

TPB R34-2009
June 17, 2009

**NATIONAL CAPITAL REGION TRANSPORTATION PLANNING BOARD
777 NORTH CAPITOL STREET, N.E.,
WASHINGTON, D.C. 20002-4239**

**RESOLUTION ON INCLUSION OF THE PURPLE LINE LIGHT RAIL PROJECT
SUBMISSION IN AN AIR QUALITY CONFORMITY ANALYSIS FOR AN
AMENDMENT TO THE 2009 CONSTRAINED LONG RANGE PLAN (CLRP) AND FY
2010-2015 TRANSPORTATION IMPROVEMENT PROGRAM (TIP)**

WHEREAS, the National Capital Region Transportation Planning Board (TPB), as the metropolitan planning organization for the Washington Metropolitan area, has the responsibility under the provisions of Safe, Accountable, Flexible, and Efficient Transportation Equity Act - A Legacy for Users (SAFETEA-LU) for developing and carrying out a continuing, cooperative and comprehensive transportation planning process for the metropolitan Area; and

WHEREAS, the Joint Planning Regulations issued February 14, 2007 by the Federal Transit Administration (FTA) and the Federal Highway Administration (FHWA) require that the long range transportation plan be reviewed and updated at least every four years ; and

WHEREAS, the transportation plan, program and projects must be assessed for air quality conformity as required by the conformity regulations originally published by the Environmental Protection Agency in the November 24, 1993 *Federal Register* and with latest amendments published in the *Federal Register* on July 1, 2004; and

WHEREAS, on July 15, 2009, the TPB is scheduled to approve the 2009 CLRP and FY 2010-2015 TIP; and

WHEREAS, the Maryland Mass Transit Administration (MTA) has completed the Alternative Analysis and Draft Environmental Impact Statement (DEIS) for the Purple Line, and is preparing to submit a New Starts application to FTA for funding in the Fall of 2009; and

WHEREAS, the Maryland Department of Transportation (MDOT) has requested that the TPB initiate the process to amend the 2009 CLRP to include the 16-mile Purple Line between Bethesda and New Carrollton, as described in the enclosed materials; and

WHEREAS, at the TPB Citizens Advisory Committee(CAC) meeting on May 14, 2009 the Purple Line project submission for the 2009 CLRP and FY 2010-2015 TIP was released for a 30-day public comment and interagency consultation period which ended June 13; and

WHEREAS, on June 17, the TPB was briefed on the project submission for the 2009 CLRP and FY 2010-2015 TIP, the public comments received on the it, and the recommended responses to the public comments; and

WHEREAS, the project submission has been developed to meet the financial plan requirements in the Metropolitan Planning Rules; and

WHEREAS, the draft air quality conformity results for the amendment to the 2009 CLRP and the FY 2010-2015 TIP are scheduled to be released for public comment on September 10, 2009 and approved by the TPB at its October 21, 2009 meeting;

NOW, THEREFORE, BE IT RESOLVED THAT the National Capital Region Transportation Planning Board approves the Purple Line Light Rail project submission, as described in the attached material, for inclusion in the air quality conformity analysis of an amendment to the 2009 Constrained Long Range Plan and FY 2010-2015 TIP.

Adopted by the Transportation Planning Board at its regular meeting on June 17, 2009.

National Capital Region Transportation Planning Board

777 North Capitol Street, N.E., Suite 300, Washington, D.C. 20002-4290 (202) 962-3310 Fax: (202) 962-3202

MEMORANDUM

June 11, 2009

TO: Transportation Planning Board

FROM: Ronald F. Kirby
Director of Transportation Planning

SUBJECT: Review of Comments Received and Recommended Responses on the Purple Line Project Submission for Inclusion in an Air Quality Conformity Assessment for an Amendment to the 2009 CLRP and FY 2010-2015 TIP

Background

At the May 20, 2009 meeting, the Board was briefed on the Maryland Department of Transportation's (MDOT) request to amend the 2009 CLRP to include the 16-mile Purple Line connecting the New Carrollton and Bethesda Metrorail stations, as described in the enclosed materials. The Purple Line project submission was released for a 30-day public comment and interagency consultation period at the TPB Citizens Advisory Committee (CAC) meeting on May 14. This public comment period closed on June 13, 2009.

Public comments submitted by individuals, organizations, and businesses were posted as they were received on the TPB web site at <http://www.mwcog.org/transportation/public/comments.asp>. This memorandum provides recommended responses to comments received through the close of business on June 10. The public comment period will close on June 13.

The Board will be briefed on all comments received through June 13 and recommended responses at the June 17, 2009 meeting.

Comments and Responses

A listing of the comments received through June 10 and recommended responses are presented in the following pages. There is also a detailed memorandum from MDOT on the proposed transitway and its impact on the Capital Crescent Trail.



Maryland Department of Transportation
The Secretary's Office

Martin O'Malley
Governor

Anthony G. Brown
Lt. Governor

Beverley K. Swaim-Staley
Acting Secretary

June 10, 2009

The Honorable Charles A. Jenkins
Chairman
National Capital Region Transportation Planning Board
Metropolitan Washington Council of Governments
777 North Capitol Street, N.E. – Suite 300
Washington DC 20002

Dear Chairman Jenkins:

As you are aware, the Maryland Department of Transportation (MDOT) has requested that the amendment process be initiated to amend the FY 2009 Constrained Long Range Plan (CLRP) to include the Purple Line Transit Project. The Purple Line is a future 16-mile transitway between New Carrollton and Bethesda Metrorail Stations. MDOT desires to provide more information to the TPB on the public comments and concerns received at last month's meeting regarding the inclusion of the balance of the Purple Line project into the CLRP. The attached memo contains detailed information about the history of the trail as it relates to the project, and how the project proposes to address the concerns heard over this section of the Purple Line project that is currently contained in the CLRP.

We appreciate your cooperation in this matter. If you have any questions or concerns, please do not hesitate to contact Ms. Lyn Erickson at 410-865-1279, toll-free at 888-713-1414 or via email at lerickson@mdot.state.md.us. Of course, please feel free to contact me directly.

Sincerely,

A handwritten signature in black ink, appearing to read "Donald A. Halligan".

Donald A. Halligan, Director
Office of Planning and Capital Programming

The Honorable Charles A. Jenkins
Page Two

Attachment

cc: Ms. Lyn Erickson, Manager, Regional Planning, Office of Planning and Capital Programming, Maryland Department of Transportation
Mr. Ronald Kirby, Director, Department of Transportation Planning, Metropolitan Washington Council of Governments
Ms. Heather Murphy, Deputy Director, Office of Planning and Capital Programming, Maryland Department of Transportation
Mr. Michael Nixon, MPO Manager, Regional Planning, Office of Planning and Capital Programming, Maryland Department of Transportation
Ms. Diane Ratcliff, Director, Office of Planning, Maryland Transit Administration
Mr. Greg Slater, Maryland, Director, Office of Planning and Preliminary Engineering, State Highway Administration

MEMORANDUM

TO: Don Halligan,
Director, MDOT

FROM: Michael D. Madden
Chief, Project Development
Office of Planning

SUBJECT: Purple Line Transitway and Trail

DATE: June 9, 2009

Introduction

The recent application by MDOT requesting an amendment to the Constrained Long Range Plan to include the Purple Line project has generated various questions from stakeholder groups along the corridor. One particular issue which generated a number of comments and a number of questions from MWCOG Board members is the issue of the trail in the western segment of the project between Silver Spring and Bethesda. This issue has been an ongoing coordination effort on this project since the project outset with much effort devoted to outreach with community members on project alternatives and design options. This memorandum has been prepared to summarize information about the trail and to provide clarity on the issues so that board members may be fully informed prior to voting on the project.

There are specifics of the design of the trail that have been identified in the following pages. A summary of the information presented in this document includes:

- The Purple Line transitway does not replace the trail. The Purple Line will include both a transitway and trail between Silver Spring and Bethesda.
- The 3-mile Georgetown Branch alignment between Bethesda and the CSX alignment was purchased by Montgomery County in 1988 for the purpose of building a transit connection between Bethesda and Silver Spring central business districts (CBD).
- The Georgetown Branch right-of-way has been a part of the County Master Plan as a transitway and trail since its initial adoption 1990.
- The Purple Line project will facilitate the completion of a direct trail connection between the Silver Spring and Bethesda CBDs, where one does not now exist.
- Significant efforts have been undertaken to design a trail that is safe, attractive and desirable as a community resource
- Trails and high capacity transit systems can co-exist and do so around the world.
- Choosing an alternate alignment has implications for vehicle type, to the residents along Jones Bridge Road, and to the larger number of Purple Line destined to downtown Bethesda.
- The Jones Bridge Road alignment is 11.2 minutes longer than the Georgetown branch Master Plan alignment.

Specifics of the Purple Line and Trail

The Purple Line is a 16.3-mile high-capacity transit line connecting Bethesda, Silver Spring, Takoma Park, College Park and New Carrollton. The trail portion included as part of the study is between Silver Spring and Bethesda only.

The connection between Bethesda and Silver Spring is approximately 4.2 miles in length for the most direct connection along the Master Plan alignment (see Figure 2).

Of the 4.2 miles:

- 1.2 miles is between the Silver Spring Transit Center and the Georgetown Branch alignment along the CSX right-of-way.
- 1.2 miles is between the CSX right-of-way and Jones Mill Road
- 1.8 miles is between Jones Mill Road and the Bethesda CBD.

It is important to note that only the 1.8-mile segment has an alternative alignment option – that being the Low Investment BRT alignment identified in the Alternatives Analysis / Draft Environmental Impact Statement (AA/DEIS). The other 2.4 miles are part of all build alternatives.

Figure 1 below identifies the current study alignment alternatives connecting the urban centers. The highlighted corridor in red represents the portion of the alignment for which an alternative transit alignment exists.

Figure 1 - Purple Line Alignment Alternatives

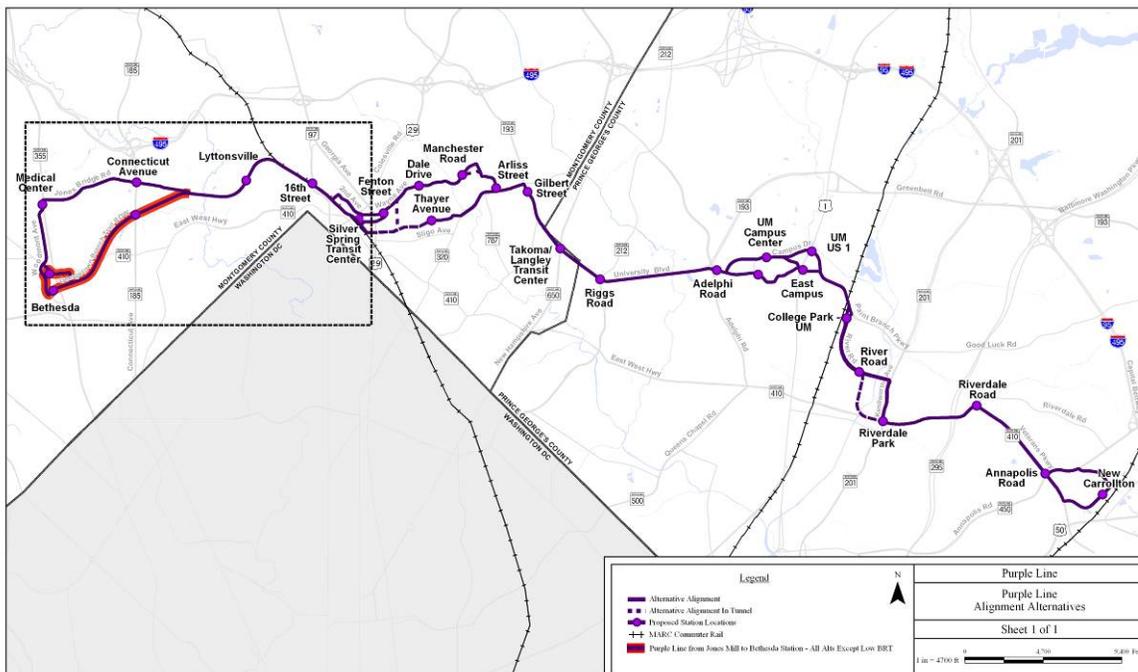
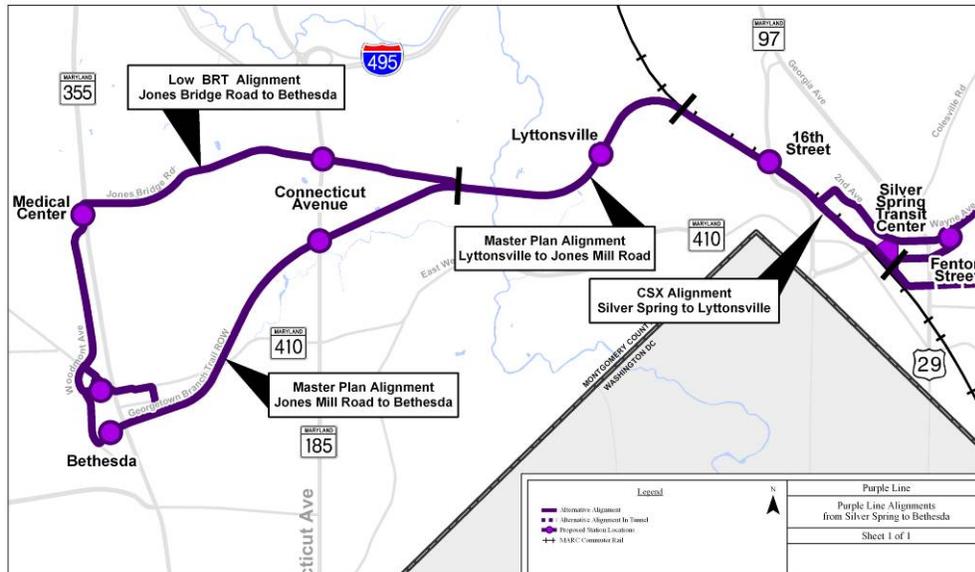


Figure 2 identifies the various segments as identified in the bulleted list above. This map is provided for reference.

Figure 2 - Purple Line Alternative Alignments - Bethesda to Silver Spring



Background of the Alignment

Prior to 1988 the Georgetown Branch right-of-way was owned by CSX railway which used the rail alignment as a freight connector into the Georgetown section of Washington DC. The segment from Bethesda to Washington was purchased by Montgomery County with trail funding and converted into the Capital Crescent Trail. The Georgetown Branch right-of-way connecting Bethesda with the CSX alignment near Silver Spring was purchased in 1988 by Montgomery County for the purposes of providing a future transit, trail and utility connection between downtown Bethesda and Silver Spring. The soft surface trail that exists today was built by Montgomery County as a temporary trail to provide access located until the point where a permanent trail could be built alongside the transitway when funding was secured.

The origins of the Purple Line date back to 1988 when MDOT performed a study of potential light rail corridors in the state and identified the Purple Line alignment as a corridor with significant cost effectiveness potential given regional connectivity between activity centers. The corridor has been undergoing a series of studies since that time culminating in the recent issuance of the AA/DEIS last fall.

Trail System Connectivity

As noted above, a trail connection between the Silver Spring and Bethesda CBDs does not currently exist. Trail users are required to leave the Georgetown Branch right-of-way near Lyttonsville to travel on streets to reach the Silver Spring CBD (see Figure 2). The Purple Line project includes negotiating agreements with CSX and identifying sufficient right-of-way to provide for both the transitway and trail to make the connection between Lyttonsville and the Silver Spring Transit Center (currently under construction).

Regional trail connections will be enhanced with the completion of the Purple Line project as trail users traveling along the Capital Crescent Trail in Bethesda will have direct access to the Metropolitan Branch Trail which is currently being constructed between Silver Spring and Union Station in Capitol Hill. The new trail will also connect the Green Trail along Wayne Avenue and extending northward from the Silver Spring CBD. It is due to this improvement in trail connectivity and linkages to transit that the Washington Area Bicycling Coalition, the Sierra Club and a list of other advocacy groups have issued statements in support of the project.

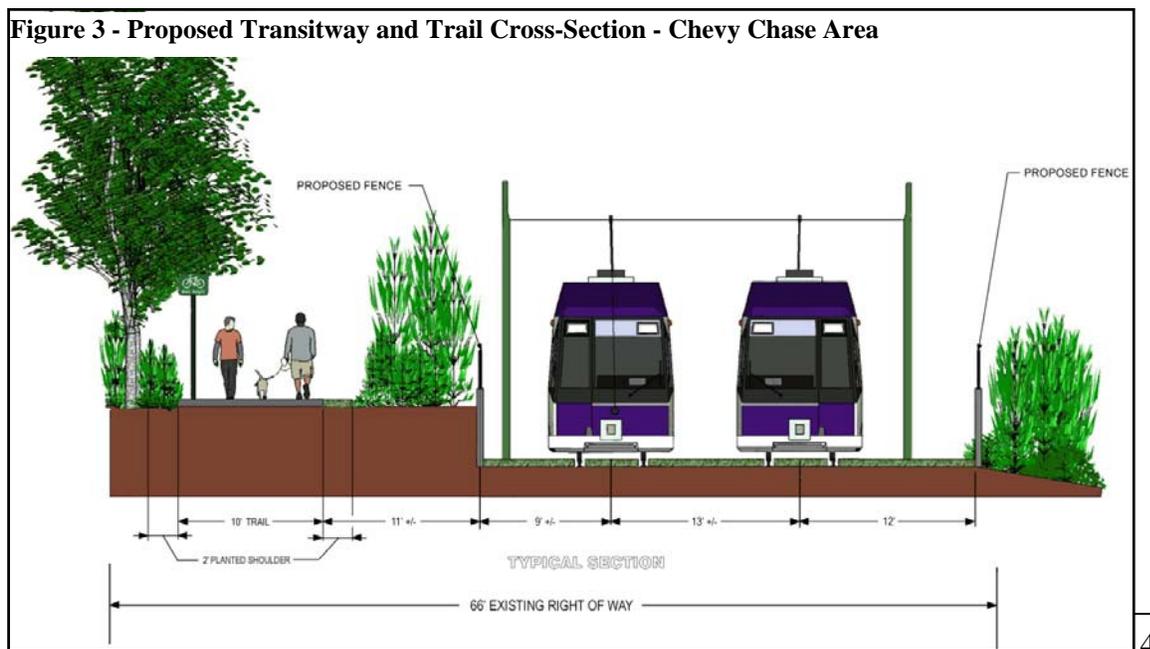
Design of the Trail

The Georgetown Branch right-of-way between Lyttonsville and Bethesda varies in width, with some segments over 100 feet wide. The right-of-way in the Chevy Chase area is approximately 100 feet through the Columbia Country Club property and 66 feet wide as it travels along the northern border of the Town of Chevy Chase. The right-of-way narrows at the point of entry underneath the Air Rights building and continues with limited right-of-way to the station area. The MTA has performed a number of engineering studies to design the transitway and trail so that the trail and transitway are compatible, and is both aesthetically pleasing and fits within available rights of way.

Figure 3 below identifies expected trail design for much of the 3-mile alignment connecting Lyttonsville and Bethesda. The trail is designed raised above the grade of the transitway to provide a more desirable trail experience. Plantings and fences are used to screen the transitway and trail to separate the spaces and provide for a safe environment. The design of the transitway and trail has been developed through an ongoing coordination process with local government stakeholders and following a series of public outreach meetings.

Transit and Trails

High capacity transit services and pedestrian trails, including heavy and light rail systems and BRT, exist in shared corridors around the world. The Orange Line BRT in Los Angeles is one example of a converted rail corridor that has been built to accommodate both transit and trail.



For light rail systems there are many examples internationally of systems where transit and trails exist side by side. Photos of some of these systems are included below.



The Hague – Netherlands



Freilburg, Germany

Travel Time Considerations

A determining factor of the desirability of the transit link between the Silver Spring and Bethesda CBDs is the amount of time it takes to travel the four mile distance. The Master Plan alignment alternatives all travel in dedicated right of way, while the Jones Bridge Road alignment travels in mixed traffic. Other travel time differences are attributable to whether grade separations are assumed. Travel times between the two urban centers are 8-13 minutes for

Master Plan alternatives and between 20-25 minutes for the Jones Bridge Road alignment – depending on the assumptions used.

Modal Considerations

The Purple Line project represents a significant investment for the citizens of Maryland in creating connections between urban centers in the inner suburban ring and provides connectivity to four legs of the Washington Metro system, the MARC system in Maryland and Amtrak at New Carrollton. This connectivity is expected to generate a significant demand for transit in the corridor.

The Purple Line Alternatives developed for this project include three light rail alignments and three bus rapid transit alignments that vary depending on the level of investment required to construct the system. Of the six alternatives, five were travel along the Master Plan alignment to connect directly to the Bethesda CBD. The alternative identified for Jones Bridge Road is a BRT alternative only (see Figure 2). This is due to the physical constraints and significant costs that would be required to construct a light rail line along this longer route into Bethesda, making the project less cost competitive under New Starts guidelines.

An analysis conducted by the Maryland-National Capital Park and Planning Commission has identified that, given ridership estimates, a BRT system will be at capacity for the 2030 design year while the LRT alignment maintains flexibility for expansion. Given the scale of the investment the state of Maryland should consider the needs of the corridor beyond the 25 year future used under the federal planning process.

BRAC Improvements

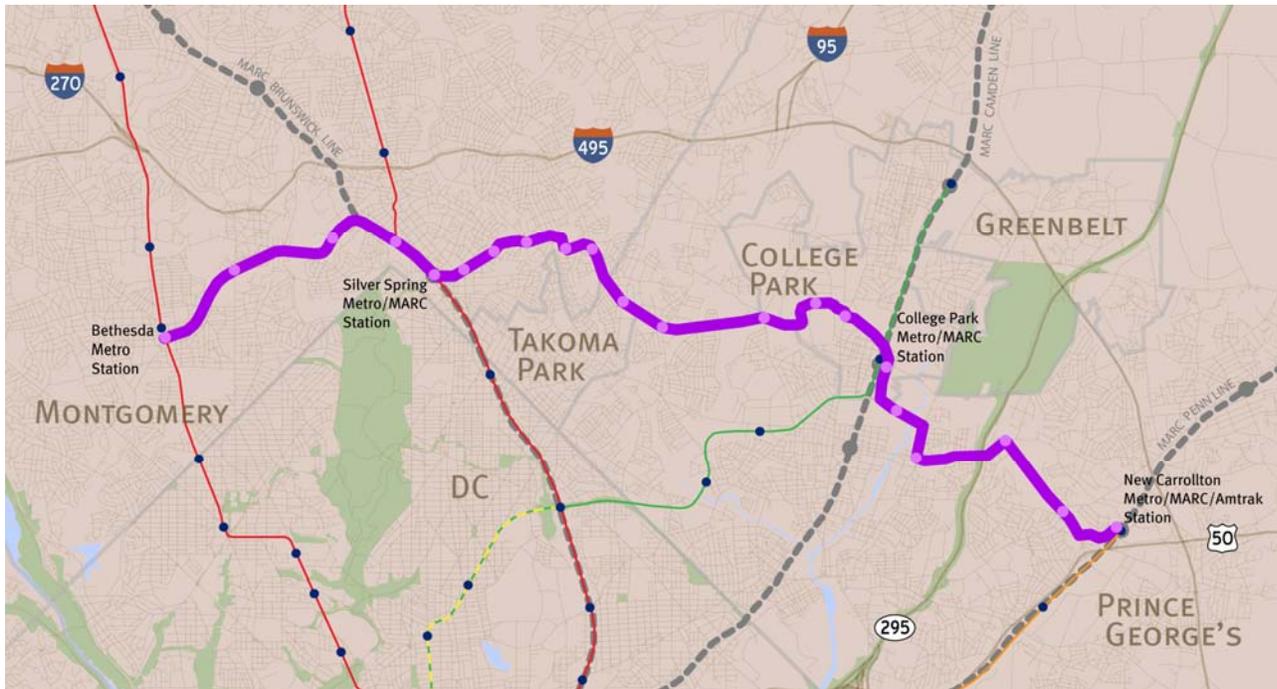
Identified actions to combine military facilities under the Base Realignment and Closure act include the transfer of a third of the functions currently housed at the Walter Reed Army Hospital in Washington DC to the Bethesda National Naval Medical center along Jones Bridge Road. The increase in employment and visitor trips to this facility requires that transportation improvements be made to the surrounding network to handle expected traffic increases.

MD SHA has identified a number of roadway improvements that have could address the projected traffic increases. These improvements include widening Jones Bridge Road at two intersections along the alignment of the Purple Line Low Investment BRT alternative. The Purple Line design recommendations in this area include the construction of queue jumper lanes to allow for BRT vehicles to bypass the vehicles waiting at traffic signals at major intersections. The cumulative effect of these improvements, should they all be constructed, will result in private property takes in this area in excess of those identified in documents to date.

Proposed for Amendment to the 2009 Update to the Constrained Long-Range Transportation Plan (CLRP)



Purple Line from Bethesda to New Carrollton



Design, construct and operate a light rail system in Montgomery and Prince George's Counties between Bethesda and New Carrollton. The 16-mile long facility features 21 stations and will connect to Metro stations on the Red Line (Bethesda, Silver Spring), the Green Line (College Park) and Orange Line (New Carrollton), as well as MARC and Amtrak rail stations.

Length:	16 miles
Complete:	2018
Cost:	\$1.685 billion
Source:	Federal and state funding

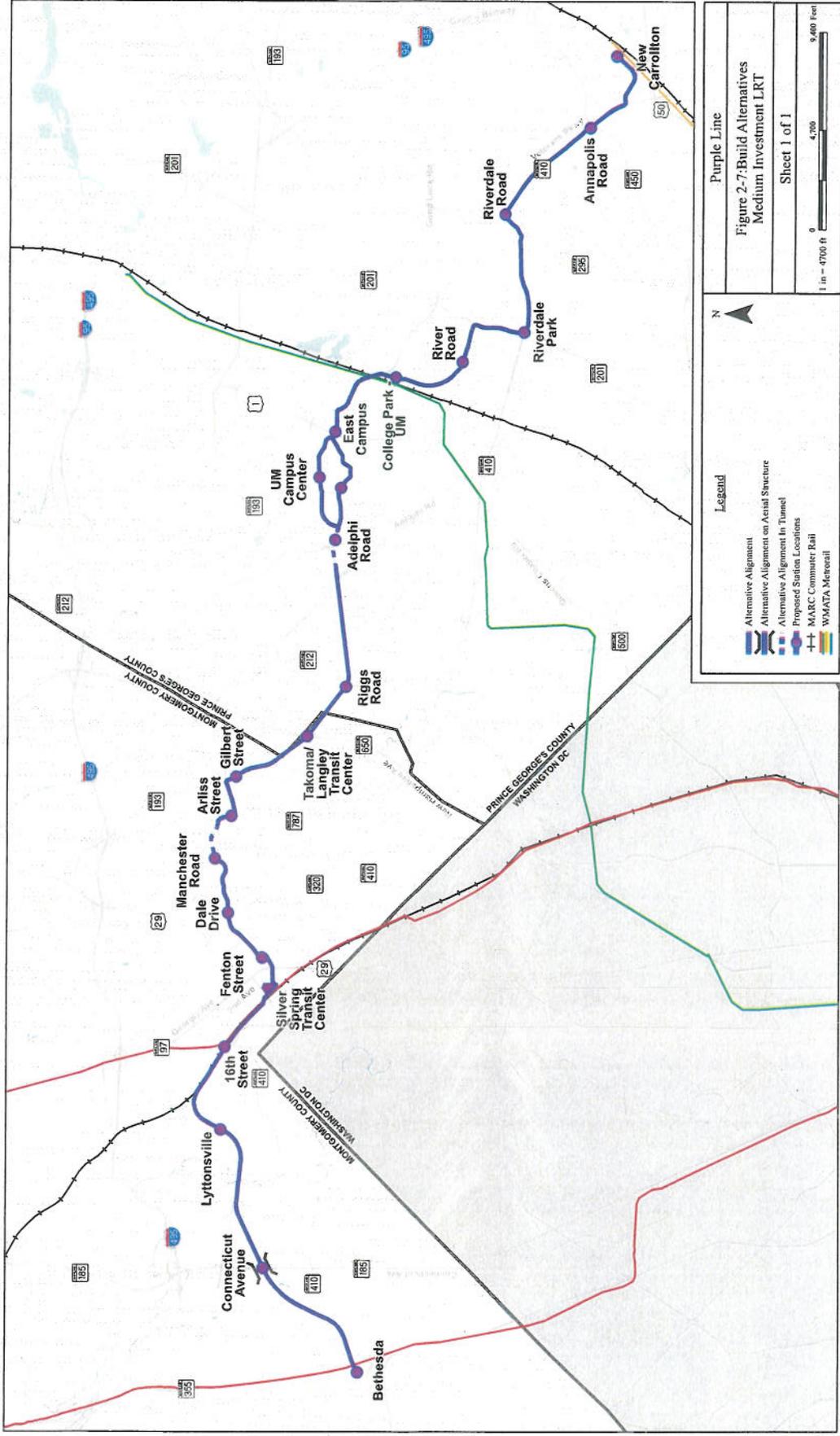


Purple Line Connections

Legend

- MARC Station
- Purple Line - Bethesda to New Carrollton
- Red Line - Glenmont to Shady Grove
- Orange Line - New Carrollton to Vienna/Fairfax-GMA
- Blue Line - Franconia-Springfield to Largo Town Center
- Green Line - Branch Avenue to Greenbelt
- Yellow Line - Huntington to Mt. Vernon Sq./7th St.-Convention Center





Purple Line

**Figure 2-7: Build Alternatives
Medium Investment LRT**

Sheet 1 of 1

Legend

- Alternative Alignment
- Alternative Alignment on Actual Structure
- Alternative Alignment in Tunnel
- Proposed Station Locations
- MAARC Commuter Rail
- WMATA Metrorail

1 in = 4700 ft

0 4,700 9,400 Feet

	Comment	Response
1	The Transitway will negatively impact the Capital Crescent Trail	The impacts of the Transitway on the Capital Crescent Trail are discussed in detail in the attached MDOT memorandum of June 9, 2009
2	Expedite the Process of Approving the Project	The project approval process is determined by Federal guidance and is in keeping with procedural requirements of the MPO. Expediting the process would be outside of the identified public review process and will not be considered.
3	Purple Line Contributes to Smart Growth	Land uses are determined by local jurisdictions and used to develop air quality conformity calculations. The purpose and need of the project identified the desire to link mixed use centers.
4	Funding of Project Not Possible Given Economic Conditions	See MDOT funding memorandum of May 14, 2009 outlining funding availability for the project given transportation trust fund assumptions.
5	Incorporation into CLRP should not be for light rail	A light rail project was assumed as it incorporates conservative (high side) project cost estimate. Air quality benefits are similar for both LRT and BRT modes.
6	Light Rail not viable alternative	See Purple Line AA/DEIS for information on light rail vs. Bus Rapid Transit. Analysis conducted identifies capacity constraints for BRT system.
7	Greater Transportation Investment is Needed on the Highways to Support Expected Growth and not on the Purple Line	Priorities for transportation investment are based on state studies and transportation plans. The Purple Line has been identified as a needed transportation link between Metrorail lines and to serve suburban mixed use centers.
8	Purple Line Should be Underground Heavy Rail	Project specifics have been identified in MTA documents issued over the life of the planning study. There is no current available funding for underground heavy rail.
9	Strong support for project from trail user groups, especially Bike groups as long as trail is built!	The Georgetown Branch right-of-way was purchased by the county for a joint transit and trail facility.
10	Rejecting the PL because of the trail will create a precedent for not building trails along side other train lines	The project was developed in coordination with Montgomery county P&P Trail staff. The Georgetown Branch right-of-way was purchased by the county for a joint transit and trail facility.
11	Regional trail users support the project and the trail.	The Trail will be part of a regional network and is used by many people outside the immediate local area
12	Town of Chevy Chase believes Low BRT alternative on Jones Bridge Road not optimized.	The MTA evaluated an option that included Jones Bridge Road with the Medium Investment BRT east of Jones Mill Road. This is documented in the AA/DEIS
13	Because of BRAC Jones Bridge Road alternatives will serve Bethesda and the Medical Center area better.	The MTA has analyzed the impact of BRAC on the Purple Line. This is available on the Purple Line website: www.purplelinemd.com
14	Cost of the project must be considered, fiscal responsibility.	MTA has analyzed the funding capacity of the state and determined that the project is feasible.

15	PL is needed: travel times savings, provides alternative to driving, connections to Metrorail, climate change, reduction sin car ownership, etc.	The MTA has identified a strong need for the project in this and other studies.
16	PL is the first link in larger regional transit service	The Purple Line was a top priority transit project among a number of transit lines in the MWCOG report: <i>The Potential for Circumferential Transit in the Washington Region (1993)</i> .
17	LRT, because it will attract more riders, divert more drivers, have less emissions, is beneficial to the environment despite the	The AA/DEIS includes a full environmental analysis of the alternatives.
18	Reduction of Green house gases in critical to reduce global warming and to do this we need to get people out of their cars. Sprawl is a large contributor to the high car usage	The Purple Line is in line with the State of Maryland goals and objectives for Smart Growth in reduction of sprawl.
19	An investment in LRT will enhance property values, stabilize communities, support economic development	LRT has been shown to provide many of these community benefits.
20	Efforts should be made to support affordable housing and local businesses in communities like Langley Park	County plans and policies are the tools to do this.



Maryland Department of Transportation
The Secretary's Office

Martin O'Malley
Governor
Anthony G. Brown
Lt. Governor
John D. Porcari
Secretary
Beverley K. Swaim-Staley
Deputy Secretary

May 14, 2009

The Honorable Charles A. Jenkins, Chairman
National Capital Region Transportation Planning Board
Metropolitan Washington Council of Governments
777 North Capitol Street, N.E. – Suite 300
Washington DC 20002

Dear Chairman Jenkins:

As you are aware, the Maryland Department of Transportation (MDOT) has requested that the amendment process be initiated to include the Purple Line Transit Project in the FY 2009 Constrained Long Range Plan (CLRP). The Purple Line is a future 16-mile transitway between New Carrollton and Bethesda Metrorail Stations. Please refer to our letter dated April 23 describing the project and the amendment in detail.

This letter is to inform you that we are revising our amendment request, and to provide details on the financial analysis that makes this amendment possible. There has been one change to the amendment request as it relates to the Purple Line project. The project costs that were provided are shown in 2009 "constant dollars," and federal rules require that costs be considered in "year of expenditure dollars." This requirement means an inflation rate must be applied to the project cost, which will increase it to an amount higher than previously indicated. We applied an average inflation rate of 2.8%. For the purposes of the fiscal constraint analysis, the cost of the project is now \$1.68 billion. Please see the attached revised CLRP Form, which reflects this cost.

Even with these higher costs, we wish to continue our request to amend the Purple Line into the CLRP. As you know, federal regulations mandate that the CLRP be fiscally constrained and that the funding sources for projects must be "reasonably expected to be available." To accommodate these requirements, MDOT would like to include the additional revenue expected to be received from legislation enacted by the Maryland General Assembly in the Fall 2007 and revise the original amendment request to include the removal of two projects within 2009 CLRP. The two projects to be removed from the CLRP are the MD 28/MD 198 and the MD 3 Highway Projects. They will be downgraded to the Illustrative List as a "Study."

The current CLRP is operating under the "Analysis of Resources for the 2006 Financially Constrained Long-Range Transportation Plan for the Washington Region" (CLRP Financial Plan). Since approval of the 2006 CLRP Financial Plan, the State of Maryland legislatively enacted a revenue increase to the Transportation Trust Fund (TTF) during the 2007 Special

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 Charles A. Jenkins
Page Two

Session. This legislative action increased the State's sales tax and vehicle titling tax. A portion of the sales tax and all of the titling tax is dedicated to the TTF to support the operating programs and capital projects of the Department.

Because of the methodology used in its development, the projections provided for the 2006 CLRP Financial Plan would not ordinarily be revised. MDOT develops its projections based on the underlying trends of its historical sources of funds. These trends include normal growth caused by increased volume, population and inflation, as well as, prior periodic revenue increases. By using this data to project future funding, the impact of future periodic increases is automatically built into the revenue projections. However, as we learned from a recent exercise done for the Baltimore Regional Transportation Board (BRTB), the revenue increase from the 2007 Special Session was larger than the trend analysis projected.

The BRTB requested an analysis on the impact the 2007 General Assembly Revenue Increase had on their CLRP forecast. Focusing on just the change in State dollars, the analysis showed that additional funding would be available sooner than anticipated. Starting in fiscal 2012, the additional funds available statewide would be split between system preservation and expansion, allotted between surface and non-surface transportation, and then allocated by region using the same factors as the original 2006 update. On February 24, 2009, the BRTB approved an amendment to their CLRP to include the 2007 Revenue Increase and add projects to their Plan.

This recently approved statewide analysis was used as the basis to determine the Washington Region's portion of the revenue increase. As detailed in the attachment, this analysis shows that nearly \$500 million in additional state funding can be available through 2030 from the Maryland Transportation Trust Fund. Consistent with the 2006 CLRP Financial Plan, MDOT assumes that 50 percent of the funding for major transit projects will be Federal New Starts Funding. Applying the same assumption to the Revenue Increase funding, MDOT has determined there is an additional \$1 billion of funding that can reasonably be expected to be available (\$500 million in state dollars and \$500 million in New Starts dollars) for the Purple Line project.

In the 2006 CLRP Financial Plan, on Page 5, Table 2, MDOT identified \$419 million for the Purple Line. MDOT also identified \$61 million as a placeholder for future New Starts projects. In combination, this means that the 2006 CLRP Financial Plan has already identified \$480 million dollars available for the project (\$240 million in state dollars, and \$240 million in New Starts dollars).

As mentioned above, MDOT is requesting that the MD 28/MD 198 construction project and the MD 3 construction project be removed from the CLRP and the associated funding be applied to the Purple Line project. The attached CLRP forms demonstrate that we are proposing to remove \$324 million from these the MD 28/MD 198 project, and \$212 million from the MD 3 project.

The Honorable Charles A. Jenkins
Page Three

As previously stated, the cost of the Purple Line project is \$1.68 billion. New state funding provided by the Revenue Increase, combined with the project placeholders already in the 2006 CLRP Financial Plan, and the removal of the highway projects, will enable us to add the full cost of the Purple Line project into the CLRP. MDOT is confident this analysis demonstrates that the amended 2009 CLRP is fiscally constrained.

We would like to thank both Montgomery County and Prince George's County for their cooperation in support of the Purple Line project, as well as, supporting our decision to change the status of these two highway projects in the current CLRP. MDOT does anticipate that these projects will be able to be restored with the 2010 CLRP update next year and this action will be our first priority.

We appreciate your cooperation in this matter. If you have any questions or concerns, please do not hesitate to contact Ms. Lyn Erickson at 410-865-1279, toll-free at 888-713-1414 or via email at lerickson@mdot.state.md.us. Of course, please feel free to contact me directly.

Sincerely,



Donald A. Halligan, Director
Office of Planning and Capital Programming

Attachments

cc: Ms. Lyn Erickson, Manager, Regional Planning, Office of Planning and Capital Programming, Maryland Department of Transportation
Mr. Ronald Kirby, Director, Department of Transportation Planning, Metropolitan Washington Council of Governments
Ms. Heather Murphy, Deputy Director, Office of Planning and Capital Programming, Maryland Department of Transportation
Mr. Michael Nixon, MPO Manager, Regional Planning, Office of Planning and Capital Programming, Maryland Department of Transportation
Ms. Diane Ratcliff, Director, Office of Planning, Maryland Transit Administration
Mr. Greg Slater, Maryland, Director, Office of Planning and Preliminary Engineering, State Highway Administration

CONSTRAINED LONG RANGE PLAN (CLRP)

Proposed Project or Action Description Form

1. Location and Jurisdiction:

Facility:
 From/At: **Bethesda**
 To: **New Carrollton**
 Jurisdiction: **Montgomery County, Prince George's County**

2. Submitting Agency: **MDOT/Maryland Transit Administration**

Last Modified On: **5/13/2009**

3. Project Type and Description:

Transit

Description of project or action:

Preparation of Alternatives Analysis, Draft Environmental Impact Statement (DEIS) and Preliminary Engineering/Final Environmental Impact Assessment (FEIS) and New Starts Application. Construct the proposed Purple Line which will provide high-capacity transit along a 16-mile corridor that extends from Bethesda to the New Carrollton with connections to the Metrorail Red Line, Green Line and Orange Line as well as all three MARC lines, AMTRAK and regional and local bus services. The project includes approximately 21 stations with a forecasted daily ridership of 62,600. Of the daily ridership, approximately 19,200 riders will be new riders and translate into a net reduction of auto trips.

Bicycle/pedestrian accommodations included

4. Project Phasing:

Project ID	In TIP	Improvement	Facility	From	To	#Lane		Completion Date
						From	To	
1042	Yes	Construct						2017

5. Purpose / Contribution to regional goals:

6. Funding and Schedule Information:

Cost (In Thousands): **\$1,685,000.00**

Date of Completion or Implementation: **2017**

Source: **Federal, State**

Cost and Schedule Remarks: **The AA/DEIS is anticipated to be submitted to FTA by summer 2008; public hearings in fall, 2008. The Purple Line AA/DEIS was completed and submitted to FTA in September 2008. A 90-day public review period was completed on January 14, 2009. Four public hearings were held in November 2008 that yielded over 3000 comments. The County Councils and County Executives of both Montgomery and Prince George's Counties unanimously Maryland-National Capital Park and Planning Commissions in both counties endorsed the Medium Investment light rail alternative. Construction to begin to 2014 with services starting in 2017.**

7. CMS Documentation:

Is this a highway capacity-increasing project on a limited access or other principal arterial highway?: No

If yes, does this project require a CMS Documentation form under the given criteria?:

If not, please identify the criteria that exempt the project here:

[Return to Projects](#)

CONSTRAINED LONG RANGE PLAN (CLRP)

Proposed Project or Action Description Form

1. Location and Jurisdiction:

Facility: **MD 3 Robert Crain Highway**
 From/At: **US 50**
 To: **Anne Arundel County Line**
 Jurisdiction: **Prince George's County**

2. Submitting Agency: **MDOT/State Highway Administration**Last Modified On: **12/3/2008**

3. Project Type and Description:

Primary

Description of project or action:

Study to upgrade MD 3 from US 50 to MD 32 to address safety and capacity concerns. Wide curb lanes and shoulders will accomodate bicycles.

Bicycle/pedestrian accommodations included

4. Project Phasing:

Project ID	In TIP	Improvement	Facility	From	To	#Lane		Completion Date
						From	To	
AT1981	Yes	Widen Study	MD 3 Robert Crain Highway	US 50	Anne Arundel County Line	4	6	2020

5. Purpose / Contribution to regional goals:

6. Funding and Schedule Information:

Cost (In ~~**\$212,659.00**~~
 Thousands):

Date of Completion or Implementation: **2020**Source: **Federal, State**

Cost and Schedule **Project planning is expected to be complete by Summer 2009. Cost includes construction in Prince George's County only.**
 Remarks:

7. CMS Documentation:

Is this a highway capacity-increasing project on a limited access or other principal arterial highway?: **Yes**If yes, does this project require a CMS Documentation form under the given criteria?: **No**

If not, please identify the criteria that exempt the project here: **The project is an intersection reconstruction or other traffic engineering improvement, including replacement of an at-grade intersection with an interchange**

[Return to Projects](#)

Financially Constrained Long Range Plan

National Capital Region

Additional Funding Test

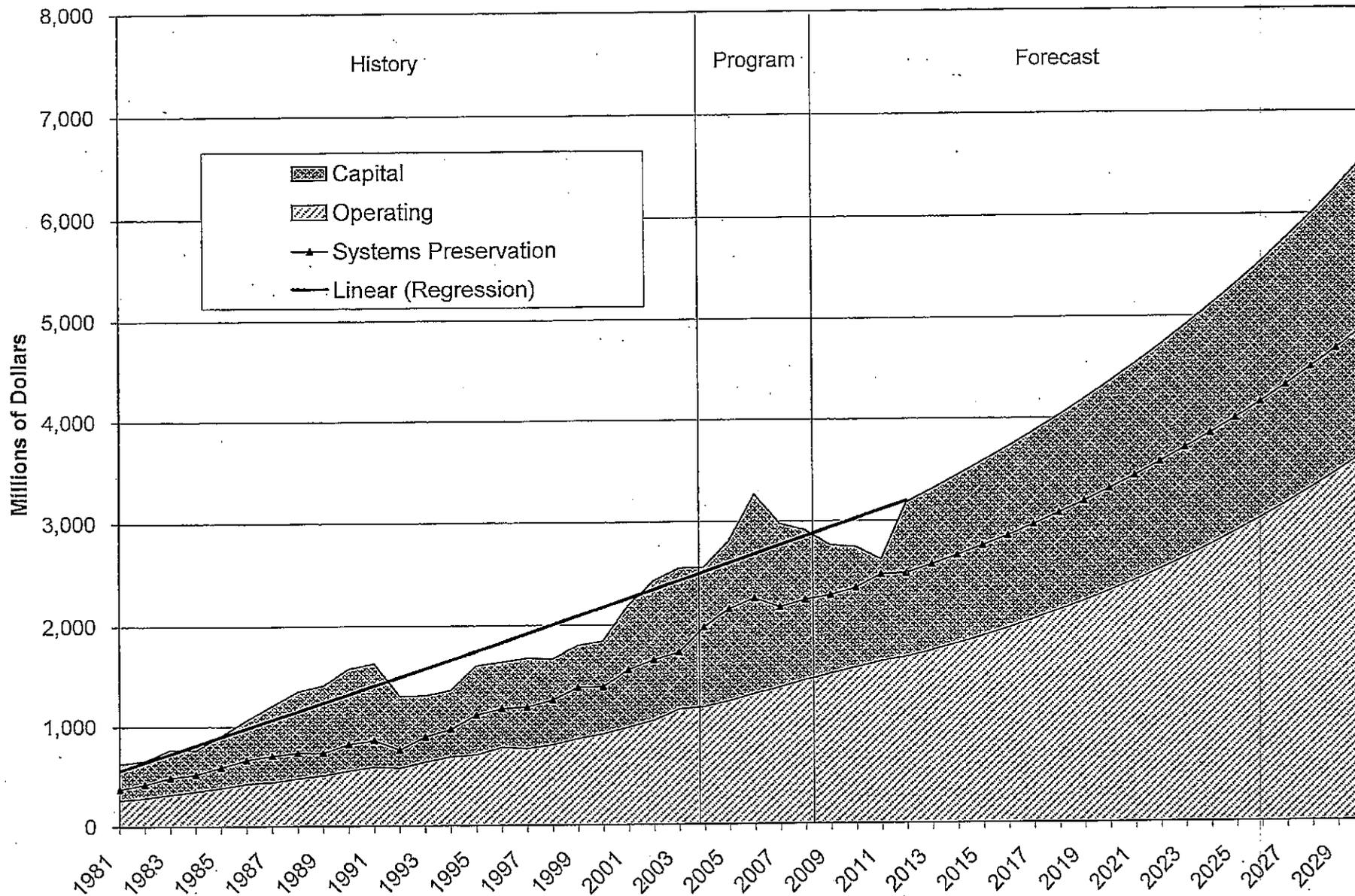
Prepared by

Maryland Department of Transportation

May 2009

MDOT Operating & Capital Expenditures - Statewide
History, Program & Forecast

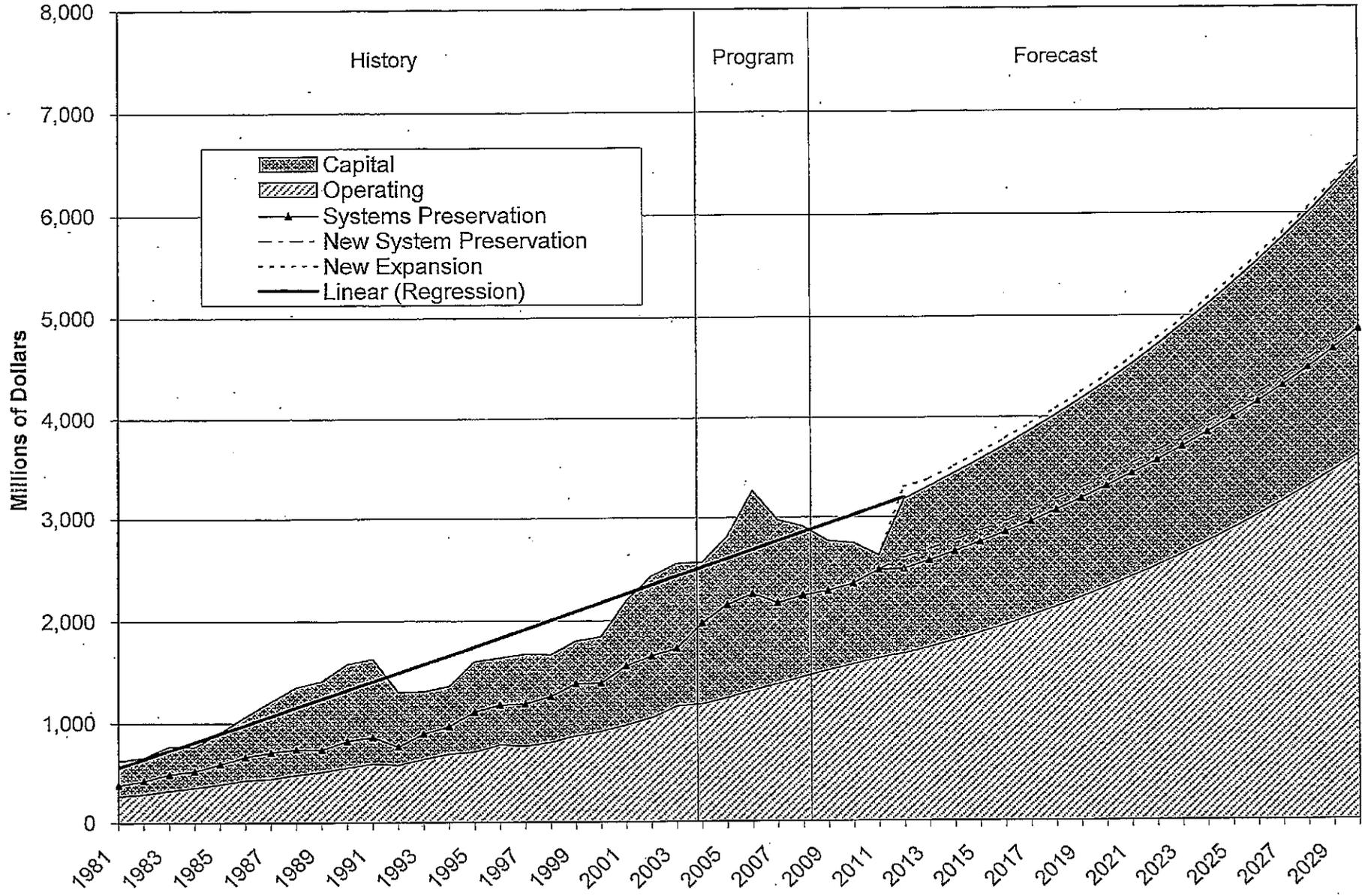
ORIGINAL



MDOT Operating & Capital Expenditures - Statewide

History, Program & Forecast

REVISED



WASHINGTON METROPOLITAN AREA Additional Funds Available for Capital Expansion

Fiscal Year	Additional Funds Available due to Revenue Increase	60% for System Preservation Funds	40% for Expansion Funds	Additional Surface Transportation Expansion Funds	Additional Funds for Washington Region
2012	180	108	72	63	31
2013	178	107	71	62	30
2014	177	106	71	62	30
2015	175	105	70	61	30
2016	173	104	69	60	29
2017	171	103	68	59	29
2018	168	101	67	58	28
2019	165	99	66	58	28
2020	162	97	65	57	28
2021	158	95	63	55	27
2022	154	92	62	54	26
2023	150	90	60	52	25
2024	144	86	58	51	25
2025	139	83	56	49	24
2026	133	80	53	46	23
2027	126	76	50	44	21
2028	119	71	48	42	20
2029	111	67	44	38	19
2030	102	61	41	36	17
Total '12-30	2,887	1,733	1,154	1,007	490

MDOT - Office of Finance

5/13/2009

Annual Average =

26



Maryland Department of Transportation

The Secretary's Office

Martin O'Malley
Governor

Anthony G. Brown
Lt. Governor

John D. Porcari
Secretary

Beverly K. Swaim-Staley
Deputy Secretary

April 23, 2009

The Honorable Charles A. Jenkins
Chairman
National Capital Region Transportation Planning Board
Metropolitan Washington Council of Governments
777 North Capitol Street, N.E. -- Suite 300
Washington DC 20002

Dear Chairman Jenkins:

The Maryland Department of Transportation (MDOT) requests an amendment to the FY 2009 Constrained Long Range Plan (CLRP) to include the Purple Line Transit Project. The Purple Line is a future 16-mile transitway between New Carrollton and Bethesda Metrorail Stations. Please refer to the Maryland Transit Administration's April 23 memo describing the amendment in detail. This project is not air quality exempt, and a conformity analysis must be undertaken.

The MDOT requests that this amendment be placed on the Transportation Planning Board's (TPB) May 20 agenda as an informational item, including a conformity work scope for the conformity analysis.

We appreciate your cooperation in this matter. If you have any questions or concerns, please do not hesitate to contact Ms. Lyn Erickson at 410-865-1279, toll-free at 888-713-1414 or via email at lerickson@mdot.state.md.us. Of course, please feel free to contact me directly.

Sincerely,

Donald A. Halligan, Director
Office of Planning and Capital Programming

Attachments

- cc: Ms. Lyn Erickson, Manager, Regional Planning, Office of Planning and Capital Programming, Maryland Department of Transportation
Mr. Ronald Kirby, Director, Department of Transportation Planning, Metropolitan Washington Council of Governments
Ms. Heather Murphy, Deputy Director, Office of Planning and Capital Programming, Maryland Department of Transportation
Mr. Michael Nixon, MPO Manager, Regional Planning, Office of Planning and Capital Programming, Maryland Department of Transportation
Ms. Diane Ratcliff, Director, Office of Planning, Maryland Transit Administration
Mr. Greg Slater, Director, Office of Planning and Preliminary Engineering, State Highway Administration



MEMORANDUM

TO: Donald A. Halligan, Director
Office of Planning

FROM: **Diane Ratcliff, Director of Planning**

DATE: April 21, 2009

SUBJECT: Proposed Purple Line Light Rail
Montgomery and Prince George's Counties

The Maryland Transit Administration (MTA) requests that an Amendment to the 2009 Constrained Long Range Plan (CLRP) be initiated. The Purple Line is a future 16-mile transitway between New Carrollton and Bethesda Metrorail Stations. MTA has been engaged in Project Planning for the Purple Line transit project for many years, and MTA is preparing to submit an application for federal funding for the New Starts Program in the Fall of 2009. The portion of the Purple Line project between Bethesda and Silver Spring (the earlier Georgetown Branch project) is included as a project in the CLRP. The portion between Silver Spring and New Carrollton is defined as a study. An amendment is needed in order to include the entire project in the CLRP for the project to qualify for federal funding under the Federal New Starts Program.

The following memo describes the need for the project, the planning process to date, and provides a detailed description of the alternatives, land use, vehicular travel and trip information, air quality analysis, cost estimates, and project schedule.

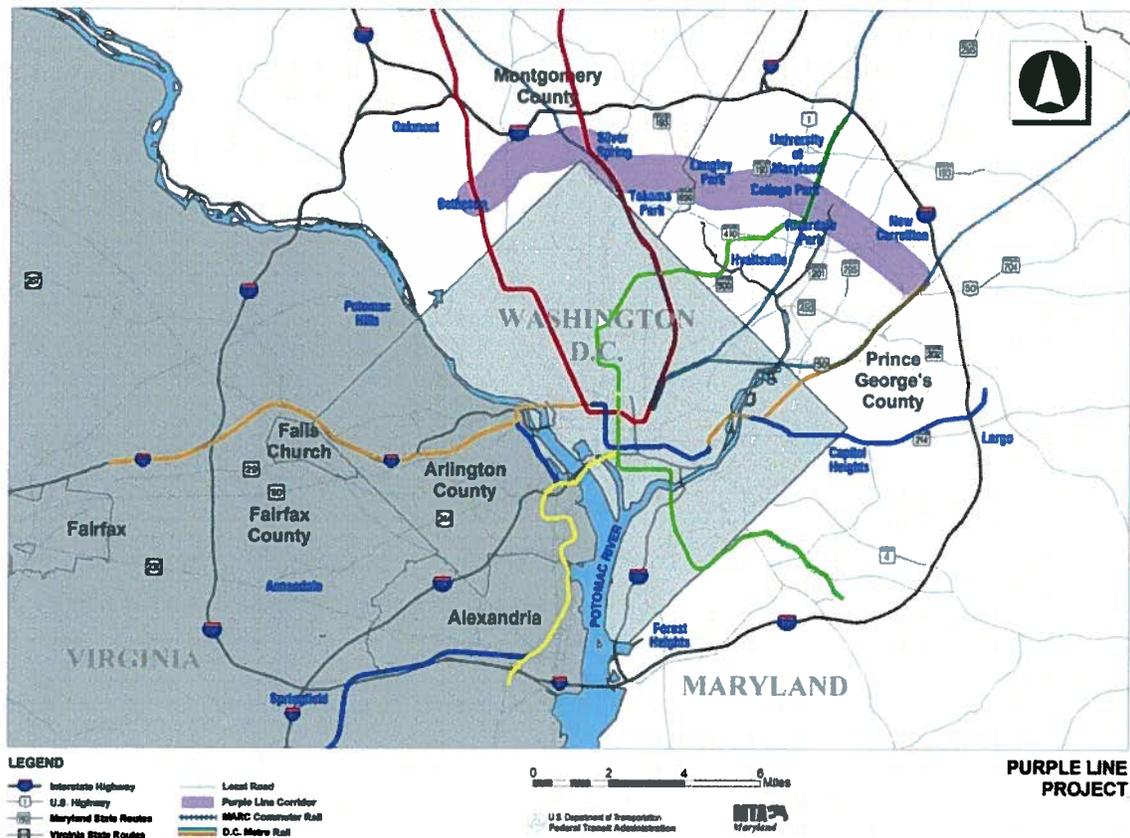
Need for the Project

The Purple Line corridor was identified in the multimodal Capital Beltway/Purple Line Study initiated jointly by the Maryland State Highway Administration (SHA) and MTA in 1996 as the priority transit corridor. The roadways in this corridor have grown increasingly congested as circumferential travel has increased around Washington DC. The movement of jobs out of downtown Washington has led to east-west travel in this area. While there is an extensive transit network inside the beltway, much of this network is buses operating in mixed traffic on congested roadways. The Metrorail and MARC systems are radial services into and out of Washington DC. The Purple Line study compared a range of alternative means to improve east-west mobility and accessibility between Bethesda and New Carrollton. (See Figure 1 for project area).

The purpose of the Purple Line is to provide faster, more direct and more reliable east-west transit service in the corridor, which would connect four major activity centers, (Bethesda, Silver Spring, College Park and New Carrollton) including the Metrorail service located there. The Purple Line would provide access to the Metrorail for the communities in the "wedges" between these lines. The ridership forecasts indicate that over 40% of the projected Purple Line ridership would use the Metro system for part of their trips. The daily ridership projections for the Purple Line Medium Investment Light

Rail Alternative are 62,600, of which 19,200 would be new transit riders (cars off the roads). This is a net reduction in auto trips.

Figure 1: Project Area



The Purple Line project has the potential to slightly reduce traffic congestion and slightly improve regional air quality by prompting a shift in the mode of travel from private automobiles to public transit. The Purple Line would pass through a built-out urban area, and the station locations were selected to maximize walk and bus transfer access. Additionally, no new park-and-ride facilities and only limited formal kiss-and-ride facilities are being proposed as part of the Purple Line. Each trip removed from the network is one less automobile traveling through the corridor each day.

Overall the project's predicted impact on regional pollutant levels range from minor positive to no impact. It has been determined that the project meets all the project-level PM_{2.5} conformity requirements, and that the project will not cause or contribute to a new violation of the PM_{2.5} NAAQS, or increase the frequency or severity of a violation.

Planning Process

The Purple Line Alternative Analysis and Draft Environmental Impact Statement was completed and submitted to FTA in September 2008. A 90-day public review period was completed on January 14, 2009. Four public hearings were held in November 2008.

Over 3000 comments were received. The County Councils and County Executives of both Montgomery and Prince George's Counties unanimously endorsed the Medium Investment Light Rail Alternative. The Maryland-National Capital Park and Planning Commissions in both counties also endorsed the Medium Investment Light Rail. There have been requests for some minor modifications of the Medium Investment Light Rail Alternative to include several elements from the High Investment light rail alternative. In the following project description and the discussion of air quality conformity, the phrase "Medium Investment Light Rail Alternative" will be used interchangeably with "the Purple Line".

Description of Medium Investment Light Rail Alternative

The Purple Line (see Figure 2) would be 16 miles long and would be largely at grade, with sections in shared lanes, in dedicated lanes, and in exclusive rights-of-way. There would be a short section in tunnel where the existing roadway grade is too steep for light rail operations.

The Purple Line would begin on the Georgetown Branch right-of-way near the Bethesda Metro Station under the Air Rights Building. The terminal station would be the Bethesda Metro Station with a connection to the southern end of the existing station platform.

After emerging from under the Air Rights Building, the transitway would follow the Georgetown Branch right-of-way, crossing over Connecticut Avenue and crossing under Jones Mill Road. Between the area of Pearl Street and just west of Jones Mill Road the trail would be on the north side of the transitway, elsewhere it would be on the south side.

Along the CSX corridor the alignment would be grade-separated (below) at 16th and Spring Streets. After crossing under Spring Street, the alignment would rise above the level of the existing development south of the CSX right-of-way. East of the Falklands Chase apartments, it would cross over the CSX tracks on an aerial structure to enter the Silver Spring Transit Center parallel to, but at a higher level than, the existing tracks.

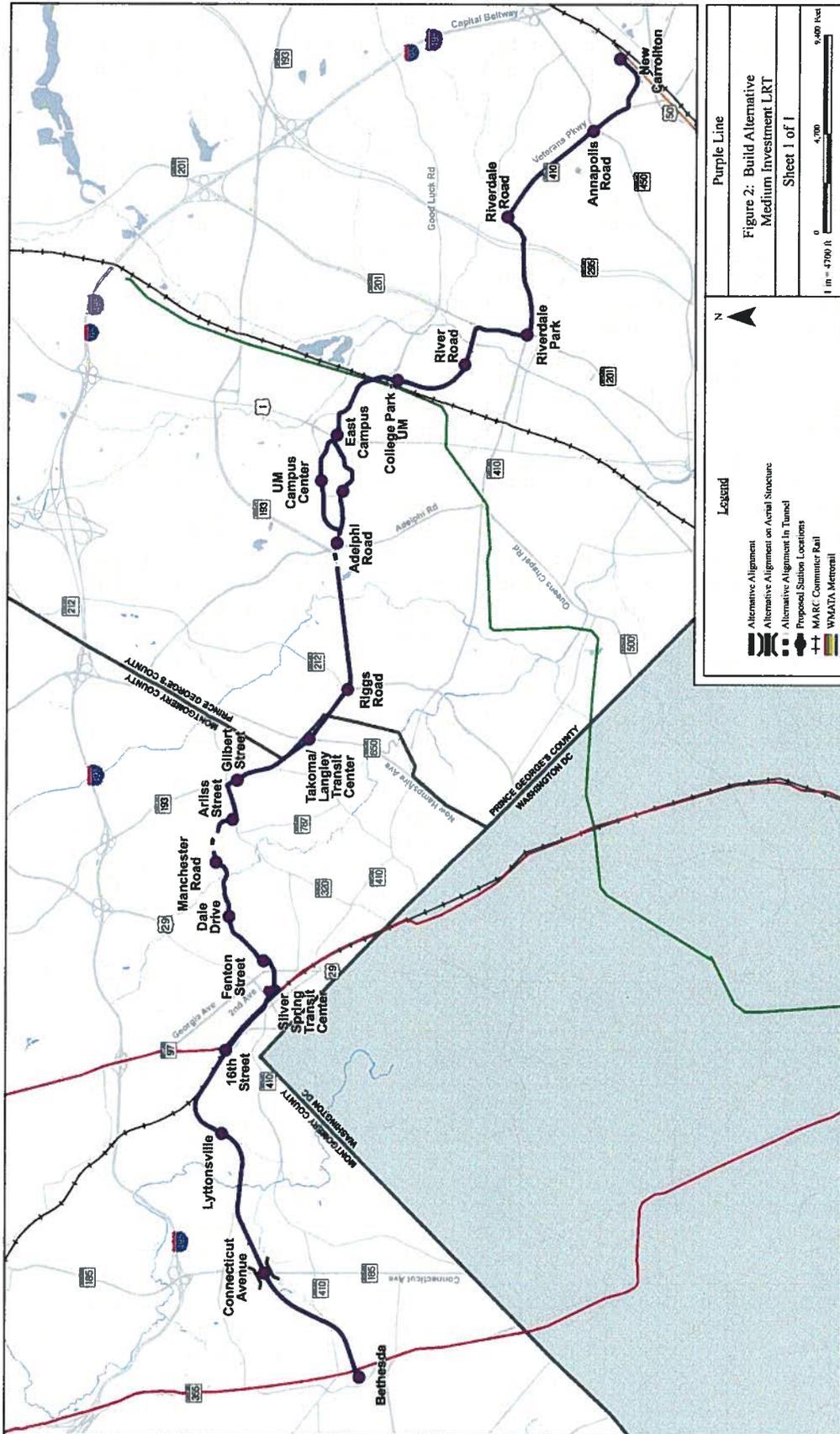
From the Silver Spring Transit Center, the alignment would follow Bonifant Street in dedicated lanes to Wayne Avenue. On Wayne Avenue, the Purple Line would be in shared lanes with added left turn lanes.

The Purple Line would cross Sligo Creek Parkway and enter a tunnel from Wayne Avenue to pass under Plymouth Street. The Purple Line would emerge from the tunnel on Arliss Street.

The alignment would then follow Piney Branch Road and University Boulevard at grade in dedicated lanes. As the Purple Line approaches Adelphi Road, the grade of the existing roadway is too steep for the type of light rail vehicles being considered. For this reason, the transitway would cross the intersection below grade.

At Adelphi Road, the Purple Line would enter the UM campus on Campus Drive. The alignment would continue through campus in dedicated lanes on Campus Drive and then continue at grade in a new exclusive transitway through the parking lots adjacent to the Armory, behind the Visitors Center to Rossborough Lane.

Figure 2: Medium Investment Alternative



Crossing US 1 at-grade, the Purple Line would pass through the East Campus development on Rossborough Lane to Paint Branch Parkway. The alignment would continue on Paint Branch Parkway in shared lanes. The light rail would enter the College Park Metro station next to the existing parking garage.

From the College Park Metro Station to the terminus at the New Carrollton Metro Station, the Purple Line would be in dedicated lanes on River Road on the south side of the road. On Kenilworth Avenue the light rail would be in a dedicated lane southbound, but a shared lane northbound. On East West Highway the light rail would be in dedicated lanes with shared left turn lanes; and in shared lanes under Baltimore-Washington Parkway. On Veterans Parkway the Purple Line would be in dedicated lanes.

At the intersection of Veterans Parkway and Annapolis Road the Purple Line would continue across Annapolis at grade, turning left at Ellin Road still in dedicated lanes to arrive at the New Carrollton Metro Station.

It should be noted that refinements will be made to the alignment in the next phases of the project.

The Purple Line would have 21 stations. Four of the stations have existing parking lots, but no new parking will be constructed for this project.

Table 1: Stations

	Station	Parking
1	Bethesda	Existing
2	Connecticut Avenue	No
3	Lyttonsville	No
4	16 th Street	No
5	Silver Spring Transit Center	Existing
6	New Silver Spring Library	No
7	Dale Drive	No
8	Manchester Road	No
9	Arliss Street/Long Branch	No
10	Gilbert Street	No
11	Takoma/Langley Transit Center	No
12	Riggs Road	No
13	UMUC	No
14	UM Campus Center	No
15	East Campus	No
16	College Park Metro	Existing
17	Rivertech Court	No
18	Riverdale Park	No
19	Riverdale Road	No
20	Annapolis Road	No
21	New Carrollton Metro	Existing

Land Use

The Purple Line corridor is located in an inner ring suburb of Washington DC and as such, is generally built out, particularly in Montgomery County. The corridor is characterized by an extensive transit network and the land uses and master plans reflect this. The high quality/high speed transit is radial, in and out of Washington DC, so the Purple Line would provide improved accessibility, particularly in those areas in the corridor which don't have convenient access to the rail system. The Purple Line would not change patterns of development but supports existing patterns. Both Montgomery and Prince George's counties are developing functional master plans including the Purple Line. In Montgomery County the Purple Line between Bethesda and Silver Spring has long been in the Master Plans on the Georgetown Branch right-of-way.

There are several areas that could experience some land use changes in the corridor, most notably the Takoma/Langley Transit Center, Riverdale Park, and New Carrollton, with or without the implementation of the Purple Line. Future land use plans for the area include maintenance of communities with redevelopment and revitalization of some activity centers. Most of the communities in the corridor have plans that emphasize a mix of land uses in areas adjacent to transit stations, typical of transit oriented development. The Takoma - Langley area is currently the subject of a new bi-county Sector Plan. Other station areas that have transit district planning include the New Carrollton and the College Park Metro stations.

Cost Estimates

The capital cost estimate for the Purple Line, by phase, in 2009 dollars, is as follows:

Project Planning	\$82 million
Preliminary Engineering	\$113 million
Right-of-Way	\$82 million
Construction	\$1,147 million
Total Project Cost	\$1,423 million

CTP Program for the Purple Line

Maryland has programmed funding in the six-year CTP program as follows:

	FY 09	FY10	FY11	FY12	FY13	FY14	TOTAL
TOTAL	\$ 5	\$ 7	\$ 10	\$ 20	\$ 20	\$ 20	\$ 82

Therefore, the balance of the funding needed to complete the project is \$1,341 million, \$419 million of which is already identified in the 2006 CLRP Financial Plan. We will be providing documentation to demonstrate that MDOT can afford to add \$922 million into the CLRP.

Project Schedule

Completion of Project Planning	2012
Project Engineering/Completion of NEPA	2012 – 2014
ROW Acquisition	2013 – 2014
Construction	2014 – 2017
Start of Service	2017

Attached you will find the completed CLRP Forms. If you have any questions please contact Mike Madden, Project Manager at 410-767-3694 or Diane Ratcliff, Planning Director at 410-767-3787.

Attachments

cc: Lyn Erickson, Manager, Regional Planning, Office of Planning and Capital Programming, Maryland Department of Transportation
Leonard Howard, Manager Statewide Planning, Maryland Transit Administration
Michael Madden, Project Manager, Maryland Transit Administration
Joseph Madison, Regional Planner, Maryland Transit Administration

CONSTRAINED LONG RANGE PLAN (CLRP)

Proposed Project or Action Description Form

1. Location and Jurisdiction: 2. Submitting Agency: **MDOT/Maryland Transit Administration**
 Facility: Last Modified On: **4/23/2009**
 From/At: **Bethesda**
 To: **New Carrollton**
 Jurisdiction: **Montgomery County, Prince George's County**

3. Project Type and Description:
Transit
 Description of project or action:
Preparation of Alternatives Analysis, Draft Environmental Impact Statement (DEIS) and Preliminary Engineering/Final Environmental Impact Assessment (FEIS) and New Starts Application. Construct the proposed Purple Line which will provide high-capacity transit along a 16-mile corridor that extends from Bethesda to the New Carrollton with connections to the Metrorail Red Line, Green Line and Orange Line as well as all three MARC lines, AMTRAK and regional and local bus services. The project includes approximately 21 stations with a forecasted daily ridership of 62,600. Of the daily ridership, approximately 19,200 riders will be new riders and translate into a net reduction of auto trips.
Bicycle/pedestrian accommodations included

4. Project Phasing:

Project ID	In TIP	Improvement	Facility	From	To	#Lane		Completion Date
						From	To	
1042	Yes	Construct						2017

5. Purpose / Contribution to regional goals:

6. Funding and Schedule Information:

Cost (In Thousands): **\$1,423,000.00** Date of Completion or Implementation: **2017**
 Source: **Federal, State**
 Cost and Schedule Remarks: **The AA/DEIS is anticipated to be submitted to FTA by summer 2008; public hearings in fall, 2008. The Purple Line AA/DEIS was completed and submitted to FTA in September 2008. A 90-day public review period was completed on January 14, 2009. Four public hearings were held in November 2008 that yielded over 3000 comments. The County Councils and County Executives of both Montgomery and Prince George's Counties unanimously Maryland-National Capital Park and Planning Commissions in both**

counties endorsed the Medium investment light rail alternative. Constuction to begin to 2014 with services starting in 2017.

7. CMS Documentation:

Is this a highway capacity-increasing project on a limited access or other principal arterial highway?: **No**

If yes, does this project require a CMS Documentation form under the given criteria?:

If not, please identify the criteria that exempt the project here:

