthly capital transportation program meetings that are attended by SHA, County staff, and Planning staff.

## Recommendations

We recommend that the Board transmit the following transportation priorities to the County Executive and Council for their consideration in their update of the joint priorities letter. This letter should include a restatement of support for the County's highest transportation priorities, which are:

- Support for the Washington Metropolitan Area Transit Authority multi-year capital improvement programs for infrastructure investment to maintain a state of good repair.
- Additional Metrorail funding to operate eight-car trains to 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.
- Construction of the Purple Line, and
- Construction of the Corridor Cities Transitway (CCT) Stage 1

Since design work is proceeding only on Stage 1 of the CCT from Shady Grove to Metropolitan Grove, we have included only that segment in the highest priority list. Stage 2 would still be included in the priorities for the Construction Program, which is shown below along with the priorities for the Development and Evaluation Program.

#### **PRIORITIES FOR THE CONSTRUCTION PROGRAM**

1. Montrose Parkway East: contribution to cost of segment from MD 355 to Parklawn Drive
2. US 29 Bus Rapid Transit line, White Oak to Silver Spring
3. Corridor Cities Transitway Stage 2, Metropolitan Grove to Clarksburg
4. MD 28 (Norbeck Rd.), Georgia Avenue to Layhill Road: widen to 4 lanes, with safety improvements, and intersection improvements to the Georgia Avenue/Norbeck Avenue intersection
5. US 29/Fairland Road/Musgrove Road: grade-separated interchange
6. MD 586 (Veirs Mill Road) Bus Rapid Transit line
7. Forest Glen Pedestrian Underpass beneath Georgia Avenue
8. I-270/Newcut Road: grade-separated interchange
9. MD 97 (Georgia Avenue), Forest Glen Road to 16<sup>th</sup> Street: safety and accessibility improvements
10. MD 97 (Georgia Avenue) Bus Rapid Transit line, Olney to Wheaton
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. MD 97 (Georgia Avenue)/MD 28 (Norbeck Road): grade-separated interchange

#### **PRIORITIES FOR THE DEVELOPMENT & EVALUATION PROGRAM**

1. US 29 Bus Rapid Transit line, Burtonsville to White Oak
2. MD 355 Bus Rapid Transit line, Germantown to Bethesda
3. I-495 (Capital Beltway): extend HOV lane south of I-270 West Spur, including HOV ramps on the south side of Westlake Drive/Fernwood Road
4. MD 355 (MD 355)/Gude Drive: grade-separated interchange
5. MD 115 (Midcounty Highway) Extended, ICC to Shady Grove Road
6. MD 119 (Great Seneca Highway)/Sam Eig Highway and Muddy Branch Road: grade-separated interchanges
7. MD 650 (New Hampshire Avenue) Bus Rapid Transit line, White Oak to Eastern Avenue

With the Council's recent unanimous approval of the Countywide Transit Corridors Functional Master Plan, it is clear that transit must become a much more significant part of our future transportation system. Heavy investment in transit is not the solution to the transportation needs in every area of the County nor is it the answer to every transportation problem, even in densely populated areas of the

County. But where roadway widenings to solve perennial traffic congestion would significantly affect existing communities, natural resources and parkland, a more efficient solution is needed.

This update of the joint priorities letter, coming fairly soon after a significant increase in transportation funding, offers the opportunity to reassess what the County's overall priorities should be in creating a sustainable transportation network. The recommended projects put a much higher focus on transit projects than has been true in the past. These transit projects are recommended where feasible and supported by existing policy, and will help to support the County's economic development goals.

Changes to the list from the 2011 letter also reflect changes from the previous list because of project completions; changes in funding that negate the need to continue to include them; and changes in traffic growth.

The following section includes detailed comments on the projects and studied recommended for inclusion in the priorities letter.

### **Construction**

Montrose Parkway East (#1): This project was not previously on the list because most of it (east of Parklawn Drive) was a County project. The Montrose Road grade-separation at the CSX tracks is still a separate SHA project but these projects are now being designed to be constructed together. A State contribution is needed to move the combined project forward to support development in the White Flint Sector Plan area.

US29 Bus Rapid Transit from White Oak to Silver Spring (#2) and US29 interchanges, including US29/Fairland Road/Musgrove Road (#5): The US29 interchange projects completed the Project Planning process more than a decade ago and are intended to accommodate forecast traffic volumes in this corridor. (Weekday traffic volumes have increased over 10% in this corridor since 2006.) Following completion of the interchange planning effort, three interchanges were constructed; at Randolph Road/Cherry Hill Road, at Briggs Chaney Road, and at MD198. Additional interchanges that are planned but not yet built would be at Stewart Lane, at Tech Road/Industrial Parkway, at Fairland Road/Musgrove Road, at Greencastle Road, and at Blackburn Road.

The US29/Fairland Road/Musgrove Road interchange was included in the 2011 Construction priorities and the Draft FY14-19 Maryland Consolidated Transportation Program (CTP) added \$7M in design funding for this project, whose construction cost is estimated to be \$128M. (See Attachment 2 for Council staff's Overview of the Draft FY14-19 CTP.)

During our preliminary discussions with Council and MCDOT staff on the new priority list, three additional US29 interchanges were considered for inclusion on the list: at Stewart Lane, at Tech Road/Industrial Parkway, and at Greencastle Road, the estimated construction cost for which would be \$344M. They are all Master Plan-recommended facilities but there is a tension between continuing to devote significant transportation funding to moving general traffic in the US29 corridor and funding bus

rapid transit (BRT) in the same corridor. By comparison, the estimated construction cost of dedicated transit lanes from Silver Spring to Burtonsville is nearly the same as these three interchanges - \$351M.

We believe that prioritizing the US29 transit corridor improvements is the better choice. The White Oak Science Gateway Master Plan emphasizes place-making in White Oak and BRT is the key piece of infrastructure needed to develop mixed use activity centers in this corridor. BRT also offers great potential in intercepting long distance trips originating in Howard County, freeing up road capacity to serve these activity centers.

Since no new pavement is recommended for US29 BRT south of White Oak and the necessary improvements are mostly operational, we expect that planning for that segment could be completed fairly quickly. We recommend that this segment be expedited ahead of the BRT segment north of White Oak, where additional pavement is required, and be placed directly in the Construction priorities list.

Because the project planning for the US29 interchanges was done so long ago, it needs to be updated to reflect current environmental regulations; it may be a couple of years before these projects are ready to enter the construction program. During that time, planning for the US29 BRT segment north of White Oak should be expedited so that we can better understand the traffic impacts and benefits of all the projects in the US29 corridor more fully.

BRT is an integral element of the soon to be adopted White Oak Science Gateway Master Plan. We know that we need BRT to provide an adequate level of mobility in the US29 corridor and should pursue its implementation as soon as possible. Early BRT implementation on the southern half of the corridor will give us good information on what beneficial impact there will be on traffic demand. The need for additional interchanges on US29 can then be considered in that context.

Corridor Cities Transitway Stage 2 (#3): MTA elected not to include the segment from Metropolitan Grove to Clarksburg in its Environmental Impact Statement for the segment between the Shady Grove Metro Station and Metropolitan Grove. But this important project needs to be pursued as a high priority in order to provide more effective access to transit in the Germantown and Clarksburg areas.

MD 28 (Norbeck Rd.), Georgia Avenue to Layhill Road (#4) and MD 97 (Georgia Avenue)/MD 28 (Norbeck Road) interchange (#13): The traffic volume on this road dropped over the last year with the opening of the ICC, but is still up 27% over the last decade. In addition to roadway widening, the straightening of Norbeck Road is needed for safety reasons. A grade-separated interchange is master planned at the Georgia Avenue/Norbeck Avenue intersection, but intersection improvements should be pursued first to alleviate traffic problems and the interchange moved to a lower priority. The Draft FY14-19 CTP added \$3M in preliminary engineering for the length of MD28/MD198 between Georgia Avenue and US29.

MD 586 (Veirs Mill Road) Bus Rapid Transit line (#6): The planning for this project is being done by SHA but is funded by Montgomery County. This existing transit ridership in this corridor is one of the highest in the County. The corridor is planned to eventually provide a key east west connection (when coupled with University Boulevard) linking Rockville with Takoma Langley via Wheaton.

Forest Glen Pedestrian Underpass (#7): The planning for this project was funded and completed by Montgomery County. This project would provide a safer grade-separated pedestrian and bicyclist crossing at the Georgia Avenue/Forest Glen intersection, as well as direct access to the Forest Glen Metro Station.

I-270/Newcut Road interchange (#8): This interchange would serve the growing Clarksburg area and would be partially funded by the Cabin Branch development.

MD 97 (Georgia Avenue), Forest Glen Road to 16<sup>th</sup> Street (#9): The planning for this project is being done by SHA but is funded by Montgomery County. This segment of Georgia Avenue is the highest volume non-Interstate highway in the State of Maryland (69K average annual weekday traffic).

MD 97 (Georgia Avenue) Bus Rapid Transit line (#10): The planning for this project is being done by SHA but is funded by Montgomery County. The forecasting done for the CTCFMP showed lower ridership than most other corridors in the plan but implementation would likely be easier.

MD 124 (Woodfield Road), Midcounty Highway to Airpark Drive (#11): The traffic volume on this road has been relatively flat over the past decade, but two County widening projects on Snouffer School Road, which intersects MD124 at about the midpoint of the subject project, are intended to accommodate future traffic growth associated with the development of the Multi-Agency Service Park and Public Service Training Academy and with private development. These developments would increase traffic on MD124. The Draft FY14-19 CTP added \$1.9M in design funding for this project.

MD 117 (Clopper Road), I-270 to Seneca Creek State Park (#13): This project was put on hold about a decade ago, during which time the traffic volume on this road has dropped about 9%. Rather than a general widening of the roadway, this project is a series of intersection improvements intended to address localized congestion problems.

## **Development and Evaluation**

US 29 Bus Rapid Transit line, Burtonsville to White Oak (#1): This segment of the US29 corridor includes additional lanes for BRT but all of the necessary right-of-way exists so the duration of the planning phase should be fairly short.

MD 355 Bus Rapid Transit line, Germantown to Bethesda (#2): This corridor has the highest forecast BRT ridership but there are many different right-of-way constraints that will take some time to resolve during planning.

I-495 (Capital Beltway): extend HOV lane south of I-270 West Spur (#3): This project would address the high levels of congestion on I-270 and the Capital Beltway, including the American Legion Bridge, and facilitate transit service to Tysons Corner.

MD 355 (MD 355)/Gude Drive: grade-separated interchange (#4): There is a high level of congestion at this intersection that would be alleviated by the construction of the master-planned interchange. Dedicated transit lanes on MD355 (Development and Evaluation priority #2) would need to be included in this study.

MD 115 (Midcounty Highway) Extended, ICC to Shady Grove Road (#5): This project would provide a direct connection to the ICC and would likely remove traffic from other area roads. This project was recommended by the Board to be included in the ICC project but SHA declined to do so.

MD 119 (Great Seneca Highway)/Sam Eig Highway and Muddy Branch Road interchanges (#6): These interchanges would address existing congestion and serve future development in the Great Seneca Science Corridor. This area would also be served by the CCT Stage 1 (Construction priority #3)

MD 650 (New Hampshire Avenue) Bus Rapid Transit line, White Oak to Eastern Avenue (#7): This corridor has high existing and forecast ridership. Implementation of dedicated lanes would support existing MetroExtra service, which is the precursor to BRT.

## **Conclusion**

The recommended list of projects includes some significant roadway projects and studies that would provide additional traffic capacity and relieve congestion at some major intersections in addition to a significant number of transit projects and studies that would enable us to increase the person-throughput – the ability to move more people – on our roads without greatly increasing the footprint of those roads. We recommend that the Board transmit this list of priorities to the County Executive and Council for their consideration in their update of the joint priorities letter.



ROCKVILLE, MARYLAND

February 15, 2011

The Honorable Richard Madaleno, Chair  
 Montgomery County Senate Delegation  
 214 James Senate Office Building  
 Annapolis, Maryland 21401

The Honorable Brian J. Feldman, Chair  
 Montgomery County House Delegation  
 223 House Office Building  
 Annapolis, Maryland 21401

Dear Senator Madaleno and Delegate Feldman:

In light of the Draft FY2011-2016 Consolidated Transportation Program we have updated the State transportation priorities we transmitted to you on July 16, 2008. This letter describes our latest sets of priorities for currently unfunded State transportation projects and studies.

We acknowledge and commend the Maryland Department of Transportation (MDOT) for its ongoing support for the Washington Metropolitan Area Transit Authority multi-year capital improvement programs for infrastructure investment to maintain a state of good repair and to implement the National Transportation Safety Board recommendations. Additional capital funding beyond the multiyear funding agreement 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.

Two other points are noteworthy. The Base Realignment and Closure (BRAC) transportation improvements near National Naval Medical Center in Bethesda have been funded for design and land acquisition, but construction funds necessary to complete the improvements are not programmed. Also, the County is currently engaged in a feasibility study of county-wide bus rapid transit (BRT) service. Once the study is complete, we intend to incorporate elements of the countywide study in our master plans to then be in position to have MDOT begin project planning for specific routes in addition to those already underway.

The balance of this letter describes our priorities in several categories.

***I. Projects of regional significance that are in the D&E Program but not in the Construction Program.*** Two major transitways, the Corridor Cities Transitway (CCT) from Shady Grove to Clarksburg, and the Purple Line from Bethesda to Prince George's County are our highest, and co-equal, priorities. The next priority is to complete the BRAC transportation improvements for the National Naval Medical Center in Bethesda. Other regionally significant projects with high priority are the widening of I-270 for high-occupancy-toll (HOT) or high-occupancy-vehicle (HOV) lanes north of Shady Grove and the widening of I-495 for HOT or HOV lanes between the I-270 West Spur and Virginia. While there are issues to be worked out on important aspects of some of these priorities, decisions must be made and funding must be identified promptly to move them forward to completion.

**II. Projects of local importance that are in the D&E Program but not in the Construction Program.** These are priority projects that have been previously identified by the Executive and Council to the State and/or Federal Delegations. We have already taken steps in the last few years of dedicating the extraordinary amount of \$286 million of County funds to design, acquire land for, and/or build several projects that are or should be the State's responsibility:

- \$14,463,000 to forward fund the MD 355/Montrose grade-separated interchange (being reimbursed by the State).
- \$22,375,000 to construct a 1,200-space garage at the Glenmont Metro Station.
- \$66,961,000 to design and reconstruct Rockville Pike (MD 355) through White Flint.
- \$70,296,000 to design, acquire land, and construct Montrose Parkway from east of Rockville Pike (MD 355) to Parklawn Drive.
- \$14,362,000 towards design and land acquisition for the Georgia Avenue (MD 97)/Randolph Road grade-separated interchange.
- \$6,447,000 to build several intersection improvements on State highways.
- \$10,000,000 to design and acquire land for the Georgia Avenue (MD 97) Bypass around Brookeville.
- \$4,900,000 towards the design of the I-270/Watkins Mill Road interchange.
- \$6,000,000 for preliminary engineering for the Veirs Mill Road (MD 586) BRT line between Wheaton and Rockville.
- \$2,000,000 for preliminary engineering for a pedestrian underpass beneath Georgia Avenue (MD 97) at the Forest Glen Metro Station.
- \$5,000,000 for preliminary engineering for the Georgia Avenue (MD 97) Busway from Glenmont to Olney.
- \$3,000,000 for preliminary engineering for the reconstruction of Georgia Avenue (MD 97) through Montgomery Hills, from 16<sup>th</sup> Street (MD 390) to Forest Glen Road (MD 192).

Our priority rankings for projects that will be ready for construction funding during the next six years and are currently in the design or project-planning stages are listed below. The funding that needs to be programmed to complete each project is indicated as well.

1 <sup>st</sup>	I-270/Watkins Mill Road Extended: build bridge over I-270	\$110M
2 <sup>nd</sup>	Woodfield Road: widen to 6 lanes, Midcounty Highway to Snouffer School Road	\$47M
3 <sup>rd</sup>	Georgia Avenue: build 2-lane bypass around Brookeville	\$22M
4 <sup>th</sup>	Georgia Avenue/Norbeck Road: build grade-separated interchange	\$142M
5 <sup>th</sup>	Clopper Road: improve intersections from I-270 to Seneca Creek State Park	\$56M
6 <sup>th</sup>	I-270/Watkins Mill Road Extended: complete grade-separated interchange	\$55M
7 <sup>th</sup>	Spencerville Road: widen to 4 lanes from Old Columbia Pike to US 29	\$31M
8 <sup>th</sup>	Norbeck Road: widen to 4 lanes from Georgia Avenue to Layhill Road	\$135M
9 <sup>th</sup>	I-270/Newcut Road: build grade-separated interchange	\$138M
10 <sup>th</sup>	Woodfield Road: widen to 6 lanes from Snouffer School Road to Airpark Road and from Fieldcrest Road to Warfield Road	\$54M
11 <sup>th</sup>	US 29/Fairland Road/Musgrove Road: build grade-separated interchange	\$148M
12 <sup>th</sup>	MD 28/198: widen to 4 lanes from Layhill Road to Old Columbia Pike	\$183M

The total funding that needs to be programmed to complete these 12 projects is more than \$1.1 billion.



**III. Transit projects that are not in the D&E Program.** As noted above, the County has programmed sufficient funds for MDOT to conduct preliminary engineering studies for the Veirs Mill Road BRT and the Georgia Avenue Busway. MOUs are being finalized and these studies should appear in the D&E Program of the Draft FY12-17 CTP. The County has also programmed funds for a project planning study of a pedestrian underpass beneath Georgia Avenue at the Forest Glen Metro Station.

Our priority in this category is to fund corridors proposed by our Countywide BRT Study and subsequent master plan amendments. These corridors may include, but are not limited to: US 29, MD 355, MD 650, the North Bethesda Transitway, and MD 193. Furthermore, as we move forward on this project, we seek support for interim steps to give higher priority for buses on State roads throughout the County.

**IV. Highway and bikeway projects that are not in the D&E Program.** Our priority rankings for highway and bikeway projects to be added to the D&E Program are:

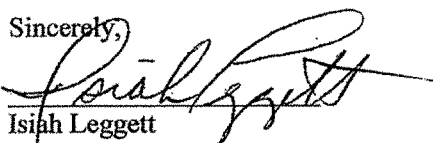
- 1<sup>st</sup> Frederick Road (MD 355)/Gude Drive: grade-separated interchange
- 2<sup>nd</sup> Midcounty Highway Extended: construction from Intercounty Connector to Shady Grove Road
- 3<sup>rd</sup> Intercounty Connector Hiker-Biker Trail: Shady Grove to Prince George's County
- 4<sup>th</sup> Sam Eig Highway: grade-separated interchanges from I-270 to Great Seneca Highway (MD 119); and grade-separated interchange at Great Seneca Highway and Muddy Branch Road
- 5<sup>th</sup> Frederick Road (MD 355): widening from 2000' south of Brink Road to future Frederick Road/Clarksburg Bypass
- 6<sup>th</sup> Rockville Pike (MD 355): improvement from Woodmont Avenue to I-495, including a grade separated interchange at Cedar Lane
- 7<sup>th</sup> Veirs Mill Road (MD 586)/Randolph Road: grade-separated interchange
- 8<sup>th</sup> Veirs Mill Road (MD 586): widening from Twinbrook Parkway to Randolph Road
- 9<sup>th</sup> Frederick Road (MD 355): reconstruction north of Old Town Gaithersburg
- 10<sup>th</sup> I-270/Gude Drive: grade-separated interchange
- 11<sup>th</sup> MD 108 Bypass around Laytonsville

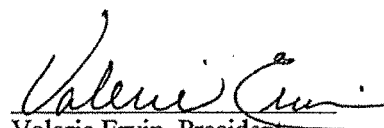
**V. Other comments.** We appreciate your acceptance of the White Flint Sector Plan area as the State's first Bicycle and Pedestrian Priority Area (BPPA). We will work with you to coordinate an implementation plan that will time the State's bicycle and pedestrian facility investments so they are coordinated with White Flint's staging plan.

We also appreciate your having accepted the Wheaton, Twinbrook, and Shady Grove Metro Station areas as transit-oriented development (TOD)-designated areas under Section 7-102 of the Maryland Code. We now nominate the White Flint Metro Station vicinity as a fourth area to be granted TOD status, but with the understanding that capital projects in any of these areas do not supersede the priorities listed above. Maps describing these areas are enclosed.

If you need any clarifications about our recommendations, please contact us.

Sincerely,

  
Isiah Leggett  
County Executive

  
Valerie Ervin, President  
County Council

Enclosures

cc: The Honorable Martin O'Malley, Governor, State of Maryland  
Beverley Swain-Staley, Secretary, Maryland Department of Transportation  
Françoise Carrier, Chair, Montgomery County Planning Board

## MEMORANDUM

October 16, 2013

TO: Councilmembers

FROM: Glenn Orlin, Deputy Council Administrator

SUBJECT: Overview of MDOT's Draft FY14-19 Consolidated Transportation Program

The Maryland Department of Transportation has released its Draft FY14-19 Consolidated Transportation Program (CTP), which it will present at the Annual Tour Meeting (a.k.a. "Road Show") on Thursday, October 17 in the Council Office Building's 3<sup>rd</sup> Floor Hearing Room at 7:00 pm.

The Draft CTP reflects about a \$5.3 billion (52%) increase in resources for the State's Transportation Trust Fund (TTF) above the Final FY13-18 CTP. The rise, of course, is due primarily to the General Assembly's enactment of the Transportation Infrastructure Investment Act (TIIA) of 2013 last spring, which is generating about \$4.1 billion (72%) more in State funds. However, an additional \$1.0 billion in Federal aid is also projected, virtually all associated with Maryland Transit Administration (MTA) projects. The table below shows the TTF funding levels programmed in the last 15 CTPs (in \$ millions):

<b>CTP Period</b>	<b>Funds Programmed</b>	<b>Change from Prior Year</b>	<b>% Change from Prior Year</b>
FY00-05	\$7,850.9	+\$2,308.7	+41.7%
FY01-06	\$9,453.2	+\$1,602.3	+20.4%
FY02-07	\$9,096.5	-\$356.7	-3.8%
FY03-08	\$8,170.2	-\$926.3	-10.2%
FY04-09	\$7,651.1	-\$519.1	-6.4%
FY05-10	\$9,303.4	+\$1,652.3	+21.6%
FY06-11	\$9,217.1	-\$86.3	-0.9%
FY07-12	\$9,005.0	-\$212.1	-2.3%
FY08-13	\$10,598.4	+\$1,593.4	+17.7%
FY09-14	\$8,480.4	-\$2,118.0	-20.0%
FY10-15	\$9,106.6	+\$626.2	+7.4%
FY11-16	\$9,485.8	+\$379.2	+4.2%
FY12-17	\$9,980.2	+\$404.4	+4.3%
FY13-18	\$10,141.8	+\$161.6	+1.6%
<b>FY14-19 Draft</b>	<b>\$15,426.1</b>	<b>+\$5,284.3</b>	<b>+52.1%</b>

Because of the large revenue increase—the largest in a generation—there are substantial additions to the Draft CTP. Below is a summary of the changes for projects of special interest to Montgomery County. For each project, the page in the Draft CTP is noted.

Purple Line (MTA-40). Among the projects of regional transportation significance, the Purple Line and Corridor Cities Transitway are the Council's and Executive's top priorities (©1). The funds programmed for the Purple Line have been raised from \$188 million (mostly for planning and design) to

over \$1.628 billion for planning, design, land acquisition, and construction. Construction would start in the spring 2015 and be completed in 2020. Of the \$1.628 billion, about \$927 million would be Federal aid. To secure the Federal aid, the State intends to submit its Final Environmental Impact Statement late this fall, solicit a Record of Decision from the Federal Transit Administration in the early winter, and secure a Full-Funding Grant Agreement for land acquisition and construction in 2014. The other \$701 million consists of a \$220 million “regional contribution” from Montgomery and Prince George’s Counties (\$110 million from each) and \$481 million in State aid.

The current cost estimate for the Purple Line is about \$2.2 billion. The roughly \$575 million difference between the programmed cost and the total cost would be equity from a private partner. The partner would be responsible for the design, financing, building, operation and maintenance of the line over a 35-year period. (See A-33 to A-34.) The partner would be provided with annual “availability payments” from the State to cover its costs and a negotiated return on its investment. The solicitation for a private partner will be reviewed by the Board of Public Works in early November.

The Draft CTP notes that of the \$220 million County contribution, only \$60 million is needed in the FY14-19 period, with the \$160 million balance in FY20 and later. It also states:

Regional contributions may be county funds or in-kind contributions such as right-of-way, utility relocations or environmental mitigation that serves the purpose of reducing the [Purple Line] project cost. (See pp. A-34 and A-35.)

To date Montgomery County has contributed or programmed over \$120 million (in today’s dollars) fitting this definition, including: \$10 million for the Georgetown Branch right-of-way (acquired in 1988); \$8 million for a parcel adjacent to the Silver Spring Metro Station through which the Purple Line will pass (acquired in 1990); \$80.5 million programmed for the Bethesda Metro South entrance, which will connect the Purple Line directly to the Metrorail Red Line; and several other smaller projects. In the case of the Bethesda Metro South Entrance, in 2008 the Council received a letter from the then-MTA Administrator noting that:

Further, the MTA believes that this County investment [then estimated at \$60 million] could increase the competitiveness of the Purple Line for future federal funding by reducing its capital cost. For this reason, when we develop a detailed financial plan for the Purple Line this contribution by the County will be appropriately noted. (See ©4.)

Thus it is uncertain whether any additional Montgomery County funds would be required. If no additional cash comes from the County, however, the State will need to find an additional \$110 million.

Baltimore Red Line (MTA-39). Although not in Montgomery County, local officials have been watching the progress of this project with great interest to assure that the Purple Line is receiving equitable attention from and treatment by the State. The funds programmed for the Red Line has been raised from \$211 million (mostly for planning design) to \$2.432 billion for planning, design, land acquisition, and construction. Construction would start in the spring 2015 and be completed in 2020. Of the \$2.432 billion, about \$922 million would be Federal aid. The other \$1.51 billion consists of a \$250 million regional contribution from Baltimore City and County and \$1.26 billion in State aid—more

than two-and-a-half times the State aid programmed for the Purple Line. The timing of the \$250 million regional contribution would be \$75 million in FY14-19 and \$175 million in FY20 and later.

The total cost of the Red Line is estimated to be about \$2.6 billion. The roughly \$160 million difference between the programmed cost and the total cost also would be equity from a private partner. In this case, however, MTA would turn over to the partner only the cost of the railcars, the power system, the operations and maintenance facility, and some other minor elements, as well as the operation of these elements. (See A-32 to A-33.) The bulk of the construction and operation of this line would be MTA's day-to-day responsibility. As a result, the annual availability payments for this line would likely be less than for the Purple Line.

Corridor Cities Transitway (MTA-41). Although the project information form notes that the CCT will run from Shady Grove to Clarksburg, the funds programmed for the CCT are only for Phase I, running from Shady Grove to Metropolitan Grove. Funds programmed for the CCT have been raised from \$35.2 million (mostly for some planning and design) to \$240.8 million for planning, design, land acquisition, and construction. The planning funds have been raised from \$13.8 million to \$45.8 million, what is needed to carry the project through preliminary engineering. Similarly, engineering (i.e., design) funds have been raised from \$21.4 million to \$35 million. For the first time, land acquisition funds have been programmed; the \$35 million allocated for this purpose is at the low end of what will be needed, assuming that much of the right-of-way will be dedicated.

The \$125 million shown for construction in the years beyond FY19, however, is merely a marker; the actual construction cost will be on the order of \$600-700 million. Even if 50% of the funds were provided by the Federal government—and this would be a much higher percentage than has been assumed for the Purple or Red Lines—then another \$175-225 million of non-Federal funds would need to be found. If these funds can be identified, though, the project could go under construction in FY19 and be completed in FY21.

Montgomery County Local Bus Program (MTA-33). The funds in this project increase by \$20.8 million: \$10.8 million in FYs14-15 for additional compressed natural gas (CNG) replacement buses for the Ride On system and \$10 million (\$4.2 million in FY15 and \$5.8 million in FY16) for project planning and other studies for future Bus Rapid Transit (BRT) lines in Montgomery County.

The Council is currently reviewing a Countywide Transit Corridors Functional Master Plan to identify BRT routes, station locations, and minimum rights-of-way. The particular BRT routes to be studied will be determined subsequent to action on this plan, which is anticipated before the end of 2013. The County Executive has recommended studies for MD 355 south of Rockville, US 29, and Randolph Road. The Council will deliberate on this as it completes its action on the plan.

Takoma/Langley Park Transit Center (MTA-35). The scope and timing for this center has not changed. It will consist of 12 bus bays, passenger shelters, public restrooms, transit information services and a canopy, and be located on the northwest corner of New Hampshire Avenue and University Boulevard in Prince George's County. Its construction will begin later this fiscal year and be completed in FY16. The cost has increased by \$3.8 million—to about \$34.8 million—due to higher than

anticipated bids. Each county is still contributing \$2.5 million, and WMATA is still providing \$7.31 million; the increased cost will be covered with State funds.

I-270/Watkins Mill Road Interchange (SHA-M-1). This interchange is the #1 priority among transportation projects of local significance (©2). It will provide relief to the overburdened Frederick Road/Montgomery Village Avenue and Clopper Road/Quince Orchard Road intersections, and will provide direct access from I-270 to the Metropolitan Grove MARC Station and the future interim northern terminus of the CCT.

The FY13-18 CTP had programmed \$42.7 million for planning, design, and land acquisition, and Montgomery County had contributed an additional \$4.9 million for design. The Draft FY14-19 CTP adds \$122.6 million to build the interchange. Construction will start in the spring of 2016 and be completed three years later.

MD 97/Randolph Road interchange (SHA-M-4). Utility relocations for this grade-separated interchange at Glenmont have been underway during the past three years, and heavy construction will finally begin late this winter. Its scheduled completion has slipped a few months, from late spring to the summer of 2016. The cost estimate has increased by \$4.5 million, to about \$79 million; of this amount, the County has contributed \$14.4 million.

Brookeville Bypass (SHA-M-5). This project will build a two-lane western bypass around the historic Town of Brookeville. It is the #3 priority among transportation projects of local significance (©2). The FY13-18 CTP programmed \$2.1 million for planning; in addition the County had contributed \$10 million for design and land acquisition. The Draft FY14-19 CTP adds \$25.1 million for construction, which will start in early 2017 and be completed in late 2018.

Other SHA changes. The following are other significant changes in the Draft CTP:

- Adds \$7 million towards the design of the US 29/Fairland Road/Musgrove Road interchange (SHA-M-15). It is the #11 priority among transportation projects of local significance (©2).
- Adds \$3 million towards preliminary engineering for the widening of Norbeck and Spencerville Roads (MD 28 and MD 198) from Georgia Avenue to US 29. Together this road improvement consists of the #7, #8, and #12 priorities among transportation projects of local significance (©2).
- Adds \$1.9 million towards design of the Woodfield Road (MD 124) widenings from Snouffer School Road to Airpark Road and from Fieldcrest Road to Warfield Road. It is the #10 priority among transportation projects of local significance (©2).

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Copies: The Honorable Isiah Leggett, Montgomery County Executive  
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Françoise Carrier, Chair, Montgomery County Planning Board  
Arthur Holmes, Jr., Director, Montgomery County Department of Transportation  
James Smith, Secretary, Maryland Department of Transportation