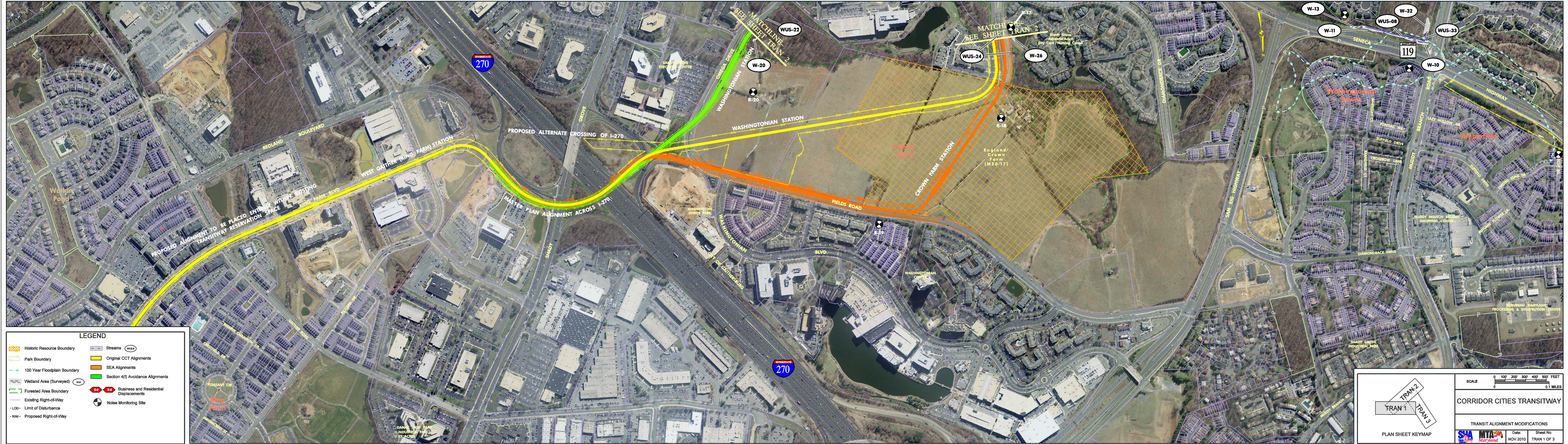
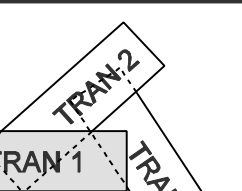


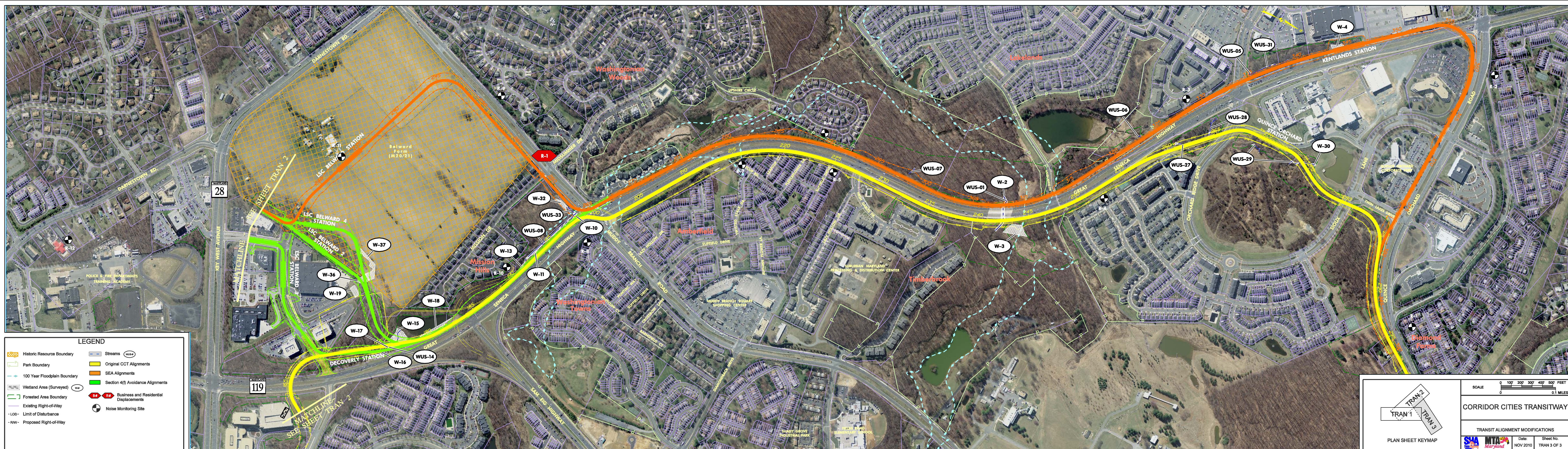
Appendix A: Plan Sheets



LEGEND

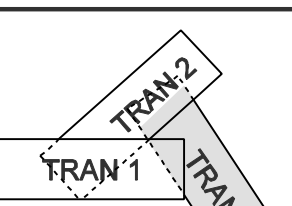
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- Park Boundary
- 100 Year Floodplain Boundary
- Wetland Area (Surveyed)
- Forested Area Boundary
- Existing Right-of-Way
- LOD- Limit of Disturbance
- RW- Proposed Right-of-Way
- Streams
- Original CCT Alignments
- SEA Alignments
- Section 4(f) Avoidance Alignments
- Business and Residential Displacements
- Noise Monitoring Site



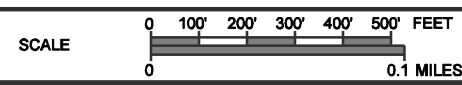


LEGEND

- Historic Resource Boundary
- Park Boundary
- 100 Year Floodplain Boundary
- Wetland Area (Surveyed)
- Forested Area Boundary
- Existing Right-of-Way
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- Noise Monitoring Site



PLAN SHEET KEYMAP



CORRIDOR CITIES TRANSITWAY

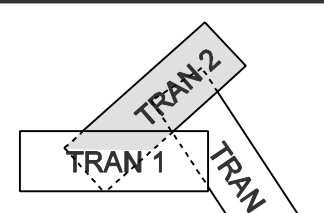
TRANSIT ALIGNMENT MODIFICATIONS

Date: NOV 2010 Sheet No. TRAN 3 OF 3

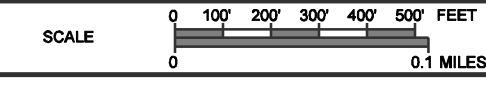


LEGEND

- Historic Resource Boundary
- Park Boundary
- 100 Year Floodplain Boundary
- Wetland Area (Surveyed)
- Forested Area Boundary
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- Noise Monitoring Site



PLAN SHEET KEYMAP



CORRIDOR CITIES TRANSITWAY

TRANSIT ALIGNMENT MODIFICATIONS

Date: NOV 2010
Sheet No. TRAN 2 OF 3

Appendix B: Wetland Summary Table

Wetland Summary Table

The wetlands and other waters of the U.S. listed in the Wetlands Summary Table below are mapped in Appendix A.

WETLAND NUMBER	WETLAND ACREAGE ON-SITE	COWARDIN CLASSIFICATION	HYDROLOGY	VEGETATION		SOILS	PRINCIPAL FUNCTIONS
WUS-1	N/A	R2UB1/2	Perennial Stream	N/A	N/A	N/A	N/A
W-2	0.008	PSS1C	Saturated in Upper 12 Inches, Drainage Patterns	red maple Oriental bittersweet jewelweed Northern spicebush Nepalese browntop Allegheny monkeyflower reed canarygrass Oriental lady's thumb Asiatic tearthumb	Acer rubrum Celastrus orbiculatus Impatiens capensis Lindera benzoin Microstegium vimineum Mimulus ringens Phalaris arundinacea Polygonum cespitosum Polygonum perfoliatum	Hatboro silt loam	Groundwater Recharge/Discharge, Nutrient Removal, Wildlife Habitat
W-3	0.005	PSS1B	Inundated, Saturated in Upper 12 Inches, Drainage Patterns	jewelweed rice cutgrass Japanese honeysuckle sensitive fern common reed American sycamore unknown blackberry black willow	Impatiens capensis Leersia oryzoides Loniceria japonica Onoclea sensibilis Phragmites australis Platanus occidentalis Rubus sp. Salix nigra	Hatboro silt loam	SS – 1.0 WQ – 0.9 WL – 0.5
W-4	0.068	PSS1Bx	Saturated in Upper 12 Inches, Oxidized Root Channels in Upper 12 Inches, Water-stained Leaves	red maple shallow sedge blunt spikerush fowl mannagrass black willow narrowleaf cattail broadleaf cattail	Acer rubrum Carex lurida Eleocharis obtusa Glyceria striata Salix nigra Typha angustifolia Typha latifolia	Glenville silt loam, Glenelg silt loam	Groundwater Recharge/Discharge, Sediment/Toxicant Retention, Nutrient Removal
WUS-5	N/A	R4SB2	Intermittent Stream	N/A	N/A	N/A	N/A
WUS-6	N/A	R2UB1/2	Perennial Stream	N/A	N/A	N/A	N/A
WUS-7	N/A	R4SB1/2	Intermittent Stream	N/A	N/A	N/A	N/A
WUS-8	N/A	R2UB1	Perennial Stream	N/A	N/A	N/A	N/A
W-9, 13	0.007	PEM1E	Inundated, Saturated in Upper 12 Inches	awlfuit sedge rice cutgrass	Carex stipata Leersia oryzoides	Hatboro silt loam, Brinklow-Blocktown channery silt loams	Sediment/Shoreline Stabilization
W-10	0.018	PEM1E	Inundated, Saturated in Upper 12 Inches	awlfuit sedge rice cutgrass	Carex stipata Leersia oryzoides	Hatboro silt loam, Brinklow-Blocktown channery silt loams	Sediment/Shoreline Stabilization

WETLAND NUMBER	WETLAND ACREAGE ON-SITE	COWARDIN CLASSIFICATION	HYDROLOGY	VEGETATION		SOILS	PRINCIPAL FUNCTIONS
W-11	0.002	PEM1E	Inundated, Saturated in Upper 12 Inches	awlfuit sedge rice cutgrass	Carex stipata Leersia oryzoides	Hatboro silt loam, Brinklow-Blocktown channery silt loams	Sediment/Shoreline Stabilization
WUS-12	N/A	R4SB2x	Intermittent Stream	N/A	N/A	N/A	N/A
W-13	0.0004	PEM1E	Inundated, Saturated in Upper 12 Inches	awlfuit sedge rice cutgrass	Carex stipata Leersia oryzoides	Hatboro silt loam, Brinklow-Blocktown channery silt loams	Sediment/Shoreline Stabilization
WUS-14	N/A	R2UB1	Perennial Stream	N/A	N/A	N/A	N/A
W-15	0.017	POWx	N/A	N/A	N/A	N/A	SBEC – 0.8 SS – 1.0 WQ – 0.8 WL – 0.4
W-16	0.038	PSS1E	Inundated, Saturated in Upper 12 Inches, Water Marks, Drift Lines, Sediment Deposits, Drainage Patterns	smallspike falsenettle common buttonbush silky dogwood rice cutgrass black willow unknown goldenrod	Boehmeria cylindrica Cephalanthus occidentalis Cornus amomum Leersia oryzoides Salix nigra Solidago sp.	Chrome silt loam	SBEC – 0.8 SS – 1.0 WQ – 0.8 WL – 0.4
	0.85	PEM1E	Inundated, Saturated in Upper 12 Inches, Sediment Deposits	jewelweed swamp smartweed arrowleaf tearthumb broadleaf cattail	Impatiens capensis Polygonum hydropiperoides Polygonum sagittatum Typha latifolia	Chrome silt loam	
W-17	0.004	PSS1E	Inundated, Saturated in Upper 12 Inches, Water Marks, Drift Lines, Sediment Deposits, Drainage Patterns	smallspike falsenettle common buttonbush silky dogwood rice cutgrass black willow unknown goldenrod	Boehmeria cylindrica Cephalanthus occidentalis Cornus amomum Leersia oryzoides Salix nigra Solidago sp.	Chrome silt loam	SBEC – 0.8 SS – 1.0 WQ – 0.8 WL – 0.4
W- 18	0.017, 0.019	POWx	N/A	N/A	N/A	N/A	SS – 0.5 WQ – 0.6 WL – 0.3
W-19	0	PEM1C/E	Inundated, Saturated in Upper 12 Inches, Oxidized Root Channels in Upper 12 Inches	unknown sedge shallow sedge softstem bulrush broadleaf cattail	Carex sp. Carex lurida Schoenoplectus tabernaemontani Typha latifolia	Chrome and Conowingo soils, Chrome silt loam	SS – 0.8 WQ – 0.9 WL – 0.5

WETLAND NUMBER	WETLAND ACREAGE ON-SITE	COWARDIN CLASSIFICATION	HYDROLOGY	VEGETATION		SOILS	PRINCIPAL FUNCTIONS
W-20	0	PFO1E	Inundated, Saturated in Upper 12 Inches, Drainage Patterns	red maple jewelweed black walnut Virginia creeper black cherry multiflora rose unknown blackberry	Acer rubrum Impatiens capensis Juglans nigra Parthenocissus quinquefolia Prunus serotina Rosa multiflora Rubus sp.	Baile silt loam	Groundwater Recharge/Discharge, Sediment/Toxicant Retention, Wildlife Habitat
WUS-21	N/A	R3UB2x	Perennial Stream	N/A	N/A	N/A	N/A
WUS-22	N/A	R2UB1r	Perennial Stream	N/A	N/A	N/A	N/A
W-23	0.062	PEM1Ex	Inundated, Saturated in Upper 12 Inches	common rush broadleaf cattail	Juncus effusus Typha latifolia	Chrome and Conowingo soils	SS – 0.7 WQ – 0.8 WL – 0.4
	0	POWx	N/A	N/A	N/A	N/A	N/A
WUS-24	N/A	R2UB1/2	Perennial Stream	N/A	N/A	N/A	N/A
W-25	0.004	PEM1E	Saturated in Upper 12 Inches	shallow sedge fowl mannagrass jewelweed common rush watercress arrowleaf tearthumb broadleaf cattail	Carex lurida Glyceria striata Impatiens capensis Juncus effusus Nasturtium officinale Polygonum sagittatum Typha latifolia	Baile silt loam	Floodflow Alteration, Sediment/Shoreline Stabilization
W-26	0	PEM1E	Inundated, Saturated in Upper 12 Inches	blunt spikerush broadleaf cattail	Eleocharis obtusa Typha latifolia	Baile silt loam	Groundwater Recharge/Discharge, Sediment/Toxicant Retention, Nutrient Removal
	0	POWx	N/A	N/A	N/A	N/A	N/A
WUS-27	N/A	R3UB1	Perennial Stream	N/A	N/A	N/A	N/A
WUS-28	N/A	R3UB1	Perennial Stream	N/A	N/A	N/A	N/A
WUS-29	N/A	R2UB2	Perennial Stream	N/A	N/A	N/A	N/A
W-30	0.009	PEM1E	Inundated, Saturated in Upper 12 Inches	redtop shallow sedge fowl mannagrass Nepalese browntop Asiatic tearthumb	Agrostis gigantea Carex lurida Glyceria striata Microstegium vimineum Polygonum perfoliatum	Baile silt loam	Sediment/Shoreline Stabilization

WETLAND NUMBER	WETLAND ACREAGE ON-SITE	COWARDIN CLASSIFICATION	HYDROLOGY	VEGETATION		SOILS	PRINCIPAL FUNCTIONS
WUS-31	N/A	N/A	Ephemeral channel	N/A	N/A	N/A	N/A
W-32	0.101	PF01E	Inundated, Saturated in Upper 12 Inches, Drainage Patterns, Oxidized Root Channels in Upper 12 Inches	red maple smallspike falsenettle unknown sedge fowl mannagrass jewelweed sensitive fern black willow New York ironweed	Acer rubrum Boehmeria cylindrica Carex sp. Glyceria striata Impatiens capensis Onoclea sensibilis Salix nigra Vernonia noveboracensis	Hatboro silt loam	SS – 1.0 WQ – 0.9 WL – 0.6
WUS-33	N/A	N/A	Ephemeral channel	N/A	N/A	N/A	N/A
W-34	0.022	PSS1E	Saturated in Upper 12 Inches, Sediment Deposits, Drainage Patterns	hazel alder silky dogwood jewelweed spotted ladythumb	Alnus serrulata Conus amomum Impatiens capensis Polygonum persicaria	Baile silt loam	SS – 1.0 WQ – 1.0 WL – 0.3
W-35	0.00003	PF01A	Inundated, Saturated in Upper 12 Inches, Drainage Patterns, Water-stained Leaves	silky dogwood green ash jewelweed Morrow's honeysuckle pin oak post oak Eastern poison ivy Southern arrowwood	Cornus amomum Fraxinus pennsylvanica Impatiens capensis Lonicera morrowi Quercus palustris Quercus stellata Toxicodendron radicans Viburnum dentatum	Baile silt loam	Groundwater Recharge/Discharge, Wildlife Habitat
W-36	0.13	PEM1E	Inundated, Saturated in Upper 12 Inches	switchgrass rice cutgrass green bulrush broadleaf cattail	Panicum virgatum Leersia oryzoides Scirpus atrovirens Typha latifolia	Chrome and Conowingo soils, Chrome silt loam	SS – 0.8 WQ – 0.9 WL – 0.5
W-37	0.047	PEM1E	Inundated, Saturated in Upper 12 Inches, Oxidized Root Channels in Upper 12 Inches	small carpgrass shallow sedge rice cutgrass reed canarygrass	Anthraxon hispidus Carex lurida Leersia oryzoides Phalaris arundinacea	Chrome and Conowingo soils, Chrome silt loam	SS – 0.8 WQ – 0.9 WL – 0.5
W-38	0.26	PF01C	Inundated, Saturated in Upper 12 Inches, Drainage Patterns in Wetlands	groundnut silky dogwood multiflora rose black willow black elderberry nightshade skunk cabbage	Apios Americana Cornus amomum Rosa multiflora Salix nigra Sambucus nigra Solanum ferox Symplocarpus foetidus	Baile silt loam	SS – 0.9 WQ – 0.8 WL – 0.5
WUS-39	N/A	R4SB3/4	Intermittent Stream	N/A	N/A	N/A	N/A
WUS-40	N/A	N/A	Ephemeral channel	N/A	N/A	N/A	N/A

WETLAND NUMBER	WETLAND ACREAGE ON-SITE	COWARDIN CLASSIFICATION	HYDROLOGY	VEGETATION		SOILS	PRINCIPAL FUNCTIONS
W-41	0.008	PEM1Cd	Inundated, Saturated in Upper 12 Inches, Drainage Patterns in Wetlands	common rush spotted ladythumb	Juncus effusus Polygonum persicaria	Hatboro silt loam, Brinklow-Blocktown channery silt loams	Groundwater Recharge/Discharge, Nutrient Removal
W-42	0.17	PSS1Fx	Inundated, Saturated in Upper 12 Inches	black willow common threesquare softstem bulrush	Salix nigra Schoenoplectus pungens Schoenoplectus tabernaemontani	Glenelg silt loam	Groundwater Recharge/Discharge, Sediment/Toxicant Retention, Nutrient Removal, Wildlife Habitat

Appendix C: Agency Correspondence

MD20090604-0719

**MONTGOMERY COUNTY PLANNING BOARD**
THE MARYLAND-NATIONAL CAPITAL PARK AND PLANNING COMMISSION**OFFICE OF THE CHAIRMAN**

July 8, 2009

Councilmember Nancy Floreen
Chair – Transportation, Infrastructure, Energy and Environment
Committee
Montgomery County Council
100 Maryland Avenue
Rockville, Maryland 20850

Dear Ms. Floreen:

The Montgomery County Planning Board at its meeting Monday evening, July 6, voted to recommend that the Council endorse Bus Rapid Transit (BRT) as the Locally Preferred Alternative for the Corridor Cities Transitway (CCT). The consensus of the Board was that the flexibility of BRT offers advantages from phasing, operational and cost standpoints – making it the logical choice based on information available at this time. The Maryland Transit Administration (MTA) is currently examining the feasibility of both Light Rail Transit (LRT) and BRT on the Planning Board's preferred alternative alignment to serve the Life Sciences Center within the Gaithersburg West Master Plan area. The Board recognizes that the question of the preferred mode for the CCT would be revisited if the MTA analysis this fall indicates that the cost-effectiveness of LRT would improve to the point where it would be competitive for federal funding. However, there is no basis to suggest that the MTA results of the Life Sciences Center alignment will show a different relationship between the performance of LRT and BRT modes. We expect that the BRT advantages summarized above will be confirmed by the subsequent MTA analysis.

With respect to alignment, the Planning Board supports the alternate alignment through the Life Sciences Center that is included in the current Public Hearing Draft of the Gaithersburg West Master Plan. We believe it is important – absent any analysis to the contrary – that this alignment with a dedicated transitway be included as the preferred approach to accommodating the planned growth in this area. The Board is not opposed to a secondary, or limited express, bus service along the current Master Plan alignment but that alignment should be clearly identified at this time as supplemental and not the preferred alignment.

The Board also recommends that the Council endorse a modified Alternative 7 as the locally preferred highway alternative. This recommendation should be viewed as a qualified recommendation. Some Board members are reluctant to endorse any widening of I-270. The Board, however, feels the combination of (1) moving forward with the CCT and (2) introducing value pricing or variable tolling on I-270 are key elements of moving us away from dependence on additional roadway capacity and that the trade-offs in play (including the potential for

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Councilmember Nancy Floreen
July 8, 2009
Page Two

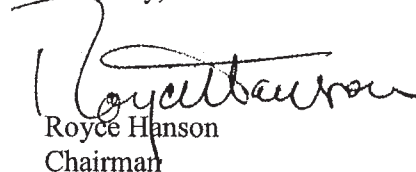
MD 20090604-0717

significantly worsening congestion) warrant moving ahead with a “build alternative.” The Board, the Maryland Department of Transportation (MDOT) Project team, and our staff all agree, however, that additional information is needed in order to make the case for this highway alternative. There is also a need to continue work on mitigation of impacts – which in some cases are significant.

A summary of all of the Planning Board recommendations related to the I-270 / U.S. 15 Corridor Cities Transitway Alternatives Analysis/Environmental Assessment is enclosed. We want to take this opportunity to thank the MDOT Project Team and the Montgomery County Department of Transportation for their responsiveness and assistance throughout this process. It is a critically important project and we look forward to seeing it advance in a manner consistent with our goals for providing enhanced mobility throughout the County.

Our staff will be present at the Committee’s deliberations on July 13 to answer any questions you or other Committee members may have. Should you have any questions in advance, please do not hesitate to contact Dan Hardy (301-495-4530) or Tom Autrey (301-495-4533) of our Transportation Planning Division.

Sincerely,

A handwritten signature in black ink, appearing to read "Royce Hanson".

Royce Hanson
Chairman

Enclosure

MD 2009-004-0917

**Planning Board Recommendations on I-270 / U.S. 15 / Corridor Cities Transitway (CCT)
Alternative Analysis / Environmental Assessment
Adopted July 6, 2009**

Transit Mode

1. Select Bus Rapid Transit (BRT) for the CCT.

CCT Alignment

2. Select the Master Plan alignment with adjacent hiker biker trail with the following modifications:
 - a. Replace the existing master plan alignment with the alignment through the Life Sciences Center that is included in the pending Planning Board Draft of the Gaithersburg West Master Plan.
 - b. Replace the conceptual alignment through Crown Farm with the alignment along Fields Road that is consistent with the Crown Farm Project Plan approved by the City of Gaithersburg.
 - c. Include only one station on Crown Farm and drop from further consideration the stations at School Drive and Middlebrook Road.
 - d. Defer to the City of Gaithersburg on any recommendation to the proposed relocation of the alignment to the west side of Great Seneca Highway to better serve the Kentlands.
 - e. Locate the Operations and Maintenance facility at Metropolitan Grove Site 6.

Highway Alternative

3. Based upon the information currently available, select "Modified" Alternative 7 – Two Express Toll Lanes (ETL) in each direction but:
 - a. Limit the number of through lanes (i.e. General Purpose and Managed Lanes) at the Frederick County line to no more than six.
 - b. Incorporate preferential treatments for High Occupancy Vehicle (HOV) and transit into the design (i.e., High Occupancy Toll or HOT lanes instead of Express Toll Lanes).
 - c. Consider a reversible lane system between MD 121 and the Monocacy Battlefield as a means to minimize costs and resource impacts.

Further Analysis

4. Provide additional detail on on-going mitigation efforts throughout the next phases of the project planning for both the highway and transit components.
5. Provide additional detail on the financial profile of the project. Additional and updated information is needed on assumptions related to toll rates, the estimated revenue to be generated, the extent to which the highway component of the project is expected to help

MD20090604-0717

defray capital and operating costs, and the extent the project may be expected to fund transit improvements.

6. Examine the potential for providing more frequent access to the managed lanes through the use of more open area or slip ramps where appropriate. The feasibility of providing direct access ramps from HOT lanes to the Life Science Area needs to be examined.
7. Consider closing the MD 109 interchange.
8. Additional information or data is needed in subsequent project planning in the following specific technical areas:
 - a. Traffic Volumes and Level of Service (LOS) By Lane Type
 - b. Intersection LOS in format similar to 2002 AA/DEIS
 - c. Roadway Travel Time Data
9. During project development, the following resource impact minimization and mitigation efforts should be expedited:
 - Section 106 coordination to address master planned development on the Banks / Belward Farm historic site facilitating establishment of the CCT alignment to a planned community with five million square feet of commercial development potential.
 - Development of linear stormwater management techniques in sensitive areas such as Use IV subwatersheds, the Clarksburg Special Protection Area, and the stream/parkland crossings of Great Seneca Creek and Little Seneca Creek.
 - Continuing coordination between federal, state, and local environmental mitigation requirements with particular attention to noise attenuation, wildlife exclusion fencing, the introduction of non-native invasive species, and the protection of rare, threatened, and endangered species such as the comely shiner.
 - Developing a project delivery mechanism that provides continuing opportunities to minimize resource impacts, including the use of contractual financial incentives.
 - Identifying a conceptual Section 4(f) mitigation proposal to address parkland impacts such as potential impacts to Little Bennett Regional Park and Black Hill Regional Park.

Recommended Further Action by Montgomery County

10. Establish a working group to examine methods of accelerating the funding and implementation of the CCT and providing necessary funding for the operation, maintenance, rehabilitation, and expansion of our existing public transit services – including Metrorail, Metrobus, and Ride On – as well as the planned Purple Line.
11. Before I-270 improvements (other than new interchange access points) are designed for mandatory referral submission, the County Council should identify the priority of all major roadways and transit projects in the corridor through the County CIP and state CTP

MD 20090604-0717

process. Existing or potential projects of significance in the corridor include the following:

- I-270 north of I-370 (improvements resulting from this AA/EA)
- Extended managed lanes to be evaluated in the SHA West Side Mobility Study
- A countywide BRT network, for County study in FY 10
- Midcounty Highway Extended (M-83), currently under County study

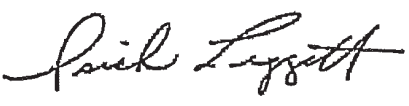
MD2009 0604-0717

OFFICE OF THE COUNTY EXECUTIVE
ROCKVILLE, MARYLAND 20850Isiah Leggett
County Executive

MEMORANDUM

July 10, 2009

TO: Phil Andrews, President
Montgomery County Council

FROM: Isiah Leggett, County Executive 

SUBJECT: I-270/US 15 Multi-modal Corridor Study

The Maryland Department of Transportation (MDOT) released in June the I-270/US 15 Alternative Analysis/Environmental Assessment (AA/EA) for the multi-modal corridor. This document is based on the earlier 2002 Draft Environmental Impact Statement (DEIS) with updates to the Corridor Cities Transitway (CCT) to reflect the current Federal Transit Administration guidance on major transit capital projects. The update also adds consideration of express toll lane (ETL) alternatives for I-270 along with the high occupancy vehicle (HOV) lane concept from the DEIS. The release of the AA/EA is an important step in the planning process.

Prior to the Transportation, Infrastructure, Energy and Environment Committee's work session on the I-270/US 15 Multi-modal Corridor Study, I would like to convey my position on the preferred transit and highway options.

My position is based on my belief in treating different areas of the County equally; input I have received from individuals, community and civic organizations, businesses and elected officials; and from recommendations from the County's Department of Transportation. I recommend light rail transit for the CCT and Alternative 3 for I-270 for the following reasons:

1. Light rail transit will provide the greatest transportation benefit of highest ridership and fastest corridor travel times. I believe that a light rail transit system will advance smart growth better than the bus rapid transit (BRT) alternative and can better serve a growing corridor well into the future, beyond the twenty year period analyzed in the AA/EA. The BRT alternative is very competitive and would also support smart growth, but light rail is preferred because it will be a greater economic catalyst and a stronger signal to businesses and the general public that we are committed to achieve the balanced development envisioned in our master plans. Due to the current rules in place for the State analysis, the current study did not take into consideration the proposed increased densities being proposed along the corridor for Gaithersburg West and Germantown. We should not close our eyes to those efforts and need to think beyond the 20 year horizon used in the State's study.

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Phil Andrews
July 10, 2009
Page 2

2. The CCT is the transit backbone in two Master Plans currently being considered by the Planning Board and County Council, Gaithersburg West and Germantown, and the approved Clarksburg plan. The CCT remains a critical element required to achieve smart growth in these master plans, and improvements to I-270 will address one of the major sources of traffic congestion in the County. I support MDOT studying an alternative alignment for the CCT that is consistent with the proposed Gaithersburg West Master Plan that routes the CCT through the Life Sciences Center, the Public Safety Training Academy, and the Belward Farm. MDOT indicates that this CCT routing analysis should be available in two months. I am willing to review my position and recommendation once that effort is completed; but at this point, I must support the long range vision and benefit of a light rail system over bus rapid transit.
3. Completing HOV lanes to Frederick County, as described in Alternative 3, is the best choice to increase person throughput along I-270 with the least neighborhood and environmental disruption. As with the CCT, Alternative 3 is consistent with master plans that call for an HOV system. I-270 continues to experience significant congestion and this congestion is expected to worsen as the region continues to grow. In 2004, MDOT expanded the range of alternatives for consideration to include managed lanes, ETLs. While I generally agree that managed lanes is an alternative, we need to consider for major highway improvements in the future, I do not support applying this concept to the I-270 corridor in Montgomery County. Montgomery County residents typically only travel a short distance along I-270 and will see limited use of the express toll lanes. Montgomery County travelers will not have easy and convenient use of the ramps to the express toll lanes and will have the number of regular lanes reduced. I do not believe that it is in the best interest of our residents to limit their access to I-270, lose a lane of travel, absorb major disruption to their land during construction and then having to pay to use the ETL's. I am not opposed for users having to pay for additional lane capacity, so as Alternative 3 advances, I recommend that MDOT also consider converting the HOV lanes to high occupancy toll lanes or HOT lanes. This approach will also be most compatible to the activities under way on the Virginia Interstate System along I-495.

My staff and I will continue to work with the State, the Council, the affected municipalities, and the Planning Board to ensure that as these important projects proceed through planning and construction, the needs and concerns of our residents are considered to the maximum extent possible, and that neighborhood and environmental concerns continue to be addressed.

AH:lh



UNITED STATES ENVIRONMENTAL PROTECTION AGENCY
REGION III
1650 Arch Street
Philadelphia, Pennsylvania 19103-2029

July 29, 2009

Mr. Bruce M. Grey
Deputy Director
Office of Planning and Preliminary Engineering
State Highway Administration
707 N. Calvert Street, Mail Stop C-301
Baltimore Maryland 21202

Ms. Diane Ratcliff
Maryland Transit Administration
6 Saint Paul Street, 9th Floor
Baltimore Maryland 21202

Re: I-270/US 15 Multi-Modal Corridor Study, Environmental Assessment/ Alternatives Analysis, Frederick and Montgomery, Maryland, May 2009

Dear Mr. Grey and Ms. Ratcliff,

In accordance with the National Environmental Policy Act (NEPA) of 1969, Section 309 of the Clean Air Act and the Council on Environmental Quality regulations implementing NEPA (40 CFR 1500-1508), the U.S. Environmental Protection Agency (EPA) has reviewed the Environmental Assessment/Alternatives Analysis for the I-270/US15 Corridor Study, referenced above. The document is complete and written in a manner easily readable by the public and agencies.

The EA/AA has been prepared as a companion assessment to the Draft Environmental Impact Statement (2002) for the corridor. The study includes improvements to a 30-mile highway from I-370 to US 15/Biggs Ford Road and the 14-mile Corridor Cities Transitway (CCT) from Shady Grove to the COMSAT facility south of Clarksburg. The EA/AA evaluates social, historical and environmental impacts of two build alternatives analyzed to supplement the range of alternatives evaluated in the DEIS. The new alternatives (6A/B and 7A/B) incorporate the option of Express Toll Lanes (ETL) on the highway corridor in addition to Transportation System Management/ Transportation Demand Management measures. The transit alternatives compare a Bus Rapid Transit and Light Rail Transit on dedicated transitway. Environmental impacts of each of the two new alternatives are identical. Wetland impacts for the new alternates (highway and transit) are 13 acres, stream impacts are 20,198 linear feet, forest impacts of 295.8

acres and park impacts are 43.28 acres. Parkland impacts are of particular concern as they include significant taking from the Monocacy National Battlefield. Residential displacements are appreciable, ranging from 256-260, dominantly from the highway component. The response of the affected public to the proposal should be considered, addressed and presented in further project development documentation.

A more significant difference can be seen by comparison of the new alternatives to impacts of the non-ETL options evaluated in the DEIS. EPA supports evaluation of minimization measures that can be made to alternatives 6A/B and 7A/B to bring these alternatives in closer line to the original alternatives. If this can not be done, the advantage of ETL must be explained in order to render other alternatives impracticable. Avoidance and minimization of adverse impacts should be pursued in any future design for the highway project. A cost comparison of alternatives was included, but might be more effective if all were brought to 2007 dollars.

EPA supports evaluation and incorporation of design that can potentially further reduce environmental impacts associated with the transitway, such as pervious surface for the LRT transitway, low impact development BMPs for park and rides that may be included in the infrastructure project, research into low emissions vehicles for the BRT option (possibility of partial zero emissions hybrid buses), and low emissions equipment use during construction.

Environmental Justice analysis identified populations of concern, potential impacts and sources of concern during project implementation. The evaluation was thorough and conclusions should be considered in project development. An indirect and cumulative effects (ICE) analysis was provided in the document. Discussion of cumulative effects could be improved by indicating if any specific foreseeable projects are planned in the area of the ICE study boundary that may impact resources (cultural or natural) that are affected by the proposed project. It would be helpful to include a map showing the geographic boundary determined for the ICE analysis; the boundary was not clearly identified by the text. The use of the Expert Land Use Panel for the EIS was very effective, and the conclusions were appropriately applied to the EA/AA document.

Thank you for providing EPA with the opportunity to review this project. If you have questions regarding these comments, please contact me at 215-814-3322.

Sincerely,

A handwritten signature in black ink, appearing to read 'Barbara Rudnick'.

Barbara Rudnick
NEPA Team Leader
Office of Environmental Programs



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THE MARYLAND GENERAL ASSEMBLY
ANNAPOLIS, MARYLAND 21401-1991

July 29, 2009

Mr. Russell Anderson, Project Manager
Maryland State Highway Administration
Project Management Division
707 North Calvert Street, Mail Stop C-301
Baltimore, MD 21202

Dear Mr. Anderson:

We are writing to express our fervent support for the Corridor Cities Transitway (CCT), which is our number one transportation priority, to stay on track for construction in 2012.

This project is shovel-ready with the right-of-way largely set aside. There is little or no opposition in the community with strong local business and government support. Compared to other mass transit projects, the overall costs are very modest. We urge creativity in financing, including a public/private partnership and a combination of federal, state, and local aid.

By providing a link between many communities – Clarksburg, Germantown, Gaithersburg, and Rockville – to the Shady Grove Metro Station, this project will benefit commuters in some of the fastest growing communities in both Montgomery and Frederick Counties and alleviate traffic congestion in the I-270 corridor. In addition, the CCT will play a vital role in the continued economic development of Montgomery and Frederick Counties and the state.

We believe that light rail should be the mode choice for the portion of the route from Shady Grove to Clarksburg. Economic development is more likely near light rail transit, and light rail promotes a more high quality transit-oriented development in burgeoning town centers. Studies have shown that more people choose to get out of their cars for light rail, as opposed to bus-rapid-transit (BRT). Light rail would have lower operational costs than BRT because, as demand increases, more rail cars can be added at no additional personnel cost. However, if BRT is the necessary choice due to Federal transit Administration cost effectiveness requirements, then we urge that such BRT truly be a “rail on wheels” system, without compromising the advertised service level, speed, and quality.

AUG 03 2009

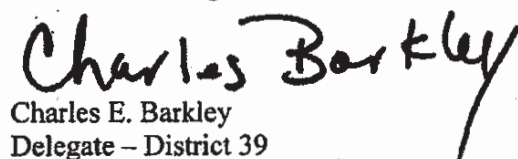
Additionally, we support two Express Toll Lanes (ETLs), as a component of this project, to help reduce congestion on I-270. We also think that the Montgomery County Planning Board's recommendation of reversible lanes is worth further exploration, as it could alleviate traffic congestion while mitigating negative environmental impacts. These ETLs should be combined with general-purpose lanes without tolls, so that these new transportation facilities will be financed in large part by private investments.


We thank you in advance for your attention to these important matters.

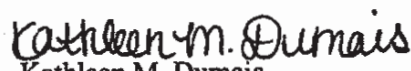
Sincerely,


Rob Garagiola
State Senator – District 15



Saqib Ali
Delegate – District 39



Charles E. Barkley
Delegate – District 39


Kumar P. Barve
Delegate – District 17



Kathleen M. Dumais
Delegate – District 15


Brian J. Feldman
Delegate – District 15

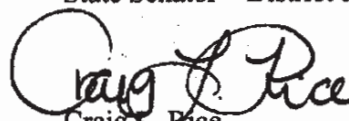

Jennie M. Forehand
State Senator – District 17



James W. Gilchrist
Delegate – District 17


Nancy J. King
State Senator – District 39


Alexander X. Mooney
State Senator – District 3


Kirill Reznik
Delegate – District 39


Craig E. Rice
Delegate – District 15


Richard B. Weldon, Jr.
Delegate – District 3B

Cc: The Honorable Martin J. O'Malley, Governor
The Honorable Beverley Swaim-Staley, Maryland Department of Transportation,
Acting Secretary

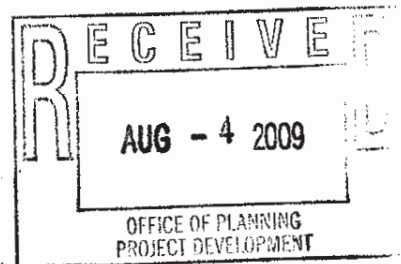


UNITED STATES DEPARTMENT OF COMMERCE
National Institute of Standards and Technology
Gaithersburg, Maryland 20899-

July 30, 2009

Mr. Rick Kiegel, P.E.
Project Manager
Office of Planning
Maryland Transit Administration
6 Saint Paul Street, Suite 902
Baltimore, MD 21202

Mr. Russell E. Anderson, P.E.
Project Manager
State Highway Administration
707 N. Calvert St.
Mailstop 3-C01
Baltimore, MD 21202



RE: I270/US 15 Multi-Modal Corridor Study
Alternatives Analysis/Environmental Assessment
May 2009

Dear Mr. Kiegel and Mr. Anderson,

NIST has reviewed the above referenced Alternatives Analysis/Environmental Assessment and would like to go on record with the following comments. They are a repeat of the comments sent April 1, 2009.

1. Reference: *Chapter IV – Environmental Resources and Consequences – Pg. IV-1; Section A. Land Use, Zoning and Future Development; Existing Conditions; Zoning; Montgomery County*: In discussion regarding the City of Gaithersburg, the following statement is included: “However, the city expects to annex and rezone the National Institute of Standards and Technology (NIST) property...” NIST objects to this language as it implies an action regarding the NIST property that will not take place in the foreseeable future. While the City of Gaithersburg Master Plan does show the NIST property within its ‘maximum expansion limits,’ NIST assumes the designation is a placeholder if NIST was to ever vacate the site. NIST currently has no intentions of vacating its Gaithersburg location. We request that the statement be deleted and replaced with an acknowledgement that NIST would be impacted on two sides by the I-270 widening, the proposed ramp, and the CCT.
2. Reference: *Chapter IV – Environmental Resources and Consequences, multiple locations*: Many of the maps within Chapter IV delineate a ‘1000 ft. corridor buffer’ around I-270 and the proposed CCT. Neither the purpose for this designation, nor the implications to the land within the ‘buffer,’ is apparent from the document. This buffer area is shown to severely encroach upon the NIST property.
3. Reference: *Appendix A, Plan Sheet 2 Of 15*: NIST is opposed to the location of the “Potential MD 117 Direct Access Ramps” from MD 117 (West Diamond/Clopper Road) to South I-270. Not only do they severely encroach upon NIST property, potentially disrupting internal roadways and operations, but the entrance to the proposed general purpose lanes ramp is dangerously close to NIST’s main entrance gate. No traffic analysis of the impact to the gate appears to be

provided. Additionally, disturbance to the trees on the NIST property violates NIST's approved Forestation Plan with the State of Maryland.

4. Reference: *Appendix A, Plan Sheet 4 of 6*: Clarification is requested regarding the location of the "PFA Municipal Boundary Line." This line, as shown, significantly encroaches upon NIST property.
5. Regarding the proposed *Corridor Cities Transitway (CCT)*, NIST is not supportive of the proposal as we are unable to assess the impact of the CCT on NIST property until additional information is provided. Our concerns include the following:
 - a. Width of NIST Property Required – A clear definition of the width of the proposed CCT lanes, station, bike path and right-of-way is needed so that NIST may assess the impacts of the loss of property.
 - b. Impact to NIST Entrance Gates – The proposed CCT crosses two entrance/exit gates. A clear definition of the safety measures to be implemented for pedestrian and vehicular traffic crossing the CCT line is needed.
 - c. Vibration & Sound – NIST requests a vibration and sound analysis specific to its property line and nearby buildings.
 - d. EMI/RFI – If the light rail option is selected, as opposed to the bus, NIST is concerned about the potential Electro-Magnetic Interference (EMI) and Radio Frequency Interference (RFI) and their impact on research at NIST. An assessment of the potential field strengths are needed along NIST's property line and for the proposed NIST CCT Station.
 - e. NIST CCT Station – Additional information is needed regarding the dimensions and general appearance anticipated for the station. NIST reserves the right to determine the final location for the Station.
 - f. PEPCO Power Lines – PEPCO's power lines currently run along Quince Orchard Road. NIST will not entertain locating the overhead lines within its property.
 - g. NIST has a small wetland within the impacted area along Quince Orchard Road.

We appreciate the opportunity to review the Alternative Analysis/Environmental Assessment and look forward to future cooperation regarding the planning and design of this proposed action. Please contact Susan Cantilli at (301) 975-8833 or susan.cantilli@nist.gov for questions or coordination purposes.

Sincerely,

A handwritten signature in black ink, appearing to read 'Stella F. Fiotes'.

Stella F. Fiotes, AIA
Chief Facilities Management Officer
National Institute of Standards and Technology



July 31, 2009

Diane Ratcliff
Director, Office of Planning
Maryland Transit Administration
6 St. Paul Street, 9th Floor
Baltimore, MD 21202

Re: I-270/US 15 Multi-Modal Corridor Alternatives Analysis and Environmental Assessment (AA/EA) Comments

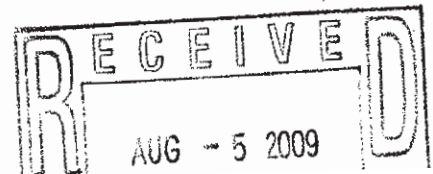
Dear Ms. Ratcliff:

The Washington Metropolitan Area Transit Authority (WMATA) appreciates the opportunity to provide comments on the I-270/US 15 Multi-Modal Corridor Alternatives Analysis and Environmental Assessment (AA/EA). As the regional transit operator in the Washington metropolitan area, WMATA supports the efforts of the Maryland Transit Administration (MTA) to expand transit service in the I-270 corridor and improve the quality of life for metropolitan area residents and visitors. WMATA supports the Corridor Cities Transitway (CCT) with the CCT Bike Path as part of a final project to make it truly multi-modal, thus offering more mobility options in the corridor. We hope these staff comments provide valuable feedback and we look forward to further participation in this important project.

Whether the final preferred alternative includes Bus Rapid Transit (BRT) or Light Rail Transit (LRT), there are benefits of this service that we would like to highlight:

- **Regional Transit Connectivity.**

Transit service in the I-270 corridor will help expand the reach of Metro into upper regions of Montgomery County and provide an attractive alternative for those who currently park and ride at Metrorail Red Line stations, which could reduce the need to build additional parking at these stations and ease traffic congestion in the corridor.



**Washington
Metropolitan Area
Transit Authority**

800 Fifth Street, NW
Washington, DC 20001
202/962-1234

By Metrorail:
Judiciary Square—Red Line
Gallery Place-Chinatown—
Red, Green and
Yellow Lines
By Metrobus:
Routes D1, D3, D6, P6,
70, 71, 80, X2

A District of Columbia

Diane Ratcliff
Page 2

- **Dedicated Right-of-Way for Transit.** Traffic congestion on suburban roadways has a significant impact on the ability local and regional bus operators to deliver rapid and reliable service. Travel delays increase bus operating costs as well as the fleet requirements for the bus system. WMATA strongly supports the alternatives that provide more dedicated right-of-way and priority treatments for transit vehicles.

Should the final alternative include a significant transit investment, as designs for the project progress further in the preliminary engineering phase, there are some considerations that we feel are critical to the project's success:

- **Pedestrian Safety and Accessibility.** The future facility must be designed to ensure safe movement for pedestrian and vehicular traffic in the corridor. The Metro system is one of the few fully accessible transit systems in the country. Modal connections to and from Metrobus and or Metrorail to either the new BRT or LRT service must be made fully accessible. WMATA is currently updating the Station Site and Access Planning Manual to include BRT/LRT access guidelines to ensure pedestrian safety, bus access, and ADA compliance in the vicinity of Metrorail stations. The preferred transit service will need to be designed to comply with these guidelines particularly where it interfaces with the Shady Grove Metro Station.
- **Regional Integration of Transit Services.** It is critical that the I-270 transit service be designed and operated in a manner that provides transit riders with easy-to-use service and seamless transfers between the CCT and Metrorail and Metrobus. Integration should consider:
 - *Fare Policies and Technology.* Nearly all bus systems in the region are equipped with SmarTrip capability for fare payment. WMATA now only provides transfer discounts to passengers using SmarTrip cards. It is important that the CCT service fully utilize the SmarTrip card, and allow passengers the greatest ease in transferring to and from other transit lines.
 - *Customer Information Integration.* The capability to exchange information on vehicle location, arrival times and service disruptions improves customers' experience and confidence in using transit. A seamless integration

Diane Ratcliff
Page 3

of way finding signs, transit system maps, and other electronic traveler information with WMATA and other existing local transit services will be essential to the incorporation of the CCT service into the existing transit network.

- *Mode Technology.* Given the regional nature of the project, MTA should seek out opportunities to integrate the selected mode, whether BRT or LRT, with other regional transit projects. For a BRT system, that could entail shared bus storage and maintenance facilities. For a LRT system, the project design and development should be coordinated with other LRT and streetcar projects being explored in the District of Columbia and Virginia to avoid inefficiencies related to different vehicle technologies, workforce training, maintenance yards, or lack of inter-connections.

On a more specific level, there is a need for much greater coordination with WMATA with respect to several issues involving the **Shady Grove Metro** station. In particular,

- **System Interface.** The study does not provide much detail regarding the CCT interface with the Shady Grove Metro station. Coordination is required between MTA and WMATA for the development of the interface of the CCT alignment on WMATA's property if that alternative is selected, especially in the context of a developed station area as envisioned in the M-NCPPC Shady Grove sector plan.
- **Ridership Impacts.** Travel forecasts for the Shady Grove Metro Station show a significant number of additional rail and bus riders accessing the station, many of whom will arrive during peak periods. WMATA's 2007 Station Access and Capacity Study identified critical vertical circulation needs at that station by 2030. MTA will need to coordinate with Metro on this issue, as well as on other station access needs.

Diane Ratcliff
Page 4

- *In the Travel Demand Forecasting Report (p32), there is a note indicating that recent survey data for Metrorail was not available for the study. WMATA can supply 2007 Rail Passenger Survey data if needed.*
- **Parking.** The study indicates that CCT parking needs at Shady Grove will be met by expansion of WMATA parking (Table III-9). Per M-NCPPC's Shady Grove Sector Plan, the Shady Grove Metro station area is slated for mixed use development. Shared parking needs should be coordinated with WMATA and M-NCPPC.
- **Maintenance Facility.** WMATA expresses the same concern as M-NCPPC on selecting a Shady Grove Area location for the CCT yard and shop. This area is proposed for mixed-use high density development as per the approved County Sector Plan. The study also indicates that proposed Site 1D Maintenance Facility option near Shady Grove requires moving a traction power substation facility, and the site is bounded by WMATA tracks, which require a certain buffer of clearance. These impacts could make the option infeasible.

On a final note, the addition of passengers to Metrorail at end-of-line stations heading into the core of the region will put additional strain on the peak period capacity of the rail system. WMATA has identified core capacity needs that will be required to accommodate projected new growth to the system. WMATA would look to MTA and the State as a full funding partner for these needs as the I-270 corridor improvements come on-line.

We look forward to continued coordination with MTA on the next phases of this project. If you have any questions regarding these comments, please feel free to contact me at (202) 962-2294.

Sincerely,

A handwritten signature in black ink, appearing to read 'Tom Harrington'.

Tom Harrington

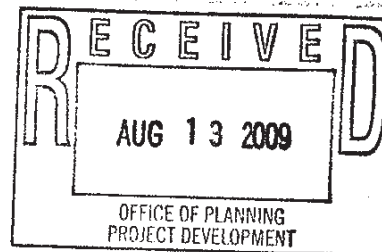


MONTGOMERY COUNTY COUNCIL
ROCKVILLE, MARYLAND

OFFICE OF THE COUNCIL PRESIDENT

August 7, 2009

Beverley Swaim-Staley, Acting Secretary
Maryland Department of Transportation
7201 Corporate Center Drive
Hanover, Maryland 21076



Dear Ms. Swaim-Staley:

In July the Council began its evaluation of the I-270/US 15 Multi-Modal Corridor Study, including the Corridor Cities Transitway, with the goal of recommending to you a Locally Preferred Alternative. We received excellent briefings from the staffs of the State Highway Administration and Maryland Transit Administration, as well as recommendations from our County Executive, Planning Board, and Council staff. During the course of our review we have raised the following questions for which we would ask for responses before we take up our deliberations on the LPA on September 15:

Toll Operations, Rates, Revenues, and Costs

- Would the I-270 express toll lanes be restricted and tolled all the time?
- How would they be operated at non-rush hour times: with a lower toll, or free?
- How would the two reversible lanes be managed in non-rush times?
- For each toll option, what is the anticipated range of toll-rates-and-revenue?
- For each toll option, what is the anticipated annual maintenance and operation cost for the toll collection, including the amortization of transponders and other capital equipment?

Funding

- The Alternative Analysis/Environmental Assessment stipulates that the funding strategy for the I-270 widening would be a combination of Federal highway funds, State transportation funds, and toll revenue. What are the anticipated funding amounts from each of these revenue sources? (An estimated range for each would suffice.)
- What percentage of the total project funding is anticipated to be discretionary, versus restricted for highway use?
- Are Federal-aid highway funds fungible and/or usable for transit projects, specifically? Does this answer change if the funding is solely for a transit project that runs on a highway?

STELLA B. WERNER COUNCIL OFFICE BUILDING • 100 MARYLAND AVENUE • ROCKVILLE, MARYLAND 20850
240/777-7900 • TTY 240/777-7914 • FAX 240/777-7989

Ms. Beverley Swaim-Staley

August 7, 2009

Page 2

- Please identify the Federal aid programs from which funding the I-270 widening is anticipated. Which of these programs currently allow funding to be "flexed" from highways to transit and which do not?
- Is MDOT currently funding any highway projects with Federal funds that are eligible to be flexed to transit, which are eligible for funding from programs that do not allow flexing? Can Federal funding be reallocated among projects so as to move flex-eligible funding to the I-270 corridor?
- The American Public Transportation Association reports that under the new transportation bill proposed in the U.S. House of Representatives, "the Congestion Mitigation and Air Quality Improvement Program (CMAQ) and Surface Transportation Program (STP) remain largely intact as states and local governments will continue to be able to flex these funds for transit projects at the local level." Does MDOT agree, or do you expect the new Federal transportation law to impose new restrictions on flexing highway funds to transit?
- Are these statements about the Transportation Trust Fund, from the MDOT web site, still true? "All funds dedicated to the Department are deposited in the Trust Fund and disbursements for all programs and projects are made from the Trust Fund. Revenues are not earmarked for specific programs..." ... "The Transportation Trust Fund permits the State tremendous flexibility to meet the needs of a diverse transportation system."
- If toll-backed bonds (i.e., GARVEE bonds) are used for this project, what is the anticipated debt service/interest obligation that the State will incur (expressed either as a range of absolute dollars or as a % of the total principal financed)? Will bond-financing for this project limit the ability of the State to bond-finance transit projects, and if not, what would be the impact on its bond-rating?

Alternatives and Impacts

- What is your initial analysis of the costs and benefits of the all-transit alternative offered by the Action Committee for Transit (attached)?
- What would be the time-delay and cost of studying this or other all-transit alternatives, in comparison to the I-270 widening options?
- What would be the time-delay and cost of studying the impact of proposed Gaithersburg West and Germantown Master Plans on I-270 congestion, travel times, and other related projections?
- Are additional lanes contemplated on I-270 south of Shady Grove?
- What is the cost of the express bus service on the managed lanes—such as express buses from Frederick to Shady Grove—and is it included in the cost of the build alternatives? How much bus service is assumed and what is its ridership? How does the ridership and cost of this express bus service compare to the ridership and cost of a direct transitway and implementing the Governor's plans for improving Brunswick Line MARC service?
- In evaluating ridership on the Corridor Cities Transitway, which I-270 alternative was assumed?

Ms. Beverley Swaim-Staley

August 7, 2009

Page 3

- SHA staff noted that the I-270 build alternatives produce less air pollution than the No Build option. Does this take into account the increase in vehicle miles of travel (VMT) generated by the build alternatives? Is increased VMT taken into account in the air pollution calculations? What is the increase in greenhouse gas emissions?
- What would be the capital cost of the two-reversible-lane scenario supported by the Planning Board?
- Examining Table III-8 of the AA/EA, the volume-to-capacity ratio on I-270 in the off-peak direction under Alternative 1 (the No Build) in Year 2030 will be no worse than 0.89 (a good Level of Service E). Therefore, an option that would have two reversible managed lanes north of Shady Grove should provide a more than adequate level of service at a much lower cost and with far fewer impacts than Alternative 7, which has four managed lanes between Shady Grove and Clarksburg. Do you concur? If not, why not?

We would appreciate receiving your answers to these questions by Friday, September 4. This will give us the sufficient time for them to be reviewed in advance our September 15 worksession.

Sincerely,

A handwritten signature in black ink, appearing to read "Phil Andrews".

Phil Andrews, President
County Council

PA:go
cc:

Neil Pedersen, Administrator, State Highway Administration
Paul Wiedefeld, Administrator, Maryland Transit Administration
Doug Simmons, Director of Planning and Preliminary Engineering, State Highway Administration
Russell Anderson, Study Manager, State Highway Administration
Diane Ratcliff, Planning and Programming, Maryland Transit Administration
Ernie Baisden, Planning and Programming, Maryland Transit Administration
Rick Kiegel, Study Manager, Maryland Transit Administration
Dan Hardy, Chief, Transportation Division, Maryland-National Capital Park and Planning Commission
Tom Autrey, Transportation Division, Maryland-National Capital Park and Planning Commission
Edgar Gonzalez, Deputy Director for Transportation Policy, Department of Transportation
Gary Erenrich, Department of Transportation

*Maryland Department of Planning*

Martin O'Malley
Governor
Anthony G. Brown
Lt. Governor

Richard Eberhart Hall
Secretary
Matthew J. Power
Deputy Secretary

September 3, 2009

Mr. Greg Slater
Director, Planning and Preliminary Engineering
State Highway Administration
707 North Calvert Street
Baltimore, MD 21202

STATE CLEARINGHOUSE RECOMMENDATION

State Application Identifier: MD20090604-0717

Applicant: State Highway Administration (SHA)

Project Description: I-270/US 15 Multi-Modal Corridor Study Alternative Analysis (AA)/Environmental Assessment (EA): Section 4(f) evaluation; Environmental Assessment Form: consider four (4) build alternatives, "no build", and transit transportation system management alternatives (see MD20020523-0522)

Project Location: Counties of Frederick, and Montgomery

Approving Authority: U.S. Department of Transportation, and Maryland Department of Transportation (MDOT)

Funds: Federal: \$449,920,000.00 State: \$ 0.00 Local: \$ 0.00 Other: \$ 0.00

Recommendation: Consistent with Qualifying Comments and Contingent Upon Certain Actions

Dear Mr. Slater:

In accordance with Presidential Executive Order 12372 and Code of Maryland Regulation 34.02.01.04-.06, the State Clearinghouse has coordinated the intergovernmental review of the referenced project. This letter, with attachments, constitutes the State process review and recommendation based upon comments received to date. This recommendation is valid for a period of three years from the date of this letter.

Review comments were requested from the Maryland Departments of State Police, Natural Resources, the Environment, Transportation, Montgomery and, Frederick Counties, the Maryland-National Capital Park and Planning Commission in Montgomery County, the Cities of Rockville, and Frederick, and the Maryland Department of Planning, including the Maryland Historical Trust. As of this date, the Maryland Department of Natural Resources, the Cities of Rockville, and Frederick have not submitted comments. **This recommendation is contingent upon the applicant considering and addressing any problems or conditions that may be identified by their review. Any comments received will be forwarded.**

The Maryland Historical Trust stated that their findings of consistency are contingent upon the Applicant taking the action summarized below. The Maryland Historical Trust stated that their approval of the project is contingent on the successful completion of Section 106 (review process), and on-going consultation with the State Highway Administration is required.

Mr. Greg Slater
September 3, 2009
Page 2

The Maryland Departments of the Environment, and Transportation; the Maryland-National Capital Park and Planning Commission in Montgomery County, and Frederick County, and the Maryland Department of Planning found this project to be generally consistent with their plans, programs, and objectives, but included certain qualifying comments summarized below. The Maryland Department of the Environment stated that:

1. any solid waste including construction, demolition and land clearing debris, generated from the subject project, must be properly disposed of at a permitted solid waste acceptance facility, or recycled if possible. Contact the Solid Waste Program at (410) 537-3318 for additional information.

The Maryland Department of Transportation commented that it will be forwarding comments directly to the State Highway Administration, and the Maryland Transit Administration (MTA).

The Maryland-National Capital Park and Planning Commission in Montgomery County forwarded to the State Clearinghouse the recommendations of the Montgomery County Planning Board. The Montgomery County Planning Board recommended that the Montgomery County Council endorse Bus Rapid Transit (BRT) as the Locally Preferred Alternative for the Corridor Cities Transitway (CCT). The Montgomery County Planning Board also recommended that the Montgomery County Council a modified Alternative 7 as the Locally Preferred Highway Alternative. See the enclosed letter, and attachments.

Frederick County affirmed that the Board of County Commissioners will be transmitting its preferred alternative at a later date under separate cover.

This Department (MDP) addressed issues relating to: consistency with Smart Growth Initiatives; and transit-supportive land use patterns, policies, and programs. This Department stated that the proposed Alternatives 6A/B and 7A/B are generally consistent with the State's smart growth policies. In particular, MDP supports the CCT. The Transitway will provides a high quality transit service and a viable transportation alternative to existing and future relatively high density communities and employment centers along the I-270 Corridor in Montgomery County, as well as, foster Transit Oriented Development (TOD) in future transit station areas. Considering the need for a multi-modal approach including highway expansion on I-270 and US 15, MDP also recognizes the benefits of the Express Toll Lanes (ETLs) proposed for the project. ETLs could be an effective tool in managing and reducing automobile travel demand, creating a relatively congestion-free travel option in this key, congested travel corridor, and funding critical roadway improvements.

Consistency with Smart Growth Initiatives (Page IV-14)

While considering the Alternatives 6A/B and 7A/B are generally consistent with the State's Smart Growth policies, MDP recognizes both the positive and negative growth-inducing impacts of the Alternatives. As a positive effect of the Alternative 6A/B or 7A/B, its transit component (i.e., the CCT) will be a catalyst for TODs in future transit station areas. As one of the most important tools in furthering smart growth in Montgomery County, TOD will provide many economic, environment, transportation and social benefits for communities along the CCT corridor.

Mr. Greg Slater
September 3, 2009
Page 3

While the proposed ETLs, and additional general purpose lanes and interchanges will support growth in major Priority Funding Areas (i.e. Frederick City, Urbana, Gaithersburg, Germantown, Rockville, and many employment centers), the highway expansion will inevitably facilitate single-occupancy vehicle travel along the I-270 and US 15 corridor, and accommodate and induce growth in rural areas where access from I-270 or US 15 is provided (i.e. the rural areas in northern Montgomery County and southern Frederick County, and in northern Frederick City).

Since the project is not entirely located inside Priority Funding Areas (PFAs), MDOT/SHA and MDP agreed that the project will be evaluated to meet the exception criterion, "Serving to Connect Priority Funding Areas (PFAs)." It is expected that as part of the PFA's law compliance evaluation, measures preventing sprawl should be developed and analyzed. An important sprawl prevention measure for a highway project such as this one is to better manage interchange access points. Currently, the proposed US 15/Biggs Ford Road Interchange is located outside PFAs, as well as, outside the proposed Community Growth Area designated by the draft 2009 Frederick County Comprehensive Plan, although the Interchange is inside the 2004 Frederick City's future growth area. Prior to committing State funding to the improvement of the US 15/Biggs Ford Road, Frederick County and Frederick City should reach an annexation agreement for the areas adjacent to the Interchange; and the annexation areas need to be certified as PFAs. The proposed I-270/Relocated MD 75 Interchange is partially outside PFAs. MDP concurs with the current proposed design configuration in which an access to the area south of I-270 will not be provided. Indirect land use effects outside of PFAs should be addressed as part of the PFA law compliance analysis.

We suggest incorporating the following language under "Consistency with Smart Growth Initiatives and Long Range Plans" on page IV-14: *Approximately 30% of the project highway segments are outside PFAs. Figure IV-3 indicates the boundaries of PFAs and shows that the segments north of the Frederick City boundary, between MD 85 and MD 80, and between MD 121 in Montgomery County and south of Urbana in Frederick County are located outside PFAs. Since the highway portion of the project is not located entirely within PFAs, the State must approve an exception prior to funding the highway improvement. The Maryland Department of Planning and the Maryland Department of Transportation, in coordination with other state, local and federal agencies, will work jointly to assess and determine whether the project will meet exception conditions in accordance with the 1997 Smart Growth law.*

Transit-supportive land use patterns, policies, and programs

We assume MTA and the project study team will provide thorough information and analyses on State, regional, and local TOD policies, programs, and projects in the New Starts Criteria package for the CCT. The TOD-related land use and development discussions in the AA/EA document are very general and limited, and do not thoroughly reflect the extent and depth of local, State, and regional TOD planning and investment efforts. "Transit-supportive land use patterns, policies, and programs" and "Economic Development," two of six criteria for rating a New Starts project, should be adequately addressed. We suggest that the following information be included and discussed in the New Starts Criteria package for the CCT:

Mr. Greg Slater
September 3, 2009
Page 4

- The State's TOD strategy and efforts are described on this website: <http://www.mdot-realestate.org/tod.asp>. In addition, in 2008, the Maryland General Assembly passed TOD legislation that clearly defined TOD, insured TOD as a transportation purpose, established the process for designation of TODs, and enhanced the State's ability to help to finance and promote TOD in transit station areas (<http://mlis.state.md.us/2008rs/billfile/sb0204.htm>). In 2009, Maryland expanded the 2008 TOD legislation by expanding local government authority to finance TOD projects and greatly facilitating cooperative project and funding arrangements among State and local government entities (<http://mlis.state.md.us/2009rs/billfile/hb0300.htm>).
- Washington Area Metropolitan Transit Authority's (WMATA) joint-development or TOD policies and TOD projects should be discussed (<http://www.mdot.state.md.us/News/2008/February%202008/WMATA-TOD.htm>; http://www.wmata.com/about_metro/planning_dev.cfm). WMATA, in working with MDOT and local jurisdictions, is actively participating in planning and investing in public infrastructure in supporting TODs adjacent to a WMATA transit line station in Montgomery County.
- Metropolitan Washington Council of Governments, as part of its effort in enhancing transportation planning, initiated a Transportation/Land-Use Connections Program. The program provides technical and financial support to local jurisdictions in the Washington Region to improve the coordination between transportation and land use planning and investment. Since TOD is the best tool for making the land use and transportation connection, TOD planning and investment projects are benefited from the program (<http://www.mwcog.org/transportation/activities/land/>).
- TOD policies, zoning, programs, and projects pursued by Montgomery County, the City of Gaithersburg, and the City of Rockville should be discussed. Information on some existing TOD projects in Montgomery County should be provided as good examples showing the commitment of Montgomery County, the State, WMATA, and municipalities in implementing TOD. These include White Flint, Shady Grove, Wheaton, Twinbrook, Silver Spring, and Grosvenor Strathmore Metro Stations' TODs. For information on these Metro Station TODs, contact Mr. Andy Scott, MDOT, Special Assistant to the Secretary for Economic Development.

Other Comments on the AA/EA Document

- **Page S-5 Table S-1** It should be clarified that the number of lane miles showing in the table are the directional lane miles.
- **Page S-5, Summary of Environmental Impacts and Permits Required** The report should briefly explain why the project designs depict an equal width of pavement for Alternative 6A/B and Alternative 7A/B. The public may consider that the intention of such a design is to favor Alternative 7A/B. In the 2002 Draft Environmental Impact Statement, Alternatives 3A/B, 4A/B, and 5A/B/C were designed with different pavement widths; and it appears the different pavement widths saved about \$290 to \$418 million.
- **Page S-5, Neighborhoods and Communities** The first sentence of the third paragraph states "minor property takings along I-270." But there aren't any property takings data in Table S-2.
- **Page S-14, Air Quality** The CCT/transit component may help to reduce CO2 and other pollutants. Although the effect may be limited, the report should point out the benefits.

Mr. Greg Slater
September 3, 2009
Page 5

- Page S-15, Indirect and Cumulative Effects Analysis The CCT has the potential to induce new development, or spur redevelopment in the future transit station areas. These beneficial indirect land use effects should be discussed.
- Page S-16, Summary of Costs/Financial Analysis The cost of constructing and maintaining the Hiker-Biker Trail along the CCT should be estimated and the information should be provided in the AA/EA document. The Trail is not anticipated to be funded as part of the total package.
- Page S-16, Financial Analysis It mistakenly stated, "Light-rail transit (LRT) operation along the CCT alignment is about 50 percent more expensive than BRT operation..." Should it be just 5% more?
- Page S-17, Issues to be Resolved and Next Step Although constructing the entire length of the proposed Hiker-Biker Trail may not be part of the CCT, studying and constructing pedestrian and bicycle facility connections from surrounding communities to future transit stations should be part of the CCT and a next step. For instance, the proposed Washingtonian station does not have a direct and convenient pedestrian and bicycle connection to the Washingtonian Center between Fields Road and Washingtonian Boulevard. Such a connection should be provided through the CCT project.

Will developing a New Starts application package for the CCT be one of next steps?

- Page II-7 and II-12, Alternatives 6A and 6B, Alternative 7A and 7B The document should briefly explain why ETLs would terminate north of MD 80 and not at I-70 as HOVs for Alternative 3A/B and 5A/B/C would do. Since the general purpose lanes between Park Mills Road and MD 85 would be operated at LOS F in 2030 even with solely additional general purpose lanes, why would ETLs not be provided as a congestion-free option starting at I-70 along I-270?
- Page II-12, New Alternatives Being Evaluated for the Alternatives Analysis The analyses of transitway options to Kentlands Town-Center, Crown Farm, and Johns Hopkins' Life Science Center are not provided in the document. Will these be options for the CCT? MDP views that the CCT should mainly be a high quality, local transit-line that makes more direct connections to major community/employment centers and serves local transit users. This vision is distinct from the long distance commuter transit service that competes with I-270 and feeds into the Metro system, although the CCT will help to remove some auto traffic off of I-270. We believe that these options should be thoroughly evaluated and considered for their merits.
- Page III-5, Table III-8 Include the words "General Purpose Lane" to the title before "Mainline LOS..." to indicate that the Level of Service (LOS) data are for the general purpose lanes only.
- Page III-6, Multi-Modal Conclusions It is expected that as part of the Priority Funding law compliance evaluation, a more detailed explanation should be provided on why transit and other Transportation Demand Management alternatives alone may not meet the project's needs.

Mr. Greg Slater
September 3, 2009
Page 6

- Page IV-74, H. Air Quality As discussed above, the CCT/transit component may help to reduce CO2 and other pollutants. Although the effect may be limited, the AA/EA document should point out these benefits.
- Page IV-92, L. ICE Analysis As discussed above, the CCT has the potential to induce new development or spur redevelopment in future transit station areas. These beneficial, indirect land use effects should be analyzed and discussed.
- Page VI-4, Development Impacts The document states, "BRT may primarily serves to enhance access to existing or planned residential and employment developments, rather than providing stimulation for creating new TOD that is possible with LRT." The AA/EA document should be cautious with a statement such as this since BRT's ability to stimulate TOD in the United States has not yet been clearly proven given that the BRT system has a short history in this country. It may be preferable to change the statement to a perception as a viewpoint rather than a conclusion.

Montgomery County, the Maryland Department of State Police, and the Maryland Historical Trust found this project to be consistent with their plans, programs, and objectives.

The Montgomery County Executive's recommendations to the Montgomery County Council's Transportation, Infrastructure, Energy, and Environment Committee include his support for the Light Rail Transit for the Corridor Cities Transitway; and Alternative 3 for I-270. See the attached letter.

Any statement of consideration given to the comments should be submitted to the approving authority, with a copy to the State Clearinghouse. The State Application Identifier Number must be placed on any correspondence pertaining to this project. The State Clearinghouse must be kept informed if the approving authority cannot accommodate the recommendation.

Please remember, you must comply with all applicable state and local laws and regulations. If you need assistance or have questions, contact the State Clearinghouse staff person noted above at 410-767-4490 or through e-mail at brosenbush@mdp.state.md.us. **Also please complete the attached form and return it to the State Clearinghouse as soon as the status of the project is known. Any substitutions of this form must include the State Application Identifier Number. This will ensure that our files are complete.**

Thank you for your cooperation with the MIRC process.

Sincerely,

A handwritten signature in black ink that reads 'Linda C. Janey'.

Linda C. Janey, J.D., Assistant Secretary
for Clearinghouse and Communications

LCJ:BR

Enclosures

cc: Beth Cole - MHT

William Ebare - MDSP

Roland Limpert - DNR

Joane Mueller - MDE

Cindy Johnson - MDOT

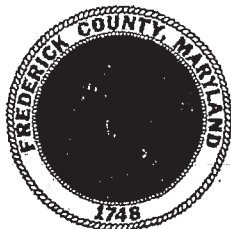
Diane Jones - MTGM

Eric Soter - FRDR

John Carter - MNCPPCM

Susan Hoffmann - ROCKVILLE

William Holtzinger - FREDERICK
09-0717_CRR.CLS.doc



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John L. Thompson, Jr.

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September 3, 2009

Beverley K. Swalm-Staley
Maryland Department of Transportation
7201 Corporate Center Drive
Hanover, Maryland 21076

Re: I-270/US 15 Multimodal Study Preferred Alternative

Dear Secretary Swalm-Staley:

On behalf of the Board of County Commissioners of Frederick County (BOCC), I am writing to share Frederick County's Preferred Alternative for the I-270 / US 15 Multimodal Study. At our August 20, 2009 public meeting, the BOCC voted unanimously to support Alternative 7B, which would provide two additional managed express toll lanes in each direction and Bus Rapid Transit as the preferred transit mode on the Corridor Cities Transitway. The County Commissioners greatly desire a transit alternative for Frederick County commuters. This option accommodates Bus Rapid Transit, which is the only transit opportunity presented within Frederick County. Many of our residents would prefer the extension of rail into Frederick County.

The County Commissioners also support the following:

- Further study of High Occupancy Toll (HOT) lanes within the context of any future managed toll lane scenario;
- Maximum mitigation through minimization of all associated build alternative impacts;
- Further study of direct access from the managed lanes to park & rides, specifically to the MD 80 / Urbana Park & Ride;
- Inclusion of additional premium bus service in the corridor including the provision of express service originating in Frederick County directly to Shady Grove Metro and consideration for routing additional Frederick County originating routes to provide local bus service along the Corridor Cities Transitway;
- Inclusion of a shared use path parallel to any transitway alternative;
- Consideration of extending future rail north into Frederick County;
- In addition, we do not support the consideration of using reversible lanes in Frederick County;

We believe these recommendations best support the existing need for and management of long-term travel movement in the corridor. Frederick County has contributed local funding to advance numerous projects in the corridor and will continue to partner on important projects in the future.

The Frederick County Commissioners understand that transit and highway surface funding is derived from separate sources. Since Bus Rapid Transit depends on surface projects, we are concerned that the prioritization of transit over surface projects will delay or defer Bus Rapid Transit for Frederick County. Our only transit option depends upon surface funding.

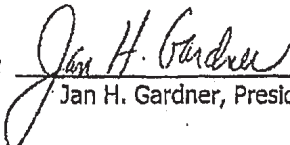
Beverley K. Swaim-Staley
September 3, 2009
Page 2

We appreciate the opportunity to provide input on enhancing the transportation network in Maryland. We look forward to continuing a productive partnership with the Maryland Department of Transportation and to actively participate in the development of projects in the I-270/US-15 corridor. If you have questions or need additional information, please contact John Thomas, Principal Planner in the Division of Planning at 301-600-6768, or me at 301-600-3190.

Sincerely,

BOARD OF COUNTY COMMISSIONERS
OF FREDERICK COUNTY, MARYLAND

By:


Jan H. Gardner, President

cc: Board of County Commissioners
Frederick County Delegation Members
The Honorable William J. Holtzinger, Mayor, City of Frederick
Ron Hart, County Manager
Eric Soter, Director, Division of Planning
Al Hudak, P.E., Director, Division of Public Works
Joyce Grossnickle, Administrative Officer, Office of the County Manager
Neil Pedersen, Administrator, State Highway Administration
Paul Wiedefeld, Administrator, Maryland Transit Administration
Dave Coyne, District Engineer, State Highway Administration
Rich Hall, Maryland Department of Planning
Glenn Orlin, Montgomery County Council
Dan Hardy, Maryland National Capital Park & Planning Commission
Gary Erenreich, Montgomery County Division of Public Works
Reading File

SHEILA ELLIS HIXSON
20th Legislative District
Montgomery County

Chair

Ways and Means Committee



The Maryland House of Delegates

ANNAPOLIS, MARYLAND 21401

September 8, 2009

Annapolis Office
The Maryland House of Delegates
6 Bladen Street, Room 131
410-841-3469 • 301-858-3469
800-492-7122 Ext. 3469
Sheila.Hixson@house.state.md.us

District Office
1008 Broadmore Circle
Silver Spring, Maryland 20904
301-384-4739

The Honorable Martin O'Malley
The State House
Annapolis, Maryland 21401

Dear Governor O'Malley:

Your administration identified an important priority for Maryland by setting the goal of a substantial increase in transit ridership. New transit opportunities can provide important benefits such as improved travel times, revitalized communities and a healthier environment. The Department of Transportation's current I-270 Corridor Study may offer a valuable opportunity for progress toward the objective of more effective transit.

The I-270 corridor has been a center of both economic growth and traffic congestion, and MDOT is evaluating options for relieving the congestion. To date, all options evaluated in this study have devoted well over two-thirds of projected construction funding to road capacity expansion. A coalition of environmental groups has developed an interesting transit-only alternative, comparable in cost to the proposals studied thus far. It is described in the enclosed letter from the Action Committee for Transit.

The large transportation investments proposed along I-270 will take years to implement, and they will shape the development of the corridor for decades. There is time to decide carefully and wisely. We request that you ask MDOT to add an all-transit alternative to this study. After a complete range of options is evaluated, policy-makers and the public will be able to choose the solutions that are best for our communities, our economy, and our environment.

Sincerely,



Sheila E. Hixson
Chair, Ways and Means Committee
District 20

Anne R. Kaiser
Herman L. Taylor, Jr.
District 14

Kathleen M. Dumais
Craig L. Rice
District 15

William A. Bronrott
Susan C. Lee
District 16

SEP 11 2009

Letter to Honorable Martin O'Malley
September 8, 2009
Page 2

James W. Gilchrist
Luiz R. S. Simmons
District 17

Alfred C. Carr, Jr.
Jeffrey D. Waldstreicher
District 18

Henry B. Heller
Roger Manno
District 19

Tom Hucker
Heather R. Mizeur
District 20

Saqib Ali
Charles E. Barkley
Kirill Reznik
District 39

Enclosure



Maryland Department of Transportation
The Secretary's Office

Martin O'Malley
Governor

Anthony G. Brown
Lt. Governor

Beverley K. Swaim-Staley
Secretary

September 15, 2009

The Honorable Phil Andrews
Council President
Montgomery County Council
100 Maryland Avenue
Rockville MD 20850

Dear Mr. Andrews:

Thank you for allowing the State Highway Administration (SHA), the Maryland Transit Administration (MTA), and the Maryland Department of Transportation (MDOT) to provide combined comments on the Gaithersburg West Sector Planning Board Draft Plan. We recognize and appreciate the significant thought and effort that has gone into this work. We offer our comments in the spirit of improving the successful and complete implementation of your plan.

The SHA and the MTA have had the privilege of working on a task force with the Montgomery County Department of Transportation (MCDOT), the Maryland National Capital Park and Planning Commission (M-NCPPC), and the cities of Gaithersburg and Rockville on the transportation elements of the plan. All of the parties have expressed their concerns and provided further insight into the impacts associated with the increased commercial and residential density proposed in the plan. It would be our recommendation that this type of task force be set up for sector plans in the future.

Our broad concerns include the general timing of the approval of this sector plan. The entire sector plan requires some form of the CCT (funding, construction, etc) to be in place. We would like to bring to your attention that neither the determination on the feasibility of the realignment or a selection of the locally preferred alternative or mode have been made. We recommend that the sector plan approval be delayed until these decisions are made. The proper sequencing of plans, one for land use and the other for transportation infrastructure, is especially significant in this sector plan. It would be counter-productive to increase the density in the sector plan area if it was revealed that the realignment is not cost-effective and the transit project could not be realized.

Specifically, the Plan must clearly demonstrate the projected impacts of the proposed infrastructure. This includes projected cost, potential property relocations, impacts to the Corridor Cities Transitway (CCT) alignment and environmental impacts. Excluding the cost of

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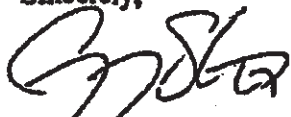
The Honorable Phil Andrews
Page Three

overall employees and population is much lower than the 30 percent that is automatically assumed in the sector plan. In order to reach this 30 percent goal, increases in transit service, further transportation demand management (TDM) strategies, and a jobs/housing balance will be required.

We would strongly encourage you to consider ensuring that mobility and accessibility needs are adequately addressed during each phase of the development. We believe it is imperative to get the development and transportation infrastructure sequencing properly aligned as the area develops instead of constructing the majority of the major roadway improvements in the last stage. Based on our analysis, we would recommend moving the Sam Eig Highway interchanges to an earlier stage, as this will be the main access route from I-270.

Thank you again for allowing the SHA, MTA and MDOT provide comments on the Gaithersburg West Sector Plan Planning Board Draft Plan. If we may be of further assistance, please do not hesitate to contact us or Eric Beckett, SHA's Assistant Regional Planner at 410-545-5666, toll-free 888-204-4828 or via email at ebeckett@sha.state.md.us.

Sincerely,



Gregory I. Slater, Director
Office of Planning and Preliminary Engineering
State Highway Administration

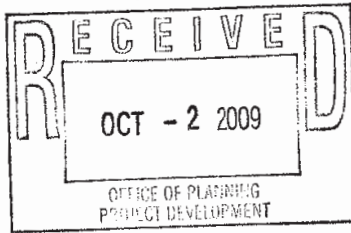


Don Halligan, Director
Planning and Capital Programming
Maryland Department of Transportation



Diane H. Ratcliff, Director
Office of Planning
Maryland Transit Administration

cc: Mr. Eric Beckett, Assistant Regional Planner, SHA
Mr. Neil Pedersen, Administrator, State Highway Administration
Ms. Beverley K. Swaim-Staley, Secretary, Maryland Department of Transportation
Mr. Paul Wiedefeld, Administration, Maryland Transit Administration



7180

September 16, 2009

The Honorable Martin O'Malley
Governor
State of Maryland
State House
Annapolis, MD 21401

TAO
SEP 23 2009
received

Dear Governor O'Malley: *Governor*

The Mayor and City Council of Gaithersburg have finalized the City's position on the transit and highway components of the I270/US15 Multi-Modal Corridor Study, and would request that you and Secretary of Transportation Swaim-Staley consider our views when selecting the Locally Preferred Alternative.

The City has strongly advocated for light rail as the preferred mode for the Corridor Cities Transitway (CCT) for many years but we understand that based on the current Cost Effective Ratio of the project, light rail would not qualify for federal transit funding. Therefore, given that costs associated with light rail inhibit the competitiveness of the project for Federal funding, the City is supportive of a bus rapid transit (BRT) mode. Should there be a change in the applicable formulas, available federal resources, or data relied upon (such as ridership, planned densities, etc.), the City would support light rail as the most desirable and efficient mode for the CCT.

The City is very supportive of the alternative alignments that would serve both the Crown Farm and Kentlands. If the CCT mode is BRT, the City strongly opposes locating the operations and maintenance facility at Site 6 on Metropolitan Grove Road.

With respect to highway improvements, the City supports Alternative 7 with two restricted lanes in each direction between Sam Eig Highway and MD-85; however, the City would strongly prefer High Occupancy Toll (HOT) lanes rather than Express Toll Lanes (ETL). We firmly believe that this alternative would provide significant congestion relief by retaining incentives to carpool while still providing a funding source to support construction. However, because the Alternative 7 restricted lanes would be barrier-separated, we urge you to pursue designs that do not isolate the City but rather establish sufficient connectivity between the restricted lanes and entrance/exit points within the City.

Recognizing that Alternative 7 will cause some displacement, the City requests that the State Highway Administration work closely with affected homeowners, communities, and businesses to minimize impacts and ensure that the remaining communities are sustainable. Additionally,

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Henry F. Marraffa, Jr.
Michael A. Sesma
Ryan Spiegel

CITY MANAGER
Angel L. Jones

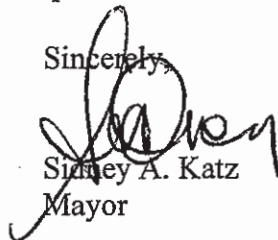
The Honorable Martin O'Malley
September 16, 2009
Page 2

the State should offer to purchase impacted properties as soon as possible rather than waiting for actual construction.

The Council and I are aware of what a major project the I270/US15 Multi-Modal Corridor Study has been for the Maryland Department of Transportation, and we would like to take this opportunity to commend all the staff involved. Over the years, Maryland Transit Administration and State Highway Administration staff have been in regular contact with the City on the status of the study, and have provided countless presentations and updates to City staff and officials.

Your consideration of the City's views would be greatly appreciated. Please feel free to contact me or Assistant City Manager Fred Felton at 301-258-6310 if you or your staff should have any questions.

Sincerely,

A handwritten signature in black ink, appearing to read "Sidney A. Katz".

Sidney A. Katz
Mayor

SAK/ms
Enclosure

cc: Beverley Swaim-Staley, Secretary of Transportation
Neil Pedersen, Administrator, State Highway Administration
Paul J. Wiedefeld, Administrator, Maryland Transit Administration
District 17 Delegation
City Council
Angel L. Jones, City Manager
Frederick J. Felton, Assistant City Manager



Martin O'Malley, Governor
Anthony G. Brown, Lt. Governor

State Highway
Administration

Beverley K. Swaim-Staley, Secretary
Neil J. Pedersen, Administrator

Maryland Department of Transportation

October 19, 2009

The Honorable Phil Andrews
President, Montgomery County Council
100 Maryland Avenue
Rockville MD 20850


Dear Council President Andrews:

Thank you for your letter to Transportation Secretary Beverley K. Swaim-Staley regarding the I-270 Multi-Modal Corridor Study. The Secretary has received your letter and asked our two agencies to respond on her behalf.

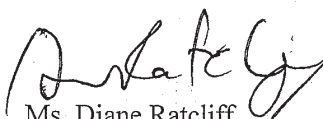
The study, jointly lead by SHA and MTA, is investigating the widening of I-270 and US 15, combined with a transit alternative named the Corridor Cities Transitway (CCT) through Gaithersburg and Germantown in Montgomery County that would tie in with the existing Metrorail Red Line at Shady Grove. The Secretary's letter to you addressed the policy questions regarding toll operations and funding. As requested by the Secretary, we offer the attached point-by-point responses to your questions regarding tolling operations, rates, revenues and cost; funding; and alternatives and impacts.

Thank you again for your letter. The Secretary appreciates hearing from you and, on her behalf, we also thank you for your interest in this very important project. If we may be of further assistance, please do not hesitate to contact either of us or Mr. Russell Anderson, Project Manager for SHA at 410-545-8839, toll-free 800-548-5026 or via email at randerson2@sha.state.md.us. You can also contact Mr. Rick Keigel, Project Manager for MTA at 410-767-1380, toll-free 866-743-3682 or via email rkiegel@mtamaryland.com.

Sincerely,



Mr. Gregory I. Slater
Director of Planning
and Preliminary Engineering



Ms. Diane Ratcliff
Director of Planning

cc: Mr. Neil J. Pedersen, Administrator, SHA
Mr. Paul J. Wiedefeld, Administrator, MTA

410-545-0412 or 1-888-204-4828

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The Honorable Phil Andrews
Page Two

bcc: Ms. Felicia Alexander, Assistant Division Chief, Project Management Division, SHA
Mr. Russell Anderson, Project Manager, Project Management Division, SHA
Mr. Ernest Baisden, Program Manager, MTA
Ms. Kimberly Booker, Administrative Assistant, SHA
Mr. Dave Coyne, District Engineer, SHA
Mr. Bruce Gartner, Director, Policy and Governmental Affairs, MDOT (electronic copy)
Mr. Bruce M. Grey, Deputy Director of Planning and Preliminary Engineering,
SHA
Mr. Don Halligan, Director of Planning and Capital Programming, MDOT
Mr. Martin L. Harris, State Legislative Officer, MDOT (electronic copy)
Ms. Colleen Johnson, Legislative Coordinator, Office of Policy and Governmental
Affairs, MDOT (electronic copy)
Mr. Henry Kay, Deputy Administrator for Planning and Engineering, MTA
Mr. Rick Kiegel, Project Manager, MTA
Mr. Darrell Mobley, District Engineer, SHA
Ms. Caitlin Hughes Rayman, Assistant Secretary for Transportation Policy, MDOT
(electronic copy)
Mr. Douglas H. Simmons, Deputy Administrator/Chief Engineer for Planning,
Engineering, Real Estate and Environment, SHA
Dr. Richard Y. Woo, Ph.D., Director of Policy and Research, SHA

I-270 / US 15 Multi-Modal Corridor Study Montgomery County Council Questions and Responses

<p>FUNDING</p> <p>The Alternative Analysis/Environmental Assessment stipulates that the funding strategy for the I-270 widening would be a combination of Federal highway funds, State transportation funds, and toll revenue. What are the anticipated funding amounts from each of these revenue sources? (An estimated range for each would suffice.)</p>	<p>There are insufficient future federal allocations to the State of Maryland to accommodate a project of the magnitude of the entire I-270 improvements. As the CCT is funded through the next phase and the highway portion is not, the highway portion will be slightly different and proceed at a different pace. The highway portion of this multi-modal study will progress as several breakout projects once we are in a position to look at allocating funding for future phases of the project. At that time, MDOT will assess the appropriate funding sources (Federal, State, bonds, etc.) that are available to fund the various types of breakout projects, including the transit portion</p>
<p>What percentage of the total project funding is anticipated to be discretionary, versus restricted for highway use?</p>	<p>Because of the insufficient future of funding allocations, it would be premature for MDOT to specify the percentages of the project funding that would be discretionary or restricted for highway use.</p>
<p>Are Federal-aid highway funds fungible and/or usable for transit projects, especially? Does this answer change if funding is solely for a transit project that runs on a highway?</p>	<p>Federal-aid highway funds are fungible for transit projects, depending on the source of the funds. Interstate maintenance (IM) funds, for example, could be used to construct HOV lanes along the interstate or to provide improved interstate access to park and ride or rail facilities. Other funding sources that could be flexed from highway use to transit use are described below. Transfers can also be made on the federal level, that is, from the FHWA to the Federal Transit Administration (FTA), upon approval by the Secretary of the United States Department of Transportation (USDOT).</p>
<p>Please identify the Federal aid programs from which funding the I-270 widening is anticipated. Which of these programs currently allow funding to be "flexed" from highways to transit and which do not?</p>	<p>The majority of federal highway funds can be flexed either between specific highway programs or from highway to transit. To provide one example, up to 50 percent of the National Highway System (NHS) funds can be transferred to the Surface Transportation Program (STP) category. Up to 100 percent can be transferred to the STP category if approved by the Secretary of USDOT to be in the public interest. NHS funds cannot be flexed directly to transit; however, any amount of STP funds can be flexed from highways to transit. Because of the insufficient future of funding allocations, it would be premature for MDOT to specify the programs from which funding for the project is anticipated.</p>
<p>Is MDOT currently funding any highway project with Federal funds that are eligible to be flexed to transit, which are eligible for funding from programs that do not allow flexing? Can Federal funding be reallocated among projects so as to move flex-eligible funding to the I-270 corridor?</p>	<p>Yes. Please see the explanation in the question above for more detail. Current MDOT practice is to flex funding only when necessary; priority is given to ensure that system preservation and safety needs are completed first.</p>
<p>The American Public Transportation Association reports that under the new transportation bill proposed in the U.S. House of Representatives, "the Congestion Mitigation and Air Quality Improvement Program (CMAQ) and Surface Transportation Program (STP) remain largely intact as states and local governments will continue to be able to flex these funds for transit projects at the local level." Does MDOT agree, or do you expect the new Federal transportation law to impose new restrictions on flexing highway funds to transit?</p>	<p>At this time, it would be premature for MDOT to speculate the outcome of the new Federal Transportation Law. Once a final bill is signed MDOT will then assess the impacts to our program appropriately.</p>

I-270 / US 15 Multi-Modal Corridor Study Montgomery County Council Questions and Responses

<p>Are these statements about the Transportation Trust Fund, from MDOT web site, still true? "All funds dedicated to the Department are deposited in the Trust Fund and disbursements for all programs and projects are made from the Trust Fund. Revenues are not earmarked for specific programs..." "The Transportation Trust Fund permits the State tremendous flexibility to meet the needs of a diverse transportation system."</p>	<p>This comment is true for the State funds. Federal funds, however, are disbursed through the FHWA and FTA, independently. On the State level, while the flexibility is there, there is a limit to the funds available for highway and transit projects and how they will be distributed throughout the state. FHWA funds can be used for bus/HOV lanes where they are feasible, or for creating park and ride lots, or other Transportation System Management/Transportation Demand Management (TSM/TDM) measures. FHWA funds cannot be directly used for transit-only capital improvements on new alignments; they come under the purview of the FTA, and funds would need to be shifted at the federal level.</p>
<p>If toll-backed bonds (i.e. GARVEE bonds) are used for this project, what is the anticipated debt service/interest obligation that the State will incur (expressed either as a range or absolute dollars or as a % of the total principal financed)? Will bond-financing for this project limit the ability of the State to bond-finance transit projects, and if not, what would be the impact on its bond-rating?</p>	<p>GARVEE bonds are backed by future federal-aid allocations to the State. State law currently caps the amount of GARVEE bonds that can be issued in Maryland to the \$750 million committed to the ICC project. Because of the insufficient future of funding allocations, it would be premature for MDOT to specify the financing from which funding for the project is anticipated.</p>
<p>ALTERNATIVES AND IMPACTS</p> <p>What is your initial analysis of the cost and benefits of the all-transit alternative offered by the Action Committee for Transit (attached)?</p>	<p>The proposal set forth by Action Committee for Transit (ACT) is of such a magnitude as to require considerable time and effort to fully analyze costs and benefits. Our initial preliminary analysis of the all-transit alternative proposed by ACT is that it would not benefit the full range of transportation-system users within the I-270 Multi-Modal Study project area, such as freight carriers and through route long distance travelers. It also appears that the Vision 270 plan has not been analyzed using a recent transportation and land use model that reflects future conditions, whereas the corridor alternatives in the I-270 study were analyzed using the Metropolitan Washington Council of Governments' (MWCOG) land use and transportation models which do take into consideration future conditions.</p>
<p>What would be the time-delay and cost of studying this or other all-transit alternatives, in comparison to the I-270 widening options?</p>	<p>The study team already performed a preliminary study of an all-transit alternative, prior to the issuance of the DEIS. Based on capital costs and proposed ridership, none of the all-transit alternatives, other than the use of express bus on an improved I-270 linked with the Corridor Cities Transitway, provided user benefits that would meet both the cost effectiveness criteria established by the FTA and the purpose and need for the Multi-Modal Study. The results of the all-transit alternatives that were dropped from further study prior to the DEIS only provided a modest decrease in vehicle miles of travel (VMT) on I-270.</p> <p>Essentially, this would re-start the NEPA process for each project, including the CCT. These projects would need to go through NEPA and each be independently developed using the FTA New Starts project planning and development process in order to receive federal transit funds. The process is time consuming to complete and can require well over a decade to get a project through planning and design, construction and initiation of operation, and would cost several millions of dollars.</p>

I-270 / US 15 Multi-Modal Corridor Study Montgomery County Council Questions and Responses

<p>What would be the time-delay and cost of studying the impact of proposed Gaithersburg West and Germantown Master Plans on I-270 congestion, travel times, and other related projections?</p>	<p>SHA's Regional and Intermodal Planning Division prepared a cursory analysis of the generated trips that would be added to I-270 and I-370 as a result of the Gaithersburg West development, which showed additional traffic on I-270 and I-370 with an internal trip-capture rate of 40 percent. The analysis of the impacts of the Gaithersburg West development on the corridor will be studied in greater detail once the MWCOG land use and transportation models are updated to reflect the new adopted land use plan. This will be done as part of the Tier 1 FEIS support, after the updated sector plans are approved and incorporated into the MWCOG model.</p>
<p>Are additional lanes contemplated on I-270 south of Shady Grove?</p>	<p>A preliminary feasibility study, known as the Westside Mobility Study, is complete for the section from Shady Grove Road to the American Legion Bridge. The study would need to undergo a full NEPA study, prior to implementation. The study would also need to be prioritized on the local level and have funding made available to become a new planning start. This study looked at both general-purpose and managed lanes.</p>
<p>What is the cost of the express bus service on the managed lanes-such as express buses from Frederick to Shady Grove-and is it included in the cost of the build alternatives? How much bus service is assumed and how much is its ridership? How does the ridership and cost of this express bus service compare to ridership and cost of a direct transitway and implementing the Governor's plans for improving Brunswick Line MARC service?</p>	<p>The CCT includes three new premium bus services, including a peak hour operating bus service that operates every 15 minutes from the City of Frederick to Shady Grove using the managed lanes on I-270. This service generates between 2,900-3,400 daily boardings. Two additional express service routes are intended to feed the CCT. In the LRT alternatives, this service begins in Frederick or Kemptown and terminates at the COMSAT station, where all passengers who wish to continue transfer to the CCT.</p> <p>In the BRT alternatives, these services enter the BRT guideway at Metropolitan Grove and continue on to Shady Grove, providing a "one-seat ride" for those passengers from Frederick. They operate all day at 20- to 30-minute frequencies and generate an additional 1,800-2,800 daily boardings. The CCT transitway (the "direct transitway" we assume is being referred to in the question) generates many more thousands of daily riders at a much higher cost than the premium bus services do. The annual operating costs of the bus services range from between approximately \$6.0 million for the LRT alternatives to just under \$9.0 million for the BRT alternatives and are accounted for in the O&M costs reported for the CCT alternatives. The capital cost of the rolling stock needed to support these routes is also integrated into the total capital cost of each alternative. A total of 22 to 29 buses will be required to support these routes. However, the number of buses actually purchased to support these routes will depend on the total rolling stock requirements of the entire feeder bus network. The MARC Growth and Investment Plan includes improvements that would be implemented incrementally with a goal of increasing the capacity and quality of the service. The total costs of the improvements scheduled through 2035 to the MARC Brunswick Line would be \$531 million (in 2007 dollars), providing almost a four-fold increase in seating capacity to 26,000 seats. A preliminary estimate of 2030 ridership for the Brunswick Line that accounts for planned increases in service shows growth in total boardings along the alignment of almost 7,800 trips for a total daily ridership of just over 15,500 daily trips. In contrast, there were, on average, 7,600 daily trips on the Brunswick Line in 2007. It is important to keep in mind that the Brunswick Line serves a different market than the proposed CCT or the premium bus services from Frederick. The alignment goes as far west as Martinsburg, West Virginia.</p>

I-270 / US 15 Multi-Modal Corridor Study Montgomery County Council Questions and Responses

In evaluating ridership on the Corridor Cities Transitway, which I-270 alternative was assumed?	In the recently published Alternatives Analysis/Draft Environmental Assessment, MTA evaluated ridership for light rail and bus rapid transit for Alternatives 6 and 7.
SHA staff noted that the I-270 build alternatives produce less air pollution than the No-Build Option. Does this take into account the increase in vehicle miles of travel (VMT) generated by the build alternatives? Is increased VMT taken into account in the air pollution calculations? What is the increase in greenhouse gas emission?	It is anticipated that the build alternatives would produce varying degrees of "induced demand" on I-270, and thus varying degrees of air quality improvement or degradation over the no-build condition. A portion of the induced demand on I-270 is actually the removal of traffic on congested local streets (such as MD 355) to I-270. In 2030, for example, the No-Build corridor VMT is 40,538,000 and the VMT for Alternative 6 is 40,951,000, or an increase of 0.97%. For Alternative 7, the VMT is 41,020,000, which is an increase of 1.14%. The comparative pollutant loads between the No-Build, Alternative 6, and Alternative 7 are similar (between a 0.3% decrease or 1.1% increase, depending on pollutant measured) due to the decreased vehicle hours traveled (VHT) resulting from shortened travel times. Reference Table IV-29 in the AA/EA. While not mentioned in detail in the DEIS or AA/EA, it is also likely that, as vehicle miles-per-gallon standards increase and more people purchase hybrid and zero-emission electric-powered vehicles, it is anticipated that pollutant loads will decrease even further.
What would be the capital cost of the two-reversible lane scenario supported by Planning Board?	The reversible-lane scenario would need to be studied for feasibility, and would be initiated after the preferred alternative decision as part of the Tier 1 FEIS. The team would need to also address what would happen at the northern terminus of the reversible lanes, which would need to occur south of Monocacy National Battlefield. The capital cost of this scenario would have to be further investigated once a preferred alternative is selected.
Examining Table III-8 of the AA/EA, the volume-to-capacity ratio on I-270 in the off-peak direction under Alternative 1 (the no-build) in Year 2030 will be no worse than 0.89 (a good LOS E). Therefore an option that would have two reversible managed lanes north of Shady Grove should provide a more than adequate level of service at a much lower cost and with far fewer impacts than Alternative 7, which has four managed lanes between Shady Grove and Clarksburg. Do you concur? If not, why not?	SHA concurs that Table III-8 does show that the off-peak No-Build would only result in LOS "E" between MD 80 and MD 85, and would appear to support a reversible lane system. When the DEIS was prepared using 2025 traffic numbers, however, the same segment was LOS "F" in the AM peak direction, but in the PM peak the entire corridor from New Cut Road to MD 85 resulted in either LOS "F" or "F+" conditions. The team will be using the new 2035 forecast numbers and updated land use and transportation models to determine the feasibility of a reversible system during the next stage of the study.



Maryland Department of Transportation
The Secretary's Office

Martin O'Malley
Governor

Anthony G. Brown
Lt. Governor

Beverley K. Swaim-Staley
Secretary

Harold M. Bartlett
Deputy Secretary

October 19, 2009

The Honorable Phil Andrews
President, Montgomery County Council
100 Maryland Avenue
Rockville MD 20850

Dear Council President Andrews:

Thank you for your letter regarding the I-270/US 15 Multi-Modal Corridor Study. It is my pleasure to follow up on my initial response to your questions.

The State Highway Administration (SHA), Maryland Transportation Authority (MdTA), and Maryland Transit Administration (MTA) are evaluating major transit and highway improvements to relieve congestion and improve safety along the I-270 and US 15 corridors. The study, jointly led by SHA and MTA, is investigating both transit and highway improvement alternatives. The transit alternative, the Corridor Cities Transitway through Gaithersburg and Germantown, would tie in with the existing Metrorail Red Line at Shady Grove. The study also seeks to determine whether a widening of I-270 and US 15 should be done and, if so, what the concept should be.

The Maryland Department of Transportation's (MDOT) policy priority for the corridor is to provide additional multi-modal capacity that is supportive of smart growth development patterns and transit-oriented development. Although decisions will be made regarding long-term improvements for both transit and highways, given MDOT's current financial situation, it is not expected that construction for major highway improvements will take place for quite some time. However, it is important to adopt a long-term plan that will guide right-of-way preservation efforts and shorter-term, localized improvements within the corridor.

Your questions focused on several aspects of the project including toll operations, rates, revenues, costs, funding, and alternatives and impacts, including the assessment of an all-transit alternative proposed by the Action Committee for Transit. I will offer a response from a policy perspective on your toll operations and funding questions. I have asked SHA and MTA to follow up with more detail on the other specific questions you have asked. Representatives from SHA and MTA will also be present at the upcoming council session to answer any additional questions that you and the other council members may have.

My telephone number is 410-865-1000
Toll Free Number 1-888-713-1414 TTY Users Call Via MD Relay
7201 Corporate Center Drive, Hanover, Maryland 21076

The Honorable Phil Andrews
Page Two

Central to your inquiries about tolling are many of the details that would need to be investigated further, if managed lanes were selected as a preferred alternative on the highway portion in this study. At this stage of the project, we have not determined whether managed lanes are the preferred option in the Multi-Modal Study. If a determination is made to further explore managed lanes along I-270, we will begin to address the more detailed challenges of toll operations, rates, revenues, annual maintenance, and operating costs.

Funding for these types of projects will be a challenge, as future federal allocations to the State of Maryland will be insufficient to accommodate a project of the I-270 improvements magnitude. We envision that this study will progress as several breakout projects, once we are in a position to allocate funding for future phases of the project. At that time, we will assess the appropriate sources available to fund the various types of breakout projects, including the transit portion. Our current practice is to flex Congestion Mitigation and Air Quality funding for transit. The remaining categories of federal highway funding are primarily dedicated to highway safety and system preservation efforts, which remain a high priority.

Thank you again for your letter and for your interest in this very important project. Again, the additional responses to come from SHA and MTA will provide greater detail. If we may be of further assistance, please do not hesitate to contact me or Mr. Gregory I. Slater, Director of Planning and Preliminary Engineering, SHA at 410-545-0412, toll-free 888-204-4825 or via email at gslater@sha.state.md.us, or Ms. Diane Ratcliff, Director of Planning, MTA at 410-767-3771, toll-free 888-218-2267 or via email at dratcliff@mtamaryland.com.

Sincerely,

A handwritten signature in black ink, appearing to read "Beverley K. Swaim-Staley".

Beverley K. Swaim-Staley
Secretary

cc: Mr. Neil J. Pedersen, Administrator, SHA
Ms. Diane Ratcliff, Director of Planning, MTA
Mr. Gregory I. Slater, Director of Planning and Preliminary Engineering, SHA
Mr. Paul J. Wiedefeld, Administrator, MTA

William J. Holtzinger
Mayor



Aldermen
Marcia A. Hall
President Pro Tem
David "Kip" Koontz
Alan E. Imhoff
C. Paul Smith
Donna Kuzemchak Ramsburg

October 22, 2009

Ms. Beverley K. Swaim-Staley
Secretary of Transportation, Office of Secretary
Maryland Department of Transportation
7201 Corporate Center Drive
Hanover, Maryland 21076

RE: I-270/US15 Multi-Modal Corridor Study Alternative Analysis (AA)/Environmental Assessment (EA)

Dear Secretary Swaim-Staley,

On behalf of the Board of Aldermen for the City of Frederick, we would like to offer our official comments on the I-270/US15 Alternatives Analysis. On July 22, 2009, City Staff presented the above mentioned to the Mayor and Board of Aldermen to discuss the options for the City. The City is left with only one "build" alternative and the Aldermen were in agreement that the build option was in order. There was also discussion regarding the transit mode consideration, but due to the fact that the Study does not address transit within the City that issue is not applicable.

- 1) The consensus amongst the Aldermen was to expand the bridges and widen US15 through the City as noted in all of the Options for the exception of "no build".
- 2) In keeping with the available considerations found in the study, the Aldermen also agreed that there should be transit available for the corridor; therefore the extension of additional premium bus service through the City is in order.
- 3) Due to the fact that many businesses and residents are impacted by this project, the Aldermen concurred that State Highway's Strategy of maximum mitigation impacts though minimization is appropriate in the City.

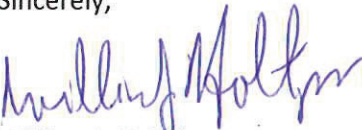
There was a good deal of discussion regarding options not contained in the AA/EA. The primary consideration was the fact that no transit, HOV, HOT lane, contra-flow/reversible lanes, BRT or LRT were even available for the City. The disappointment of no alternatives to single occupancy vehicles was well noted while considering the future poor performance of the US15 corridor, while so much emphasis was placed on the Corridor Cities Transitway further south. The Aldermen did make mention that if breakout projects were to be noted from a priority standpoint, that the Patrick, Rosemont and 7th Street bridges in the City be set for reconstruction first.

We believe that the recommendations noted will benefit the City as best as possible. The City of Frederick, along with our counterparts at the County have invested many hours of staff time in this project, as well as capital contributions for breakout projects within the corridor. We look forward to the continued City-County-State cooperation as this project moves forward.

Ms. Beverley K. Swaim-Staley
Secretary of Transportation, Office of Secretary
October 22, 2009
Page 2

The City of Frederick appreciates the opportunity to make comment on this project that will be of great benefit to the region as it develops. We look forward to continuing a productive partnership with the Maryland Department of Transportation and to actively participate in the development of projects in the I-270/US15 corridor. Should you have any questions or require additional information, please contact Tim Davis, Transportation Planner in our Engineering Department at 301-600-1884, or me at 301-600-1380.

Sincerely,

A handwritten signature in blue ink, which appears to read "William J. Holtzinger".

William J. Holtzinger
Mayor

CC: Frederick County Board of Commissioners
Russell Anderson, SHA Project Manager
Rick Kiegel, MTA Project Manager
Eric Soter, Frederick County Planning Director
Joe Adkins, Deputy Director for Planning



City of Rockville
111 Maryland Avenue
Rockville, Maryland
20850-2364
www.rockvillemd.gov

Mayor & Council
240-314-8280
TTY 240-314-8137
FAX 240-314-8289

MAYOR
Susan R. Hoffmann

COUNCIL
John B. Britton
Piotr Gajewski
Phyllis Marcuccio
Anne M. Robbins

CITY MANAGER
Scott Ullery

CITY CLERK
Claire F. Funkhouser

CITY ATTORNEY
Debra Yerg Daniel

November 4, 2009

Rick J. Kiegel, Corridor Cities Transitway Project Manager
Maryland Transit Administration
6 St. Paul Street, #901
Baltimore, Maryland 21201

Subject: I-270/US 15 Multi-Modal Corridor Study

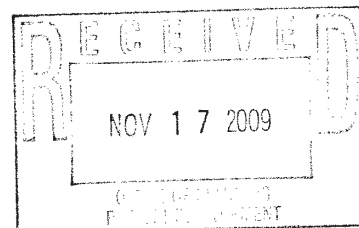
Dear Mr. Kiegel:

This letter provides the Mayor and Council of Rockville's position regarding the highway and transit improvements of the I-270/US 15 Multi-Modal Corridor Study. The City supports Alternative 7A with High Occupancy Vehicle (HOV) lanes for the I-270/US 15 improvements and the Light Rail Transit option for the Corridor Cities Transitway (CCT).

The Mayor and Council believe Alternative 7 with HOV lanes would provide more road capacity than Alternative 6 and significant congestion relief while providing incentives to carpool. In regards to the CCT, the Mayor and Council view the light rail transit as the more favorable option for potential riders.

Montgomery County's 2008 joint priority letter lists the CCT as a project of regional significance that should be funded. This project has become even more significant as Montgomery County considers the Gaithersburg West Master Plan. The CCT will help relieve congestion generated by thousands of new jobs and housing units planned in the area, which will lower pressure on Rockville intersections near or adjacent to the Gaithersburg West Master Planning area.

The Mayor and Council are concerned that the highway improvements are tied to the CCT. These highway improvements account for 83 to 90 percent of the total cost of the entire project. Therefore, the Mayor and Council feel that the CCT portion should be constructed prior to road improvements to encourage mass transit use before more road capacity opens. If highway improvements



Rick J. Kiegel
Maryland Transit Administration
11/4/09
Page 2

could not be built, the Mayor and Council would recommend that the CCT be constructed to help reduce traffic.

Sincerely,

A handwritten signature in black ink, appearing to read 'Susan R. Hoffman'.

Susan R. Hoffman
Mayor

Cc: John Britton, Councilmember
Piotr Gajewski, Councilmember
Phyllis Marcuccio, Councilmember
Anne M. Robbins, Councilmember
Scott Ullery, City Manager
Craig Simoneau, Director of Public Works
Emad Elshafei, Chief, Traffic and Transportation Division
Rebecca Torma, Transportation Planner II



THE MARYLAND GENERAL ASSEMBLY
ANNAPOLIS, MARYLAND 21401-1991

November 24, 2009

Dear Governor O'Malley:

We respectfully urge you to move forward with the Corridor Cities Transitway ("CCT") and support light rail as the preferred mode. As you know, the local jurisdictions along the CCT route have each expressed their mode choice for the CCT. The Montgomery County Council, the City of Gaithersburg, and the City of Rockville, as well as many local civic and business organizations all agree that the CCT should be light rail. We hope you will join us in supporting light rail as the best mode choice for this very important project. Your decision will bring the CCT one step closer to being funded and built.

The most recent cost analysis conducted by the Maryland Transit Administration ("MTA") shows that light rail now meets the cost effectiveness threshold required for the Federal Transit Administration New Starts program, with the cost effectiveness value between \$18 and \$23. Given that the project qualifies for the New Starts program, light rail is favored for many reasons:

1. Light rail demonstrates a long-term investment to transit. The CCT corridor will be a major employment center for the State of Maryland. The development of Clarksburg, Germantown, and Gaithersburg-West are long-term transit oriented development projects planned along the CCT line. To attract business to the State, we need to provide the strong incentives for companies to make long-term investments in our communities.
2. Light rail also provides more long-term transit capacity. As we continue to encourage more people to get out of their cars and onto transit, we need to make sure the capacity is available. As the I-270 corridor continues to grow, the demand for transit will grow. Light rail is necessary to meet that capacity.
3. According to the analysis by MTA, light rail will yield 5,000 more daily boardings than bus rapid transit, which would again support our transit-oriented goals.
4. Whether real or perceived, the permanence of light rail provides more incentives for development and redevelopment along the transit stops, which encourages smart growth initiatives. We need to give our transit oriented developments the best chance of success by providing the best option for transit – light rail.

Signatories:

Senator Rob Garagiola (D-15)
Senator Jennie Forehand (D-17)
Senator Nancy King (D-39)
Senator Rona Kramer (D-14)
Delegate Saqib Ali (D-39)
Delegate Charles Barkley (D-39)
Delegate Kumar Barve (D-17)
Delegate Kathleen Dumais (D-15)
Delegate Brian Feldman (D-15)
Delegate Jim Gilchrist (D-17)
Delegate Karen Montgomery (D-14)
Delegate Kirill Reznik (D-39)
Delegate Craig Rice (D-15)

Given the new information on cost-effectiveness, we hope you will join us in supporting light rail for the Corridor Cities Transitway. With your help, the CCT is "Good to Go!"

Walt J. Sayre

Jennie Forehand

Nancy L. King

Charles Benhly

John Warner

Lu Montgomerie

B. A. A. A.

Edry

Craig Bee

K. J.

Franklin Demais

Chris E. E.

James W. F. F.



ROCKVILLE, MARYLAND

November 30, 2009

Beverley Swaim-Staley, Secretary
Maryland Department of Transportation
7201 Corporate Center Drive
Hanover, Maryland 21076

Dear Secretary Swaim-Staley:

We have completed our review of the Maryland Department of Transportation's (MDOT) I-270/US 15 Multi-Modal Corridor Study and are sharing with you our recommendations for the Locally Preferred Alternative (LPA). We have arrived at our recommendations only after discussions with many stakeholder groups and individuals, and after reviewing the testimony from MDOT's two public hearings and the scores of correspondence we have received, and detailed analysis and recommendations from our Planning Board.

The Montgomery County Executive's and Council's joint recommendations regarding the LPA are to:

- Select light rail (LRT) as the transit mode for the Corridor Cities Transitway (CCT).
- Select the master planned alignment modified to incorporate the alignment alternatives serving the Crown Farm, Life Sciences Center (including a relocated DANAC station), and Kentlands, as described in the Maryland Transit Administration's (MTA) November 5, 2009, report.
- Site the LRT maintenance yard and shop at the current location of the Department of Police's impound lot. A follow-up study should identify a new site for the impound lot.
- For the segment of I-270 between Shady Grove Road and Frederick County, add two barrier-separated reversible lanes that would operate as high-occupancy toll (HOT) lanes in the peak direction of travel. The HOT lanes would be free for carpools, vanpools, buses, and motorcycles, and the tolls for non-HOVs would be set to avoid congestion on these lanes. We defer to Frederick County and the State as to the nature of the I-270 improvements within Frederick County. We understand that there are logistical and operational elements that will need to be addressed.
- Ensure that the congestion on the regular-use lanes generally will not fall below Level of Service 'D' within Montgomery—in both directions and during both peak periods.
- Support a new grade-separated interchange at proposed Newcut Road in Clarksburg, as well as direct access ramps to/from the HOT lanes at several locations on I-270.



Beverley Swaim-Staley

November 30, 2009

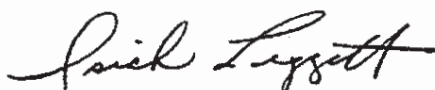
Page 2

As we transmit these recommendations, we would be remiss if we did not take the opportunity to thank Governor O'Malley for championing the CCT, not only in his words but in his deeds: in particular, his retaining full funding for its preliminary engineering and design while many other projects in the Consolidated Transportation Program have had to be eliminated or scaled back significantly.

We also want to recognize the tremendous job by MTA, the State Highway Administration and their consultant team in bringing the project to this point in its development. We especially want to express our gratitude to study managers Rick Kiegel of MTA and Russell Anderson of the State Highway Administration.

We look forward to working with you, members of the General Assembly, and our colleagues in Frederick County to gain Federal funding approval for preliminary engineering and, ultimately, for the design and construction of the entire CCT and I-270 improvements. These are vital projects for the state and the region, and we must collectively move forward to bring them into service as soon as possible.

Sincerely,



Isiah Leggett
County Executive



Phil Andrews
Council President

IL: PA:go

cc: The Honorable Martin O'Malley, Governor of Maryland
The Honorable Barbara Mikulski, United States Senate
The Honorable Benjamin Cardin, United States Senate
The Honorable Christopher Van Hollen, United States House of Representatives
The Honorable Donna Edwards, United States House of Representatives
The Honorable Roscoe Bartlett, United States House of Representatives
The Honorable Richard Madaleno, Chair, Montgomery County Senate Delegation
The Honorable Brian Feldman, Chair, Montgomery County House Delegation
The Honorable Jan Gardner, President, Frederick County Board of County Commissioners
The Honorable David Brinkley, Chair, Frederick County Senate Delegation
The Honorable Richard Weldon, Jr., Chair, Frederick County House Delegation
The Honorable Sidney Katz, Mayor, City of Gaithersburg
The Honorable Phyllis Marcuccio, Mayor, City of Rockville
Royce Hanson, Chair, Montgomery County Planning Board

**MARYLAND TRANSIT ADMINISTRATION****MARYLAND DEPARTMENT OF TRANSPORTATION**

Martin O'Malley, Governor • Anthony G. Brown, Lt. Governor
Beverley K. Swaim-Staley, Secretary • Ralign T. Wells, Administrator

January 27, 2010

RE: Corridor Cities Transitway (CCT)
Montgomery County

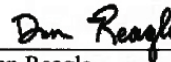
Ms. Lori Byrne
Wildlife and Heritage Division
Department of Natural Resources
Tawes State Office Building, E-1
580 Taylor Ave
Annapolis, MD 21401

Dear Ms. Byrne:

The Maryland Transit Administration (MTA) is studying alternative alignments to the Corridor Cities Transitway (CCT) in Montgomery County. The CCT was formerly part of a larger I-270/US 15 multi-modal corridor project, but is now a separate project. The new study is located approximately between the intersection of Shady Grove Road and Interstate 270 and Quince Orchard Road and Wind River Lane (see attachment). The mode of the CCT may be light rail or bus rapid transit and the project may contain tunnels, as well as bridges, for selected portions.

We request any information concerning the presence of state threatened or endangered species and unique habitat that may occur in this area. If you have any questions, please contact me at 410.767.3771 or dreagle1@mtamaryland.com.

Sincerely,



Dan Reagle
Environmental Planner
Office of Planning

**Coordination Sheet for Maryland Department of Natural Resources,
Environmental Review Unit information on fisheries resources,
including anadromous fish, related to project locations and study areas**

DATE OF REQUEST: January 27, 2010

REQUESTED BY:

Dan Reagle, MTA, 9th Floor, Office of Planning, 6 St. Paul Street, Baltimore MD 21202 410.767.3771

PROJECT NAME / LOCATION / DESCRIPTION:

The Maryland Transit Administration (MTA) is studying alternative alignments to the Corridor Cities Transitway (CCT) in Montgomery County. The CCT was formerly part of a larger I-270/US 15 multi-modal corridor project, but is now a separate project. The new study is located approximately between the intersection of Shady Grove Road and Interstate 270 and Quince Orchard Road and Wind River Lane (see attachment). The mode of the CCT may be light rail or bus rapid transit and the project may contain tunnels, as well as bridges, for selected portions.

NAME OF STREAM(S) (and MDE Use Classification) WITHIN THE STUDY AREA:

SUB-BASIN (6 digit watershed): Washington Metropolitan (02-14-02)

DNR RESPONSE (sections below to be completed by MD DNR):

____ Generally, no instream work is permitted in Use I streams during the period of March 1 through June 15, inclusive, during any year.

____ Where presence of yellow perch has been documented in the vicinity of an instream project area, generally no instream work is permitted in Use I and Certain Use II waters during the period of February 15 through June 15, inclusive, during any year.

____ Generally, no instream work is permitted in Use III streams during the period of October 1 through April 30, inclusive, during any year.

____ Generally, no instream work is permitted in Use IV streams during the period of March 1 through May 31, inclusive, during any year.

____ Other applicable site specific time of year restriction information:

ADDITIONAL FISHERIES RESOURCE NOTES:

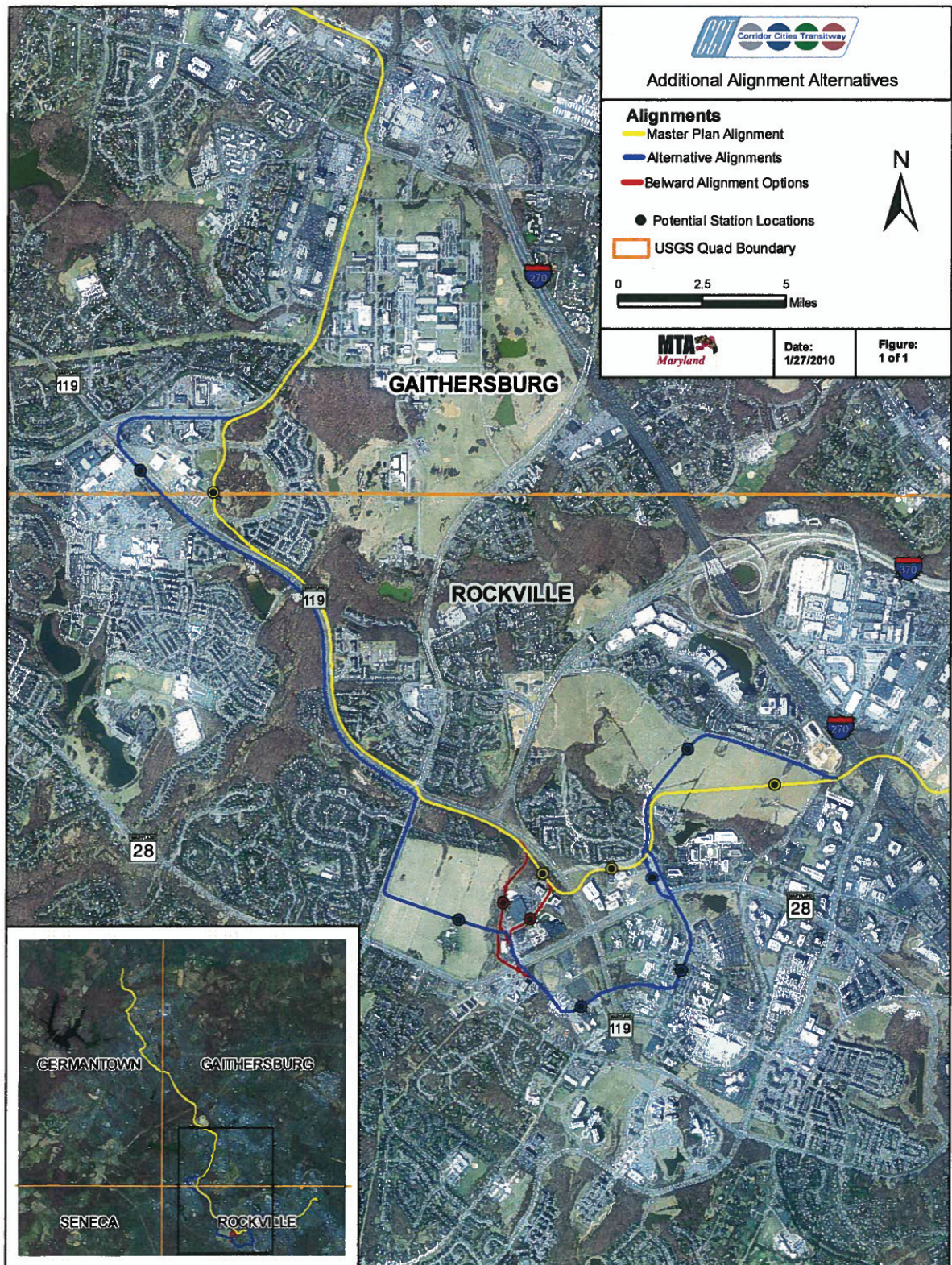
ADDITIONAL COMMENTS ON BEST MANAGEMENT PRACTICES:

MD DNR, Environmental Review Unit signature

Name of Reviewer Printed out (Here)

DATE: _____

PHONE: 410-260 - _____



**United States Department of the Interior**

U.S. Fish & Wildlife Service
Chesapeake Bay Field Office
177 Admiral Cochrane Drive
Annapolis, MD 21401
410/573 4575

**Online Certification Letter**

Today's date: 1/27/10

Project: Corridor Cities Transitway - Supplemental Draft
Environmental Impact Statement

Dear Applicant for online certification:

Thank you for choosing to use the U.S. Fish and Wildlife Service Chesapeake Bay Field Office online list request certification resource. This letter confirms that you have reviewed the conditions in which this online service can be used. On our website (www.fws.gov/chesapeakebay) are the USGS topographic map areas where **no** federally proposed or listed endangered or threatened species are known to occur in Maryland, Washington D.C. and Delaware.

You have indicated that your project is located on the following USGS topographic map
Rockville and Gaithersburg

Based on this information and in accordance with section 7 of the Endangered Species Act (87 Stat. 884, as amended; 16 U.S.C. 1531 *et seq.*), we certify that except for occasional transient individuals, no federally proposed or listed endangered or threatened species are known to exist within the project area. Therefore, no Biological Assessment or further section 7 consultation with the U.S. Fish and Wildlife Service is required. Should project plans change, or if additional information on the distribution of listed or proposed species becomes available, this determination may be reconsidered.

This response relates only to federally protected threatened or endangered species under our jurisdiction. For additional information on threatened or endangered species in Maryland, you should contact the Maryland Wildlife and Heritage Division at (410) 260-8540. For information in Delaware you should contact the Delaware Natural Heritage and Endangered Species Program, at (302) 653-2880. For information in the District of Columbia, you should contact the National Park Service at (202) 535-1739.

The U.S. Fish and Wildlife Service also works with other Federal agencies and states to minimize loss of wetlands, reduce impacts to fish and migratory birds, including bald eagles, and restore habitat for wildlife. Information on these conservation issues and how development projects can avoid affecting these resources can be found on our website (www.fws.gov/chesapeakebay).

We appreciate the opportunity to provide information relative to fish and wildlife issues, and thank you for your interest in these resources. If you have any questions or need further assistance, please contact Chesapeake Bay Field Office Threatened and Endangered Species

Carroll County Project USFWS Chesapeake Bay Field Office -- Online certification letter

Page 2 of 2

program at (410) 573-4531.

Sincerely,

Leopoldo Miranda
Field Supervisor

<http://www.fws.gov/chesapeakebay/EndSppWeb/ELEMENTS/onlineletter.html>

2/9/2010



*mailed to all
elected officials
on attached sheet*

MARYLAND TRANSIT ADMINISTRATION

MARYLAND DEPARTMENT OF TRANSPORTATION

Martin O'Malley, Governor • Anthony G. Brown, Lt. Governor
Beverly K. Swaim-Staley, Secretary • Ralign T. Wells, Administrator

May 6, 2010

The Honorable Marc B. Elrich
Montgomery County Council
Stella B. Werner Council Office Building
100 Maryland Avenue
Rockville MD 20850

Dear Councilmember Elrich:

The Maryland Transit Administration (MTA) is continuing to advance the Corridor Cities Transitway (CCT) project. I would like to update you on the project's progress in advance of a public briefing scheduled for May 24, 2010 and hosted by the CCT Coalition. At that breakfast meeting, Rick Kiegel, the CCT Project Manager will present findings of our ongoing engineering and environmental evaluations and provide a project schedule update.

In November, 2009, the MTA completed a feasibility study of alternative alignments to the CCT Master Plan alignment proposed by the City of Gaithersburg and the Maryland-National Capital Park and Planning Commission. These modifications were requested to serve the proposed development of Crown Farm, the improvements proposed for the Life Sciences Center (LSC) area, and the planned redevelopment of the Kentlands Market Square shopping center into a transit-oriented mixed use development. Conceptual level alignments through these three areas were developed and estimated environmental impacts were assessed to rule out potential fatal flaws. Costs and transportation performance measures were also computed. The study concluded that a combination of the three alignment shifts were strongly beneficial to the CCT. The full report can be found in the "News and Updates" section on the I-270/US 15 Multi-Modal Corridor Study website at www.i270multimodalstudy.com.

In its consideration of the draft Gaithersburg West Master Plan, the Montgomery County Council reviewed the study report and concluded that the proposed alternative alignments through Crown Farm, LSC, and the Kentlands should be considered as part of the transit project. Montgomery County Executive Isiah Leggett and County Council President Phil Andrews co-signed a letter to Transportation Secretary Beverly Swaim-Staley recommending that the existing Master Plan alignment be changed to serve these three areas. On May 4, 2010, the County Council approved the Great Seneca Science Corridor Master Plan (formerly the Gaithersburg West Master Plan) with development density at 17.5 million square feet, down from the 20 million square feet proposed in the draft plan. This reduction is not expected to significantly alter the conclusions in MTA's feasibility study because the reduced density is forecast to occur beyond the forecast year of 2030 used in the study.

The Honorable Marc B. Elrich
Page Two

Based on the County's recommendation, the MTA consulted with the Federal Transit Administration (FTA) to determine how best to incorporate these new options into the overall project study. FTA and MTA concluded that a Supplemental Draft Environmental Impact Statement (SDEIS) should be prepared that details the potential environmental impacts associated with the changes, and a public hearing should be held to provide an opportunity for citizens to comment. This document would focus on the three alternative alignments described above as well as update as necessary certain aspects of the 2002 Draft Environmental Impact Statement and the 2009 Alternatives Analysis/Environmental Assessment.

The MTA is now completing engineering on a range of options to serve these three alternative destinations. Most critical to the definition of alignment options are the issues related to the — Crown Farm and Belward Farm; both properties are eligible for the National Register of Historic Places. The MTA must consider alignments that fully avoid these properties or minimize potential impacts to these properties as required by Section 4(f) of the USDOT Act Title 49 USC Section 303. Section 4(f) requires rigorous avoidance studies of public recreation areas, but also applies to historic structures. Additionally, the County has requested that the MTA study two options for crossing Great Seneca Highway in the LSC area.

Environmental impacts will be evaluated and will be included in the new environmental document. These include impacts on natural features such as wetlands and streams as well as social elements such as impacts to low-income and minority communities and cultural resources. An enhanced public outreach program is also underway, including development of a CCT-specific website, a spring newsletter, and project briefings with area community associations.

The CCT project schedule has been adjusted to account for the time needed to complete the new studies and conduct the public hearing. We estimate the document will be ready for FTA review and approval this Summer. Final production and distribution of the document would occur by late summer with a public hearing to be held this Fall. We anticipate giving the public at least 45 days to comment on the published document. Following the hearing, comments will be received and reviewed. These comments will be used to consider any changes to the designs as well as aiding in the selection of the locally preferred alternative.

The MTA will continue to keep you up-to-date on the project's progress and date for the public hearing. If you have any question in advance of the breakfast meeting on May 24 or would like additional information, please do not hesitate to contact me or Rick J. Kiegel, MTA Project Manager for the CCT, at 410-767-1380 or by email at rkiegel@mta.maryland.gov.

Sincerely,

A handwritten signature in black ink, appearing to read 'Ralign T. Wells'.

Ralign T. Wells
Administrator

cc: Mr. Rick J. Kiegel, Project Manager, Office of Planning, MTA

Office	First name	Initial	Last name	Org	Address	AD2	City	State	Zip	dist
Senator	Alex	X.	Mooney	Senate of Maryland	P. O. Box 669		Frederick	MD	21705	3
Delegate	Charles	A.	Jenkins	Maryland House of Delegates	House Office Building, Room 324	6 Bladen Street	Annapolis	MD	21401	3
Delegate	Galen	R.	Clagett	Maryland House of Delegates	8 North East Street, Suite 201		Frederick	MD	21701	3
Delegate	C. Sue		Hecht	Maryland House of Delegates	120 West Church Street		Frederick	MD	21701	3
Senator	Robert		Garagiola	Senate of Maryland	James Senate Office Building, Room 104	11 Bladen Street	Annapolis	MD	21401	15
Delegate	Craig	L.	Rice	Maryland House of Delegates	House Office Building, Room 223	6 Bladen Street	Annapolis	MD	21401	15
Delegate	Kathleen	M.	Dumais	Maryland House of Delegates	House Office Building, Room 350	6 Bladen Street	Annapolis	MD	21401	15
Delegate	Brian	J.	Feldman	Maryland House of Delegates	House Office Building, Room 223	6 Bladen Street	Annapolis	MD	21401	15
Senator	Jennie	M.	Forehand	Senate of Maryland	James Senate Office Building, Room 223	11 Bladen Street	Annapolis	MD	21401	17
Delegate	Kumar	P.	Barve	Maryland House of Delegates	426 Palmspring Drive		Gaithersburg	MD	20878	17
Delegate	Jim		Gilchrist	Maryland House of Delegates	House Office Building, Room 221	6 Bladen Street	Annapolis	MD	21401	17
Delegate	Luiz		Simmons	Maryland House of Delegates	House Office Building, Room 225	6 Bladen Street	Annapolis	MD	21401	17
Senator	Nancy	J.	King	Senate of Maryland	Miller Senate Office Building, 3 West Wing	11 Bladen Street	Annapolis	MD	21401	39
Delegate	Charles	E.	Barkley	Maryland House of Delegates	19222 Golden Meadow Drive		Germantown	MD	20878	39
Delegate	Saqib		Ali	Maryland House of Delegates	House Office Building, Room 224	6 Bladen Street	Annapolis	MD	21401	39
Delegate	Kirill		Reznik	Maryland House of Delegates	House Office Building, Room 225	6 Bladen Street	Annapolis	MD	21401	39
President	Jan	H.	Gardner	Frederick County Board of Commissioners	Winchester Hall	12 East Church Street	Frederick	MD	21701	
Commissioner	David	P.	Gray	Frederick County Board of Commissioners	Winchester Hall	12 East Church Street	Frederick	MD	21701	
Commissioner	Kai	John	Hagen	Frederick County Board of Commissioners	Winchester Hall	12 East Church Street	Frederick	MD	21701	
Commissioner	Blaine	R.	Young	Frederick County Board of Commissioners	Winchester Hall	12 East Church Street	Frederick	MD	21701	
Commissioner	John	L.	Thompson, Jr.	Frederick County Board of Commissioners	Winchester Hall	12 East Church Street	Frederick	MD	21701	
Council Executive	Isiah	(Ike)	Leggett	Montgomery County	Executive Office Building, 2nd Floor	101 Monroe Street, 2nd floor	Rockville	MD	20850	
Councilmember	Roger		Berliner	Montgomery County Council	Stella B. Werner Council Office Building	100 Maryland Avenue	Rockville	MD	20850	
Council Vice President	Valerie		Ervin	Montgomery County Council	Stella B. Werner Council Office Building	100 Maryland Avenue	Rockville	MD	20850	
Councilmember	Marc	B.	Eirich	Montgomery County Council	Stella B. Werner Council Office Building	100 Maryland Avenue	Rockville	MD	20850	
Council President	Nancy	M.	Floren	Montgomery County Council	Stella B. Werner Council Office Building	100 Maryland Avenue	Rockville	MD	20850	
Councilmember	George	L.	Leventhal	Montgomery County Council	Stella B. Werner Council Office Building	100 Maryland Avenue	Rockville	MD	20850	
Councilmember	Duchy		Trachtenberg	Montgomery County Council	Stella B. Werner Council Office Building	100 Maryland Avenue	Rockville	MD	20850	
Councilmember	Michael	J.	Knapp	Montgomery County Council	Stella B. Werner Council Office Building	100 Maryland Avenue	Rockville	MD	20850	
Councilmember	Philip	M.	Andrews	Montgomery County Council	Stella B. Werner Council Office Building	100 Maryland Avenue	Rockville	MD	20850	
Councilmember	Nancy		Navarro	Montgomery County Council	Stella B. Werner Council Office Building	100 Maryland Avenue	Rockville	MD	20850	
Mayor	Sidney	A.	Katz	City of Gaithersburg	City Hall	31 South Summit Avenue	Gaithersburg	MD	20877	
Councilmember	Jud		Ashman	Gaithersburg City Council	City Hall	31 South Summit Avenue	Gaithersburg	MD	20877	
Councilmember	Cathy	C.	Drzygala	Gaithersburg City Council	City Hall	31 South Summit Avenue	Gaithersburg	MD	20877	
Councilmember	Ryan		Spiegel	Gaithersburg City Council	City Hall	31 South Summit Avenue	Gaithersburg	MD	20877	
Councilmember	Henry	F.	Marratta, Jr.	Gaithersburg City Council	City Hall	31 South Summit Avenue	Gaithersburg	MD	20877	
Councilmember	Michael	A.	Sesna	Gaithersburg City Council	City Hall	31 South Summit Avenue	Gaithersburg	MD	20877	
Mayor	Phyllis		Marcuccio	City of Rockville	City Hall	111 Maryland Avenue	Rockville	MD	20850	
Councilmember	Bridget		Newton	Rockville City Council	City Hall	111 Maryland Avenue	Rockville	MD	20850	
Councilmember	Mark		Pierzchala	Rockville City Council	City Hall	111 Maryland Avenue	Rockville	MD	20850	
Councilmember	John		Britton	Rockville City Council	City Hall	111 Maryland Avenue	Rockville	MD	20850	
Councilmember	Piotr		Gajewski	Rockville City Council	City Hall	111 Maryland Avenue	Rockville	MD	20850	
Mayor	Randy		McClement	City of Frederick	City Hall	101 North Court Street	Frederick	MD	21701	
Alderman	Shelley	M.	Aloi	Frederick City Council	City Hall	101 North Court Street	Frederick	MD	21701	
Alderman	Carol	L.	Krimm	Frederick City Council	City Hall	101 North Court Street	Frederick	MD	21701	
Alderman	Michael	C.	O'Connor	Frederick City Council	City Hall	101 North Court Street	Frederick	MD	21701	
Alderman	Kelly		Russell	Frederick City Council	City Hall	101 North Court Street	Frederick	MD	21701	
Alderman	Karen	Lewis	Young	Frederick City Council	City Hall	101 North Court Street	Frederick	MD	21701	



Martin O'Malley, Governor
Anthony G. Brown, Lt. Governor
John R. Griffin, Secretary
Joseph P. Gill, Deputy Secretary

June 15, 2010

Mr. Dan Reagle
Maryland Department of Transportation
Maryland Transit Administration
6 Saint Paul Street
Baltimore, MD 21202-1614

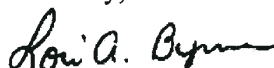
RE: Environmental Review for Corridor Cities Transitway (CCT) – Alternative Alignments between Shady Grove Road/Interstate 270 and Quince Orchard Road/Wind River Lane, Montgomery County, Maryland.

Dear Mr. Reagle:

The Wildlife and Heritage Service has determined that there are no State or Federal records for rare, threatened or endangered species within the boundaries of the project site as delineated. As a result, we have no specific comments or requirements pertaining to protection measures at this time. This statement should not be interpreted however as meaning that rare, threatened or endangered species are not in fact present. If appropriate habitat is available, certain species could be present without documentation because adequate surveys have not been conducted.

Thank you for allowing us the opportunity to review this project. If you should have any further questions regarding this information, please contact me at (410) 260-8573.

Sincerely,

A handwritten signature in black ink, appearing to read 'Lori A. Byrne'.

Lori A. Byrne
Environmental Review Coordinator
Wildlife and Heritage Service
MD Dept. of Natural Resources

ER # 2010.0195.mo
cc: G. Golden, DNR



Appendix D:

List of References Used in Preparing the Supplemental Environmental Assessment

- Acoustical Society of America. *Guide to the Evaluation of Human Exposure to Vibration in Buildings. American National Standard ANSI S3.29*, 1983.
- Acoustical Society of America. Part 4: *Noise Assessment and Prediction of Long-Term Community Response. American National Standard Quantities and Procedures for Description and Measurement of Environmental Sound, ANSI S12.9-2005/ Part 4*, 2005.
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- Washington D.C. Department of Health:
Environmental Health Administration:
Bureau of Environmental Quality: Water
Quality Division. *District of Columbia: final
total maximum daily load for fecal coliform
bacteria in Upper Potomac River, Middle
Potomac River, and Lower Potomac River,
Battery Kemble Creek, Foundry Branch, and
Dalecarlia Tributary, 2004.*

Appendix E: List of Contributors

Appendix E: List of Contributors

MARYLAND STATE HIGHWAY ADMINISTRATION	
Russell Anderson	Project Manager
Suseela Rajan	Project Manager
MARYLAND TRANSIT ADMINISTRATION	
Ernest Baisden	Manager, Project Development
Rick Kiegel	Project Manager (Transit)
John Newton	Manager, Environmental Planning
Diane Ratcliff	Director, Office of Planning and Capital Programming
Dan Reagle	Environmental Planning

Consultant Team

FIRM/STAFF	ROLE
PARSONS BRINCKERHOFF	
Ron Bruno	Socio-Economics, Transportation Planning, GIS Mapping
Mark Cheskey	Environment, Transportation Planning
Romy de La Cruz	Engineering
Dalmain Fenton	Noise Analysis
Masakatsu Fukui, EIT	Traffic Impact Analysis
Kimberly Gilbert, PE	Engineering
Alice Lovegrove	Air Quality
Arthur Morrone	Noise and Vibration
Kyle Nembhard	Environmental Effects, GIS Mapping/Spatial Analysis

Consultant Team

FIRM/STAFF	ROLE
PARSONS BRINCKERHOFF (CONTINUED)	
Tracey Nixon, AICP	Transportation Planning
Scott Noel	Noise Analysis
Surendra Omkaram, EIT	Traffic Impact Analysis
Todd Peterson, PE, PTOE	Roadway Network Effects
Allyson Reynolds	Displacements and Relocations
Patrick Romero	Noise Analysis
Holly Storck, AICP	Quality Assurance
Tracee Strum-Gilliam, AICP	Public Involvement, Socio-Economic Impacts, Environmental Justice
Jennifer Weeks	Project Management, Transportation Planning
Dudley Whitney, AICP	Transportation Planning, Travel Forecasting
RUMMEL, KLEPPER & KAHL	
Alexis Bryk-Lucy	Graphics
Brian Horn	Project Management
COASTAL RESOURCES, INC.	
Bridgette Garner	Natural Environment
Cory Lavoie	Natural Environment
Megan Roberts-Satinsky	Natural Environment
Derek Rodgers	Natural Environment
Heather Speargas	Natural Environment

Consultant Team

FIRM/STAFF	ROLE
MICHAEL BAKER CORPORATION	
William W. Thomas, III	Travel Forecasting
FITZGERALD & HALLIDAY, INC.	
Kristen D. Ahlfeld, AICP	Land Use Planning
David Laiuppa	Land Use Planning; Graphics
REMLINE CORP.	
Emily Ferguson	Graphics/Layout
Lyn Gorman	Text editing and formatting
Linda Moreland	Text editing and formatting
Carrie Titter	Graphics/Layout

