



## MEMORANDUM

**TO:** Transportation Planning Board  
**FROM:** Lyn Erickson, TPB Plan Coordination and Program Director  
**SUBJECT:** Proposed Additional Project Input – Montgomery County New Hampshire Bus Rapid Transit Project  
**DATE:** January 17, 2018

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The public comment period for projects for inclusion in the Air Quality Conformity Analysis of Visualize 2045 and the FY 2019-2024 Transportation Improvement Program closed on January 13, 2018. Since then, Montgomery County has requested that an additional project input be added to the constrained element of Visualize 2045. Since the scope of the project is regionally significant, and since the request was made after the public comment period closed, staff recommends that an additional 30-day public comment period be initiated for this project. Staff can accommodate this request and maintain the schedule with an October approval of Visualize 2045 as long as the TPB approves Resolution R9-2018 as scheduled. The TPB can then act to include this project at the February 21 meeting, after a satisfactory conclusion of the additional public comment period.

Montgomery County requests the addition of the New Hampshire Bus Rapid Transit Project to the Montgomery County inputs to the constrained element of Visualize 2045. The New Hampshire BRT project travels through Montgomery County, Prince George's County and the District of Columbia. This project provides for the design and construction related to a Bus Rapid Transit (BRT) line on New Hampshire Avenue from the Colesville park-and-ride lot to Eastern Avenue. The supporting documentation is attached for your review.

## OPPORTUNITY FOR PUBLIC COMMENT

All projects included in a conformity determination are subject to public review. On January 17, 2018, the TPB released this project information for a 30-day public comment period which will conclude at 11:59 P.M. on February 15. The attached materials contain the project information. Comments may be submitted:

- Online at [www.mwcog.org/TPBcomment](http://www.mwcog.org/TPBcomment)
- Via email at [TPBcomment@mwcog.org](mailto:TPBcomment@mwcog.org)
- By calling (202) 962-3262, TDD: (202) 962-3213
- Or in writing to: The Transportation Planning Board  
777 North Capitol Street, NE, Suite 300  
Washington, DC 20002-4239

The TPB will be asked to approve this project for inclusion in the Air Quality Conformity Analysis of the constrained element of Visualize 2045 and the FY 2019-2024 Transportation Improvement Program at the February 21 meeting. A second comment period will be held in September 2018 after the

results of the Air Quality Conformity Analysis have been finalized. The TPB will then be asked to approve Visualize 2045 and the Air Quality Conformity Analysis on October 17, 2018.



DEPARTMENT OF TRANSPORTATION

Isiah Leggett  
*County Executive*

Al R. Roshdiah  
*Director*

January 16, 2018

The Honorable Charles Allen, Chair  
National Capital Region Transportation Planning Board  
Metropolitan Washington Council of Governments  
777 North Capitol Street NE  
Suite 300  
Washington, D.C. 20002

Dear Chairman Allen:

Montgomery County would like to request the addition of the New Hampshire Bus Rapid Transit (BRT) Project to the Montgomery County inputs for the constrained element of Visualize 2045. This addition is in response to comments received by the Transportation Planning Board related to project submissions for the air quality conformity analysis required for Visualize 2045.

The New Hampshire BRT Project was originally submitted as a project to be considered as a “study” in the constrained element of Visualize 2045. Montgomery County is requesting to change the project status from “study” to “construction”, which would enable the project to be modeled for air quality conformity. Montgomery County has also determined that there is enough funding in the financial forecast to support this project for inclusion. The project is a priority BRT project for the County and is in the Countywide Transit Corridors Functional Master Plan.

The New Hampshire BRT project travels through Montgomery County, Prince George’s County and the District of Columbia. This project provides for the design and construction of a BRT line on New Hampshire Avenue from the Colesville park-and-ride lot to Eastern Avenue and continuing on to the Takoma Metro Station in the District of Columbia. New Hampshire Avenue is a commuter corridor, with most traffic flowing southbound in the morning and northbound in the evening. Activity centers are located at Takoma/Langley Crossroads and the emerging mixed-use center at White Oak. Corridor recommendations, from north to south, include a mixed traffic transitway from Colesville park-and-ride to Lockwood Drive, and dedicated lane(s) from Lockwood Drive to the District line. 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.

**Office of the Director**

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[www.montgomerycountymd.gov/dot](http://www.montgomerycountymd.gov/dot)

Charles Allen, Chair  
January 16, 2018  
Page 2

The Project Description Form for Visualize 2045 is attached.

Please contact me if you have any questions.

Sincerely,



Al Roshdieh  
Director

# PROJECT SUBMISSION FORM

## Basic Project Information

CEID 3672

1. **Submitting Agency:** Montgomery County Department of Transportation
2. **Secondary Agency:**
3. **Agency Project ID:** CIP 501318
4. **Project Type:**  Interstate  Primary  Secondary  Urban  Bridge  Bike/Ped  Transit  CMAQ  
 ITS  Enhancement  Other  Federal Lands Highways Program  
 Human Service Transportation Coordination  TERMS
5. **Category:**  System Expansion  System Maintenance  Operational Program  Study  Other
6. **Project Name:** **New Hampshire Avenue Corridor Bus Rapid Transit (BRT)**
7. **Facility:**

Prefix	Route	Name	Modifier
MD	650	New Hampshire Avenue	
		Colesville Park-and-Ride Lot	
		Eastern Avenue	
8. **From** ( **at**):
9. **To:**
10. **Description:** This project provides for the design and construction related to a Bus Rapid Transit (BRT) line on New Hampshire Avenue from the Colesville park-and-ride lot to Eastern Avenue. New Hampshire Avenue is a commuter corridor, with most traffic flowing southbound in the morning and northbound in the evening. Activity centers are located at Takoma/Langley Crossroads and the emerging mixed-use center at White Oak. Corridor recommendations, from north to south, include a mixed traffic transitway from Colesville park-and-ride to Lockwood Drive, and dedicated lane(s) from Lockwood Drive to the District line. 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.
11. **Projected Completion Year:** 2045
12. **Project Manager:** Joana Conklin
13. **Project Manager E-Mail:** Joana.Conklin@montgomerycountymd.gov
14. **Project Information URL:** <http://montgomeryplanning.org/transportation/highways/brt.shtm>
15. **Total Miles:** 8.4 miles
16. **Schematic (file upload):**
17. **State/Local Project Standing (file upload):**
18. **Jurisdictions:** Montgomery County
19. **2018 Baseline Cost (in Thousands):** \$285,000 cost estimate as of 10/25/2017
20. **Amended Cost (in Thousands):** cost estimate as of MM/DD/YYYY
21. **Funding Sources:**  Federal  State  Local  Private  Bonds  Other

## Regional Policy Framework

Questions 22-27 address the goals identified in the Regional Transportation Priorities Plan. Question 28 should be used to provide additional context of how this project supports these goals or other regional needs identified in the Call for Projects.

### 22. Provide a Comprehensive Range of Transportation Options

Please identify all travel mode options that this project provides, enhances, supports, or promotes.

- |   |   |   |   |
|---|---|---|---|
| <input type="checkbox"/> Single Driver        | <input type="checkbox"/> Carpool/HOV          |   |   |
| <input checked="" type="checkbox"/> Metrorail | <input type="checkbox"/> Commuter Rail        | <input type="checkbox"/> Streetcar/Light Rail |   |
| <input checked="" type="checkbox"/> BRT       | <input type="checkbox"/> Express/Commuter bus | <input checked="" type="checkbox"/> Metrobus  | <input checked="" type="checkbox"/> Local Bus |
| <input checked="" type="checkbox"/> Bicycling | <input checked="" type="checkbox"/> Walking   | <input type="checkbox"/> Other                |   |

Does this project improve accessibility for historically transportation-disadvantaged individuals (i.e., persons with disabilities, low-incomes, and/or limited English proficiency?)

## 23. Promote Regional Activity Centers

- Does this project begin or end in an Activity Center?
- Does this project connect two or more Activity Centers?
- Does this project promote non-auto travel within one or more Activity Centers?

## 24. Ensure System Maintenance, Preservation, and Safety

- Does this project contribute to enhanced system maintenance, preservation, or safety?

## 25. Maximize Operational Effectiveness and Safety

- Project is primarily designed to reduce travel time on highways and/or transit without building new capacity (e.g., ITS, bus priority treatments, etc.)?
- Does this project enhance safety for motorists, transit users, pedestrians, and/or bicyclists?

## 26. Protect and Enhance the Natural Environment

- Is this project expected to contribute to reductions in emissions of criteria pollutants?
- Is this project expected to contribute to reductions in emissions of greenhouse gases?

## 27. Support Interregional and International Travel and Commerce

Please identify all freight carrier modes that this project enhances, supports, or promotes.

- Long-Haul Truck    Local Delivery    Rail    Air

Please identify all passenger carrier modes that this project enhances, supports, or promotes.

- Air    Amtrak intercity passenger rail    Intercity bus

## 28. Additional Policy Framework Response

Please provide additional written information that describes how this project further supports or advances these and other regional goals or needs.

**Advances goals of Master Plans in White Oak and Silver Spring.**

## Federal Planning Factors

### 29. Please identify any and all planning factors that are addressed by this project:

- a.  Support the **economic vitality** of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency.
- b.  Increase the **safety** of the transportation system for all motorized and non-motorized users.
  - i. Is this project being proposed specifically to address a safety issue?  Yes;  No
  - ii. If yes, briefly describe (in quantifiable terms, where possible) the nature of the safety problem:
- c.  Increase the ability of the transportation system to support **homeland security** and to safeguard the personal security of all motorized and non-motorized users.
- d.  Increase **accessibility and mobility** of people.
- e.  Increase accessibility and mobility of **freight**.
- f.  Protect and enhance the **environment**, promote energy conservation, improve the quality of life, and promote consistency between transportation improvements and State and local planned growth and economic development patterns.
- g.  Enhance the **integration and connectivity** of the transportation system, across and between modes, for people and freight.
- h.  Promote efficient system **management and operation**.
- i.  Emphasize the **preservation** of the existing transportation system.
- j.  Improve **resiliency** and reliability of the transportation system and reduce or mitigate stormwater impacts of surface transportation.



- k.  Enhance travel and **tourism**.

## Environmental Mitigation

30. Have any potential mitigation activities been identified for this project?  Yes;  No
- a. If yes, what types of mitigation activities have been identified?
- Air Quality;  Floodplains;  Socioeconomics;  Geology, Soils and Groundwater;  Vibrations;
- Energy;  Noise;  Surface Water;  Hazardous and Contaminated Materials;  Wetlands

## Congestion Management Information

### 31. Congested Conditions

- a. Do traffic congestion conditions necessitate the proposed project or program?  Yes;  No
- b. If so, is the congestion recurring or non-recurring?  Recurring;  Non-recurring
- c. If the congestion is on another facility, please identify it:

### 32. Capacity

- a. Is this a capacity-increasing project on a limited access highway or other principal arterial?  Yes;  No
- b. If the answer to Question 32.a was “yes”, are any of the following exemption criteria true about the project? (Choose one, or indicate that none of the exemption criteria apply):
- None of the exemption criteria apply to this project – a Congestion Management Documentation Form is required
- The project will not use federal funds in any phase of development or construction (100% state, local, and/or private funding)
- The number of lane-miles added to the highway system by the project totals less than one lane-mile
- The project is an intersection reconstruction or other traffic engineering improvement, including replacement of an at-grade intersection with an interchange
- The project, such as a transit, bicycle or pedestrian facility, will not allow private single-occupant motor vehicles
- The project consists of preliminary studies or engineering only, and is not funded for construction
- The construction costs for the project are less than \$10 million.
- c. If the project is not exempt and requires a Congestion Management Documentation Form, click here to open a blank Congestion Management Documentation Form.

## Record Management

33. Completed Year:
34. Project is being withdrawn from the CLRP:  Yes
35. Withdrawn Date: MM/DD/YYYY
36. Record Creator:
37. Created On:
38. Last Updated by:
39. Last Updated On:
40. Comments: