WHAT IS BRT?

BRT stands for Bus Rapid Transit. BRT is a modern, lower cost, but premium form of transportation that combines features of both a bus system and a light rail system. Like light rail transit (LRT), BRT may operate in designated lanes, which are restricted to other vehicles, or they can operate in mixed traffic. The CCT BRT system will be designed to operate entirely in dedicated lanes without other traffic. The CCT vehicles will only come in contact with other traffic when crossing streets. Unlike LRT, BRT uses vehicles with rubber tires on a paved surface rather than steel wheels on steel rail. Therefore, BRT has the option to travel anywhere else there is pavement, such as to pass another vehicle. Similarly, the technology permits local buses to also use and benefit from the transitway. The benefit of a BRT system over a LRT system is that you still get the modern technology and design, which provide a high quality transit service experience for the rider, but at a lower cost and quicker construction time.

There are many features of BRT vehicles that differentiate them from traditional buses:

- A BRT vehicle has multiple doors for both entry and exit making it easy for riders to get on and off the vehicle quickly and efficiently.
- BRT systems typically use platform-located pay stations for passengers to purchase bus fares before they board, thus saving time while boarding the vehicle.
- Low floor vehicles and level boarding, provide reduced boarding time, as well as easy access for people with disabilities, the elderly and people with strollers.

These factors combined with BRT's dedicated roadway, lanes and signal priority systems allow the vehicles to travel faster, thus saving the commuter time and avoiding potential delays caused by general traffic congestion.

BRT systems take the benefits of LRT systems and combine them with the affordability of bus technology. With their own dedicated roadways, lanes, efficient boarding aspects, and passing availabilities, BRT systems provide commuters with an efficient, affordable, and easy way to travel.

CCT Locally Preferred Alternative Key Facts

Mode	Bus Rapid Transit
Alignment	
Shady Grove to COMSAT	15 miles
Phase I: Shady Grove to Metropolitan Grove	9 miles
Stations	
Shady Grove to COMSAT	16 stations
Phase I: Shady Grove to Metropolitan Grove	12 stations
Frequency of service (one-direction)	3-5 minutes peak 8-10 minutes off-peak
One-way travel time	
Shady Grove to COMSAT	49 minutes
Phase I: Shady Grove to Metropolitan Grove	33 minutes
Capital cost (Millions of dollars)	
Shady Grove to COMSAT	$828 million ($2012)
Phase I: Shady Grove to Metropolitan Grove	$545 million ($2012)
Maintenance facility	Located adjacent to the Metropolitan Grove station on land currently used by Montgomery County Police as a vehicle impound lot

MTA Maryland

Maryland Transit Administration
Office of Planning
6 St. Paul Street
Baltimore, MD 21202-1614

PRSRT STD
U. S. POSTAGE
PAID
MODERN MAIL

Stay Involved

The Maryland Transit Administration (MTA) values active and involved public participation in their project development processes. If your community group or organization would like a briefing on the Corridor Cities Transitway Project, please contact the project's public involvement specialist, Traceé Strum-Gilliam at 410-454-9761 or *strum@pbworld.com*.

For more information on the CCT, go to mta.maryland.gov/cct.

Rick Kiegel
MTA Project Manager
rkiegel@mta.maryland.gov
410-767-1380 or 888-218-2267

The Maryland Relay Service can assist teletype users at 711.

What's Next?

Now that an LPA has been selected the MTA will submit the project to the Federal Transit Administration (FTA) under its New Starts Program. The following presents an overview of schedule highlights as the MTA prepares to move this exciting project forward.

- May 11, 2012 – Selection of a Locally Preferred Alternative
- Fall 2012 – Prepare for entry into FTA New Starts process
- Spring 2013 – FTA approval to enter Preliminary Engineering
- Spring 2013-Winter 2014 – Preliminary Engineering / Final Environmental Impact Statement

Dependent on Funding

- Winter 2014/2015 – Initiate Final Design activities
- Summer 2017 – Receive full funding grant agreement from FTA
- Summer 2017 – Begin right-of-way acquisitions/permitting/ agreements
- Fall 2018 – Begin construction

Corridor Cities Transitway

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Corridor Cities Transitway

CCT NEWS

Governor O'Malley Selects Bus Rapid Transit for CCT!

On May 11, 2012, Governor Martin O'Malley announced bus rapid transit (BRT) as the Locally Preferred Alternative for the CCT. Over the past several years, MTA has completed environmental analyses and conceptual design to determine if the CCT should operate BRT or light rail transit (LRT) on the transitway. After thorough consideration of the environmental analysis, public testimony and recommendations from his team, Governor O'Malley decided on BRT as the preferred mode. In his announcement, the Governor also selected the locally preferred alignment alternative, identified to serve planned and proposed transit-oriented development in Crown Farm, the Life Sciences Center, and the Kentlands community (see inside for more details). The CCT will be Maryland's first BRT system. The Governor noted that "The CCT Bus Rapid Transit line will provide easy, accessible, cost-efficient transportation for Montgomery County's neighborhoods. This north-south transitway line will reduce our dependence on cars as we continue our goal to double public transit use by 2020. The CCT will support nearly 15,000 jobs in the corridor, help facilitate smart growth through mixed-used development, and it can be built in a timely manner."

The CCT will be developed in phases.

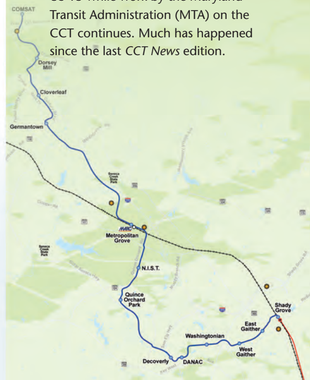
- **Phase I** of the project will extend nine miles from the Shady Grove Metrorail Station to the MARC Metropolitan Grove station in Gaithersburg. Phase I, which is estimated to cost $545 million, will be advanced into the Federal Transit Administration New Starts process this fall.
- **Phase II** will extend another six miles from Metropolitan Grove to COMSAT at an additional cost of about $282 million.

Phasing will allow the State to manage resources while development and densities in the northern portion of the corridor continue to increase.

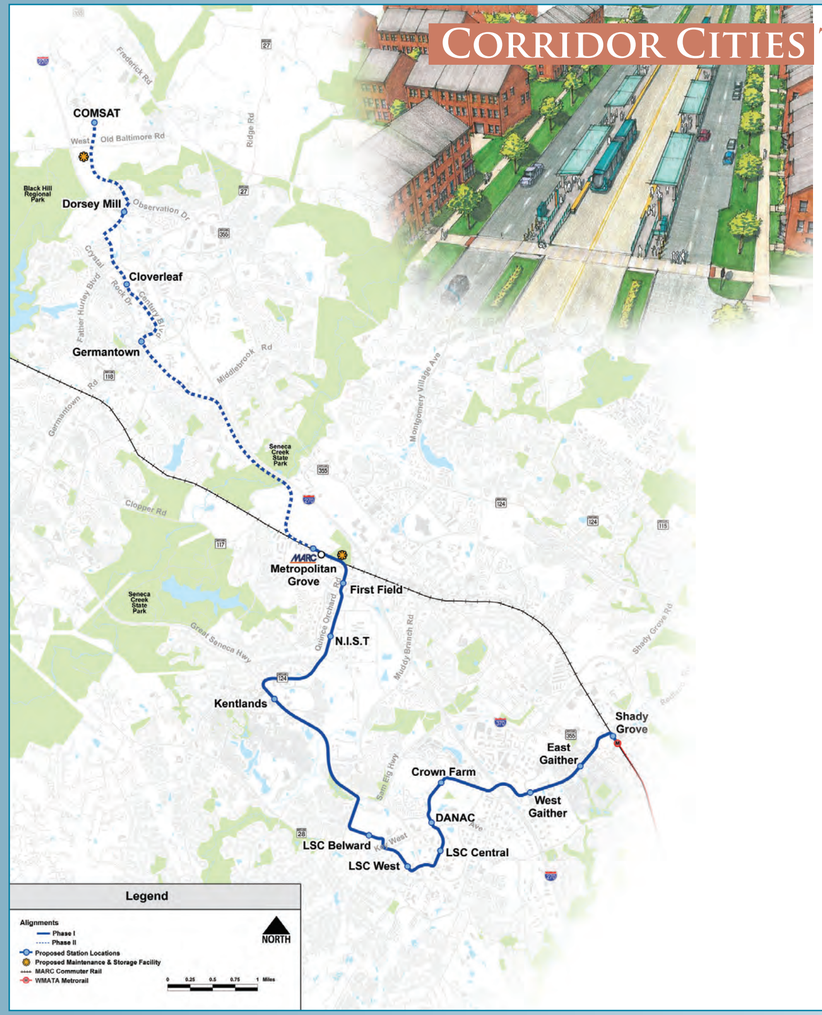
Welcome to CCT News

Welcome to the second edition of *CCT News*, Corridor Cities Transitway (CCT) Project newsletter. *CCT News* is one of a number of public information and involvement publications, activities and events planned to inform and engage members of the public in the CCT project planning and development process.

The CCT is a planned 15-mile transitway that would extend north from the Shady Grove Metrorail Station in Rockville to COMSAT, just south of Clarksburg, MD in Montgomery County. The CCT has been the transit component of the I-270/US 15 Multi-Modal Corridor Study. The Maryland State Highway Administration has temporarily halted further study of the I-270/ US 15 while work by the Maryland Transit Administration (MTA) on the CCT continues. Much has happened since the last *CCT News* edition.



Corridor Cities Transitway Preferred Alternative



The CCT locally preferred alternative (LPA) will feature a Bus Rapid Transit (BRT) vehicle as the preferred vehicle mode and will be constructed in two phases. The BRT vehicle would operate on an exclusive, dedicated guideway allowing for fast reliable transit operations. Phase I involves the construction of the CCT between the Shady Grove Metro and the Metropolitan Grove MARC stations. Phase II would extend from the Metropolitan Grove MARC Station to a future development at COMSAT.

The preferred alternative for Phase I incorporates alignments through Crown Farm, the Life Sciences Center, and the Kentlands as studied in the 2010 Supplemental Environmental Assessment. Phase I will advance into the next stage of project development while Phase II will advance as local land use matures and funding is made available. There are a total of 16 stations (15 surface stations and one aerial station). Of the 16 stations, 12 stations are incorporated in Phase I with the remaining four stations as part of Phase II. Parking will be available at four CCT stations built in Phase I with a total of six available after construction is completed in Phase II.

Phase I

Alignment

- Beginning at Shady Grove Metro Station, proceeding along the north side of the West Parking lot
- Median of Metro Access Road, continuing across MD 335 onto median of King Farm Boulevard
- Aerial over Shady Grove Road and I-270
- Median of Fields Road
- West side of Diamondback Drive with a tunnel under Key West Avenue to the east side of Broschart Road
- North side of Medical Center Drive
- West side of Johns Hopkins Drive (future extension from Medical Center Drive to Key West Avenue)
- Tunnel under Key West Avenue
- Median of Belward Campus Drive (future extension to Muddy Branch Road)
- Muddy Branch Road to Great Seneca Highway
- West side of Great Seneca Highway
- Aerial crossing of Great Seneca Highway to the south side of Quince Orchard Road
- Aerial structure at Clopper Road/Quince Orchard Road intersection to the north side of Quince Orchard Road
- Aerial on north side of Quince Orchard Road from Clopper Road intersection through CSXRR crossing
- At grade and parallel to CSX right-of-way to Metropolitan Grove Station

Stations

- Shady Grove
- East Gaither
- West Gaither
- Crown Farm (P)
- DANAC
- LSC Central
- LSC West (P)
- LSC Belward
- Kentlands (P)
- NIST
- First Field
- Metropolitan Grove (P)

Phase II

Alignment

- Parallel the west side of I-270 from Metropolitan Grove Station to Middlebrook Road
- Aerial crossing of Middlebrook Road to the western edge of the Department of Energy (DOE) property
- Western edge of the DOE property between Middlebrook Road and Germantown Road
- Tunnel under Germantown Road
- Median of Century Boulevard
- Median of Dorsey Mill Road (future extension over I-270)
- Median of Observation Drive (future extension to Old Baltimore Road, COMSAT and Clarksburg, MD)

Stations

- Germantown Transit Center (P)
- Cloverleaf
- Dorsey Mill
- COMSAT (P)

(P) indicates where parking facilities are proposed. Parking will also be available at the Shady Grove Metro station.

Key CCT Happenings

An important part of our public involvement and engagement program includes spending time reaching out to area residents that may not have an opportunity to attend a community meeting or public hearing. This fall, the CCT project team will have information booths at several local events and festivals where you work and play. Please join us and learn more about the Corridor Cities Transitway project and other MTA services and initiatives on the following dates:

September

16 – Celebrate Gaithersburg Festival
22 – USG Community Day

October

7 – King Farm Fall Festival
13 – Montgomery Village Fall Festival
14 – Oktoberfest at the Kentlands

CCT in Your Community

Throughout the project's life cycle, MTA has made an effort to engage the local community in educating constituents about the Corridor Cities Transitway, as well as its progress. In order to inform the local communities about the MTA's activities, the CCT Team has distributed outreach materials in the form of letters, post cards and newsletters. In response, local community groups, organizations and other stakeholders have reached out to the MTA requesting meetings. Some of the communities that the MTA has met with include:

- Washingtonian Woods
- Lakelands
- King Farm
- Milestone
- Amberfield
- Quince Orchard

The MTA encourages any community or organization within the study corridor that wishes to meet regarding the CCT to contact the MTA Project Manager, Rick Kiegel, using the contact information provided in this newsletter.