

**NATIONAL CAPITAL REGION TRANSPORTATION PLANNING BOARD**  
777 North Capitol Street, N.E.  
Washington, D.C. 20002

**RESOLUTION ON AN AMENDMENT TO THE FINANCIALLY CONSTRAINED LONG-RANGE TRANSPORTATION PLAN (CLRP) AND THE FY 2017-2022 TRANSPORTATION IMPROVEMENT PROGRAM (TIP), TO INCLUDE FUNDING FOR THE US 29 BUS RAPID TRANSIT IMPROVEMENTS PROJECT, AS REQUESTED BY THE MARYLAND DEPARTMENT OF TRANSPORTATION (MDOT)**

**WHEREAS**, the National Capital Region Transportation Planning Board (TPB), which is the metropolitan planning organization (MPO) for the Washington Region, has the responsibility under the provisions of the Fixing America's Surface Transportation (FAST) Act for developing and carrying out a continuing, cooperative and comprehensive transportation planning process for the Metropolitan Area; and

**WHEREAS**, the CLRP contains the programs and projects that the region's transportation agencies have committed to fund, build and operate through 2040, and

**WHEREAS**, the TIP is required by the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) as a basis and condition for all federal funding assistance to state, local and regional agencies for transportation improvements within the Washington planning area; and

**WHEREAS**, on November 16, 2016 the TPB adopted the 2016 Amendment to the CLRP and the FY 2017-2022 TIP; and

**WHEREAS**, in the attached letter of February 24, MDOT has requested that the CLRP be amended to reflect the change in scope from study to implementation and to include the project cost of \$39.1 million, and that the FY 2017-2022 TIP be amended to include \$39.1 million in Transportation Investment Generating Economic Recovery (TIGER) and local funds for the implementation of the US 29 Bus Rapid Transit Improvements Project (TIP ID 6397) on US Route 29 between MD 410 and MD 198 in Montgomery County, as described in the attached materials, and

**WHEREAS**, this project is not considered to be regionally significant and does not need to be included in the Air Quality Conformity Analysis in order to be included in the CLRP and TIP;

**NOW, THEREFORE, BE IT RESOLVED THAT** the Steering Committee of the National Capital Region Transportation Planning Board amends the CLRP to reflect the change in scope from study to implementation and to include the project cost of \$39.1 million, and the FY 2017-2022 TIP to include \$39.1 million in TIGER and local funds for the implementation of the US 29 Bus Rapid Transit Improvements Project (TIP ID 6397) on US Route 29 between MD 410 and MD 198 in Montgomery County, as described in the attached materials.





**Maryland Department of Transportation**  
The Secretary's Office

**Larry Hogan**  
Governor

**Boyd K. Rutherford**  
Lt. Governor

**Pete K. Rahn**  
Secretary

February 24, 2017

The Honorable Bridget Donnell Newton, Chair  
National Capital Region Transportation Planning Board  
Metropolitan Washington Council of Governments  
777 North Capitol Street, N.E., Suite 300  
Washington DC 20002

Dear Chairman Newton:

The Maryland Department of Transportation (MDOT) requests the following amendment to the suburban Maryland portion of the National Capital Region Transportation Planning Board's (TPB) FY 2017-2022 Transportation Improvement Program (TIP) and the 2016 Constrained Long Range Plan (CLRP) to update information for the US 29 Bus Rapid Transit Improvements Project as described below and in the attached memo. The change for TIP #6397 reflects the addition of preliminary engineering and construction funds as a result of the Montgomery County Department of Transportation's (MCDOT) TIGER award.

This project is currently in the 2016 CLRP; however, the scope of this project is changing from a study to construction and removes the managed lanes from the scope. This change will scale the project down from a cost of \$67 million to \$39 million. The project would also therefore be considered "not regionally significant", and would not need to be included in a conformity analysis in order to be added to the TIP and updated in the CLRP. The increased service levels would normally be addressed in the transit assumptions used in the air quality conformity analysis, and we request that those details be incorporated into the transit assumptions during the next analysis.

The MDOT is requesting to add \$39,104,000 of available and committed federal TIGER and local Montgomery County funds to the FY 2017-2022 TIP for the US 29 Bus Rapid Transit Improvements Project. The MDOT is additionally requesting to update the total project cost and scope in the 2016 CLRP. Please refer to the attachment for amendment details.

TIP ID#	Project	Phase	Amount of New Funding	Comment
6397	US 29 Bus Rapid Transit Improvements Project	PP/PE CO	\$6,500,000 \$32,604,000	Add funding for preliminary engineering and construction.

The MDOT requests that this amendment be approved by the Transportation Planning Board (TPB) Steering Committee at its March 3, 2017 meeting.

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

The Honorable Bridget Donnell Newton  
Page Two

The revised funding status will not impact scheduling or funding availability for other projects in the current TIP, which continues to be fiscally constrained. The cost does not affect the portion of the federal funding which was programmed for transit, or any allocations of state aid in lieu of federal aid to local jurisdictions.

We appreciate your cooperation in this matter. Should you have additional questions or concerns, please contact Ms. Kari Snyder, MDOT Office of Planning and Capital Programming (OPCP) Regional Planner at 410-865-1305, toll free 888-713-1414 or via e-mail at ksnyder3@mdot.state.md.us. Ms. Snyder will be happy to assist you. Of course, please feel free to contact me directly.

Sincerely,

A handwritten signature in black ink, appearing to read "Tyson Byrne". The signature is fluid and cursive, with a long horizontal stroke at the end.

Tyson Byrne  
Manager, Regional Planning  
Office of Planning and Capital Programming

Attachment

cc: Ms. Kari Snyder, Regional Planner, OPCP, MDOT



DEPARTMENT OF TRANSPORTATION

Isiah Leggett  
*County Executive*

Al R. Roshdieh  
*Director*

January 26, 2017

Ms. Heather Murphy, Director  
Office of Planning and Capital Programming  
Maryland Department of Transportation  
7201 Corporate Center Drive  
P.O. Box 548  
Hanover, Maryland 21076

Dear Ms. Murphy:

The Montgomery County Department of Transportation (MCDOT) will be proceeding with design and construction of a bus rapid transit (BRT) line along US 29. The County has worked collaboratively with the Maryland Department of Transportation (MDOT), including the State Highway Administration and the Maryland Transit Administration, over the past few years to advance this project to its current status.

Recently, the County was awarded a \$10 million federal TIGER grant for the US 29 BRT project, and plans to move into design during the Spring of 2017 with construction starting in late 2018, and service beginning by 2020. In addition to the TIGER funds, the County has included local funding of \$29,103,950 for the remaining project elements in its recommended FY2017-2022 Capital Improvement Program (Project P501318). The total project cost is estimated at \$39,103,950.

In order to facilitate the County's grant agreement with the Federal Transit Administration (FTA) for the \$10 million TIGER award, we are requesting that MDOT add the US 29 project to the Statewide Transportation Improvement Program (STIP), and that MDOT submit a request to the National Capitol Region Transportation Planning Board (TPB) for the US 29 BRT project to be added for construction into the Financially Constrained Long Range Transportation Plan (CLRP).

The County has initiated discussions with TPB regarding the US 29 BRT project, and TPB staff has indicated that this project is not considered regionally significant and will not require an additional air quality conformity analysis.

**Office of the Director**

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101 Monroe St., 10th Floor • Rockville, Maryland 20850 • 240-777-7170 • 240-777-7178 FAX  
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Ms. Heather Murphy  
January 26, 2017  
Page 2

TPB staff has also indicated that inclusion of the project in the STIP/CLRP could be discussed at their March steering committee meeting if they have received all necessary communication from MDOT by **February 23, 2017**. MCDOT is actively working on completing the grant agreement process with FTA by June 2017, and we therefore request that **MDOT submit the required paperwork to TPB by the February 23 deadline if possible.**

A detailed description of the US 29 BRT project is attached to this letter. Thank you in advance for your assistance in adding this important project to the STIP/CLRP. If there is anything MCDOT can provide to facilitate this process, please feel free to contact Christopher Conklin, Deputy Director for Transportation Policy at 240-777-7198, or [Christopher.Conklin@montgomerycountymd.gov](mailto:Christopher.Conklin@montgomerycountymd.gov).

Sincerely,



Al R. Roshdieh  
Director

**SUBURBAN MARYLAND  
TRANSPORTATION IMPROVEMENT PROGRAM  
CAPITAL COSTS (in \$1,000)**

FY 2017 - 2022

Source	Fed/St/Loc	Previous Funding	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	Source Total
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**MDOT/Maryland Transit Administration**

**Transit**

**US 29 Bus Rapid Transit Improvements Project**

TIP ID: 6397	Agency ID: MO4622	Title: <b>US 29 Bus Rapid Transit Improvements Project</b>	Complete: 2020	Total Cost: <b>\$39,104</b>
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Facility: US 29	ARRA/TIGER	26/0/74	32,604	c					32,604
From: MD 410	Local	0/0/100	6,500	a					6,500
To: MD 198	State	0/100/0	3,000	a					

**Total Funds: 39,104**

Description: Implement Montgomery County's bus rapid transit system on US 29/MD 384 between Silver Spring Metrorail Station and Burtonsville Park and Ride.



**Amendment: Add New Project**

**Requested on: 3/3/2017**

Amend this project into the FY 2017-2022 TIP with \$39.1 million in ARRA/TIGER grant and local match funding in FY 2017 for PE and Construction. Change project from study to implementation.



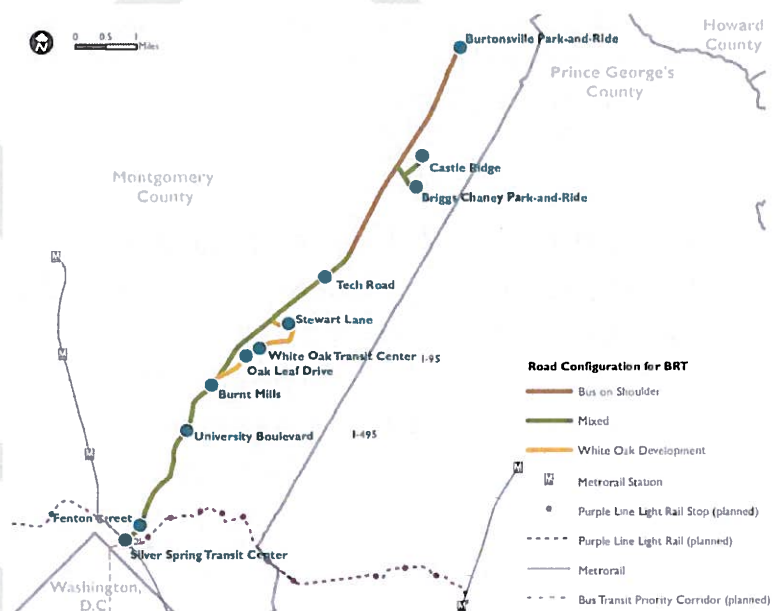
## US 29 Bus Rapid Transit Improvements Project Project Description

The Montgomery County Department of Transportation (MCDOT) is planning to design and construct a bus rapid transit (BRT) system along US 29 which meets the immediate needs of transit populations along this busy corridor. The project will build on prior work completed in coordination with the Maryland Department of Transportation (MDOT) that considered needs in 2040 and beyond.

The project, as currently proposed, includes:

### Running Way

- Use of the existing outside shoulder of US 29 in the northern sections of the corridor where buses currently bus-on-shoulder to bypass congestion. The project does not include any shoulder reconstruction and new roadway construction in other locations.
- The service will operate in mixed traffic on the remaining sections of US 29 and along Lockwood Drive, Stewart Lane, Briggs Chaney Road, and Castle Boulevard.
- The project does not anticipate any lane repurposing for BAT or BAT/HOV2+.



### Station Locations

- Station locations will be based partly on the locations proposed in the Countywide Transit Corridors Functional Master Plan. A limited number of additions and deletions have been made based on the results of the ridership evaluation.



- Stations being considered as part of this project are:

Silver Spring Transit Center	Stewart Lane and April Lane
US 29 at Fenton Street/Spring Street	US 29 at Tech Road Park and Ride
US 29 at MD 193	Castle Boulevard at Castle Ridge Circle
US 29 at Burnt Mills Shopping Center	Briggs Chaney Park and Ride
Lockwood Drive at Oak Leaf Drive	Burtonsville Park and Ride
White Oak Transit Center	

- Station platforms will likely be designed in three general prototype lengths:
  - 65’ or less to accommodate one articulated bus
  - 125’ or less to accommodate two articulated buses
  - A special platform design (yet undetermined) to accommodate alightings where boardings are expected to be minimal
- The planned platform at the Silver Spring Transit Center will be different from all others because of the special location and unique characteristics within the transit center.
- Related bicycle and pedestrian improvements such as Bikeshare stations will be incorporated where feasible.

**Service Plan**

- The service plan includes two route patterns in the peak period and one route pattern in the off-peak period.
- Buses are planned to run every 15 minutes on each route pattern during the peak period, resulting in an effective headway of 7.5 minutes on the “trunk” line – i.e. US 29 between Briggs Chaney Road and Silver Spring Transit Center. Off-peak service will also run and every 15 minutes.
- The proposed span of service is 5am to midnight, 7 days/week.
- The service plan for this project is continuing to be evaluated and modification may continue to be made.

- Transit signal priority will be installed and utilized at up to 15 intersections along the corridor to provide traffic signal benefits to BRT vehicles (extended green, truncated red, etc.) where appropriate.

**Project Cost**

The table below outlines the elements of the project and their respective estimated cost.

*US 29 BRT Estimated Project Cost*

Project Element	Estimated Cost
<b>BRT Stations and Stops</b>	\$13,000,000
<b>Transit Signal Priority</b>	\$860,000
<b>Vehicles</b>	\$14,000,000
<b>Bicycle &amp; Pedestrian Improvements</b>	\$2,355,000
<b>Marketing &amp; Outreach</b>	\$1,250,000
<b>Planning/Design</b>	\$6,500,000
<b>Overhead &amp; Grant Administration (3%)</b>	\$1,138,950
<b>TOTAL</b>	<b>\$39,103,950</b>

# Rapid Transit System (P501318)

Category	Transportation	Date Last Modified	1/6/17
Sub Category	Mass Transit	Required Adequate Public Facility	No
Administering Agency	Transportation (AAGE30)	Relocation Impact	None
Planning Area	Countywide	Status	Planning Stage

	Total	Thru FY16	Rem FY16	Total 6 Years	FY 17	FY 18	FY 19	FY 20	FY 21	FY 22	Beyond 6 Yrs
<b>EXPENDITURE SCHEDULE (\$000s)</b>											
Planning, Design and Supervision	18,371	1,714	1,407	15,250	4,250	7,500	3,000	500	0	0	0
Land	2,004	4	0	2,000	0	2,000	0	0	0	0	0
Site Improvements and Utilities	3,000	0	0	3,000	0	0	2,000	1,000	0	0	0
Construction	11,000	0	0	11,000	0	0	7,000	4,000	0	0	0
Other	14,000	0	0	14,000	0	0	14,000	0	0	0	0
<b>Total</b>	<b>48,375</b>	<b>1,718</b>	<b>1,407</b>	<b>45,250</b>	<b>4,250</b>	<b>9,500</b>	<b>26,000</b>	<b>5,500</b>	<b>0</b>	<b>0</b>	<b>0</b>

	Total	Thru FY16	Rem FY16	Total 6 Years	FY 17	FY 18	FY 19	FY 20	FY 21	FY 22	Beyond 6 Yrs
<b>FUNDING SCHEDULE (\$000s)</b>											
Contributions	2,000	0	0	2,000	1,000	1,000	0	0	0	0	0
Federal Aid	10,000	0	0	10,000	0	2,500	7,500	0	0	0	0
G.O. Bonds	10,400	0	0	10,400	400	2,500	2,000	5,500	0	0	0
Impact Tax	2,000	0	0	2,000	1,000	1,000	0	0	0	0	0
Mass Transit Fund	19,875	625	0	19,250	250	2,500	16,500	0	0	0	0
Revenue Bonds: Liquor Fund	3,600	593	1,407	1,600	1,600	0	0	0	0	0	0
State Aid	500	500	0	0	0	0	0	0	0	0	0
<b>Total</b>	<b>48,375</b>	<b>1,718</b>	<b>1,407</b>	<b>45,250</b>	<b>4,250</b>	<b>9,500</b>	<b>26,000</b>	<b>5,500</b>	<b>0</b>	<b>0</b>	<b>0</b>

### APPROPRIATION AND EXPENDITURE DATA (000s)

Appropriation Request	FY 18	9,500
Supplemental Appropriation Request		0
Transfer		0
Cumulative Appropriation		7,375
Expenditure / Encumbrances		1,787
Unencumbered Balance		5,588

Date First Appropriation	FY 13
First Cost Estimate	
Current Scope	FY 18      48,375
Last FY's Cost Estimate	16,875

### Description

This project provides for the initial steps and detailed studies related to a bus rapid transit system in the County, supplementing the Metrorail Red Line and master-planned Purple Line and Corridor Cities Transitway (CCT). The County Council approved the Countywide Transit Corridors Functional Master Plan, an amendment to the Master Plan of Highways and Transportation, on November 26, 2013. The amendment authorizes the Department of Transportation to study enhanced transit options and Bus Rapid Transit for 10 transit corridors, including: Georgia Avenue North, Georgia Avenue South, MD 355 North, MD 355 South, New Hampshire Avenue, North Bethesda Transitway, Randolph Road, University Boulevard, US 29, Veirs Mill Road and Corridor Cities Transitway.

### Estimated Schedule

Phase 1 (Alternatives Retained for Design Study) facility planning for the MD 355 and US 29 corridors occurred in FY15 and FY16. Phase 2 (Recommended Alternative) facility planning for MD 355 will occur in FY17-19. Planning and design for US 29 will occur in FY17 and FY18. Construction may begin as early as FY18 contingent on status of design efforts and any necessary right-of-way acquisition for stations.

### Cost Change

Increase due to the addition of vehicles, stations (including right-of-way), Transit Signal Priority, bicycle and pedestrian improvements, and project management for the US 29 BRT project. Also reflects \$10 million in Federal TIGER grant funding for the US 29 BRT project.

### Justification

The proposed RTS will reduce congestion on County and State roadways, increase transit ridership, and improve air quality. The RTS will enhance the County's ability to meet transportation demands for existing and future land uses. Plans & Studies: MCDOT Countywide Bus Rapid Transit Study, Final Report (July 2011); County Executive's Transit Task Force (May 2012); and Countywide Transit corridors Functional Master Plan (November 2013).

### Other

The County has programmed funds for the Maryland Department of Transportation (MDOT) to conduct preliminary engineering for a master-planned RTS line on Veirs Mill Road between the Rockville and Wheaton Metro Stations (\$6 million). This study is funded in the State Transportation Participation project, PDF #500722. The Georgia Avenue study was terminated in FY15.

### Fiscal Note

## Rapid Transit System (P501318)

The Maryland Department of Transportation draft Consolidated Transportation Program for 2014-2019 provides \$10 million for County Rapid Transit System planning; \$4.2 million in FY15 and \$5.8 million in FY16. The Department is using these funds to begin facility planning for the MD 355 and US 29 corridors; FY17 includes \$1.6 million in Liquor Bonds reallocated from the State Transportation Participation project. The project originally included \$1 million in Liquor Bonds for facility planning on the New Hampshire Avenue corridor. Those funds have been reallocated to US 29 planning and design. Assumes \$2 million in Impact Taxes from the cities of Rockville and Gaithersburg toward MD 355 facility planning. Assumes \$2 million in private contributions for US 29 planning and design. Reflects reallocation of \$1.3M in GO Bonds from the ADA Compliance Transportation project (#509325) to cover ADA sidewalk upgrades.

The Executive asserts that this project conforms to the requirements of relevant local plans, as required by the Maryland Economic Growth, Resource Protection and Planning Act.

### **Coordination**

Maryland Department of Transportation, Washington Metropolitan Area Transit Authority, Maryland-National Capital Park and Planning Commission, City of Rockville, City of Gaithersburg, Montgomery County Rapid Transit Steering Committee, State Transportation Participation project (#500722)