

**Agenda**

1. Meeting Began
2. Discussion – Parks/Trails/Pedestrian Focus Session with Planning Department Staff
3. Schedule going forward
4. Cost effectiveness numbers for alternatives
5. Related Agenda Items for Planning Board on July 24<sup>th</sup>
6. Silver Spring Transit Center
7. Upcoming Meetings

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**Master Plan Advisory Group (MPAG) Members:** Pat Baptiste, Veda Charrow, Tony Hausner, Jonathan Jay, Karen Roper, Harry Sanders, Ed Asher, Chris Richardson, Mier Wolf, Joe Rodriguez, Lisa Fadden, Phil Alperson, Byrne Kelly, Bill Mellema, Anne Martin, Ted Power, and Todd Solomon

**Absent Members:** Peter Gray, Mike Marsh, David Saltzman, Gigi Godwin, Fred Schultz, Judy Tso, Laurie Kelly, Rob Rosenberg, Andy O’Hare, Karen FitzGerald, Caleb Kriesberg, and Sue Knapp

**Others:** Katherine Holt (Staff), Tom Autrey (Staff), Larry Cole (Staff), Doug Redmond (Staff), Robert Weesner, Howard Kaplan, Helen Reed, Emily Apatov, Pam Browning, Joe Cholka, Anne Cantrel, Webb Smedley, and Tina Slater

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**1. Meeting Began**

Tom Autrey began the meeting at 7:10 pm.

**2. Discussion – Parks/Trails/Pedestrian Focus Session with Planning Department Staff**

Larry Cole and Chuck Kines from Transportation Planning joined us to discuss the review of the Draft Environmental Impact Statement as it relates to pedestrian and trail issues. Doug Redmond of the Park Planning and Stewardship Division also joined us to discuss the review from the park perspective.

Tom noted that tonight’s presentation will include some details that are included in plan reviews that occur at the time a development application is made and that do not necessarily occur in response to the filing of a DEIS/AA which may not have the kind of detail that a development application would have in as part of (as an example) a preliminary plan submittal. Some of these details are included as examples however, because that level of review is taking place for projects that are adjacent to the Purple Line.

Tom then presented what Chuck Kines, the M-NCPPC Bike Coordinator, reviews in the DEIS and/or plan submittals as Chuck was unable to attend the meeting. Chuck reviews the

functional design of the alignments and makes sure the designs are consistent with American Association of State Highway and Transportation Officials (AASHTO) Bicycle Facilities Guidelines such as whether the width of the trail is appropriate – taking into consideration the anticipated demand and any physical constraints, such as right of way width.

Other examples of issues Chuck would consider include:

- What type of materials will be used – asphalt?
- Are there adequate access points? Are the locations and spacing of access trails and points appropriate?
- Does the design accommodate bicycle routes that intersect with the corridor and provide access over/under it (e.g., trail overpass for BCC High School Students crossing the tracks near Elm Street Park).
- Will the bridge and overpass designs are wider than the trail to provide for 2' offset/ "shy" distance from railings?

Larry Cole noted that 10'-12' is the range of widths for the trail as Tom said. While 10' is AASHTO standard and will likely be a (County) consultant's recommendation as a standard for the new Road Code, 8' is our current standard and is what was used for the Silver Spring Green trail project. (That project also has a 5' sidewalk, but 8' is what is designated as the bike portion of the trail.) MCDOT has also asked the Road Code consultant to keep an 8' trail as a possibility in the new standards. Therefore, Larry would use 8'-12' as the range.

Chuck also reviews the report to verify that for at least 2' lateral clearance on each side is provided and at least 12' vertical clearance for bicycles. However, Larry mentioned that AASHTO recommends 8' min. and that's what M-NCPPC has always used. AASHTO notes 10' as the desired clearance in underpasses and tunnels. A 12' min. vertical clearance would create problems with branches on adjacent trees, which only have to be 2' from the trail. Therefore, Larry would use 8' as the min. vertical clearance.

To address Crime Prevention through Environmental Design (CPTED) issues, Chuck takes into consideration the following:

- Adequate sight lines and visibility
- Eyes on the trail, i.e. - , will people feel comfortable and safe using the trail?
- What is the spacing of the light fixtures and is there enough lighting?
- What is the proximity of existing and preserved older trees to the path and will these become a problem in the future?

With respect to aesthetics and design, Chuck takes into consideration the following:

- Is there a sufficient signing and marking plan, which includes safety, educational and directional signage?

- Is there appropriate landscaping (types and size of trees, bushes, etc.), and is there a landscape buffer between trail and transitway and between trail and homes/private properties?
- Is the view shed protected to the extent possible in key areas such as where the trail crosses Rock Creek?

In the context of user comfort, the following items are normally addressed:

- Are benches and water fountains planned?
- Will there be bicycle parking at stations – adequate number and types/styles of both racks (short term parking) and lockers (long term)?
- Is the location of parking facilities appropriate and safe?
- Are these facilities located in a visible, well-lit location?
- Is the facility in close proximity to station entrances?

Chuck also reviews the plan for compliance with American Disabilities Act (ADA) and where possible, complies with ADA best practices.

One of the specific previous MPAG questions had to do with the examination of 4(f) issues.

- Tom presented a slide prepared by Chuck that provided a summary: Where a potentially federally funded transportation facility crosses parkland, 4(f) issues must be examined
- MCDOT owns the right of way in fee simple for the transitway where it crosses Rock Creek, so 4f does not apply. The right of way is 225' wide, which should not only be able to accommodate the transitway, but also the planned switchback trail down to Rock Creek Trail as well.
- Even if switchback trail cannot fit within the ROW, and parkland will be impacted, it's possible in this case that the facility *could* be considered a parkland improvement rather than an impact, since it serves a recreation purpose not just transportation
- Where the Purple Line crosses Sligo Creek at Wayne Avenue, 4f may apply:
  - State must identify strategies to avoid, minimize, and mitigate harm to the property
  - Mitigation varies by project and is negotiated later in the EIS process
  - Purple line trail improvements, like the switchback issue for Rock Creek, could be considered parkland improvements (access to Sligo Creek Trail and Parkway); therefore 4f impacts may not apply. These are issues however, that need to be reviewed by the State and the Department of Parks.

Tom also showed slides from the Countywide Functional Master Plan of Bikeways. The slides depicted the planned bikeways in Bethesda, Silver Spring and Takoma Park.

Tom explained that when reviewing development projects that are near or come close to the Purple Line alignment the projects are reviewed with the assumption that the Purple Line will

use the proposed alignment for the bikeways in the plan. On the slides, Tom pointed out SP-5 and SP-44 as the alignments for the Capital Crescent Trail within the Bethesda CBD,

*Are both bicycle trails in the master plan?*

Yes, both bike routes are in the master plan especially since the tunnel closes at night. The other bike routes allow people travel when the tunnel is closed, which is why there are two trails/bike routes.

*Where is the south entrance to the Bethesda metro station?*



The south entrance to the Bethesda Metrorail station is on Elm Street.

*Would the trail go south of the Silver Spring Transit Center if the Purple Line continues south?*

The trail would connect to the middle level of the transit center. The Met Branch trail would continue south of the transit center.

*The Metropolitan Branch Trail is funded south of the transit center, correct?*

The assumption is that the Metropolitan Branch Trail gets connected to the Capital Crescent Trail extension. Anne noted that the road is designed to have room for the trail, and is part of an approved development and is to be funded by the developer.

*The drawings (slides 12-16) show the high investment option such as light rail transit. Do you have drawings for the low investment or a bus rapid transit option? For example, does the trail go in the tunnel for the BRT option with a single lane as a single lane not enclosed?*

The trail is in the tunnel at grade as part of the BRT options because the BRT travel pattern in the tunnel is one-way only. There is room for the BRT and the trail.

*What are the AASHTO standards for a trail since the cross section shows 10'+/-?*

Larry Cole noted that 10'-12' is the range of widths for the trail. While 10' is AASHTO standard and will likely be the consultant's recommendation as a standard for the new Road Code, 8' is our current standard and is what was used for the Silver Spring Green trail project. MCDOT has also asked the Road Code consultant to keep an 8' trail as a possibility in the new standards. For this particular trail, given the high use, 10'-12' range would be appropriate.

*At what point should input for the width of the trail be addressed in the DEIS and the Functional Master Plan?*

Larry Cole suggested the sooner the better to address the width of the trail. There will be a lot of traffic near Rock Creek and the travel patterns will change. The design concerns need to be addressed. However, the overall projections and types of users should be determined to know what type of design is needed. Tom mentioned that the 10' for the trail is due to constrained ROW.

*It was noted by multiple members of the MPAG that the 10' width of the trail needs to be addressed with Mike Madden.*

*It was also noted by other MPAG members that if you widen the trail, there is limited ROW, which would mean that either more trees would be removed or the buffer between the Purple Line and road and the trail would be lost.*

*Who will speak for competing issues when reviewing the DEIS?*

Larry Cole will review road design and pedestrian concerns. Chuck Kines will review bicycle issues and Tom Autrey will review transit information. There is lots of overlap and collaboration when reviewing the DEIS.

*When considering ideas from the County and MTA in design, it is not impossible to examine headways for single track to create adequate spacing for the trail by using (as an example) an over and under configuration for certain track segments. It does not have to be an all or nothing idea.*

Tom noted that the MTA has responded to that proposal and others that the MPAG has forwarded.

Doug Redmond from Park Planning and Stewardship oversees the Resource Analysis section and his focus is natural resources. Doug showed an aerial photography map of what his section reviews in a DEIS. Doug's experience with DEIS stems from the ICC EIS.

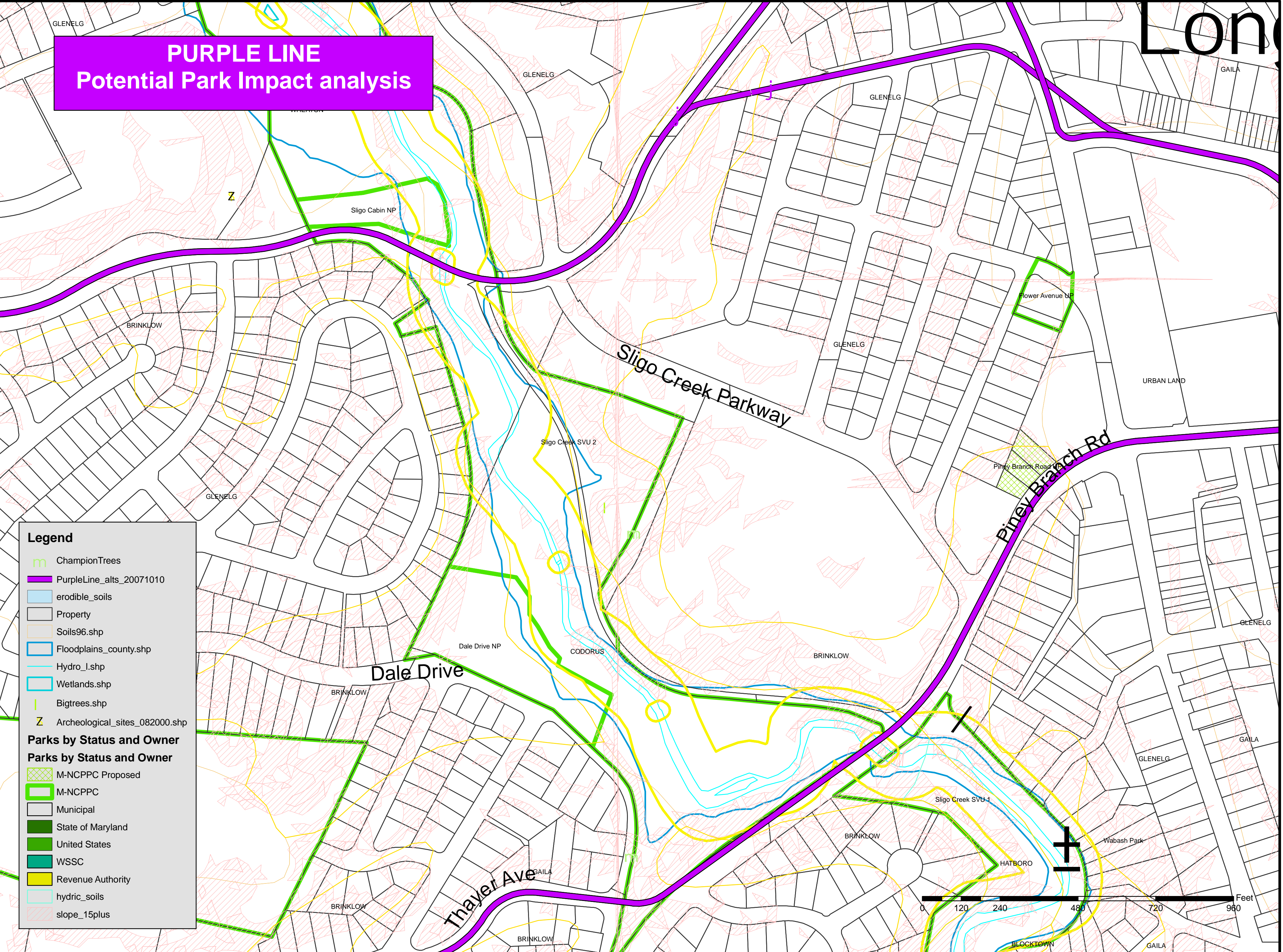
For the Purple Line, Doug would look at tree buffers, steep slopes, and erodible soils just to name a few. A small portion of the Purple Line alignment goes through parkland, which would trigger a 4(f) impact. If MTA takes parkland, they must replace the land taken by purchasing other land for a park in the area if possible. However, MTA can also avoid the park, which is better because it doesn't cost them money to mitigate. If the park is taken, the State must replace the parkland in-kind.

For the ICC, parkland was taken. Two ball fields were taken and new ball field had to be created as part of the mitigation process. The new ball fields were not in the same neighborhood, but were better quality than the original ball fields. The State and the county like for things to be mitigated near the site if it is feasible, but as a last resort the mitigation can occur any place. For the ICC, interior forest were taken and mitigated away from the site since no interior forest was available near the ICC. Frederick County was proposed as one location for backup wetland mitigation, but was not used.

*For your department, when do you start your review process? Does it necessitate waiting for the design phase?*

The Resource Analysis Section waits for the DEIS to know where the impacts will be based on the proposed alignments. There is a limit to what can be looked into prior to the document's release. Parkland impacts can be looked at ahead of time, but it is difficult for all natural resource impacts to be reviewed early. The attached figure was handed out at the meeting to illustrate some of the things that Park Planning and Stewardship reviews.

# PURPLE LINE Potential Park Impact analysis



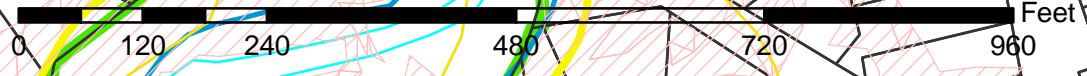
**Legend**

- ChampionTrees
- PurpleLine\_alts\_20071010
- erodible\_soils
- Property
- Soils96.shp
- Floodplains\_county.shp
- Hydro\_l.shp
- Wetlands.shp
- Bigtrees.shp
- Archeological\_sites\_082000.shp

**Parks by Status and Owner**

**Parks by Status and Owner**

- M-NCPPC Proposed
- M-NCPPC
- Municipal
- State of Maryland
- United States
- WSSC
- Revenue Authority
- hydric\_soils
- slope\_15plus



*There are several alternatives and modes. Do you evaluate all of the resources for each mode and each route?*

Yes, we look at all possibilities to get reactions and determine land takings.

*Would you identify to the Planning Board what was not avoided as well as any conflicting information?*

Yes, we would report this to the Planning Board.

*There are wetlands and springs in Coquelin Run. Who would review Coquelin Run area?*

Doug's section would review it plus DEP for Montgomery County as well as environmental planning. Doug would review verify what MTA said in the DEIS and staff would go out in the field to review those spots. Dan Harper from DEP has studied Coquelin Run.

*What about wetlands? Who would review those?*

Environmental Planning would review that as well as USEPA, Maryland Department of Natural Resources, and several other agencies.

*When does mitigation get proposed?*

Mitigation is proposed in the DEIS. As part of the DEIS review, staff would verify the information and make comments, corrections, request more mitigation, or suggest alternative mitigation in addition to meeting with other agencies to get their input.

*Who looks at permeable surfaces which would increase on Wayne Avenue?*

The Montgomery County Department of Permitting Services and/or the Maryland Department of the Environment would look at this. MTA creates a concept that would deal with quality and quantity to control runoff. Within M-NCPPC, Doug would review storm water for parks and someone from environmental planning (Mark Symborski) would review it for the project.

*What are the 4(f) requirements?*

Avoidance, minimization, and mitigation are the three things MTA look at when dealing with 4(f). The tunnel option would be considered avoidance for the park.

Byrne noted that the State is changing its Storm water Management Standards. They are in the process of this rewrite, which requires onsite infiltration into the ground so that runoff will not go directly to Sligo Creek if at all.

Larry discussed pedestrian concerns in regards to each of the transit center designs. In the Silver Spring Transit Center photos, the transit store disappears depending on which photo you view. Larry has looked into what the transit does for pedestrian movements and what happens when it is removed.

*What is the transit store?*

The transit store is a commuter store where fare media like smart trip cards and multiple trip passes are purchased and transit information (routes and schedules) are available. The building is to sit in the middle of the complex.

*How will the Metropolitan Branch trail connect to the transit center? At what point does the trail go to street level?*

The interim Metropolitan Branch Trail from the south is at ground level and ends at the plaza in front of the Metrorail entrance. The ultimate trail would extend from the second level of the transit center heading north over Colesville Road.

*Does the Silver Spring Transit Center show the Purple Line alignment? Is there a drawing with the Purple Line alignment and the new Silver Spring Station?*

*No. We have not yet seen a complete drawing or illustration of the Purple Line. The closest thing we have is the following section from the web site:*

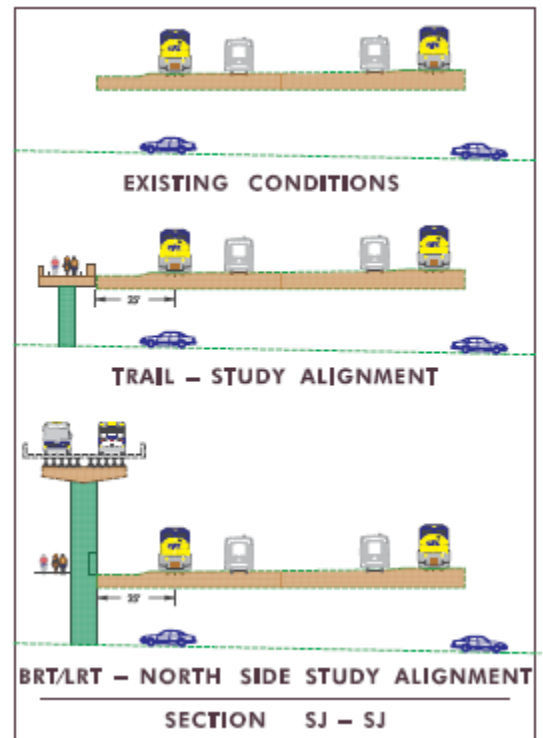
*The Purple Line would go over the MARC. Why can't there be an aerial option through the Silver Spring Central Business District since it is at the proper height? An aerial option would work well going east. It seems like our job is to inform MTA about issues or alternative ideas and the MTA should look at those ideas as improvements.*

This is not an alternative that MTA is looking into for the DEIS. MTA has looked at various ideas from people such as the extension of the Wayne Avenue tunnel and the stacking of tracks with the wide trail.

*The transit at street level is a disaster. We are only looking at what is in the DEIS, which excludes other ideas not included in the document. This is of great concern.*

Tom asked how many people haven't seen the simulation on Wayne Avenue at Dale and at Fenton. About half of the room had not seen the simulation. However, Park Hills should have the simulation at their upcoming meeting and MTA has the video online.

*Ted noted that other alternatives could potentially be considered but doing so would entail making the case to the Planning Board and then have the Planning Board find the funding and staff resources to conduct the study.*



The next part of the presentation focused on the planned Takoma-Langley Crossroads Transit Center.

*Is there still a crosswalk at the intersection of University and New Hampshire?*

Yes, there are crosswalks at that intersection that are outside of this drawing.

### **3. Schedule going forward**

We have attached a detailed draft schedule in response to the request of a number of MPAG members.

There are a couple of changes you will want to note. First the MTA expects to make the DEIS/AA available in mid-September. Second, the staff needs to make sure the Planning Board is in a position to forward a recommendation to the County Council in time for the Council to weigh in on the matter within the 90 day review period. This change necessitates an accelerated schedule and that is what the attached draft reflects. We have tried to make sure, however, that the MPAG gets an opportunity to review more than one staff draft memo. We would like to limit this discussion to about 15-20 minutes.

The dates in the schedule are estimated dates to help staff determine what is needed for public hearings as well as staff time to review the DEIS.

The next meeting is August 5 and we will discuss other experiences that were sent out to people via email. We will also discuss BRT versus LRT issues as well as see the MTA simulation with a MTA representative. The simulation will either occur in August or September.

Also, the September 30 meeting date will be rescheduled due to Rosh Hashanah falling on that date.

*Based on the schedule, when will the final EIS be released?*

The final EIS is scheduled to be completed within 3-4 months after the locally preferred alignment/mode is selected.

*It would not be a good idea for MTA to have a public hearing on November 2 or 3 because of the election.*

*Is the DEIS released on September 15<sup>th</sup> or September 19<sup>th</sup>? Chevy Chase was told September 19<sup>th</sup>, which would cause the proposed schedule to shift a week.*

The dates listed in the schedule are estimated dates.

*What can the MPAG do to help staff out with the review of the DEIS and what is in store for the MPAG?*

The next meeting will hopefully have MTA staff showing simulation of Wayne at Dale and Fenton. We have also discussed having small break out groups to go through each segment of the Purple Line and identify the pros and cons of each segment, which will help staff in the review of the DEIS. This has also been proposed by a number of MPAG members.

*Could MTA give a briefing to MPAG about what is in the DEIS such as the highlights?*

That is a possibility. We will run it by the MTA.

*Could a CD be provided to each member of MPAG of the DEIS as soon as it is available?*

The MTA would likely have the entire document posted online but we will check into the CD idea.

*Is there a Planning Board decision to the Council?*

Yes, there is a Planning Board decision that will go to the Council, which is noted in the schedule within 90-days.

*Will there be 5-6 venues for MTA's public hearings? How many MTA hearings? What timeframe?*

We expect a couple of hearings in each County sometime in late October or the first half of November.

*Will there be a County Council public hearing? Is the County Council obligated to have public hearings?*

To our knowledge, the Council has not set a schedule for their review. It is a state project and we think the only obligation is that outlined in the federal process for DEIS/AA studies.

*Who makes the decisions about the schedule?*

With respect to the Planning Board review, Dan Hardy, the Acting Chief of Transportation Planning, will forward a recommendation to the Director of the Planning Department and the Chairman of the Planning Board.

*When will the schedule be finalized with the dates, locations, and times of the public hearings?*




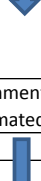
Until the actual release of the DEIS/AA, the schedule will be an evolving schedule. The footnote date will show when the schedule was last updated so we will know which the latest version is.

*When staff writes the staff draft for the Functional Master Plan, is the draft based on the LPA? Is the draft bound by the LPA? What if there is a disagreement about the LPA?*





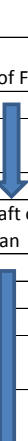






















We addressed this issue at the beginning of the MPAG work. We could present something significantly different in the Functional Plan but we would need to have a good reason to do so and it would have to be backed by a level of analysis consistent with the DEIS/AA and also likely present the case that it would be as financially feasible as the LPA.

The schedule seen below is the schedule that was created for this meeting and will be modified as the process progresses.






Draft Purple Line DEIS/AA and Functional Plan Schedule

WEEK								
BEGINNING	MTA - PURPLE LINE STAFF	PLANNING DEPT STAFF - PL ACTIVITIES	MPAG	PLANNING BOARD	COUNCIL - ESTIMATE & NOT CONFIRMED	EXECUTIVE - ESTIMATE & NOT CONFIRMED	NOTES ON PL ACTIVITIES	
Monday, July 14, 2008								
Monday, July 21, 2008		Meeting 07/22/08	Meeting 07/22/08				Focus On Parks / Bike / Ped	
Monday, July 28, 2008								
Monday, August 04, 2008		Meeting 08/05/08	Meeting 08/05/08				Focus On Operating Plan, Ridership & Other Area Experiences	
Monday, August 11, 2008								
Monday, August 18, 2008		Meeting 08/19/08	Meeting 08/19/08				TBD - May Be Cancelled	
Monday, August 25, 2008								
Monday, September 01, 2008		Meeting 09/02/08	Meeting 09/02/08				Focus On Noise & Vibration / Operating Plan	
Monday, September 08, 2008								
Monday, September 15, 2008		DEIS/AA Available - Estimated Date	Meeting 09/16/08	Meeting 09/16/08				Initial MPAG Review of DEIS/AA
Monday, September 22, 2008								
Monday, September 29, 2008		Meeting 09/30/08	Meeting 09/30/08				Second MPAG Review of DEIS/AA	
Monday, October 06, 2008		First Staff Draft Memo Available 10/06/08						
Monday, October 13, 2008		Meeting 10/14/2008	Meeting 10/14/2008				Initial MPAG Review Of Staff Memo	
Monday, October 20, 2008		Second Staff Draft Memo Available 10/20/08						
Monday, October 27, 2008		Meeting 10/28/08	Meeting 10/28/08				Final MPAG Review of Staff Memo	
Monday, November 03, 2008		DEIS/AA Public Hearing - Estimated Date	DEIS/AA Public Hearing	DEIS/AA Public Hearing				
Monday, November 10, 2008			Final Staff Memo Posted On Web Site 11/13/08					
Monday, November 17, 2008			Meeting 11/18/08	Meeting 11/18/08				
Monday, November 24, 2008								Thanksgiving Week
Monday, December 01, 2008	PB Hearing 12/04/08		PB Hearing 12/04/08	PB Hearing 12/04/08				
Monday, December 08, 2008								T&E Worksession 12/08/08
Monday, December 15, 2008			DEIS/AA Comment Period Ends - Estimated Date					Full Council Review 12/16/08
Monday, December 22, 2008								
Monday, December 29, 2008								

Draft Purple Line DEIS/AA and Functional Plan Schedule

WEEK								
BEGINNING	MTA - PURPLE LINE STAFF	PLANNING DEPT STAFF - PL ACTIVITIES	MPAG	PLANNING BOARD	COUNCIL - ESTIMATE & NOT CONFIRMED	EXECUTIVE - ESTIMATE & NOT CONFIRMED	NOTES ON PL ACTIVITIES	
Monday, January 05, 2009								
Monday, January 12, 2009								
Monday, January 19, 2009								
Monday, January 26, 2009	Selection of LPA By MDOT - Estimated Date							
Monday, February 02, 2009								
Monday, February 09, 2009							MPAG Reviews LPA Selection - Identifies Remaining Issues For Functional Plan	
Monday, February 16, 2009						Meeting - 02/11/09		
Monday, February 23, 2009								
Monday, March 02, 2009								
Monday, March 09, 2009					Initial Staff Draft of Functional Plan			
Monday, March 16, 2009								
Monday, March 23, 2009							MPAG Reviews Staff Draft of Functional Plan	
Monday, March 30, 2009						Meeting - 03/31/09		
Monday, April 06, 2009					Finalize Staff Draft of Functional Plan			
Monday, April 13, 2009								
Monday, April 20, 2009								
Monday, April 27, 2009								
Monday, May 04, 2009	Submit New Starts Application - Earliest Estimated Date							
Monday, May 11, 2009								
Monday, May 18, 2009						PB Hearing - 05/14/09	PB Hearing On Functional Plan - 05/14/09	
Monday, May 25, 2009								
Monday, June 01, 2009								
Monday, June 08, 2009								
Monday, June 15, 2009						Finalize Planning Board Draft of Functional Plan		PB Forwards Final Draft Plan To Council & Executive- 06/18/09
Monday, June 22, 2009								

Draft Purple Line DEIS/AA and Functional Plan Schedule

WEEK									
BEGINNING	MTA - PURPLE LINE STAFF	PLANNING DEPT STAFF - PL ACTIVITIES	MPAG	PLANNING BOARD	COUNCIL - ESTIMATE & NOT CONFIRMED	EXECUTIVE - ESTIMATE & NOT CONFIRMED	NOTES ON PL ACTIVITIES		
Monday, June 29, 2009									
Monday, July 06, 2009									
Monday, July 13, 2009									
Monday, July 20, 2009									
Monday, July 27, 2009									
Monday, August 03, 2009									
Monday, August 10, 2009									
Monday, August 17, 2009									
Monday, August 24, 2009									
Monday, August 31, 2009									
Monday, September 07, 2009									
Monday, September 14, 2009								Council Holds Public Hearing On The Functional Plan - 09/15/09	
Monday, September 21, 2009									
Monday, September 28, 2009									
Monday, October 05, 2009									
Monday, October 12, 2009									
Monday, October 19, 2009					Council Adopts The Functional Plan - 10/19/09				
Monday, October 26, 2009									
Monday, November 02, 2009		Publish Final Adopted Plan							

#### 4. Cost effectiveness numbers for alternatives

The MTA has released the cost effectiveness numbers for the Purple Line and the Corridor Cities Transitway (CCT) alternatives analysis studies. We have attached that information and expect to spend about 10-15 minutes discussing the item.

*For the cost estimates, did each of the options use the low end of the range for the cost estimates? Are the numbers cooked?*

It appears in the instance cited that the lower range is used. In the staff's opinion, there is no basis for saying the numbers are "cooked".

*Most of the States figures show LRT. However, for FTA cost effectiveness purpose, BRT would be better than LRT. Why would the State not go with BRT because it is cost effective?*

There are advantages and disadvantages to both. The key thing right now is that we know all of the build alternatives are below the FTA threshold for cost effectiveness except for the Low Investment LRT.

*There are several reasons why people prefer LRT over BRT such as an overall smoother ride. As long as any alignment for the project meets the threshold for federal funds, the FTA will consider the project. Houston has decided that it will only build LRT projects.*

*What is the cost effectiveness and ridership numbers for the Baltimore Red Line?*

We do not have that information but will try to get it.

COMPARISON OF PURPLE LINE AND CCT WITH OTHER PROJECTS IN FTA PIPELINE

Project	Mode	Capital Cost (2007 \$)	Est Avg Wkdy Riders In Plan Target Year	Cap Cost/ Wkdy Rider In Plan Target Year (Not a FTA Variable)	Cost Per Hour of Transportation User Benefit	Cap Cost Per Mile	Distance (Mi.)
<b>FY 2009 New Start Annual Report Projects</b>							
<b>Pending Full Funding Agreements</b>							
West Corridor LRT - Denver	LRT	\$656,800,000	29,700	\$88	\$23.82	\$54,280,992	12.1
University Link LRT Extension - Seattle	LRT	\$1,798,100,000	40,200	\$177	\$22.21	\$580,032,258	3.1
<b>Projects In Preliminary Engineering</b>							
Central Corridor LRT - St Paul / Minneapolis	LRT	\$932,000,000	43,300	\$85	\$24.84	\$84,727,273	11.0
Northeast Corridor LRT - Charlotte	LRT	\$749,000,000	10,500	\$283	\$25.35	\$70,000,000	10.7
Salt Lake City - Mid Jordan LRT	LRT	\$553,700,000	9,500	\$231	\$23.84	\$52,235,849	10.6
Central Subway - San Francisco	LRT	\$1,290,000,000	45,700	\$112	\$20.60	\$758,823,529	1.7
Boston Silver Line Phase III BRT	BRT	\$1,167,000,000	147,500	\$31	\$21.97	\$833,571,429	1.4
<b>Projects In Final Design</b>							
New Britan - Hartford Busway	BRT	\$459,000,000	15,200	\$120	\$22.07	\$48,829,787	9.4
<b>Purple Line DEIS/AA Estimate - May 2008 Open Houses</b>							
TSM		\$81,960,000					
Low Investment BRT	BRT	\$386,390,000	38,500	\$40	\$18.24	\$24,149,375	16
Medium Investment BRT	BRT	\$579,820,000	50,500	\$46	\$14.01	\$36,238,750	16
High Investment BRT	BRT	\$1,088,480,000	57,500	\$75	\$19.34	\$68,030,000	16
Low Investment LRT	LRT	\$1,206,150,000	58,500	\$82	\$26.51	\$75,384,375	16
Medium Investment LRT	LRT	\$1,220,150,000	61,500	\$79	\$22.82	\$76,259,375	16
High Investment LRT	LRT	\$1,634,840,000	66,500	\$98	\$23.71	\$102,177,500	16
<b>Corridor Cities Transitway - 07/15/08 Full Team Meeting - EA/AA Numbers</b>							
TSM		\$86,860,000	7,000	\$49			
Alternative 6A	LRT	\$770,530,000	30,000	\$102	\$32.90	\$57,076,296	13.5
Alternative 7A	LRT	\$770,530,000	30,000	\$102	\$32.43	\$57,076,296	13.5
Alternative 6B	BRT	\$449,920,000	26,000	\$69	\$18.50	\$33,327,407	13.5
Alternative 7B	BRT	\$449,920,000	27,000	\$66	\$18.25	\$33,327,407	13.5
<b>FTA Cost Effectiveness Rating - FY 2009 Reporting Cycle</b>							
High					\$11.99 or Less		
Medium High					\$12.00 - \$15.49		
Medium					\$15.50 - \$23.99		
Medium Low					\$24.00 - \$29.99		
Low					\$30.00 or Higher		
<b>Note: Projects with cost-effectiveness ratings of Medium Low or Low will generally not be considered for funding by FTA</b>							

## 5. Related Agenda Items for Planning Board on July 24<sup>th</sup>

The Planning Board will be discussing this coming Thursday various items related to the coordination of our active master plans and MTA project planning efforts. The focus will be on the CCT and MARC planning, along with forecasting land use. The staff memo on this item is on the Planning Board web site at:

[http://www.montgomeryplanningboard.org/agenda/2008/documents/20080724\\_mta\\_project\\_planning\\_update\\_print.pdf](http://www.montgomeryplanningboard.org/agenda/2008/documents/20080724_mta_project_planning_update_print.pdf)

## 6. Silver Spring Transit Center

The County Council will be considering a supplemental appropriation for the Silver Spring Transit Center project on Thursday, July 22<sup>nd</sup> – the day of the MPAG meeting. More information on that item is available on the County Council web site at:

[http://www.montgomerycountymd.gov/content/council/pdf/agenda/cm/2008/080721/20080721\\_TE02.pdf](http://www.montgomerycountymd.gov/content/council/pdf/agenda/cm/2008/080721/20080721_TE02.pdf)

## 7. Upcoming Meetings

As a reminder, the tentative upcoming meeting dates are:

August 5, 2008

September 2, 2008

September 16, 2008

October 1, 2008

Potential dates beyond September are included in the draft schedule that is attached.