Appendix A:

Agency Correspondence

NEPA
Independent Utility Letter and Paper
Locally Preferred Alternative (LPA) Recommendation Memorandum
Press Release
MTA to EPA: Cooperating Agency Invitation and Acceptance
NIST to MTA: Acceptance of Invitation to be a Cooperating Agency
MTA to USACE: Cooperating Agency Invitation
MTA to NCPC: Cooperating Agency Invitation

Cultural
FTA to MHT: Section 106 Initiation Letter
MHT to FTA: Section 106 Initiation Letter Confirmation
MTA to Consulting Party Invitee: Sample Letter
NIST to MHT: Letter Regarding Determination of Eligibility
MHT to FTA: Section 106 Consultation- Identification and Evaluation of Historic Properties
MHT to FTA: Section 106 Effects Assessment and Section 4(f) Intent to Make De Minimis Finding

Natural Resources
MTA to MD DNR, Wildlife and Heritage Division and Environmental Review Unit: Request for RTE Information
MTA to USFWS: Online Request for RTE Information via USFWS IPAC System
MD DNR, Wildlife and Heritage Division, to MTA: Response to RTE Information Request
USFWS to MTA: Online Certification Letter
USFWS to FTA: No Likely to Adversely Affect Determination for Northern Long-Eared Bat
MTA to MD DNR, Wildlife and Heritage Division: Reply to RTE Information
MD DNR, Wildlife and Heritage Division, to MTA: Follow- Up to MTA Environmental Review
MD DNR, Environmental Review Unit, to MTA: Coordination Sheet
USACE to MTA: Preliminary Jurisdictional Determination Form

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

State Highway Administration
Maryland Department of Transportation

Beverley K. Swaim-Staley, *Secretary*
Darrell B. Mobley, *Acting Administrator*

September 21, 2011

Ms. Brigid Hynes-Cherin
Acting Regional Administrator for Region III
Federal Transit Administration
Suite 500
1760 Market Street
Philadelphia PA 19103

Attn: Ms. Michele Destra
Ms. Gail McFadden- Roberts

Mr. Gregory Murrill
Division Administrator
Federal Highway Administration
Maryland Division
City Crescent Building
Suite 2450
10 South Howard Street
Baltimore MD 21201

Attn: Ms. Jeanette Mar
Mr. Jitesh Parikh

Dear Ms. Hynes-Cherin and Mr. Murrill:

The purpose of this letter is to request your joint written concurrence on the attached Independent Utility Paper for the Corridor Cities Transitway (CCT).

The Independent Utility Paper was prepared to demonstrate that the CCT can move forward as a breakout project from the I-270/US 15 Multimodal Corridor Study. The Maryland Transit Administration (MTA) and the State Highway Administration (SHA) have been working jointly on the I-270/US 15/CCT Multimodal Study for the past several years. The project extends from south of Shady Grove Road to north of Biggs Ford Road, approximately 30 miles in length. The purpose of the study is to investigate options to address congestion, improve mobility options, and to improve safety conditions along the corridor. Currently, SHA is waiting for additional funds to complete the study. While the study for highway improvements along this corridor is delayed, receiving your concurrence on the Independent Utility Paper will help us to advance the CCT as a separate project.

The final Independent Utility Paper with attachments, which has received preliminary concurrence from FHWA and FTA staff members, is included with this letter. Once we receive the letter of joint concurrence, MTA will proceed with the CCT as an independent transit project, develop a CCT Locally Preferred Alternative (LPA) and complete the Final Environmental Impact Statement (FEIS) for the CCT. As funds become available, SHA will move forward with additional engineering and mitigation analyses, identifying a preferred alternative for highway improvements and completing a Tier I FEIS.

Your approval of this Independent Utility Paper will help to separate the highway and transit studies and to move the CCT project forward. If you have any questions or comments, please contact the MTA Project Manager for the CCT project, Mr. Rick Kiegel at 410-767-1380 or at rkiegel@mta.maryland.gov, or the SHA Project Manager for the I-270 Multi-Modal Corridor Study, Ms. Sue Rajan at 410-545-8514 or at srajan@sha.state.md.us.

Sincerely,

Darrell B. Mobley
Acting State Highway Administrator

Sincerely,

Ralign T. Wells
Maryland Transit Administrator

We concur with the separating of the highway and transit studies and moving the CCT project forward as detailed in this letter.

Concurrence:

12-12-11

Ms. Brigid Hynes-Cherin
Acting Regional Administrator for Region III
Federal Transit Administration

10/14/11

Mr. Gregory Murrill
For Division Administrator
Federal Highway Administration

Attachments

cc: Mr. Bruce Grey, Deputy Director, Office of Planning and Preliminary Engineering, SHA
Ms. Jorismar Hernandez, Area Engineer, FHWA
Mr. Rick Kiegel, Project Manager, MTA
Mr. Barrett Kiedrowski, Division Chief, PMD, SHA
Ms. Denise King, Environmental Protection Specialist, FHWA
Mr. Joseph Kresslein, Assistant Division Chief, EPLD, SHA
Ms. Jeanette Mar, Environmental Program Manager, Delmarva Division, FHWA
Mr. Jitesh Parikh, Team Leader, Delmarva Division, FHWA
Ms. R. Suseela Rajan, Project Manager, PMD, SHA
Ms. Diane Ratcliff, Planning Director, MTA
Mr. Douglas H. Simmons, Deputy Administrator/Chief Engineer for Planning, Engineering, Real Estate and Environment, SHA
Ms. Nicole Washington, Assistant Division Chief, PMD, SHA
Mr. Brian Young, District Engineer, District 3, SHA

Corridor Cities Transitway

Montgomery County, Maryland

INDEPENDENT UTILITY DISCUSSION PAPER

Maryland State Highway Administration

Maryland Transit Administration

May 2011

INTRODUCTION

The National Environmental Policy Act (NEPA) of 1969 requires that projects cannot be "segmented" to avoid reviewing cumulative effects by dividing larger projects into smaller components of that project. Both 23 CFR 771.111(f) and Federal Highway Administration (FHWA) guidance on the development of Logical Termini and Independent Utility (November 1993) specify that in order to ensure meaningful evaluation of alternatives and to avoid commitments to transportation improvements before they are fully evaluated, the action evaluated in each EIS or finding of no significant impact (FONSI) shall:

1) Connect logical termini and be of sufficient length to address environmental matters on a broad scope;
2) Have independent utility or independent significance, i.e. be usable and be a reasonable expenditure even if no additional transportation improvements in the area are made; and
3) Not restrict consideration of alternatives for other reasonably foreseeable transportation improvements.

The purpose of this paper is to demonstrate that the Corridor Cities Transitway (CCT) project meets the conditions for Independent Utility as a "breakout" project from the I-270/US 15 Multi-Modal Corridor Study. Also, this paper will show the CCT could be evaluated as a separate planning study by the Maryland Transit Administration (MTA) that would not be considered project segmentation.

The CCT is a 14 to 16-mile master planned, dedicated transit facility that will connect the cities of Gaithersburg, Germantown, and Clarksville in Montgomery County, Maryland. It is one of the many transportation improvements being studied as part of the larger I-270/US 15 Multi-Modal Corridor Study. Light rail and bus rapid transit service on a dedicated transitway facility are being studied as "build" alternatives for the CCT. The CCT build alternatives also include three new express bus routes operating in the I-270 corridor; a new bus service connecting Frederick with Shady Grove, one bus that originates in Frederick with stops at Metropolitan Grove and Shady Grove, and another bus originating in the Kemptown/Damascus area with stops at Metropolitan Grove and Shady Grove.

PROJECT BACKGROUND

The I-270/US 15 Multi-Modal Corridor Study was initiated as a feasibility study in 1988, and a NEPA study was started in 1994. The study is jointly led by the Maryland State Highway Administration (SHA) and MTA. The I-270/US 15 project study area spans over 30 miles, from south of Shady Grove Road near Rockville, Maryland to north of Biggs Ford Road near Walkersville, Maryland (**Figure 1**).

Travel demand models forecasted for the year 2030 were developed as part of the corridor feasibility study, and demonstrated the need for improvements in capacity and person-throughput along the corridor.

The project team used a focus group of agency and public stakeholders to establish the purpose and need and goals for the project. The purpose of the overall study is to investigate options to address congestion, improve mobility options, and improve safety conditions along the corridor. The need for the project results from the mobility challenges presented by the growing traffic congestion as a result of continued population and employment growth in Montgomery and Frederick counties. Even with the variety of multi-modal transportation options currently available in the corridor – such as interstate highway, high occupancy vehicle (HOV) lanes, commuter rail, and bus service – the corridor is highly congested at many locations within the project area. The five goals that the focus group identified with which to evaluate the proposed transportation strategies included: 1) support orderly economic growth, 2) enhance mobility, 3) improve goods movement, 4) preserve and protect the environment, and 5) optimize public investment.

As alternatives were being developed, the project team and focus group investigated both highway and transit solutions. Highway solutions included the addition of general purpose lanes, HOV lanes, and collector-distributor lanes. Transit solutions included the extension of the Metrorail Red Line northward, light rail, and enhanced bus service. The Metropolitan Washington Council of Governments (MWCOG) travel forecasting model results indicated that no highway or transit alternative would single-handedly meet the purpose and need or the goals of the project. The solutions that best satisfied the purpose and need were combinations of both highway and transit improvements.

Transit has long been identified as an important element of meeting the transportation needs in the corridor. Transit provides an important option for persons traveling to and between key activity centers within the rapidly growing Montgomery County portion of the I-270 corridor. Improving connections to existing transit services along the I-270 corridor at locations such as the Germantown Transit Center, Metropolitan Grove, and Shady Grove would provide improved mobility for those already taking transit and new travel options for those who typically drive. By providing travelers with mobility options, the CCT project would address the unmet travel needs of persons who now rely on congested highways or on other, less accessible, transit alternatives.

The I-270/US 15 Multi-Modal Corridor Study Draft Environmental Impact Statement (DEIS), signed in 2002, presented several "combination" alternatives of highway and transit improvements that addressed the project purpose and need and met the project goals within the immediate study area. Two additional alternatives for the highway improvements linked to the previously-developed transit options were later analyzed in the Alternatives Analysis / Environmental Assessment (AA/EA) issued in 2009. These two alternatives were recommended for inclusion in the study by the Maryland Department of Transportation (MDOT) and explored the use of Express Toll Lanes, or ETLs, for new capacity along I-270.

Proposed Alternatives

The combination alternatives currently under consideration consist of highway improvements that explore the use of general purpose and/or "managed lanes," such as HOV lanes or ETLs on I-270 and US 15, coupled with either a light rail or bus rapid transit connection on a dedicated facility (the CCT) extending from the Shady Grove Metrorail station to COMSAT, located south

of Clarksburg. Direct access interchanges from the managed lanes proposed as part of the I-270 highway alternatives would provide direct connections to the major stations along the CCT and access to major employment centers along the corridor. Three new express bus routes that connect Frederick and Kemptown to Shady Grove and Metropolitan Grove via I-270 are also proposed as part of the CCT improvements. The I-270 managed lanes and the CCT would essentially act as two transit "trunk lines" to serve not only commuter traffic bound for Washington, DC, but also to provide access to major employment centers along the I-270 Technology Corridor in Montgomery and Frederick Counties.

The combination alternatives include a highway improvement (which are numbered) and a transit improvement (which are lettered). Ultimately, if a build alternative is selected, it would include both a highway and transit choice, so they are paired (for example, "3B"). In brief format, these alternatives include:

Alternative 1: No-Build, which serves as the basis for measuring the effectiveness of the build alternatives. The No-Build Alternative assumes that the transportation improvements included in the most up-to-date Constrained Long Range Plan (CLRP) are constructed, with the exception of those proposed as part of the I-270/US 15 Multi-Modal Corridor Study. These programmed CLRP improvements include new interchanges at I-270 and Watkins Mill Road and I-270 and New Cut Road, near COMSAT.

Alternative 2: Transportation Systems Management/Travel Demand Management (TSM/TDM), which includes measures such as ramp metering, improved incident management, interactive highway and transit signage, and improved connections to existing transit systems in the corridor. The TSM/TDM option also includes promoting carpooling, flexible work hours, optimization of existing transit routes, and telecommuting.

Alternative 3A/3B: Adds one High Occupancy Vehicle (HOV) lane in each direction on I-270 north of MD 121, and extends the existing southbound HOV lane northward to meet the new lane. "Local" lanes on I-270 are extended to MD 27 in both the southbound and northbound directions. The CCT would use a light rail transit system with transit alternative "A" or bus rapid transit with alternative "B". This alternative includes a direct-access ramp from the HOV lane at New Cut Road and Metropolitan Grove Road Extended only.

Alternative 4A/4B: Adds one general purpose lane in each direction on I-270 north of MD 121, and extends the existing southbound HOV lane northward to MD 121. "Local" lanes on I-270 are extended to MD 27 in both the southbound and northbound directions. The CCT would use a light rail transit system with transit alternative "A" or bus rapid transit with alternative "B". This alternative does not include direct-access ramps from the median.

Alternative 5A/5B/5C: Adds both an HOV lane and a general purpose lane in each direction on I-270 north of MD 121, and extends the existing southbound HOV lane northward to MD 121. "Local" lanes on I-270 are extended to MD 27 in both the southbound and northbound directions up to MD 27. The transit alternatives coupled with this highway alternative include light rail transit or bus rapid transit on the CCT alignment, or the implementation of a "premium bus" service operating from the City of Frederick to the Shady Grove Metrorail Station on the I-

270 HOV lanes, which is labeled transit alternative "C". Alternatives 5A and 5B propose direct-access ramps from the HOV lane at New Cut Road and Metropolitan Grove Road Extended only. Alternative 5C also provides direct access ramps at I-370 (connecting the northern and eastern directions only) and MD 118 in Germantown.

The Express Toll Lane alternatives, Alternatives 6A/B and 7A/B and their associated impacts are presented in the 2009 AA/EA document. ETLs are new tolled highway lanes, constructed in the median of I-270 that will provide a congestion-free trip for the roadway user when travel time is critical. The limits of the ETLs extend from I-370 to just north of the MD 80 interchange near Urbana. The ETL alternatives include:

Alternative 6A/6B: Includes the construction of two barrier-separated ETLs in each direction on I-270 between south of I-370 and MD 121, which would reduce to a single ETL in each direction with a wide inside shoulder between MD 121 and north of MD 80. The ETL then transitions to a general purpose lane through the Monocacy National Battlefield and points north. The existing "local" lanes would be removed from the Shady Grove Road interchange northward. The CCT would use a light rail transit system with transit alternative "A" or bus rapid transit with alternative "B".

Alternative 7A/7B: Includes the construction of two barrier-separated ETLs in each direction on I-270 between south of I-370 and north of MD 80. Both ETLs would then transition into general purpose lanes through the Monocacy National Battlefield and points north. The existing "local" lanes would be removed from the Shady Grove Road interchange northward. The CCT would use a light rail transit system with transit alternative "A" or bus rapid transit with alternative "B".

Access to the ETL system occurs through "open access areas" north of MD 121, similar to the way that traffic enters and leaves the "local" lanes on I-270 in Montgomery County today. South of MD 121, access is gained via direct-access ramps. The direct access ramps will be located at the proposed New Cut Road (recently renamed Little Seneca Parkway) near COMSAT, at MD 118 near the Germantown Transit Center, at Metropolitan Grove Road Extended, and at I-370. The direct access ramp at I-370 will be a directional ramp from southbound I-270 to eastbound I-370 and westbound I-370 to northbound I-370 only. The study is also looking at a potential south-oriented ramp at MD 117, in the event that a managed lane strategy is ultimately considered south of I-370.

In most areas, the CCT is fully separated from vehicular traffic, either in the median, along one side of an existing roadway, or along new alignment. At-grade or overpass/underpass options exist for major roadway crossings. As proposed in the 2002 DEIS and 2009 AA/EA, the CCT includes up to 17 stations and provides direct transfers to the MARC Brunswick Line at Metropolitan Grove and the Metrorail Red Line at Shady Grove.

Existing interchanges would be upgraded or reconstructed and four new interchanges are proposed along I-270 and US 15 as part of the multi-modal project. Additional direct access ramps would also be considered for areas better served by transit pending the alternative selected and the transit mode choice.

CCT Alternative Alignments

The alignment for the CCT presented in the 2009 AA/EA document was the original Master Plan Alignment. MTA is currently investigating alternative alignments that deviate from this alignment at Crown Farm, Life Sciences Center, and Kentlands. The alternative alignments are being considered based on future land use considerations in these areas. The Crown Farm is being redeveloped into a mixed-use, transit-oriented development, and the Master Plan Alignment conflicts with a proposed site plan. The Great Seneca Science Corridor Master Plan (GSSCMP) was recently adopted, and the realignment of the CCT could potentially better serve the proposed "life sciences center" development and attract more riders. The Kentlands alignment shift to the south side of Great Seneca Highway would support proposed redevelopment near the Kentlands shopping center.

MTA completed a Supplemental Environmental Assessment (SEA) to document the environmental features and impacts of the three potential modifications of the CCT alignment in the fall of 2010. A public hearing was held in December 2010.

Preferred Alternative Selection Strategy / Separation of Highway and Transit Elements

The original intent of the I-270/US 15 Multi-Modal project team was to select a preferred alternative after the Location and Design Public Hearing (and subsequently, the 2009 AA/EA Public Hearings) that would include both the highway and transit elements of the project and then split the project into two independent studies. The SHA and MTA project teams would independently develop their own Final Environmental Impact Statement (FEIS). SHA would develop a Tier 1 FEIS and identify project segments or work elements to advance to the Tier 2 stage. MTA would submit a New Starts application, initiate preliminary engineering (pending approval), and complete an FEIS for the CCT. Both teams would still collaborate, but the projects would proceed independently. Both the Federal Transit Administration (FTA) and FHWA concurred with this approach.

Developing the Corridor Cities Transitway as a breakout project ***prior to*** selecting a combined preferred alternative is now needed, however, as MDOT is not prepared to recommend a preferred alternative for the highway improvements, but is prepared to recommend a mode, final alignment, and operations and maintenance facility for the CCT. SHA is completing the traffic analysis for different operational scenarios such as high-occupancy/toll (HOT) lanes and the use of a reversible managed lane system in the corridor in response to feedback received from local jurisdictions. Furthermore, SHA is developing minimization strategies for several areas along the highway corridor in response to comments received from agency partners, local jurisdictions, and communities adjacent to I-270 and US 15. While it is safe to assume that some sort of managed lane strategy will eventually be selected for the corridor, the details of the preferred alternative will be finalized later. Lastly, the CCT is currently funded for planning and preliminary engineering through FY 2014, whereas funding for the planning of the highway improvements is only programmed through FY 2011.

INDEPENDENT UTILITY DISCUSSION – CORRIDOR CITIES TRANSITWAY

In order to be separated from the I-270/US 15 Multi-Modal Study, the CCT must have logical termini and be of sufficient length to address environmental matters on a broad scope, be a usable and reasonable expenditure even if no additional transportation improvements are made, and be constructed such that it will not restrict consideration of alternatives for other reasonably foreseeable transportation improvements. An explanation of how the CCT meets these criteria, as well as a discussion of how the CCT helps to satisfy the purpose and need for the corridor study, is presented in the following sections.

Logical Termini

The project limits proposed for the CCT are:

- Shady Grove Metro station to the south, near MD 355 and Metro Drive;
- COMSAT Station to the north, approximately one-half mile north of West Old Baltimore Road.

The CCT has logical termini in that the project serves an identified need to provide a transit connection between the Metrorail Red Line terminus at Shady Grove and the cities of Gaithersburg, Germantown, and Clarksburg. The Montgomery County "On Wedges and Corridors" master plan identifies the CCT as an essential transit link to support existing and planned development in the I-270 Technology Corridor and the Shady Grove, Gaithersburg, and Germantown areas. The plan also notes that a major goal is to increase the mode share for all non-automobile uses (transit, bicycle, and pedestrian) within the study area. As a result, higher-density transit-oriented development is proposed in the vicinity of most CCT stations. The CCT has appeared on local master plans since the 1970s, and subsequent master plans have been adopted assuming the CCT is in place.

The I-270/US 15 Multi-Modal Study area is currently served by several transit amenities. The MARC Brunswick Line provides peak-hour, one-way weekday service from Frederick, Maryland and Martinsburg, West Virginia to downtown Washington, DC. The MTA operates the 991 commuter bus from Hagerstown on I-70 and I-270 to the Shady Grove Metrorail station and destinations in the Democracy Boulevard area, with stops at the Monocacy MARC Station and Urbana Park and Ride. In addition to MARC and commuter bus, Frederick County and the City of Frederick operates local transit service (named TransIT) that provides connections from the north and east to the Monocacy MARC station, and Montgomery County Ride-On has an extensive bus network that connects to MARC and the WMATA Metrorail Red Line at several locations within the corridor.

The CCT will enhance the extensive public transportation network that is in place in Montgomery County, with or without the I-270 improvements. To measure the effectiveness of the CCT both with and without the highway improvements, the project team modeled a transit-build, highway no-build scenario and compared the results to 1) a total no-build scenario and 2) the transit-build, highway-build, scenario presented in the 2009 AA/EA. The full build condition assumes that Alternative 7B is selected, where the barrier-separated ETLs and direct access ramps are constructed on I-270, the three proposed express bus routes are implemented in the corridor, and the CCT is built as a BRT system from Clarksburg to Shady Grove. Alternate 7B

is not necessarily the preferred alternative. Alternative 7B was chosen for the full-build condition because it provides the greatest interconnectivity between the I-270 improvements and the CCT. Alternative 7B provides the shortest travel time for those using the express bus routes from the north and the greatest amount of connectivity between I-270 and the CCT. The transit-build, highway no-build scenario assumes that the CCT is constructed as a BRT connection from Clarksburg to Shady Grove, the three proposed express bus routes are implemented in the corridor, and only roadway improvements that are currently in the development and evaluation pipeline are constructed. The roadway improvements would include new interchanges on I-270 at Watkins Mill Road (currently in design) and at I-270 and New Cut Road near COMSAT, which is currently ranked tenth on Montgomery County's transportation priority list. No mainline enhancements would be built on I-270, and there would be no direct access ramps from the median.

Vehicle miles traveled (VMT) on I-270 is only slightly reduced with the construction of the CCT in the transit-build, highway no-build scenario. The project team analyzed several segments between Germantown and Shady Grove, and the results when compared to the no-build condition indicate that there is a one to three percent decrease in VMT, depending on the segment of I-270 analyzed. VMT reduction on I-270 is not the only performance metric that should be considered when determining the effectiveness of the CCT and how it fulfills a transportation need in the corridor. The anticipated ridership is also an important factor.

The daily anticipated ridership on the CCT is dependent on the mode selected. It is anticipated that there will be approximately 28,000 to 32,000 daily trips with BRT and between 31,000 and 35,000 daily trips with LRT. The effect of the removal of the highway improvements on ridership is relatively small with respect to forecasted CCT boardings, the number of new transit riders, and the transit travel time savings in the study corridor. Tables 1 through 3 in **Appendix A** show the effect of removing highway improvements associated with Alternative 7B for the horizon year 2030. The tables provide a range of values to reflect the level of detail of the forecasts. "CCT Boardings" only include boardings at CCT stations located along the guideway or stations used in the definition of the TSM alternative; and these do not include patrons under the BRT alternative boarding other bus routes that then use the guideway to Shady Grove. **Appendix B** contains diagrams displaying boarding differences by CCT station, as well as line haul volume differences by segment.

The CCT study area is located within the corporate limits of the City of Rockville and City of Gaithersburg, which have been designated as Priority Funding Areas (PFA) under the State's Smart Growth legislation. The remaining area is included within Montgomery County's established PFA. Therefore the CCT study area, as shown in **Figure 2**, is located entirely within a PFA.

On May 4, 2010, the Montgomery County Council adopted the Great Seneca Science Corridor Master Plan, an amendment to the County's master plan that calls for the development of the Shady Grove Life Sciences Center (LSC) in the Gaithersburg area (but outside City of Gaithersburg city limits). This master plan calls for a revised CCT alignment to service the LSC, an ambitious mixed use community of residential, commercial, and office development oriented towards the growing biotechnology industry. Johns Hopkins University intends to develop a

108-acre parcel of currently undeveloped farm land that they own as key component of this development. The modified master plan and anticipated growth led the MTA to study the potential ridership, cost, and other performance of the modified alignments to determine whether they should be adopted into the CCT alignment. This analysis demonstrated considerable benefits associated with this modified alignment. In consultation with FTA, MTA pursued a more detailed environmental analysis to ensure that evaluation of potential impacts was consistent with the spirit and intent of NEPA.

The proposed master plan alignment and stations for the CCT are shown in **Figure 3.** The alternative alignments being considered at Crown Farm, the Shady Grove Life Sciences Center, and Kentlands are shown in **Figure 4.** The CCT, over most of its length, is proposed as a 30-foot wide typical section that would have two 12-foot wide lanes for bus rapid transit or a double-tracked light rail system. A 10-foot wide shared use bike/walk path, to be built by others, is proposed along the entire length of the CCT. The proposed typical sections for the CCT are shown in **Figure 5**. Most of the intersection crossings of the CCT would be constructed at-grade. Grade separation of the CCT is being considered, however, at highly congested intersections within the project area.

Independent Utility as a Usable and Reasonable Expenditure

Another criterion used to evaluate the independent utility of a proposed action is to determine whether the action is a usable and reasonable expenditure even if other proposed long-term actions are not implemented. The proposed CCT satisfies this criterion because it will improve person-throughput within the southern portion of the I-270 corridor regardless if the highway improvements are or are not constructed.

While the I-270 alternatives are intended to serve as a second "trunk line" for transit that would further improve the travel times of the three new express bus services that serve Frederick and Kemptown (as well as the existing 991 commuter bus from Hagerstown), the CCT fulfills a need in the middle and southern parts of Montgomery County that have been approved for higher densities of households and employment.

A measure of the effectiveness of the CCT is how it addresses the project goals for the overall I-270/US 15 Multi-Modal Study. These goals were developed very early in the study process in consultation with the multi-modal study focus group, approximately 20 individuals representing the various stakeholders in the project area. The focus group reviewed and offered input on the many transportation improvement options and evaluation measures. The project goals were purposely broadly defined to have a multi-modal application related to the transportation and related needs of the corridor. The various transit and highway capital investment alternatives that were analyzed over the full range of NEPA documents were defined and evaluated against these goals within the context of a full transportation network.

The transit improvements proposed with the CCT are an important component of the multi-modal strategy developed in consultation with Montgomery County, other local communities, agencies, and members of the public to meet the project goals. The following identifies the four goals of the I-270/US 15 Multi-Modal Corridor Study in which transit could play an important role in meeting.

Support Orderly Economic Growth. The CCT supports the orderly economic development of the I-270 corridor in Montgomery County, and is consistent with the adopted local government land use plans, as well as Maryland's Economic Growth, Resource Protection and Planning Act.

Enhance Mobility. The CCT, by providing new choices of transportation modes, provides enhanced traveler mobility in the I-270 corridor and Montgomery County and improves the overall efficiency of the transportation system.

Preserve and Protect the Environment. The CCT delivers transportation services in a manner that preserves, protects and enhances the quality of life and social, cultural and natural environment in the I-270/US 15 corridor. The CCT is typically situated in developed areas in the corridor, in many instances located in the median of streets that were constructed as part of approved developments.

Optimize Public Investment. The CCT provides a transportation improvement in the corridor that makes optimal use of existing transportation infrastructure while making cost effective investment in facilities and services that support other project goals. Much of the CCT is anticipated to be built in areas already reserved for its construction, and in areas that have greater densities of households and employment approved.

A fifth study goal, Improve Goods Movement, is not a goal that transit addresses directly because transit moves people, not goods. The modest decrease of VMT in the corridor as a result of the CCT being constructed will slightly improve goods movement by reducing travel times, however, the broad spectrum of solutions developed as part of the multi-modal study are really needed to fully address this goal.

Consideration of Other Projects

As a "breakout" project from the I-270/US 15 Multi-Modal Corridor Study, constructing the CCT would not force the construction of the highway improvements presented in the I-270/US 15 Multi-Modal Corridor 2002 DEIS or 2009 AA/EA.

In areas where the CCT parallels or crosses I-270, the CCT will be situated such as not to inhibit the construction of a future managed lane alternative on the I-270 mainline. Structures over I-270 could be constructed such that they accommodate the widest typical section of the proposed alternatives. The CCT is anticipated to cross I-270 twice; once near the Shady Grove Road interchange near the southern end of the project and also along the proposed extension of Dorsey Mill Road, just north of the MD 27 interchange. The CCT will parallel I-270 on the west side of the roadway between the Watkins Mill Road and Middlebrook Road interchanges, through Seneca Creek State Park. The anticipated impacts to the park and nearby residences are addressed in the AA/EA, and include the area required for the I-270 build alternatives.

As noted before, there are several projects within the limits of work of the CCT that were assumed to be complete and incorporated into the transportation and land use models that were used for the forecasts. The I-270/Watkins Mill Road interchange is a "breakout" project from

the Multi-Modal Study that is currently in design. It is one of Montgomery County's top priorities and is scheduled to be constructed by 2016. Once completed, this interchange would provide improved access to the proposed Metropolitan Grove station of the CCT.

The I-270/New Cut Road interchange project also appears on Montgomery County's priority list of projects to advance to the design and construction phases. Funding is not currently established for the design or construction of this interchange, however, when complete it would provide improved access to the northernmost station of the CCT at COMSAT.

CONCLUSION

All of the logical termini and independent utility issues and criteria are satisfied in the analysis of the CCT. The termini points of the Shady Grove Metrorail station to the south and the New Cut Road interchange to the north are justified due to the lack of potential traffic impacts on the roadway network beyond these project limits as a result of the CCT construction. Furthermore, the CCT has appeared in the Montgomery County master plan for several decades as a dedicated transitway alignment extending from Shady Grove to Clarksburg.

In addition, traffic volumes may be reduced on congested local roads in the southern portion of the study area with the construction of the CCT. Independent utility sufficiency is demonstrated by the travel demand forecasts which indicate that the construction of the CCT provides a transportation benefit even if the roadway improvements proposed in the combination alternatives in the 2002 DEIS and 2009 AA/EA are not implemented. While the construction of the entire range of work items considered as part of the I-270 Multi-Modal Study provides the greatest benefit to all corridor users, construction of the CCT neither forces the construction of the other corridor improvements nor prohibits planned improvements that are already in the pipeline from being constructed. The CCT could be constructed as a single project, whereas the other corridor improvements cannot be funded all at once, and are anticipated to be completed in several phases as funding becomes available.

It is therefore concluded that the proposed CCT does have logical termini, independent utility, and does not force or preclude consideration of other transportation projects.

APPENDIX A

Table 1
2030 CCT Demand and Benefits with Alternative 7B

Transit Alternative	CCT Boardings	New Riders	Travel Time Savings (hours)
TSM	6,000-7,000	7,100-8,900	6,000-7,500
LRT	25,000-31,000	14,300-17,900	11,800-14,700
BRT	22,000-27,000	15,000-18,800	12,300-15,400

Table 2
2030 CCT Demand and Benefits without Alternative 7B

Transit Alternative	CCT Boardings	New Riders	Travel Time Savings (hours)
TSM	6,000-8,000	6,900-8,600	5,800-7,200
LRT	26,000-32,000	14,700-18,300	12,100-15,000
BRT	25,000-31,000	14,400-18,000	11,800-14,700

Table 3
2030 CCT Demand and Benefits Difference (Table 2 results less Table 1 results)

Transit Alternative	CCT Boardings	New Riders	Travel Time Savings (hours)
TSM	0-1,000	(200)-(300)	(200)-(300)
LRT	1,000	400	300
BRT	3,000-4,000	(600)-(800)	(500)-(700)

Note: Numbers in parentheses, (200), are a negative value.

CCT Boardings increase without the highway improvements in place by less than 15% over the range of transit alternatives. The increase in boardings is due to the removal of Alternative 7 highway improvements, which increases congestion on I-270 and decreases highway travel speeds, making the CCT more attractive to the markets it serves. The change in new transit riders and in travel time savings for new and existing transit patrons varies at most by 9% over the range of transit alternatives.

APPENDIX B

I-270 Independent Utility Paper – Travel Time Savings

To validate the independent utility of the I-270/ US 15 highway alternatives and the Corridor City Transit (CCT) transit alternatives of the I-270/ US 15 Multimodal Corridor Study from a travel demand context, this analysis used the travel time outputs from the MTA MDAA(spell out) model for Year 2030 AM and PM peak hour conditions. The analysis focused on highway travel times in both directions on I-270 from north of MD 121 to south of MD 28.

The alternative with No-Build assumptions on both highway and transit side (referred as Transit NB + Hwy NB in this document) is used as the base case for this evaluation. The build highway alternatives evaluated are the Alternative 6 ETL and Alternative 7 ETL studied under the I-270/ US 15 Multi-Modal Corridor Study Alternatives Analysis/Environmental Assessment (EA/AA), May 2009 document, the supplemental to the DEIS (referred as Hwy Build 6 and Hwy Build 7 respectively in this document). The build transit alternatives considered in the analysis are the CCT-BRT and CCT-LRT alternatives. Here are the alternatives that have been studied as part of this evaluation:

- Transit NB + Hwy NB (Base Case)
- Transit LRT + Hwy NB
- Transit NB + Hwy Build 6
- Transit LRT + Hwy Build 7
- Transit BRT + Hwy Build 7

Tables 1 and 2 show the summary of the travel time information and the savings obtained from various alternatives for the southbound and northbound I-270 operations.

Table 1: 2030 Southbound I-270 (From MD 121 To MD 28) Travel Time Summary

	Total Travel Time		Travel Time Savings			
Alternatives	**AM**	**PM**	**AM**	**PM**	**AM**	**PM**
	(minutes)		**(minutes)**			
Transit NB + Hwy NB (Base Case)	48.5	38.4				
Transit LRT + Hwy NB	47.8	37.1	0.7	1.3	1%	3%
Transit NB + Hwy Build 6	34.9	34.6	13.6	3.8	28%	10%
Transit LRT + Hwy Build 7	31.9	36.2	16.6	2.2	34%	6%
Transit BRT + Hwy Build 7	42.5	35.7	6.0	2.7	12%	7%

Travel times compiled from run of the MTA MDAA model outputs

Table 2: 2030 Northbound I-270 (From MD 28 To MD 121) Travel Time Summary

	Total Travel Time		Travel Time Savings			
	AM	PM	AM	PM	AM	PM
Alternatives	(minutes)		(minutes)			
Transit NB + Hwy NB (Base Case)	29.8	65.1				
Transit LRT + Hwy NB	28.8	64.8	1.0	0.3	3%	0%
Transit NB + Hwy Build 6	20.7	60.8	9.1	4.3	31%	7%
Transit LRT + Hwy Build 7	20.8	58.9	9.0	6.2	30%	10%
Transit BRT + Hwy Build 7	20.2	60.3	9.6	4.8	32%	7%

Travel times compiled from run of the MTA MDAA model outputs

As shown in Table 1 and 2 above, these are the findings and interpretation of results for the I-270 corridor limits between MD 121 and MD 28:

- There is significant improvement in travel times ranging from 2.2 minutes to 16.6 minutes (6% to 34%) in the highway build alternatives (Hwy Build 6 and Hwy Build 7) compared to the Highway No-Build alternative (Hwy NB). This is irrespective of the transit alternative chosen including No-Build Transit. This is a reasonable finding as the build alternatives on I-270 provide added capacity thereby improving operations and average speed compared to the No-Build conditions. Furthermore, it appears that the travel time savings for the highway build alternatives in the AM peak (average of about 11 minutes or, 28%) are significantly higher compared to the PM peak(average of about 4 minutes or 8%).
- With a Highway No-Build assumption, we see that the Transit LRT shows a marginal improvement in the travel time savings (0 to 3%) in both directions for both peak hours compared to the Transit No-Build alternative. We believe, that Tranist BRT related travel time savings on I-270 will be in the similar order of magnitude and will show marginal improvement over the Transit No-Build alternative. We also believe, similar trends will be observed for the build highway alternatives.
- The maximum travel time savings on I-270 is realized under the Transit LRT alternative with Hwy Build 7alternative scenario.

Conclusions

From the above analysis, it is evident that a build highway alternative would definitely result in travel time savings on I-270 within the CCT project limits irrespective of the transit alternative. Although minimal, there would be some savings on I-270 travel time if there is a Build Transit alternative in place. Although we believe, there will be a synergistic effect of a Build Highway and Transit alternative that would provide us the collective benefits, **the overall impacts on the**

highway travel times due to one transit alternative over the other is really marginal. We believe that there is sufficient reason to believe that the highway and transit alternatives can be furthered independent of each other.

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

BRIEFING MEMORANDUM

TO: Beverley K. Swaim-Staley
Secretary

FROM: Ralign T. Wells
Administrator

DATE: April 13, 2012

SUBJECT: Corridor Cities Transitway
Locally Preferred Alternative Recommendation

PURPOSE OF MEMORANDUM

This memorandum provides project status materials and Locally Preferred Alternative (LPA) recommendation information for Maryland Transit Administration's (MTA) Corridor Cities Transitway (CCT) project in advance of our meeting with you on April 17, 2012. At the meeting, we will explain our recommendation, discuss outstanding issues, and present a plan for next steps.

ANALYSIS/ SUMMARY

Project Definition

- 15-mile north-south transit line that would extend from the Shady Grove Metrorail Station to the COMSAT/Clarksburg area in Montgomery County MD
- A bus rapid transit or light rail transit line operating largely at street level on a fully dedicated right-of-way with no shared use segments. Fourteen stations are currently planned, with additional locations for future stations under consideration.
- Direct connections to the regional Metrorail system at Shady Grove, the MARC Brunswick line at Metropolitan Grove and local bus services along the corridor.
- The current capital program includes $21.6 million funding for the planning and the beginning of the preliminary engineering phases. Additional funding is not available for the remaining design, right of way or construction.

Project Status

- NEPA Documentation
  - 2002 Draft Environmental Impact Statement (five combination highway and transit alternatives)
  - 2009 Alternatives Analysis/Environmental Assessment (two additional highway alternatives for express toll lanes, no changes to transit alternatives)
  - 2010 Supplemental Environmental Assessment (no highway analysis, three alternative transit alignments – Crown Farm, Life Sciences Center, and Kentlands)
- Agreement from FTA and FHWA that the CCT can move forward independent of any planned highway improvements along I-270.
- Formal coordination with FTA has begun on the evaluation of travel forecasting results. MTA is utilizing the same enhanced regional model developed for the Purple Line and CCT with further refinements implements to accurately estimate ridership in this corridor. Latest results were received last week and continue to be analyzed.
- Project Schedule
  - May 2012 – LPA Announcement
  - June 2012 – Notify FTA of intent to enter the New Starts process
  - July 2012/March 2013 – Preparation of New Starts documentation and coordination with FTA Project Management Oversight Consultant
  - April 2013 – FTA Approval to Enter PE
  - January 2014 – PE/FEIS Complete

  Dependent on funding
  - April 2014 – Record of Decision
  - November 2014 – Initiate Final Design Activities
  - September 2015 – Receive Full Funding Grant Agreement
  - March 2018 – Begin R/W Acquisitions/Permitting/Agreements
  - September 2018 – Begin Construction

Why select an LPA now

- Alternative alignment studies and environmental evaluations for this phase of the project have been completed. The selection of a locally preferred alternative is the appropriate next step for the CCT and caps the work done to date.
- MTA is currently funded to complete the Project Planning in FY 2013 and begin Preliminary Engineering. To do so, the LPA needs to be finalized and entry into the FTA New Starts process must begin.
- The project is funded in the CTP for FY 2014 to continue Preliminary Engineering. No funding is allocated beyond FY 2014.
- The CCT has been included the Montgomery County Report and Recommendations of the County Executives Transit Task Force as a Phase I corridor. The Task Force and

Montgomery County has expressed an interest in promoting the CCT BRT as the first stage of the larger countywide BRT plan. Selection of the LPA allows the County to continue its planning efforts related to future development and a countywide BRT system.

- The CCT is included in the various master plans in Montgomery County and the selection of an LPA solidifies the continuation of corridor preservation in those plans.
- The continuation of the CCT into future phases is a condition of the Great Seneca Science Corridor Master Plan.
- Although future funding is uncertain at this time, the importance of the CCT in the overall county long range transit plans cannot be underestimated. The State/MDOT should not delay this important next step of selecting an LPA.

Locally Preferred Alternative Recommendation

- Mode: Bus Rapid Transit (BRT) - BRT would operate on an exclusive and dedicated right-of-way with grade separations at key roadway crossings and at-grade crossings at minor streets.

  BRT is suitable for this corridor because it offers the flexibility for some buses to directly serve surrounding communities by leaving the transitway at appropriate locations. Several Ride-On routes would be modified to utilize a portion of the transitway for its route or access the planned stations for easy transfers. Unlike the Red Line and Purple Line corridors, this area of Montgomery County is less dense and warrants greater flexibility in operations. BRT features include off-board fare collection; level floor, multiple door boarding; and stylized, alternative fuel, low floor vehicles.
- Alignment: Master Plan with alternative alignments through Crown Farm, Life Sciences Center and Kentlands. Master Plan alignment through King Farm. (map attached)
- Phasing: Recommended to be built in two phases – Phase I would be from Shady Grove to Metropolitan Grove and is 8.9 miles. Phase II would be from Metropolitan Grove to COMSAT and is 6.4 miles.

  Most of the development around the transitway has occurred in the lower portions of the corridor. Densities are lower and some areas are not yet developed north of Metropolitan Grove. Montgomery County has focused development around most of these station locations for many years. Some locations are developed already while others are planned in the near term

  Right-of-way in the Phase I segment is largely reserved or already protected.
- Operating and Maintenance Facility: Recommended site is situated just south of the Metropolitan Grove station that currently is utilized by Montgomery County's vehicle impound lot. This site is suitably located in the section proposed for the first phase of

construction. It is also situated away from any residential uses and has major roads and a railroad on three sides.

- The LPA route is summarized below:

  Phase I
  - Beginning at the Shady Grove Metro Station proceeding along the north side of the west parking lot
  - Median of Metro Access Road and continuing across Frederick road at-grade onto the median of King Farm Boulevard
  - Aerial over Shady Grove Road and I-270
  - Median of Fields Road and Decoverly Drive
  - West side of Diamondback Drive with a tunnel under Key West Avenue to the east side of Broschart Road
  - North side of Medical Center Drive
  - East side of Johns Hopkins Drive with a tunnel under Key West Avenue to west side of existing office building
  - North side of Belward Campus Drive
  - Median of Muddy Branch Road
  - West side of Great Seneca Highway
  - Aerial across Great Seneca Highway to the south side of Quince Orchard Road
  - Aerial structure at Clopper Road/Quince Orchard Road to the north side of Quince Orchard Road
  - Aerial on north side of Quince Orchard Road from Clopper Road intersection to east of CSX RR
  - At-grade and parallel to CSX right-of-way along the east side to Metropolitan Grove Station

  Phase II
  - Parallel the west side of I-270 from Metropolitan Grove Station to Middlebrook Road
  - Aerial crossing of Middlebrook Road and along the western edge of the Department of Energy
  - Tunnel under Germantown Road
  - Median of Century Boulevard
  - Median of Dorsey Mill Road
  - Median of Observation Drive to COMSAT Station

- Phase I Stations:
  - Shady Grove Metrorail Station
  - East Gaither (serving the residential part of King Farm)
  - West Gaither (serving the office park part of King Farm)
  - Crown Farm (residential and commercial development under construction)
  - DANAC

- Life Science Center (LSC) Central (existing Adventist Hospital and JHU campus, National Cancer Institute under construction, and planned growth related to Great Seneca Science Corridor Master Plan (GSSCMP))
- LSC West (planned growth related to GSSCMP)
- LSC Belward (planned growth related to GSSCMP)
- Kentlands (existing commercial and residential areas and planned redevelopment of commercial center)
- National Institute for Standards and Technology (N.I.S.T.)
- First Field
- Metropolitan Grove MARC Station (new development under construction)

Phase II

- Germantown (commercial hub for the community and master planned improvements)
- Cloverleaf
- Dorsey Mill
- COMSAT (terminal station with planned I-270 interchange nearby)

- The recommended LPA ridership and capital costs are shown below:

Ridership and Capital Costs

	BRT
LPA Recommendation (Shady Grove to COMSAT)	
Ridership (daily boardings)	38,000-47,700
Capital Cost (2012 $)	$828.09 million
Phase I Recommendation (Shady Grove to Metropolitan Grove)	
Ridership (daily boardings)	25,200-31,500
Capital Cost (2012 $)	$545.61 million

- MTA's LPA recommendation is based on the following considerations:
  - There are no significant differences in the design of the transitway between LRT and BRT other then vehicle type and transitway infrastructure (roadway vs. rail bed). Stations and other user amenities are identical for both modes.
  - The transitway itself would provide approximately the same travel speeds for either mode.

	BRT	LRT
Shady Grove to COMSAT	49.5 minutes	46.4 minutes
Shady Grove to Metropolitan Grove	32.6 minutes	30.2 minutes

  - Daily boardings for the Phase I segment are approximately 32 percent higher for LRT, but the capital cost for LRT is approximately 53 percent higher.

- The alternative alignments through Crown Farm, Life Sciences Center and Kentlands have a net positive effect on the CCT and should be adopted as the preferred alternative. Most property owners within the Crown Farm and Life Sciences Center segments have indicated their willingness to dedicate the needed right-of-way for the CCT. As such, right-of-way costs for the alternative alignments are expected to be minimal.
- BRT vehicles in production today offer many of the same amenities as light rail vehicles, including a streamlined appearance, large windows, level boarding, a smooth ride, and low emissions hybrid propulsion.
- Ride-On bus service is prevalent in the corridor. With the BRT mode, some Ride On buses could be rerouted onto the transitway and continue to their destination, taking advantage of the dedicated facility. Transit users would be provided more options to determine which single or combination of routes best meets their travel needs. The combination of CCT and Ride-On buses in the lower portions of the transitway would provide increased frequencies and more capacity where it would be needed most. A plan has been developed to provide additional local bus service in the corridor so that no community loses service and others gain new service.

The MTA team is prepared to present this recommendation in greater detail and discuss with you how best to move forward and at what pace. Please contact Diane Ratcliff at (410) 767-3787 if you wish to discuss any of this information prior to the meeting.

cc: Mr. Don Halligan, Director, Office of Planning and Capital Programming, MDOT
Ms. Simone Johnson, Chief of Staff, MTA
Mr. Henry Kay, Executive Director for Transit Development and Delivery. MTA
Mr. Rick Kiegel, P.E., MTA
Mr. Frank Principe, Chief of Staff, MDOT
Ms. Diane Ratcliff, Director of Planning, MTA
Mr. Simon Taylor, Deputy Administrator & Chief Administration Officer, MTA
Ms. Adrea Turner, Special Assistant to the Secretary, MDOT

Maryland Department of Transportation
The Secretary's Office

Martin O'Malley
Governor
Anthony G. Brown
Lt. Governor
Beverley K. Swaim-Staley
Secretary
Darrell B. Mobley
Deputy Secretary

FOR IMMEDIATE RELEASE

CONTACT: Jack Cahalan
Erin Henson
Office: 410-865-1025

GOVERNOR O'MALLEY ANNOUNCES LOCALLY PREFERRED ALTERNATIVE FOR THE CORRIDOR CITIES TRANSITWAY

New Bus Rapid Transit System to be a First for Maryland

HANOVER, MD (May 11, 2012) – Governor Martin O'Malley announced today that the locally preferred alternative (LPA) for the Corridor Cities Transitway (CCT) will be Maryland's first Bus Rapid Transit system operating along a 15-mile north-south corridor from the Shady Grove Metrorail station to the COMSAT facility near Clarksburg in Montgomery County. The Maryland Transit Administration (MTA) will now submit the project to the Federal Transit Administration (FTA) under its New Starts Program as the MTA prepares for the preliminary engineering phase of the project.

"The CCT Bus Rapid Transit line will provide easy, accessible, cost efficient transportation for Montgomery County's neighborhoods" said Governor O'Malley. "This north-south transitway line will reduce our dependence on cars as we continue our goal to double public transit use by 2020. The CCT will support nearly 15,000 jobs in the corridor, help facilitate smart growth through mixed used development and it can be built in a timely manner."

The preferred alternative will connect major employment, residential and activity centers in the corridor including Shady Grove, King Farm, Crown Farm, Life Sciences Center (LSC), Kentlands, National Institute of Standards and Technology, Metropolitan Grove, Germantown, and COMSAT. There will be direct connections to the Red Line at Shady Grove, the MARC Brunswick Line at Metropolitan Grove and local bus service throughout the corridor. The CCT has the support of Montgomery County Executive Isiah Leggett, as well as the Montgomery County Council, the Mayors of Gaithersburg and Rockville and many others along the 15-mile corridor.

"The significant economic advantages of implementing Bus Rapid Transit is not lost on Montgomery County," said County Executive Leggett. "Bus Rapid Transit can be built sooner and at a significantly lower cost while complementing our master plan. The design and construction of the CCT project is vital for the county and state, and we must collectively move forward to bring it into service as soon as possible."

(more)

Under this preferred alternative, the CCT, as proposed, will be a pedestrian friendly system with a total of 16 stations. It is projected to carry 47,700 boardings a day by 2035. The CCT will operate at street level on a fully dedicated right-of-way separate from existing traffic, allowing for fast and reliable operation. CCT stations will be located in or near dense residential communities or commercial and business centers putting the system within walking distance for many and making it easy to access. Parking will be available through existing and/or new Park and Rides at Shady Grove, Crown Farm, LSC West, Metropolitan Grove, Germantown, and COMSAT. The transitway is being designed to accommodate a future hiker/biker trail over its entire length.

"Modern, smart and efficient transportation infrastructure is critical to growing our communities, expanding our economy, creating jobs and protecting our environment," said Lt. Governor Anthony G. Brown, who earlier this month spoke at the National Bus Rapid Transit Institute Forum in College Park. "The CCT Bus Rapid Transit project will provide fast dependable travel time on a dedicated transitway while offering the flexibility for buses to directly serve surrounding communities. The choice of BRT is a good fit for the needs and resources of the corridor's communities, and it will help ensure that Montgomery County has a robust and diverse transportation infrastructure."

The CCT BRT service will feature innovative, stylized vehicles with low floors and multiple doors opening at sidewalk level allowing people to walk on and off as they do on the Metro subway. The vehicles use alternative clean fuels and state-of-the-art technology. Fares will be purchased before boarding, not onboard the vehicle. Concepts showing bus rapid transit can be found at http://www.mdot.maryland.gov/Bus_Rapid_Transit_Components.html.

The CCT will be constructed in two phases. Phase I will involve a 9-mile segment between Shady Grove and Metropolitan Grove. Phase II will be 6-miles long from Metropolitan Grove to COMSAT. The area encompassed by the Phase I segment has seen significant development over the past 20 years and has reserved transitway rights-of-way and will support the ridership to begin this service. Additional information on the CCT can be found at http://www.cctmaryland.com.

Planning for this project has included extensive public participation and the MTA has worked with local communities to develop a plan that provides the greatest benefits while minimizing adverse impacts. Public outreach and agency coordination will continue to be an integral part of the development of the final environmental impact statement, providing opportunities for local residents and stakeholders to contribute to the planning and design of the project.

CCT Bus Rapid Transit Key Facts

- Mode: Bus Rapid Transit
- Overall Length: 15 miles
- Stations: 16 proposed
- Average Daily Ridership: 47,700
- Maintenance Facility: Near Metropolitan Grove
- Bus Rapid Transit Vehicles: 68

(more)

Projected Capital Cost
- Total Project: $828 million
- Phase I: $545 million
- Phase II: $283 million

One-way Travel Time
- COMSAT to Shady Grove: 49 minutes
- Metropolitan Grove to Shady Grove: 33 minutes
- Frequency of service: 6 minutes during peak periods and 10 minutes off peak

Schedule
- Summer 2012 – begin New Starts process
- Spring 2013 – FTA Approval to Enter Preliminary Engineering

Dependent on Funding
- Winter 2014/2015: Initiate Final Design Activities
- Summer 2017: Receive Full Funding Grant Agreement from FTA
- Summer 2017: Begin Right-of-Way Acquisitions/Permitting/Agreements
- Fall 2018: Begin Construction
- 2020: Service begins

###

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RE: CCT invitation to be a cooperating agency

McCurdy, Alaina [McCurdy.Alaina@epa.gov]

Sent: Tuesday, July 15, 2014 4:54 PM
To: Dan Reagle; Rudnick, Barbara [Rudnick.Barbara@epa.gov]
Cc: 'daniel.koenig@dot.gov'; John Newton; Rick Kiegel

Dan,

EPA accepts your invitation to be a cooperating agency for the Corridor Cities Transitway (CCT) Environmental Assessment. EPA appreciates the opportunity to engage in the development of the documentation to satisfy the requirements of NEPA and the Clean Water Act, as a cooperating agency for the CCT project, while we retain our independent obligations under section 309 of the Clean Air Act to review and comment on environmental documents. If you have any questions, please feel free to contact either myself or Barbara Rudnick.

Sincerely,

Alaina

Alaina McCurdy
Office of Environmental Programs
U.S. EPA Region 3
1650 Arch Street
Philadelphia, PA 19103
phone: (215)814-2741
fax: (215)814-2783

From: Dan Reagle [mailto:DReagle1@mta.maryland.gov]
Sent: Thursday, June 12, 2014 3:06 PM
To: McCurdy, Alaina; Rudnick, Barbara
Cc: 'daniel.koenig@dot.gov'; John Newton; Rick Kiegel
Subject: CCT invitation to be a cooperating agency

Barbara and Alaina,

Please see the attached letter inviting you to be a cooperating agency on the EA for the Corridor Cities Transitway. A hard copy is in the mail.

Thank you,

Dan Reagle

Maryland Transit Administration | Office of Planning |6 St. Paul Street, Rm 923 | Baltimore, MD 21202 | 410.767.3771

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MARYLAND TRANSIT ADMINISTRATION
MARYLAND DEPARTMENT OF TRANSPORTATION
Martin O'Malley, Governor • Anthony G. Brown, Lt. Governor
James T. Smith, Jr., Secretary • Robert L. Smith, Administrator

June 12, 2014

Ms. Barbara Rudnick, NEPA Team Leader
Office of Environmental Programs (3EA30)
Environmental Assessment and Innovation Division
US EPA Region 3
1650 Arch St.
Philadelphia, PA 19103

Re: Invitation to Participate in the Environmental Review Process
Corridor Cities Transitway Bus Rapid Transit Project
Cities of Gaithersburg and Rockville, Montgomery County, Maryland

Dear Ms. Rudnick,

The Maryland Transit Administration (MTA), in coordination with the Federal Transit Administration (FTA), is initiating the preparation of an Environmental Assessment (EA) for the proposed Corridor Cities Transitway (CCT) project. The proposed action consists of Bus Rapid Transit (BRT) from the Metropolitan Grove MARC Station to the Shady Grove Metro Station in Montgomery County, Maryland. The purpose of the CCT is to enhance connectivity, mobility, and livability; increase transit capacity; and improve regional air quality by providing premium transit service in the I-270 corridor. The enclosed Project Information Packet provides additional details.

As part of the environmental review process for this project, the lead agency must identify, as early as practicable, any other Federal and non-Federal agencies that may have an interest in the project, and invite such agencies to become cooperating agencies in the environmental review process. The Environmental Protection Agency (EPA) has been identified as an agency that may have an interest in this project; accordingly, your agency is being extended this invitation to become actively involved as a cooperating agency in the environmental review process for the project.

Per *National Environmental Policy Act* (NEPA) regulations (40 CFR 1501.6), a cooperating agency, at the request of the lead agency, assumes responsibility for developing information and preparing environmental analyses, including portions of the environmental document concerning subjects in which the cooperating has special expertise. The cooperating agency also may adopt the environmental document of a lead agency when, after an independent review, the cooperating agency concludes that its comments and suggestions have been satisfied. In addition, your agency will be asked to:

- Provide input on the impact assessment methodologies and level of detail in your agency's area of expertise;
- Participate in coordination meetings, conference calls, and joint field reviews, as appropriate; and
- Review and comment on sections of the pre-draft or pre-final environmental documents to communicate any concerns of your agency on the adequacy of the document, the alternatives considered, and the anticipated impacts and mitigation.

Your agency does not have to accept this invitation. If your agency elects not to become a cooperating agency, your agency must decline this invitation in writing. The declination may be transmitted electronically to me (JNewton@mta.maryland.gov); please include the title of the official responding. **Your agency will be treated as a cooperating agency unless your written response declining such designation as outlined above is transmitted to this office not later than July 14, 2014.**

If your agency has questions regarding the proposed project or this invitation, please contact Dan Reagle at (410) 767-3771 or DReagle1@mta.maryland.gov. We appreciate your agency's consideration and we look forward to coordinating with your agency on this project.

Sincerely,

Mr. John Newton,
Manager, Environmental Planning Division
Maryland Transit Administration

Enclosure: Project Information Packet

cc: Mr. Rick Kiegel, Maryland Transit Administration
Mr. Dan Koenig, Federal Transit Administration
Mr. Dan Reagle, Maryland Transit Administration

Project Information Packet:
Corridor Cities Transitway

I. INTRODUCTION

The following Project Information Packet provides an overview to the Corridor Cities Transitway (CCT) project, including the project's background, history, purpose and needs, and proposed alternatives.

II. PROJECT BACKGROUND

The CCT study area is located within Montgomery County, Maryland. The study area is an intensely developed suburban corridor which includes portions of Rockville and Gaithersburg, roughly parallel to I-270. It is home to many commuters to Washington, DC and surrounding locations, and is also a rapidly growing employment center. The study area has experienced significant growth of employment, households, and population in recent decades. Forecasts predict these growth trends will continue into the foreseeable future.

The area currently suffers from substantial roadway congestion, and future growth is expected to create additional pressure on the transportation network. Metrorail and MARC rail lines serve passengers traveling to the Washington, DC area; however direct access to these lines is currently limited within the study area. Existing bus routes provide commuter connections but currently must travel in general traffic lanes and are thus subject to the same congestion delays as single-occupancy vehicles.

Ongoing development projects in the area have been increasingly dense and transit-oriented in anticipation of the CCT. New transit-oriented developments (TOD) such as Crown Farm, Watkins Mill Town Center, and the Johns Hopkins Belward Research Campus project are planned or under construction.

The corridor is home to several large employment centers including the Life Sciences Center (LSC) and the National Institute of Standards and Technology (NIST). Currently many of these concentrated employment centers are not directly accessible via mass transit, despite being relatively close to Metrorail and MARC rail stations.

III. PROJECT HISTORY

The CCT has long been envisioned as an important part of the transportation network of Montgomery County, as well as to support long-term economic development. The project was originally conceived as a light rail transitway, and later as a potential exclusive busway, designed to provide connections to established and new centers of commerce, industry and residential development in the County (the so- called "corridor cities" of the I-270 corridor). The CCT alignment was identified by Montgomery County in the early 1990s and adopted into the County master plan. Right-of-way for the transitway has been preserved by the County and integrated into private development plans.

In May 2002, the Federal Highway Administration (FHWA) and Federal Transit Administration (FTA) published a Draft Environmental Impact Statement (DEIS) for the I-270/US 15 Multi-

Modal Corridor Study for public review and comment. The DEIS evaluated the impacts of 35 miles of highway improvements along the I-270/US 15 corridor and a 15-mile long CCT. In May 2009, the FHWA and FTA circulated an Alternatives Analysis/Environmental Assessment that analyzed new highway alternatives and reviewed the previously studied CCT alternatives. In November 2010, the MTA completed a Supplemental EA (SEA) to provide more detailed environmental and engineering analysis for new CCT alternatives to better serve the proposed developments of Crown Farm, Life Sciences and Kentlands. In December 2011, FHWA and FTA jointly concurred that the CCT has independent utility from the I-270/US 15 Multi-Modal Corridor Study and the CCT would proceed with NEPA compliance separate from the highway alternatives of the Multi-Modal Corridor Study.

In May 2012, the State of Maryland announced the Locally Preferred Alternative (LPA) for the CCT corridor. The LPA includes bus rapid transit service which extends a total of 16 miles, from COMSAT to the Shady Grove Metro Station. The EA would assess the southern nine-miles of the preferred CCT alignment that extends from the Metropolitan Grove MARC Station to the Shady Grove Metro Station.

Additionally, the MTA met with the FTA on January 31, 2013 to provide a project update and discuss the history of the project, a path forward for the NEPA approach, project funding, and schedule. The Project Team led a sight tour of the corridor for FTA on April 22, 2013.

IV. PROJECT PURPOSE AND NEED

A. Purpose

The purpose of the CCT is to provide enhanced transit service in the I-270 corridor in Montgomery County. The CCT project would provide the following in the study area corridor (shown on **Figure 1**), which extends from the Metropolitan Grove MARC Station to the Shady Grove Metrorail Red Line Station:

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Five specific needs to be addressed by this project:

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V. ALTERNATIVES EVALUATED

Two alternatives are being advanced for the CCT project: a No-Build and a Build Alternative. These alternatives will be evaluated and compared for their ability to address the project purpose and need and environmental impacts. These alternatives will be included in the Environmental Assessment which is being prepared pursuant to the National Environmental Policy Act (NEPA).

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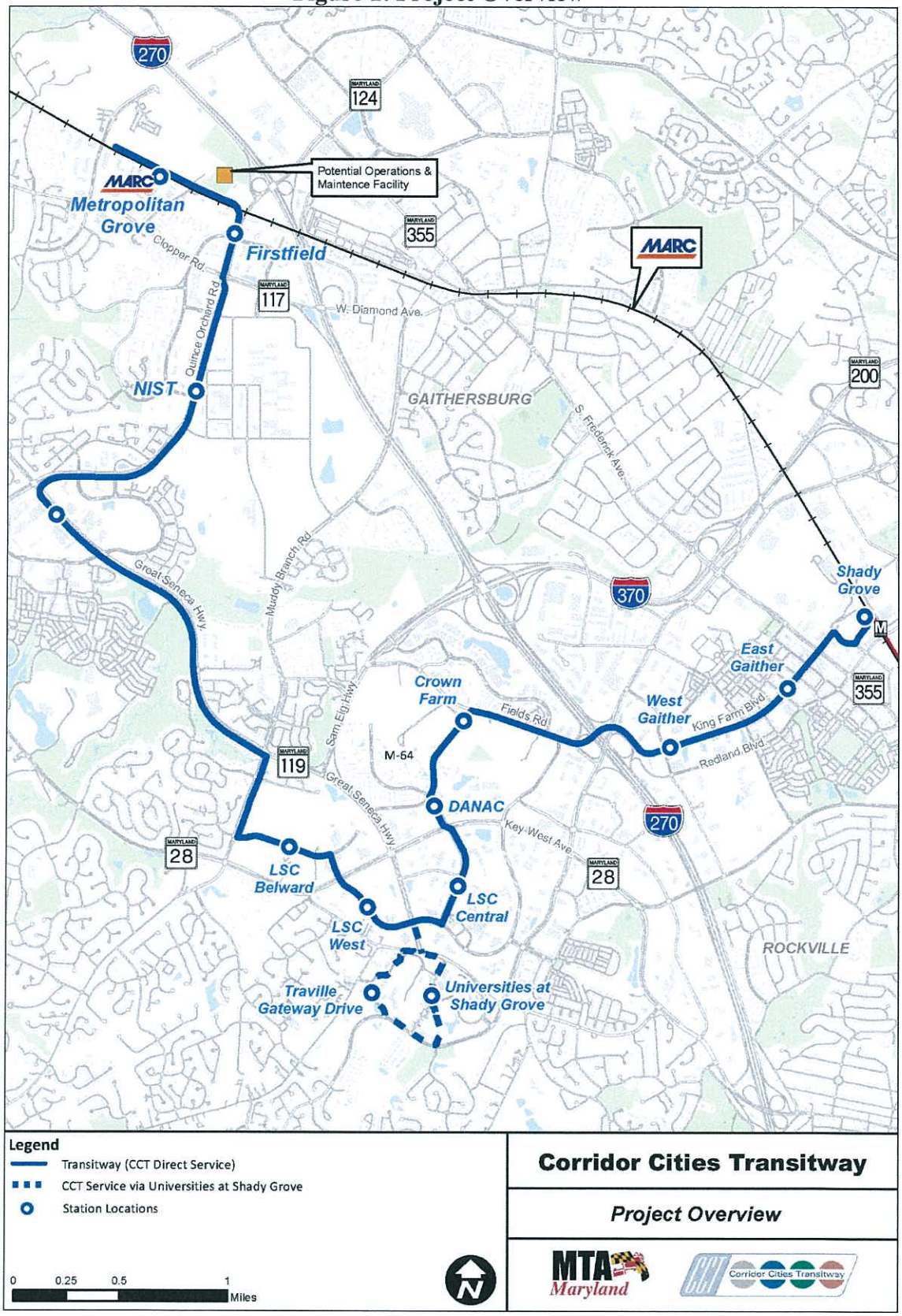

From:	Dan Reagle
To:	"Cantilli, Susan P"
Cc:	Daniel Koenig (daniel.koenig@dot.gov); kathleen.zubrzycki@dot.gov; John Newton (jnewton@mta.maryland.gov)
Subject:	RE: CCT invitation to be a cooperating agency
Date:	Thursday, July 31, 2014 3:00:00 PM

Susan,

Your email below is sufficient. Thank you!

Thank you,

Dan Reagle
Maryland Transit Administration | Office of Planning |6 St. Paul Street, Rm 923 | Baltimore, MD 21202 | 410.767.3771
Attachments must be <5MB.

From: Cantilli, Susan P [mailto:susan.cantilli@nist.gov]
Sent: Thursday, July 31, 2014 2:58 PM
To: Dan Reagle
Subject: RE: CCT invitation to be a cooperating agency

Hi Dan –

I did clear with others here that we want to be a cooperating party. However, I did not respond because the letter stated that NIST only needed to provide written notice if we wanted to decline the designation. Would you like a formal acceptance sent to John Newton?

Susan

From: Dan Reagle [mailto:DReagle1@mta.maryland.gov]
Sent: Thursday, June 12, 2014 3:03 PM
To: Cantilli, Susan P
Cc: 'daniel.koenig@dot.gov'; Rick Kiegel; John Newton
Subject: CCT invitation to be a cooperating agency

Susan,

Please see the attached letter inviting you to be a cooperating agency on the EA for the Corridor Cities Transitway. A hard copy is in the mail.

Thank you,

Dan Reagle

Maryland Transit Administration | Office of Planning |6 St. Paul Street, Rm 923 | Baltimore, MD 21202 | 410.767.3771

Attachments must be <5MB.

Maryland now features 511 traveler information!
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MARYLAND TRANSIT ADMINISTRATION
MARYLAND DEPARTMENT OF TRANSPORTATION
Martin O'Malley, Governor • Anthony G. Brown, Lt. Governor
James T. Smith, Jr., Secretary • Robert L. Smith, Administrator

June 12, 2011

Mr. Joseph DaVia
Chief, Maryland Section North
US Army Corps of Engineers
CENAB-OP-RMN
P.O. Box 1715
Baltimore, MD 21203-1715

Re: Invitation to Participate in the Environmental Review Process
Corridor Cities Transitway Bus Rapid Transit Project
Cities of Gaithersburg and Rockville, Montgomery County, Maryland

Dear Mr. DaVia, Joe

The Maryland Transit Administration (MTA), in coordination with the Federal Transit Administration (FTA), is initiating the preparation of an Environmental Assessment (EA) for the proposed Corridor Cities Transitway (CCT) project. The proposed action consists of Bus Rapid Transit (BRT) from the Metropolitan Grove MARC Station to the Shady Grove Metro Station in Montgomery County, Maryland. The purpose of the CCT is to enhance connectivity, mobility, and livability; increase transit capacity; and improve regional air quality by providing premium transit service in the I-270 corridor. The enclosed Project Information Packet provides additional details.

As part of the environmental review process for this project, the lead agency must identify, as early as practicable, any other Federal and non-Federal agencies that may have an interest in the project, and invite such agencies to become cooperating agencies in the environmental review process. The United States Army Corps of Engineers (USACE) has been identified as an agency that may have an interest in this project, assuming an individual permit will be required for the project as impacts to Waters of the US, including wetlands, could exceed one acre of impacts. Accordingly, your agency is being extended this invitation to become actively involved as a cooperating agency in the environmental review process for the project.

Per *National Environmental Policy Act* (NEPA) regulations (40 CFR 1501.6), a cooperating agency, at the request of the lead agency, assumes responsibility for developing information and preparing environmental analyses, including portions of the environmental document concerning subjects in which the cooperating agency has special expertise. The cooperating agency also may adopt the environmental document of a lead agency when, after an independent review, the cooperating agency concludes that its comments and suggestions have been satisfied. In addition, your agency will be asked to:

- Provide input on the impact assessment methodologies and level of detail in your agency's area of expertise;
- Participate in coordination meetings, conference calls, and joint field reviews, as appropriate; and
- Review and comment on sections of the pre-draft or pre-final environmental documents to communicate any concerns of your agency on the adequacy of the document, the alternatives considered, and the anticipated impacts and mitigation.

Your agency does not have to accept this invitation. If your agency elects not to become a cooperating agency, your agency must decline this invitation in writing. The declination may be transmitted electronically to me (JNewton@mta.maryland.gov); please include the title of the official responding. **Your agency will be treated as a cooperating agency unless your written response declining such designation as outlined above is transmitted to this office not later than July 14, 2014**

If your agency has questions regarding the proposed project or this invitation, please contact Dan Reagle at (410) 767-3771 or DReagle1@mta.maryland.gov. We appreciate your agency's consideration and we look forward to coordinating with your agency on this project.

Sincerely,

John Newton
Manager, Environmental Planning Division
Maryland Transit Administration

Enclosure: Project Information Packet

cc: Mr. Rick Kiegel, Maryland Transit Administration
Mr. Dan Koenig, Federal Transit Administration
Mr. Dan Reagle, Maryland Transit Administration

Project Information Packet:
Corridor Cities Transitway

I. INTRODUCTION

The following Project Information Packet provides an overview to the Corridor Cities Transitway (CCT) project, including the project's background, history, purpose and needs, and proposed alternatives.

II. PROJECT BACKGROUND

The CCT study area is located within Montgomery County, Maryland. The study area is an intensely developed suburban corridor which includes portions of Rockville and Gaithersburg, roughly parallel to I-270. It is home to many commuters to Washington, DC and surrounding locations, and is also a rapidly growing employment center. The study area has experienced significant growth of employment, households, and population in recent decades. Forecasts predict these growth trends will continue into the foreseeable future.

The area currently suffers from substantial roadway congestion, and future growth is expected to create additional pressure on the transportation network. Metrorail and MARC rail lines serve passengers traveling to the Washington, DC area; however direct access to these lines is currently limited within the study area. Existing bus routes provide commuter connections but currently must travel in general traffic lanes and are thus subject to the same congestion delays as single-occupancy vehicles.

Ongoing development projects in the area have been increasingly dense and transit-oriented in anticipation of the CCT. New transit-oriented developments (TOD) such as Crown Farm, Watkins Mill Town Center, and the Johns Hopkins Belward Research Campus project are planned or under construction.

The corridor is home to several large employment centers including the Life Sciences Center (LSC) and the National Institute of Standards and Technology (NIST). Currently many of these concentrated employment centers are not directly accessible via mass transit, despite being relatively close to Metrorail and MARC rail stations.

III. PROJECT HISTORY

The CCT has long been envisioned as an important part of the transportation network of Montgomery County, as well as to support long-term economic development. The project was originally conceived as a light rail transitway, and later as a potential exclusive busway, designed to provide connections to established and new centers of commerce, industry and residential development in the County (the so- called "corridor cities" of the I-270 corridor). The CCT alignment was identified by Montgomery County in the early 1990s and adopted into the County master plan. Right-of-way for the transitway has been preserved by the County and integrated into private development plans.

In May 2002, the Federal Highway Administration (FHWA) and Federal Transit Administration (FTA) published a Draft Environmental Impact Statement (DEIS) for the I-270/US 15 Multi-

Modal Corridor Study for public review and comment. The DEIS evaluated the impacts of 35 miles of highway improvements along the I-270/US 15 corridor and a 15-mile long CCT. In May 2009, the FHWA and FTA circulated an Alternatives Analysis/Environmental Assessment that analyzed new highway alternatives and reviewed the previously studied CCT alternatives. In November 2010, the MTA completed a Supplemental EA (SEA) to provide more detailed environmental and engineering analysis for new CCT alternatives to better serve the proposed developments of Crown Farm, Life Sciences and Kentlands. In December 2011, FHWA and FTA jointly concurred that the CCT has independent utility from the I-270/US 15 Multi-Modal Corridor Study and the CCT would proceed with NEPA compliance separate from the highway alternatives of the Multi-Modal Corridor Study.

In May 2012, the State of Maryland announced the Locally Preferred Alternative (LPA) for the CCT corridor. The LPA includes bus rapid transit service which extends a total of 16 miles, from COMSAT to the Shady Grove Metro Station. The EA would assess the southern nine-miles of the preferred CCT alignment that extends from the Metropolitan Grove MARC Station to the Shady Grove Metro Station.

Additionally, the MTA met with the FTA on January 31, 2013 to provide a project update and discuss the history of the project, a path forward for the NEPA approach, project funding, and schedule. The Project Team led a sight tour of the corridor for FTA on April 22, 2013.

IV. PROJECT PURPOSE AND NEED

A. Purpose

The purpose of the CCT is to provide enhanced transit service in the I-270 corridor in Montgomery County. The CCT project would provide the following in the study area corridor (shown on **Figure 1**), which extends from the Metropolitan Grove MARC Station to the Shady Grove Metrorail Red Line Station:

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Two alternatives are being advanced for the CCT project: a No-Build and a Build Alternative. These alternatives will be evaluated and compared for their ability to address the project purpose and need and environmental impacts. These alternatives will be included in the Environmental Assessment which is being prepared pursuant to the National Environmental Policy Act (NEPA).

A. No-Build Alternative

The No-Build Alternative is the baseline against which the Build Alternative is compared. It consists of the existing road and transit network, as well as planned and programmed improvements in the approved regional plan. The No-Build Alternative represents the future conditions of transportation facilities and services in 2035 if the CCT is not built. Under the No-Build Alternative, travelers in the area would continue to rely on existing roadways, bus service, and rail stations as they are currently configured with no substantial changes. The No-Build Alternative provides a baseline by which the environmental impacts of the Build Alternative are compared.

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MARYLAND TRANSIT ADMINISTRATION
MARYLAND DEPARTMENT OF TRANSPORTATION
Martin O'Malley, Governor • Anthony G. Brown, Lt. Governor
James T. Smith, Jr., Secretary • Robert L. Smith, Administrator

September 8, 2014

Mr. Michael W. Weil
Urban Planner
National Capital Planning Commission
401 9th Street, NW
Suite 500
Washington, DC 20004

Re: Invitation to Participate in the Environmental Review Process
Corridor Cities Transitway Bus Rapid Transit Project
Cities of Gaithersburg and Rockville, Montgomery County, Maryland

Dear Mr. Weil,

The Maryland Transit Administration (MTA), in coordination with the Federal Transit Administration, is initiating the preparation of an Environmental Assessment (EA) for the proposed Corridor Cities Transitway (CCT) project. The proposed action consists of Bus Rapid Transit (BRT) from the Metropolitan Grove MARC Station to the Shady Grove Metro Station in Montgomery County, Maryland. The purpose of the CCT is to enhance connectivity, mobility, and livability; increase transit capacity; and improve regional air quality by providing premium transit service in the I-270 corridor. The enclosed Project Information Packet provides additional details.

As part of the environmental review process for this project, the lead agency must identify, as early as practicable, any other Federal and non-Federal agencies that may have an interest in the project, and invite such agencies to become cooperating agencies in the environmental review process. The National Capital Planning Commission may have an interest in this project, due to potential effects to the National Institute of Standards and Technology headquarters property. Accordingly, your agency is being extended this invitation to become actively involved as a cooperating agency in the environmental review process for the project.

Per *National Environmental Policy Act* (NEPA) regulations (40 CFR 1501.6), a cooperating agency, at the request of the lead agency, assumes responsibility for developing information and preparing environmental analyses, including portions of the environmental document concerning subjects in which the cooperating has special expertise. The cooperating agency also may adopt the environmental document of a lead agency when, after an independent review, the cooperating agency concludes that its comments and suggestions have been satisfied. In addition, your agency will be asked to:

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If your agency has questions regarding the proposed project or this invitation, please contact Dan Reagle at (410) 767-3771 or DReagle1@mta.maryland.gov. We appreciate your agency's consideration and we look forward to coordinating with your agency on this project.

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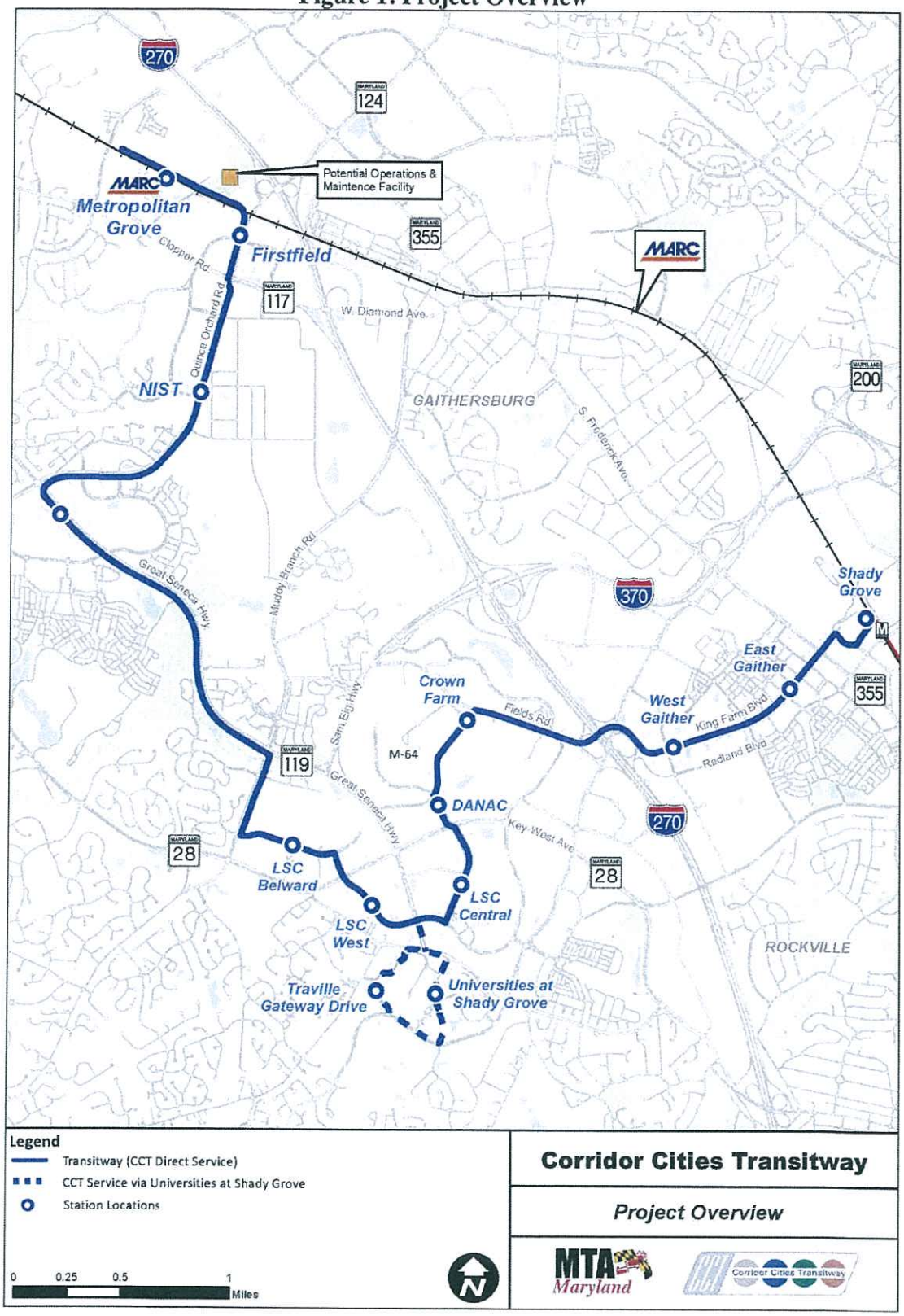


U.S. Department
of Transportation
**Federal Transit
Administration**

REGION III
Delaware, District of
Columbia, Maryland,
Pennsylvania, Virginia,
West Virginia

1760 Market Street
Suite 500
Philadelphia, PA 19103-4124
215-656-7100
215-656-7260 (fax)

Ms. Elizabeth Cole
Administrator
Review and Compliance
Maryland Historical Trust
100 Community Place
Crownsville, MD 21032

APR 18 2014

Re: Section 106 Initiation for the Corridor Cities Transitway Bus Rapid Transit Project Cities of Gaithersburg and Rockville, Montgomery County, Maryland

Dear Ms. Cole:

The Federal Transit Administration (FTA), in coordination with the Maryland Transit Administration (MTA), is initiating consultation with the Maryland Historical Trust (MHT) for the Corridor Cities Transitway (CCT) Bus Rapid Transit project. This approximately nine-mile bus rapid transitway along the I-270 corridor would extend between the Shady Grove Metrorail Station in Rockville, Maryland and the Metropolitan Grove MARC Station in Gaithersburg, Maryland (see **Attachment A**). This project was originally part of the I-270/US 15 Multi-Modal Corridor Study, a multi-modal study that evaluated transit and highway improvements. The Corridor Study determined in 2011 that the CCT is a separate project with independent utility from the highway components. Located entirely within Montgomery County, Maryland, the CCT potentially involves federal funding from FTA and is therefore considered an undertaking per Section 106 of the National Historic Preservation Act, as amended, and its implementing regulations at 36 CFR Part 800.

The CCT would travel entirely on an exclusive transitway with stations and amenities very similar to light rail, serving both local trips and long distance commutes. The transitway would consist of two lanes that together are 28 feet in width from curb to curb. For the vast majority of the corridor, the alignment would run either adjacent to or in the median of the existing roadway. Enhanced bus stations would be specially designed for the CCT and include shelters, seating, fare machines, and both fixed and variable signage. Parking is planned for five of the stations, using existing lots and those associated with future private development. The project also includes an operations and maintenance facility located near the north end of the proposed transitway.

The CCT would provide transit service to new and existing centers of commerce and residential development such as the Life Sciences Center and King Farm in Rockville along twelve stations.

FTA is initiating the Section 106 process, and therefore, is requesting your comments and/or concurrence regarding the following: (1) the historic architectural and archeological APE (see **Attachments B** and **C**), (2) previously-identified resources within the APE (see **Attachment D, E,** and **F**), (3) recommendations for historic architectural the National Register of Historic Places (NHRP) evaluations (including the reevaluation and boundary revision of England/Crown Farm) (see **Attachment G**), and (4) identified consulting parties (see **Attachment F**), within 30 calendar days from the date of this letter.

Please contact Mr. Daniel Koenig, Environmental Protection Specialist, at (202) 219-3528 or daniel.koenig@dot.gov if you require further information or clarification. We look forward to receiving your comments and coordinating with you throughout the Section 106 process.

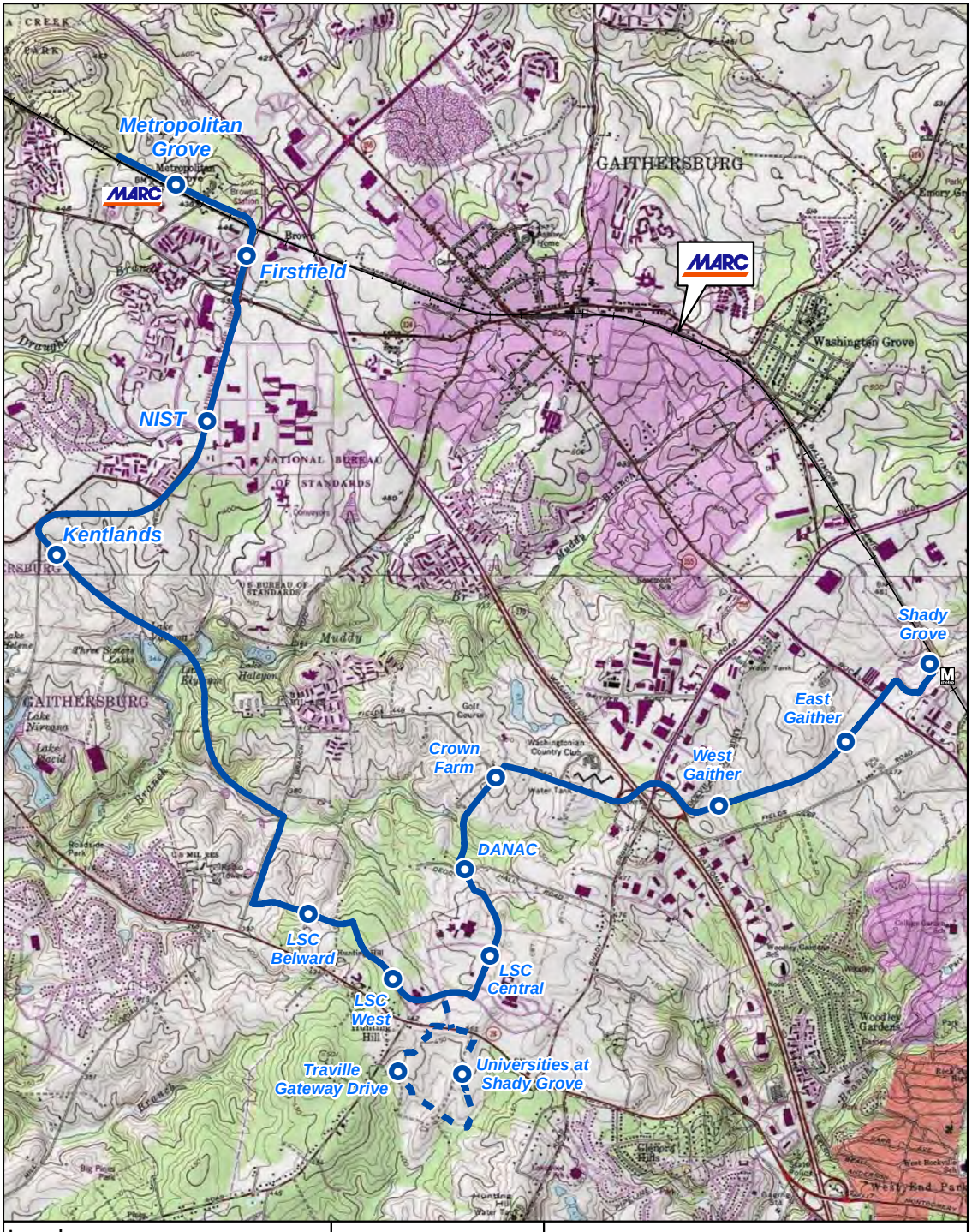
Sincerely,

Brigid Hynes-Cherin
Regional Administrator

Attachment A: Location Map
Attachment B: Map of Historic Architectural APE and Identified Properties
Attachment C: Map of the Proposed Archeological APE
Attachment D: Table 1-Previously Identified Architectural Resources
Table 2-Previously Identified Archeological Sites
Table 3-Additional Properties More Than 45 Years Old
Attachment E: Photographs and Bird's Eye Views of Additional Properties
Attachment F: APE Delineation
Attachment G: Potential Historic Properties
Attachment H: Identified Consulting Parties

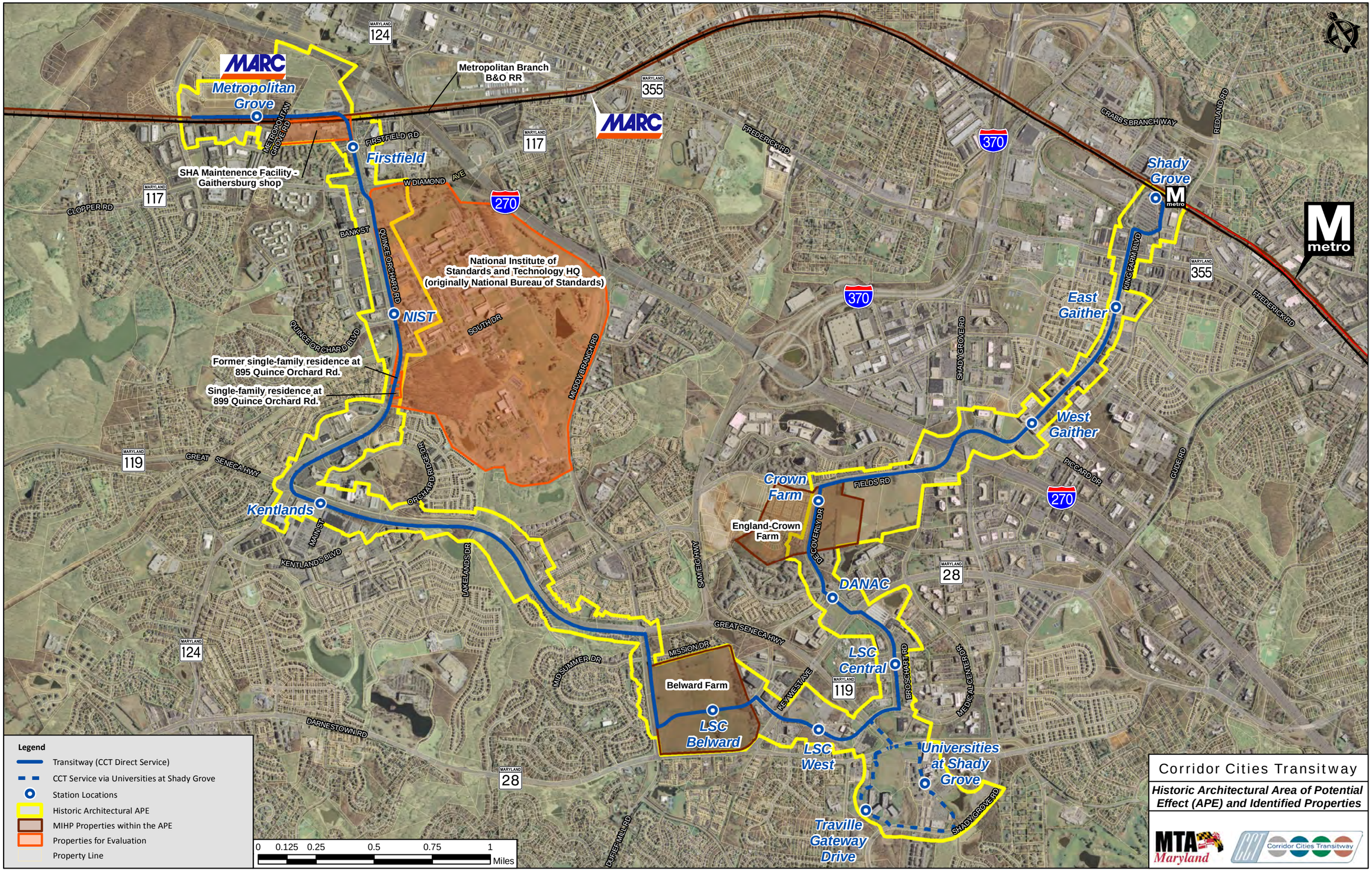
cc: Mr. Rick Kiegel, MTA
Mr. John Newton, MTA

ATTACHMENT A:
Location Map



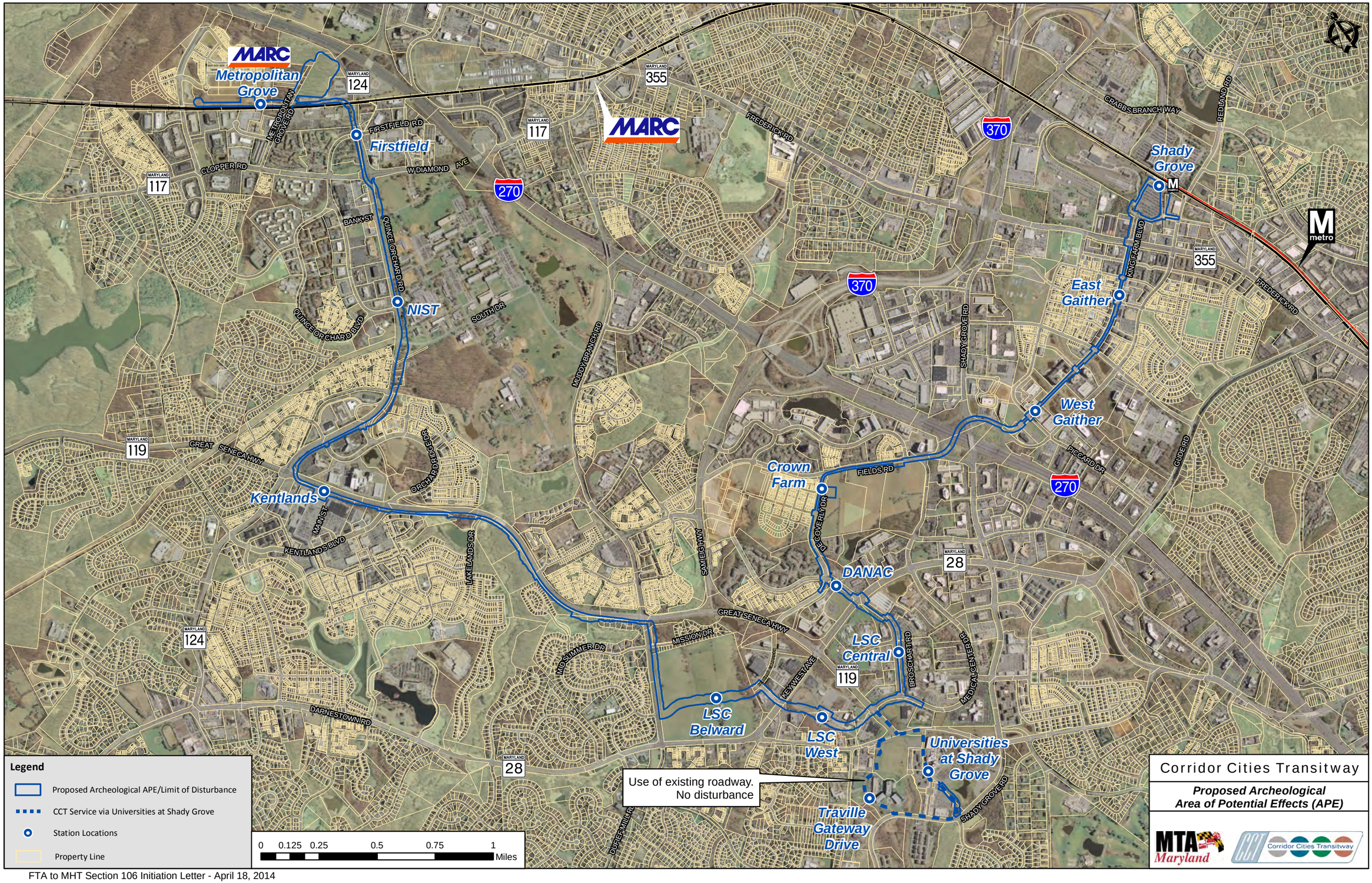
Source: Gaithersburg and Rockville USGS 7.5' DRG

ATTACHMENT B:
Map of Historic Architectural APE and Identified Properties



FTA to MHT Section 106 Initiation Letter - April 18, 2014

ATTACHMENT C:
Map of the Proposed Archeological APE


MARC
Metropolitan Grove
MARC
Firstfield
MARC
Shady Grove
NIST
East Gaither
West Gaither
Kentlands
Crown Farm
DANAC
LSC Central
LSC Belward
LSC West
Universities at Shady Grove
Traville Gateway Drive
Use of existing roadway. No disturbance
MARYLAND 124
MARYLAND 117
MARYLAND 355
MARYLAND 119
MARYLAND 28
270
370
METROPOLITAN GROVE RD
FIRSTFIELD RD
CLOPPER RD
W DIAMOND AVE
BANK ST
QUINCE ORCHARD RD
QUINCE ORCHARD BLVD
SOUTH DR
MUDDY BRANCH RD
FREDERICK RD
GRABBS BRANCH WAY
REDLAND RD
KINGSFARM BLVD
SHADY GROVE RD
GREAT SENECA HWY
ORCHARD RIDGE DR
MAIN ST
KENTLANDS BLVD
LAKELANDS DR
SAM EIG HWY
DISCOVERY DR
FIELDS RD
PICCARD DR
GUDE RD
MISSION DR
MIDSUMMER DR
KEY WEST AVE
BROSCHART RD
MEDICAL CENTER DR
DARNESTOWN RD
DUFFIE MILL RD
SHADY GROVE RD
Legend
Proposed Archeological APE/Limit of Disturbance
CCT Service via Universities at Shady Grove
Station Locations
Property Line
0 0.125 0.25 0.5 0.75 1 Miles
Corridor Cities Transitway
Proposed Archeological Area of Potential Effects (APE)
MTA Maryland
CCT Corridor Cities Transitway

ATTACHMENT D:
Tables 1 to 3

Corridor Cities Transitway (Section 106)
Attachment D
Tables 1-3

Table 1: Previously Identified Architectural Resources				
MIHP#	*Name/Location*	*Description*	*NRHP Status and Significance*	*Post-Evaluation Alterations*
M:37-16	**Metropolitan Branch, Baltimore and Ohio (B&O) Railroad** *Extending through Montgomery County, from Takoma Park NW to Dickerson*	The principal rail route from Washington, DC to the west, the Metropolitan Branch (1866-1873) extends from Union Station through Montgomery and Frederick Counties to Point of Rocks where it connects with the original "main line" of the B&O Railroad. Currently owned and used by CSX Transportation, Inc.	**Eligible**-Criterion A (association with the transportation industry, as well as the agricultural and residential development of Montgomery County) and Criterion C (extant station buildings and engineering structures which are contributing elements to the significance of the rail line). *Evaluated: 2000*	
M:20-21	**Ward House/Belward Farm** *10425 Darnestown Road (MD 28) Rockville*	A former dairy farm, including a vernacular two-story late Victorian farmhouse (ca. 1891) with a frame structure and L-shaped plan. The property also has several agricultural ancillary buildings and structures.	**Eligible**-Criterion C as a good example of a 19th century farmhouse ornamented with high Victorian design aesthetics. *Evaluated: 1996*	The NRHP-eligible boundary was revised in 2008 due to property development by Johns Hopkins University.
M:20-17	**England/Crown Farm** *9800 Fields Road Gaithersburg*	A former farm complex including a late 19th century farmhouse, a 19th century log house, and several agricultural buildings and domestic outbuildings from the late 19th and early 20th centuries. The high Victorian vernacular farmhouse (ca. 1894) is a two-story, five-bay frame dwelling with a stucco finish, sheltered by a cross gable roof.	**Eligible**-Criteria A and C because the property is an intact and cohesive example of a small-scale dairy farm complex. The owner's move from a small, one-room log dwelling to the substantial and stylish Victorian farm house provides insight into the evolution of farm life from the early to mid-19th century into the late 20th century, while the house itself is a well-preserved example of high Victorian vernacular building forms of the period. *Evaluated: 1996*	The farm is in the process of being modified for private mixed-use development; the main farm house and log house are being rehabilitated. A 2011 fire destroyed a few NRHP contributing ancillary buildings. Because of these alterations, we will complete an addendum to reevaluate the property for the NRHP, and if eligible, revise the boundary.

Corridor Cities Transitway (Section 106)
Attachment D

Table 2: Previously Identified Archeological Sites					
Site No.	*Site Name*	*Cultural Period*	*Setting*	*Site Type*	*NR Status*
18MO25	Snyder	Unknown prehistoric/ historic	Hillslope in northeast corner of MD 28 and MD 124 intersection	Steatite quarry	Undetermined
18MO315	DeSellum Cemetery	Early 19th century	Hilltop/bluff overlooking tributary of Muddy Branch	Cemetery	Undetermined
18MO338	WP-01	Unknown prehistoric	Plowed interior flat 450 ft east of Travilah Road	Artifact scatter	Undetermined
18MO339	WP-02	20th century	Overgrown/wooded interior flat 500 ft east of Travilah Road	House ruin	Undetermined
18MO340	WP-03	Late 19th-early 20th century	Overgrown/wooded low terrace adjacent to Piney Branch	Barn ruin	Undetermined
18MO341	WP-04	19th or 20th century	Plowed/graded low terrace overlooking Piney Branch	Possible structure	Undetermined
18MO342	WP-05	19th century	Plowed low terrace overlooking Piney Branch	Artifact scatter	Undetermined
18MO405	Fields/King Farm	Possible 18th and 19th century	Plowed hillslope west of MD 355 and south of Fields Road	Farmstead	Undetermined
18MO406	King Block VI	Prehistoric and Terrestrial	Low terrace/hillslope overlooking a tributary of Watts Branch	Short-term camp	**Not eligible**
18MO468	Site 1	Late 19th-late 20th century	Upland flat adjacent to MD 28 and Muddy Branch Road	Mercantile/post office and house site	**Not eligible**
18MO473	Site 9	Unknown prehistoric	Plowed hillslope overlooking a tributary of Muddy Branch	Artifact scatter	**Not eligible**
18MO509	Quince Orchard Valley #1	Unknown prehistoric	Wooded floodplain of tributary to Great Seneca Creek	Artifact scatter	Undetermined
18MO553	Casey	Unknown prehistoric	Fallow hilltop overlooking a tributary of Great Seneca Creek	Artifact scatter	**Not eligible**
18MO554	McGown Site	Late Archaic	Flat summit of ridge nose overlooking a tributary of Great Seneca Creek	Artifact scatter	**Not eligible**
18MO651	Crown Site A	Unknown prehistoric	Plowed low ridge between Fields Road and a tributary of Muddy Branch	Artifact scatter	**Not eligible**
18MO652	Crown Site B	Late 19th-20th century	Overgrown hilltop	Domestic site	**Not eligible**

Corridor Cities Transitway (Section 106)
Attachment D

Table 3: Additional Properties More Than 45 Years Old			
Name/Address	*Year Built/Established*	*Description*	*Recommendation*
State Highway Administration (SHA) Maintenance Facility – Gaithersburg Shop *502 Quince Orchard Road Gaithersburg* (located between Metropolitan Grove Road, CSX railroad tracks, MD-124/Quince Orchard Road, and a housing development)	Complex established in 1965-66	The Gaithersburg shop for District 3 of the SHA was established with construction of a one-story, brick main building on the complex. The other buildings and structures on the property were constructed later.	***DOE Form*** – Coordinated this approach with SHA Senior Architectural Historian, Anne Bruder.
National Institute of Standards and Technology Headquarters (NIST) (originally National Bureau of Standards) *100 Bureau Drive Gaithersburg* (located generally between MD-124/Quince Orchard Road, North Drive, East Drive, Muddy Branch Road, and Conservation Lane)	Complex established in 1961	A US Department of Commerce complex on about 578 acres of land with about 55 buildings and structures; many appear to be from the 1960s. The property maintains standards for scientific research and houses the standard meter and kilogram to which all others are compared for accuracy.	***DOE Form*** – NIST also planned to evaluate this property for the NRHP. We will be coordinating the evaluation process with this Federal agency. Access to NIST has not yet taken place, but will be obtained during evaluation of this national security sensitive facility.
895 Quince Orchard Road *Gaithersburg*	1948	A 1 ½-story, stucco and vinyl siding clad single-family residence (currently commercial) in the Minimal Traditional style with a shed in the backyard.	***Short Forms for Ineligible Resources*** – Both are post-World War II single-family residences constructed in architectural styles popular at the time. The houses are routine examples of their style and type during this era, and not distinctive.
899 Quince Orchard Road *Gaithersburg*	1948	A 2-story, brick single-family residence in the Colonial Revival style with an attached two-car garage. Several small ancillary buildings are in the backyard.	

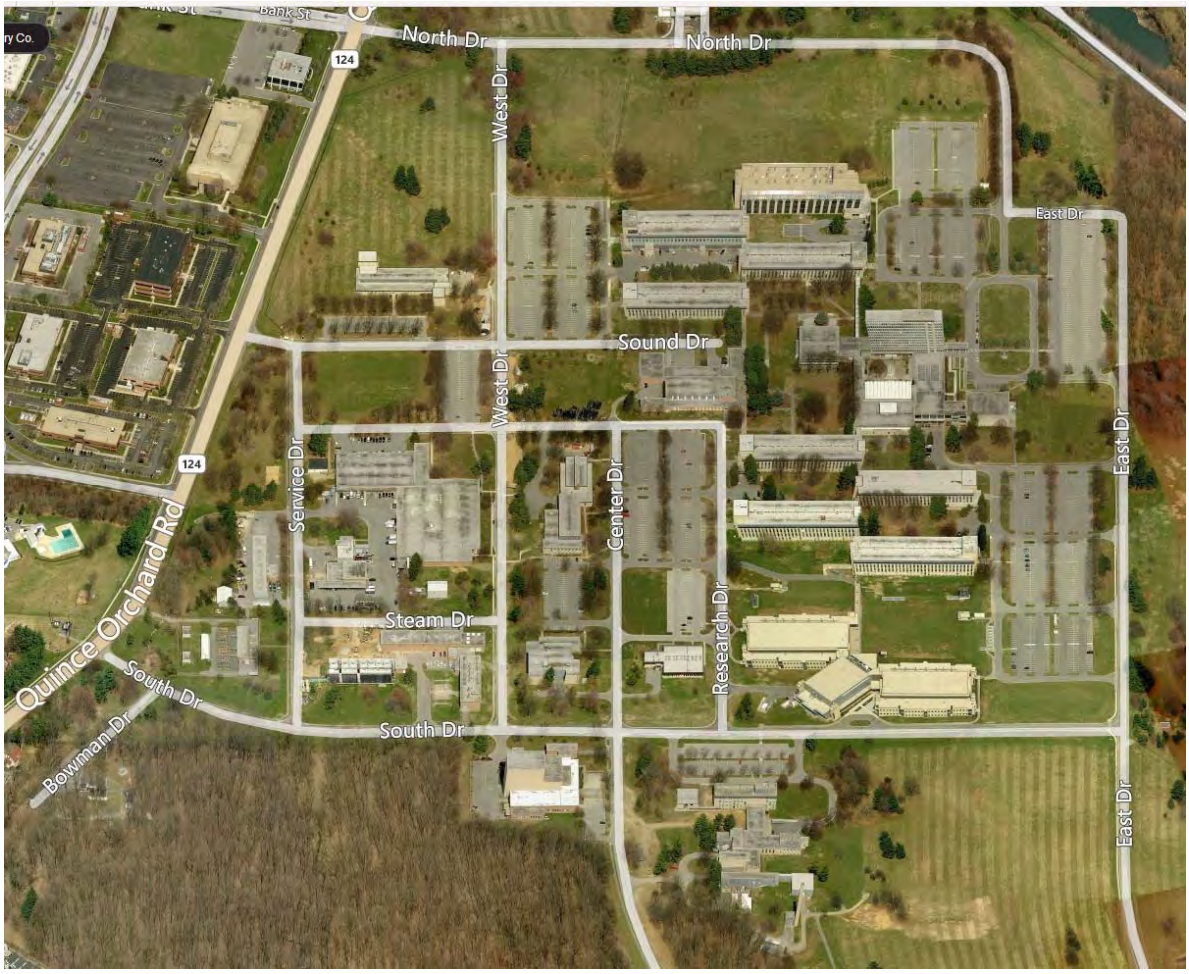
ATTACHMENT E:
Photographs and Bird's Eye Views of Additional Properties

Corridor Cities Transitway (Section 106)
Attachment E
Photographs and Bird's Eye Views of Additional Properties

View north at the State Highway Administration Maintenance Facility – Gaithersburg Shop with an arrow points to the main and oldest building on the complex (image from Bing.com)


View southwest at the façade of the main and oldest building of the State Highway Administration Maintenance Facility – Gaithersburg Shop

View northwest at the south elevation of the main and oldest building of the State Highway Administration Maintenance Facility – Gaithersburg Shop



View north at the northern portion of the National Institute of Standards and Technology Headquarters (image from Bing.com)

View north at the southern portion of the National Institute of Standards and Technology Headquarters (image from Bing.com)

View east at 895 Quince Orchard Road

View south at 899 Quince Orchard Road