

SB0242-FAV-DTMG-1-20-21.pdf

Uploaded by: Bartlett, Olivia

Position: FAV



Olivia Bartlett, Co-Lead, DoTheMostGood Maryland Team

Committee: Finance

Testimony on: SB0242 Transportation – I-270 Commuter Bus Route Study

Position: Favorable

Hearing Date: January 20, 2021

Bill Contact: Senator Young

DoTheMostGood (DTMG) is a progressive grass-roots organization with more than 2000 members who live in a wide range of communities in Montgomery and Frederick Counties, from Bethesda near the DC line north to Frederick and from Potomac east to Silver Spring and Olney. DTMG supports legislation and activities that keep its members healthy and safe in a clean environment.

DTMG strongly supports SB0242 because mass transit is the way of the future in a world warming due to greenhouse gas-induced climate change. We need to have ways to move workers who live in Maryland's northern suburbs to jobs in Washington DC and northern Virginia without using cars. This study will provide the data needed to design and implement rapid commuter bus routes from population centers along the I-270 corridor in Frederick County and Montgomery County to and from the growing job centers in Northern Virginia.

These types of direct commuter bus routes are needed to complement Metro, which ends at Shady Grove Road in Gaithersburg and is therefore difficult to access from suburbs further north and requires multiple line changes to go from northern Montgomery County to northern Virginia job centers.

Job centers in Northern Virginia are growing rapidly and offer a variety of good jobs. In particular, the new Amazon HQ2 under development in National Landing already has hundreds of construction jobs and is expected to bring 25,000 new high-paying white-collar jobs by 2030 and another 12,000+ by 2034. If current Maryland residents could get there easily via direct commuter bus routes, we could keep these residents in our state and local tax bases instead of losing them to communities in Virginia.

Northern Virginia already has The Metroway bus rapid transit system that runs through the area adjacent to National Landing, with 15 stations from Arlington to Alexandria, with some of this route located in an exclusive busway. To remain competitive, Maryland needs a similar commuter bus route.

The study proposed in SB0242 is exactly what's needed to define the parameters of a commuter bus line running from the Frederick area to northern Virginia and will include input from all the important stakeholder constituencies.

Therefore, DTMG strongly supports SB0242 and urges a **FAVORABLE** report on this bill.

Respectfully submitted,

Olivia Bartlett
Co-lead, DoTheMostGood Maryland Team
oliviabartlett@verizon.net
240-751-5599

SB0242-FAV-DTMG-2-3-21.pdf

Uploaded by: Bartlett, Olivia

Position: FAV



Olivia Bartlett, Co-Lead, DoTheMostGood Maryland Team

Committee: Finance

Testimony on: SB0242 Transportation – I-270 Commuter Bus Route Study

Position: Favorable

Hearing Date: February 3, 2021

Bill Contact: Senator Ronald Young

DoTheMostGood (DTMG) is a progressive grass-roots organization with more than 2500 members who live in a wide range of communities in Montgomery and Frederick Counties, from Bethesda near the DC line north to Frederick and from Poolesville east to Silver Spring and Olney. DTMG supports legislation and activities that keep its members healthy and safe in a clean environment.

DTMG strongly supports SB0242 because mass transit is the way of the future in a world warming due to greenhouse gas-induced climate change. We need to have ways to move workers who live in Maryland's northern suburbs to jobs in Washington DC and northern Virginia without using cars. The study proposed in SB0242 will provide the data needed to design and implement rapid commuter bus routes from population centers along the I-270 corridor in Frederick County and Montgomery County to and from the growing job centers in Northern Virginia.

These types of direct commuter bus routes are needed to complement Metro, which ends at Shady Grove Road in Gaithersburg and is therefore difficult to access from suburbs further north and requires multiple line changes to go from northern Montgomery County to northern Virginia job centers.

Job centers in Northern Virginia are growing rapidly and offer a variety of good jobs. In particular, the new Amazon HQ2 under development in National Landing already has hundreds of construction jobs and is expected to bring 25,000 new high-paying white-collar jobs by 2030 and another 12,000+ by 2034. If current Maryland residents could get there easily via direct commuter bus routes, we could keep these residents in our state and local tax bases instead of losing them to communities in Virginia.

Northern Virginia already has The Metroway bus rapid transit system that runs through the area adjacent to National Landing, with 15 stations from Arlington to Alexandria, with some of this route located in an exclusive busway. To remain competitive, Maryland needs a similar commuter bus route.

The study proposed in SB0242 is exactly what's needed to define the parameters of a commuter bus line running from the Frederick area to northern Virginia, and will include input from all the important stakeholder constituencies.

Therefore, DTMG strongly supports SB0242 and urges a **FAVORABLE** report on this bill.

Respectfully submitted,

Olivia Bartlett
Co-lead, DoTheMostGood Maryland Team
oliviabartlett@verizon.net
240-751-5599

GW_Partnership_HB116_SB242_Supporting Testimony_FI

Uploaded by: McAndrew, Joe

Position: FAV

HB 116 / SB 242
I-270 Commuter Bus Route Study

Position: Support

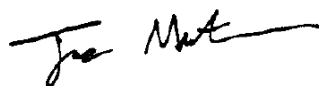
The [Greater Washington Partnership](#) (“Partnership”) is a civic alliance of the Capital Region’s leading employers and entrepreneurs stretching from Baltimore to Richmond that together employ more than 250,000 residents. Our transportation system is a priority for the Partnership as it is essential to ensuring the Capital Region is one of the best places to live, work and build a business.

We are strongly encouraged by the cross-border collaboration and coordination being exhibited by the Maryland Transit Administration and the Virginia Department of Rail and Public Transportation through the [I-495 American Legion Bridge Transit and TDM Study](#) (“Study”). We are also encouraged by the strong support being shown through the I-270 Commuter Bus Route Study Bill (HB 116 / SB 242) (“Bill”) to implement the MTA and DRPT Study recommendations for the I-270, I-495 and American Legion Bridge Corridor – one of the region’s persistently congested corridors with no transit alternative in service today. The Bill supports the Partnership’s public comment submitted in November 2020 for Maryland’s I-495 and I-270 Managed Lanes Project, Virginia’s 495 NEXT Project, and the joint I-495/American Legion Bridge Transit and TDM Project (see attachment).

As Maryland’s I-495 and I-270 Managed Lanes Project continues to advance through the planning process, the state should be ready to capitalize on the enhanced transportation options delivered via this investment by deploying best in class performance-driven tolling principles, including transit investments. The proposed I-270 Commuter Bus Route Study will ensure MDOT is prepared with the information necessary to implement the most cost-effective public transportation enhancements with the new tolling facilities for I-270, I-495, including the American Legion Bridge.

We urge your support for **HB 116 / SB 242**. Thank you for your support and leadership.

Sincerely,



Joe McAndrew
Vice President for Transportation
Greater Washington Partnership



November 9, 2020

Honorable Gregory Slater
Secretary of Transportation
State of Maryland
7201 Corporate Center Drive
Hanover, MD 21076

Honorable Shannon Valentine
Secretary of Transportation
Commonwealth of Virginia
1111 East Broad Street
Richmond, VA 23219

RE: Public Comment for Maryland's I-495 and I-270 Managed Lanes Project, Virginia's 495 NEXT Project, and the joint I-495/American Legion Bridge Transit and TDM Project

Dear Secretaries Slater and Valentine:

The Greater Washington Partnership (the Partnership) commends your leadership, and that of Governors Hogan and Northam for close coordination to deliver a world-class transportation system for the Capital Region of Baltimore, Washington, and Richmond. The Partnership is a civic alliance of the leading employers in the region who employ more than 250,000 residents and are committed to making the region one of the best places to live, work, and build a business.

We write today to offer public comments supporting your continued forward momentum to deliver upon the promise of the historic Capital Beltway Accord announced in 2019, which requires successful completion, and close coordination, of Maryland's I-495 and I-270 Managed Lanes Project, Virginia's 495 NEXT Project, and your shared efforts on the I-495/American Legion Bridge Transit and TDM Project. These projects, once complete, will alleviate the Capital Region's number one vehicle bottleneck – the American Legion Bridge – and provide more reliable travel for those in cars and new mobility options for millions of residents, employers and visitor to access worksites, educational opportunities and our region's rich cultural assets. The replacement and expansion of this bridge has been a priority for the region's leaders for decades, but a solution has been elusive until now. We cannot let this opportunity pass us by and we support your efforts to get all three projects done as early as possible.

In 2018, the Partnership [released our principles for the development and delivery of a performance-driven toll network](#), which, if implemented, can reduce congestion and single-occupancy vehicle use by creating incentives for residents to divert trips to non-peak periods, increase the number of vehicle occupants, or choose public transportation and carpooling. As a result, congestion on those roadways is reduced, speeds are increased, transit use may rise, and reliability improves for everyone.

We provide the following comments that are cross-cutting for all three projects:

Toll planning should be coordinated regionally to deliver the benefits of greater mobility, accessibility, and reliability to all users of the transportation system

We are encouraged by the close coordination occurring between each of your teams, as well as with regional stakeholders, local elected officials, and residents. Strong regional collaboration and policy alignment is necessary across these projects to ensure the roadway tolling policies are complementary and seamless for residents. The close coordination must continue as these projects move forward.

Prioritize enhanced connectivity for the greatest number of people, not moving the most vehicles or generating the most revenue

Prioritizing people throughput enhances the efficiency of the roadway's carrying capacity, providing the greatest number of people reliable access to their destination. This is a long-recognized goal for the region's transportation investments, and we recommend that the Preferred Alternatives for these projects be the one that is most effective at moving the most people via multiple modes of transportation.

Enhance planning and investments to limit adverse impacts for historically marginalized communities, and proactively work to ensure residents of all income levels benefit from the tolling investment, including those without the financial means to afford the tolls

We must be intentional about limiting adverse impacts for communities of color and low-income areas. The Washington Post's article from October 17, 2020 titled [Maryland Beltway expansion might require moving part of historic African American cemetery](#) raises serious concerns. We cannot support a long-term investment that disproportionately impacts communities where most of the residents are minority or low-income, or Environmental Justice ("EJ") communities. At the same time, we strongly encourage both states to proactively improve mobility and access for EJ communities through these projects by making investments in high-quality public transportation options adjacent to or near the toll corridor, provide incentives that encourage HOV use, and/or provide vouchers or discounts to low-income residents. Additionally, these projects should reduce barriers to using the toll facilities that disproportionately impact those without access to the internet, bank accounts and credit cards—the assets often required to efficiently pay tolls and use the tolling technology. As you advance these critical projects, we also urge you to work to deliver quality jobs and community benefits, and to maximize job opportunities for Capital Region residents providing them access to strong workforce and apprenticeship programs with a proven track record for placing people in careers. Additionally, we support deployment of a robust Minority Business Enterprises (MBEs) and Women Business Enterprises (WBEs) contracting program.

Clarify how these projects, collectively, will enhance public transportation and other mobility options

It is critical that these new tolling projects provide residents the freedom to opt out of paying the toll all together through high-quality, cost-effective non-toll trip alternatives (e.g. carpool, vanpool, bus, rail, and cycling). These travel options should be supported by toll revenues. The I-495/American



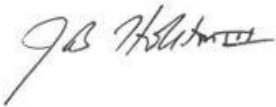
Legion Bridge Transit and TDM Project is expertly tackling this question. We recommend the following measures to mitigate the projects' environmental impacts be included:

- Construct a new multi-use trail option to safely access and traverse the American Legion Bridge;
- Specify the process and expected revenue that would be generated to support transit investments within Maryland and Virginia, and those that connect both jurisdictions, including high-quality commuter bus transit using the HOT managed lanes, Bus Rapid Transit in parallel and nearby arterial roads, and improvements to the MARC system;
- Design the new American Legion Bridge to accommodate future rail transit options and/or conduct a thorough cost-benefit analysis to compare the bridge's design with and without future rail transit options; and,
- Explore innovative concepts to incent meaningful behavioral change, such as matching employer transit benefits to incent different travel patterns.

Specific to Maryland's I-495 and I-270 Managed Lanes Project, we recommend that Alternative 9 and Alternative 13B be further explored using the priorities in this letter to inform the ultimate Preferred Alternative. In addition, we recommend that the state select the Preferred Alternative that will minimize the Project's impact and costs, and ensure the Project is delivered in a reasonable time period. If the EIS schedule gets severely delayed due to public concerns raised about this Project, we encourage the state to consider limiting the scope of the Preferred Alternative and the analysis in the FEIS by only including the Managed Lane Study Corridors' segments included in the state's I-495 & I-270 P3 Program Phase 1 solicitation.

Thank you both for your leadership and continued commitment to collaboration and unity.

Sincerely,



JB Holston
Chief Executive Officer
Greater Washington Partnership

CC: Stephen Brich, Commissioner, VDOT
Jennifer Mitchell, Director, Virginia DRPT
Kevin Quinn, Administrator, MDOT MTA
Tim Smith, Administrator, MDOT SHA



GW_Partnership_HB116_SB242_Supporting Testimony_FI

Uploaded by: McAndrew, Joe

Position: FAV

HB 116 / SB 242
I-270 Commuter Bus Route Study

Position: Support

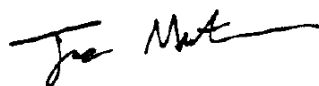
The [Greater Washington Partnership](#) (“Partnership”) is a civic alliance of the Capital Region’s leading employers and entrepreneurs stretching from Baltimore to Richmond that together employ more than 250,000 residents. Our transportation system is a priority for the Partnership as it is essential to ensuring the Capital Region is one of the best places to live, work and build a business.

We are strongly encouraged by the cross-border collaboration and coordination being exhibited by the Maryland Transit Administration and the Virginia Department of Rail and Public Transportation through the [I-495 American Legion Bridge Transit and TDM Study](#) (“Study”). We are also encouraged by the strong support being shown through the I-270 Commuter Bus Route Study Bill (HB 116 / SB 242) (“Bill”) to implement the MTA and DRPT Study recommendations for the I-270, I-495 and American Legion Bridge Corridor – one of the region’s persistently congested corridors with no transit alternative in service today. The Bill supports the Partnership’s public comment submitted in November 2020 for Maryland’s I-495 and I-270 Managed Lanes Project, Virginia’s 495 NEXT Project, and the joint I-495/American Legion Bridge Transit and TDM Project (see attachment).

As Maryland’s I-495 and I-270 Managed Lanes Project continues to advance through the planning process, the state should be ready to capitalize on the enhanced transportation options delivered via this investment by deploying best in class performance-driven tolling principles, including transit investments. The proposed I-270 Commuter Bus Route Study will ensure MDOT is prepared with the information necessary to implement the most cost-effective public transportation enhancements with the new tolling facilities for I-270, I-495, including the American Legion Bridge.

We urge your support for **HB 116 / SB 242**. Thank you for your support and leadership.

Sincerely,



Joe McAndrew
Vice President for Transportation
Greater Washington Partnership



November 9, 2020

Honorable Gregory Slater
Secretary of Transportation
State of Maryland
7201 Corporate Center Drive
Hanover, MD 21076

Honorable Shannon Valentine
Secretary of Transportation
Commonwealth of Virginia
1111 East Broad Street
Richmond, VA 23219

RE: Public Comment for Maryland's I-495 and I-270 Managed Lanes Project, Virginia's 495 NEXT Project, and the joint I-495/American Legion Bridge Transit and TDM Project

Dear Secretaries Slater and Valentine:

The Greater Washington Partnership (the Partnership) commends your leadership, and that of Governors Hogan and Northam for close coordination to deliver a world-class transportation system for the Capital Region of Baltimore, Washington, and Richmond. The Partnership is a civic alliance of the leading employers in the region who employ more than 250,000 residents and are committed to making the region one of the best places to live, work, and build a business.

We write today to offer public comments supporting your continued forward momentum to deliver upon the promise of the historic Capital Beltway Accord announced in 2019, which requires successful completion, and close coordination, of Maryland's I-495 and I-270 Managed Lanes Project, Virginia's 495 NEXT Project, and your shared efforts on the I-495/American Legion Bridge Transit and TDM Project. These projects, once complete, will alleviate the Capital Region's number one vehicle bottleneck – the American Legion Bridge – and provide more reliable travel for those in cars and new mobility options for millions of residents, employers and visitor to access worksites, educational opportunities and our region's rich cultural assets. The replacement and expansion of this bridge has been a priority for the region's leaders for decades, but a solution has been elusive until now. We cannot let this opportunity pass us by and we support your efforts to get all three projects done as early as possible.

In 2018, the Partnership [released our principles for the development and delivery of a performance-driven toll network](#), which, if implemented, can reduce congestion and single-occupancy vehicle use by creating incentives for residents to divert trips to non-peak periods, increase the number of vehicle occupants, or choose public transportation and carpooling. As a result, congestion on those roadways is reduced, speeds are increased, transit use may rise, and reliability improves for everyone.

We provide the following comments that are cross-cutting for all three projects:

Toll planning should be coordinated regionally to deliver the benefits of greater mobility, accessibility, and reliability to all users of the transportation system

We are encouraged by the close coordination occurring between each of your teams, as well as with regional stakeholders, local elected officials, and residents. Strong regional collaboration and policy alignment is necessary across these projects to ensure the roadway tolling policies are complementary and seamless for residents. The close coordination must continue as these projects move forward.

Prioritize enhanced connectivity for the greatest number of people, not moving the most vehicles or generating the most revenue

Prioritizing people throughput enhances the efficiency of the roadway's carrying capacity, providing the greatest number of people reliable access to their destination. This is a long-recognized goal for the region's transportation investments, and we recommend that the Preferred Alternatives for these projects be the one that is most effective at moving the most people via multiple modes of transportation.

Enhance planning and investments to limit adverse impacts for historically marginalized communities, and proactively work to ensure residents of all income levels benefit from the tolling investment, including those without the financial means to afford the tolls

We must be intentional about limiting adverse impacts for communities of color and low-income areas. The Washington Post's article from October 17, 2020 titled [Maryland Beltway expansion might require moving part of historic African American cemetery](#) raises serious concerns. We cannot support a long-term investment that disproportionately impacts communities where most of the residents are minority or low-income, or Environmental Justice ("EJ") communities. At the same time, we strongly encourage both states to proactively improve mobility and access for EJ communities through these projects by making investments in high-quality public transportation options adjacent to or near the toll corridor, provide incentives that encourage HOV use, and/or provide vouchers or discounts to low-income residents. Additionally, these projects should reduce barriers to using the toll facilities that disproportionately impact those without access to the internet, bank accounts and credit cards—the assets often required to efficiently pay tolls and use the tolling technology. As you advance these critical projects, we also urge you to work to deliver quality jobs and community benefits, and to maximize job opportunities for Capital Region residents providing them access to strong workforce and apprenticeship programs with a proven track record for placing people in careers. Additionally, we support deployment of a robust Minority Business Enterprises (MBEs) and Women Business Enterprises (WBEs) contracting program.

Clarify how these projects, collectively, will enhance public transportation and other mobility options

It is critical that these new tolling projects provide residents the freedom to opt out of paying the toll all together through high-quality, cost-effective non-toll trip alternatives (e.g. carpool, vanpool, bus, rail, and cycling). These travel options should be supported by toll revenues. The I-495/American



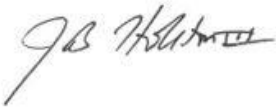
Legion Bridge Transit and TDM Project is expertly tackling this question. We recommend the following measures to mitigate the projects' environmental impacts be included:

- Construct a new multi-use trail option to safely access and traverse the American Legion Bridge;
- Specify the process and expected revenue that would be generated to support transit investments within Maryland and Virginia, and those that connect both jurisdictions, including high-quality commuter bus transit using the HOT managed lanes, Bus Rapid Transit in parallel and nearby arterial roads, and improvements to the MARC system;
- Design the new American Legion Bridge to accommodate future rail transit options and/or conduct a thorough cost-benefit analysis to compare the bridge's design with and without future rail transit options; and,
- Explore innovative concepts to incent meaningful behavioral change, such as matching employer transit benefits to incent different travel patterns.

Specific to Maryland's I-495 and I-270 Managed Lanes Project, we recommend that Alternative 9 and Alternative 13B be further explored using the priorities in this letter to inform the ultimate Preferred Alternative. In addition, we recommend that the state select the Preferred Alternative that will minimize the Project's impact and costs, and ensure the Project is delivered in a reasonable time period. If the EIS schedule gets severely delayed due to public concerns raised about this Project, we encourage the state to consider limiting the scope of the Preferred Alternative and the analysis in the FEIS by only including the Managed Lane Study Corridors' segments included in the state's I-495 & I-270 P3 Program Phase 1 solicitation.

Thank you both for your leadership and continued commitment to collaboration and unity.

Sincerely,



JB Holston
Chief Executive Officer
Greater Washington Partnership

CC: Stephen Brich, Commissioner, VDOT
Jennifer Mitchell, Director, Virginia DRPT
Kevin Quinn, Administrator, MDOT MTA
Tim Smith, Administrator, MDOT SHA



TESTIMONY FOR SB0242 Transportation - I-270 Commut

Uploaded by: Plante, Cecilia

Position: FAV



TESTIMONY FOR SB0242
Transportation – I-270 Commuter Bus Route Study

Bill Sponsor: Senator Young

Committee: Appropriations

Organization Submitting: Maryland Legislative Coalition

Person Submitting: Cecilia Plante, co-chair

Position: FAVORABLE

I am submitting this testimony in favor of SB0242 on behalf of the Maryland Legislative Coalition. The Maryland Legislative Coalition is an association of individuals and grassroots groups with members in every district in the state with well over 30,000 members.

We feel that this study should have been completed BEFORE any decisions were made about widening I-270. It seems that the state went ahead with the first idea that they thought of, which turns out to be the most disruptive, least environmentally sound and most expensive option.

Before we go ahead and throw money at widening roads (and yes, it will cost US money regardless of how often Governor Hogan tells us that Mexico will pay for it), we should do something smart and look at other alternatives.

We support this bill and recommend a **FAVORABLE** report in committee.

SB 242_FrederickCoCEGardner_Support.pdf

Uploaded by: Schaefer, Joy

Position: FAV



JAN H. GARDNER
Frederick County
Executive

SB 242

Transportation – I-270
Commuter Bus Route
Study

County Position: SUPPORT

Date: February 3, 2021
Committee: Finance

Frederick County Executive Jan Gardner urges your **SUPPORT** for Senate Bill 242 – Transportation – I-270 Commuter Bus Route Study.

We have long advocated for the need to connect the City of Frederick and Frederick County to the D.C. region by a more robust transit system, beyond weekday service during peak traffic hours. The I-270 corridor contains the second, third, and fourth largest cities in Maryland, Frederick, Gaithersburg, and Rockville, respectively, yet the cities of Frederick and Gaithersburg remain connected to the D.C. region only by limited train and commuter bus service.

County Executive Gardner supports the provisions in the proposed legislation that:

- Addresses the need for a more robust transit service, especially in combination with Electronic Toll Lanes (ETLs) on I-270 as the least expensive way to provide the much-needed transit connection between Frederick and the D.C. suburbs;
- Builds on the existing work of the Maryland Department of Transportation Secretary's Managed Lanes Transit Work Group, studying the viability of Bus Rapid Transit (BRT) in the I-270 and I-495 corridors; and
- Builds on the existing work of the Montgomery County Maryland-National Capital Park and Planning Commission's (M-NCPPC) functional master plan to study BRT from the City of Frederick to Tysons Corner, VA, and connecting the Metrorail Red and Silver Lines and North Bethesda.

Frederick County Executive Gardner urges favorable **SUPPORT** for Senate Bill 242.

SB242 -Transportation - I-270 Commuter Bus Route S

Uploaded by: Tulkin, Josh

Position: FAV



7338 Baltimore Ave
Suite 102
College Park, MD 20740

Committee: Finance

Testimony on: SB 242 – “Transportation – I-270 Commuter Bus Route Study

Position: Support

Hearing Date: January 20, 2021

The Maryland Chapter of the Sierra Club strongly supports the amended version of SB 242, which would require the Maryland Department of Transportation (MDOT) to establish a commuter bus line between Montgomery County and Northern Virginia that would run weekdays during peak morning and late afternoon commuting hours.

The bus line would travel along I-270 and I-495 and include the following stops: Shady Grove Metro in Montgomery County, Tysons in Virginia and ideally additional transit stops along that corridor which were identified as population and job centers in the “I-495 American Legion Bridge Transit/TDM Study” recently completed by MDOT and the Virginia Department of Transportation in cooperation with a number of other organizations.

Transportation is now the primary contributor to climate-damaging greenhouse gas and other health-damaging emissions in our state, so getting individuals out of their cars and onto transit would be a positive development for our environment and residents’ health, as well as an effective way to reduce traffic congestion. Transit also serves residents needing to get to and from work and other locations who don’t own or have access to a car.

Both MDOT and VDOT have said that bus transit would be able to travel at no extra cost in new toll lanes that have been proposed for I-495 on both sides of the American Legion Bridge. While that is a noteworthy promise, we believe full implementation of transit alternatives along I-495 and I-270 described in the previously mentioned transit study would, if allowed to run in a dedicated lane in each direction, reduce traffic congestion along I-495 and I-270 sufficiently to actually eliminate the justification for expanding those highways.

In summary, having a commuter bus running between Shady Grove Metro in Montgomery County and Tysons in Virginia should be implemented to lessen air pollution, reduce congestion on I-270 and I-495, and serve the many residents needing to travel between Montgomery County and Northern Virginia who don’t own a car. We urge the Committee to issue a favorable report on this legislation.

Brian Ditzler
Transportation Committee Chair
Brian.Ditzler@MDSierra.org

Josh Tulkin
Chapter Director
Josh.Tulkin@MDSierra.org

Founded in 1892, the Sierra Club is America’s oldest and largest grassroots environmental organization. The Maryland Chapter has over 75,000 members and supporters, and the Sierra Club nationwide has over 800,000 members and nearly four million supporters.

MTBMA & MAA Testimony_SB 242_FWA.pdf

Uploaded by: Clark, Rachel

Position: FWA



February 3, 2021

Senator Delores G. Kelley, Chair
Finance Committee
3 East, Miller Senate Office Building
11 Bladen Street
Annapolis, Maryland 21401

FAV W/ AMD

Re: **SENATE BILL 242 – FAV W/ AMD – TRANSPORTATION – I-270 COMMUTER
BUS ROUTE STUDY**

Dear Chairman Kelley and Members of the Senate Finance Committee:


The Maryland Transportation Builders and Materials Association (“MTBMA”) and the Maryland Asphalt Association (“MAA”) collectively represent tens of thousands of Marylanders who operate in the areas of transportation construction, production and engineering. Together, for nearly 100 years, these organizations have served as the voice of the transportation construction industry. The mission of both MTBMA and MAA is to encourage, develop, and protect the prestige of the transportation construction and materials industry in Maryland by establishing and maintaining respected relationships with federal, state, and local public officials. We proactively work with regulatory agencies and governing bodies to represent the interests of the transportation industry, and also advocate for adequate state and federal funding for Maryland’s multimodal transportation system.

We would like to thank the sponsor for her attention to the grave infrastructure needs of Maryland’s citizenry. It is clear that the I-270 corridor, and those Marylanders that live in the area, need increased ability to travel in and around the State. We would only suggest that should the Committee decide to pass this bill they ensure that the funds used to implement this Study not come from the Transportation Trust Fund. The needs of our members and our industry are great, and we as a State cannot afford to further reduce the inadequate resources we currently have. The Transportation Trust Fund, which supports Maryland’s transportation infrastructure, is already critically underfunded as is and we would ask the Committee not to contribute further to those deficiencies.

We thank you for your time and consideration of this bill and ask that if you pass SB 242 it is with the amendments we have advocated.

Sincerely,


Michael Sakata
President & CEO, MTBMA


Marshall Klinefelter
President, MAA

SB0242_FWA_City of Rockville_I-270 Commuter Bus Ro

Uploaded by: Kasemeyer, Pam

Position: FWA



Mayor and Council of Rockville
SB 242 Transportation – I-270 Commuter Bus Route Study
Senate Finance Committee – February 3, 2021
SUPPORT with AMENDMENT

The Mayor and Council are thankful to Chair Kelley and members of the Committee for the opportunity to share our perspective on SB 242 – Transportation – I-270 Commuter Bus Route Study. We are grateful to Senator Young and Delegate Palakovich Carr for their leadership in sponsoring the legislation.

Rockville supports this bill, as amended, which would require the Maryland Department of Transportation (MDOT), by October 1, 2022, to establish a commuter bus route between the Shady Grove Metro in Montgomery County and Tysons, Virginia during peak service hours. A December 2020 study jointly conducted by the states of Maryland and Virginia identified eight viable commuter bus routes to serve Frederick and Montgomery Counties and northern Virginia. We strongly support the proposed route. It would provide enhanced transit options for Rockville and other central county residents, regional commuters, and visitors.

Rockville is adamantly opposed to the plans to widen I-270. The project will abut 9 city neighborhoods, severely impact others, and traverse the heart of our great city. Two Rockville bridges over I-270, that have no current access to I-270, are proposed to provide ramps to the toll lanes. This will increase traffic in Rockville, disrupt existing commuting patterns, and significantly increase the noise and environmental pollution already impacting our neighborhoods. Our bridges will likely also require more maintenance as a result of the increased traffic. Further, the DEIS does not address expected impacts to Rockville's waterways and stormwater management. The proposed roadway changes and increased runoff added to already undersized and deteriorated SHA pipes may overwhelm our storm drain system, increase our stream erosion, and cause other issues for the City. For all these reasons, we believe that it is imperative to pursue mass transit alternatives.

According to the Washington Metropolitan Council of Governments (COG), 2020 was the best year on record for regional ozone levels. COG concluded there were several contributing factors, including COVID-19 restrictions, which resulted in reduced emissions, due to lower traffic, fuel and electricity consumption. While the region is still not in compliance with Federal ozone standards, increased mass transit opportunities would encourage further reductions in gas consumption and help to continue this positive environmental trend. The traffic on I-270 contributes to the region's greenhouse gas emissions. SB 242 would also help to support regional climate action efforts.

We recommend that MDOT review the times of availability for these commuter bus schedules, so that they can provide viable options for those who need consistent and reliable access. We also support requiring MDOT to consult with local governments, such as Rockville, and other stakeholders, in the development of the timeline and implementation of the commuter bus route.

This bill helps to fill the gaps in existing plans for traffic congestion relief in Maryland, supports economic development, creates the opportunity for more direct mass transit, and gets people out of cars and traffic, which is also good for the environment. We look forward to collaborating with you, and we strongly encourage you to support SB 242, as amended, and to move the bill to the full Senate.

SB 242_Commuter Bus Route_City of Gaithersburg_FIN

Uploaded by: Kwasny, Jessica

Position: FWA



February 1, 2021

Madame Chair Kelley, Vice Chair Feldman and Members of the Finance Committee
Miller Senate Office Building – 3 East
11 Bladen Street
Annapolis, Maryland 21401

Re: SB 242 (Senator Young): Transportation – I-270 – Commuter Bus Route Study – Favorable with Amendments

Dear Madame Chair Kelley, Vice Chair Feldman and members of the Senate Finance Committee:

On behalf of the City of Gaithersburg, I am writing to convey our support for SB 242, with amendments. SB 242 would require the Maryland Department of Transportation (MDOT) to establish a commuter bus route between Shady Grove Metro in Montgomery County and Tysons, Virginia during peak service hours, by October 1, 2022.

With more than 70,000 residents, Gaithersburg is located in the geographic center of Montgomery County and lies 13 miles from the northwestern border of Washington, D.C. Gaithersburg residents enjoy the best of both worlds - the familiarity and comfort of a small town community within the exciting metropolitan area of the nation's capital. Further, the City is home to more than 4,000 businesses and is part of the fourth largest retail market in the United States. We are an international center for biotechnology and benefit from our proximity to federal research facilities and regulatory agencies.

Point-to-point commuter bus lines offers residents an additional option to avoid the significant and daily travel challenges on I-270. While the residents of Gaithersburg are currently served by commuter bus lines, the MARC Brunswick Line, and METRO locations in neighboring Rockville, many locations along the corridor have a limited number of stops or are inconveniently located. Additionally, I-270 often provides a more direct route to a resident's place of employment. We have long believed the solution to mobility along the 1-270 Corridor is one that provides more options to our residents. Further, a commuter bus route will improve travel time for drivers, by reducing the number of cars on the road, moving more people per lane, and making the transportation network more efficient.

While the broader I-495 & I-270 Public Private Partnership (P3) Program has the potential to enhance existing and planned multimodal mobility and connectivity, our region can no longer wait for these options to become a reality.

For these reasons, the City of Gaithersburg urges a favorable report for SB 242, with amendments.

Please do not hesitate to contact me with any questions or concerns. You may also contact the Legislative Affairs Manager for the City of Gaithersburg, Jess Kwasny. She can be reached 202.809.6986 or jess.kwasny@gaithersburgmd.gov.

Sincerely,

Jud Ashman, Mayor

City of Gaithersburg • 31 South Summit Avenue, Gaithersburg, Maryland 20877-2038
301-258-6300 • FAX 301-948-6149 • cityhall@gaithersburgmd.gov • gaithersburgmd.gov

MAYOR
Jud Ashman

COUNCIL MEMBERS
Neil Harris
Laurie-Anne Sayles
Michael A. Sesma
Ryan Spiegel
Robert T. Wu

CITY MANAGER
Tanisha R. Briley

SB242-Greater Bethesda Chamber - UNFAVORABLE.pdf

Uploaded by: Italiano, Ginanne

Position: UNF

February 3, 2021

Senator Dolores G. Kelley
Chair, Senate Finance Committee
Maryland State Senate
3 East, Miller Senate Office Building
Annapolis, MD 21401

RE: SB242- TRANSPORTATION -270 COMMUTER BUS ROUTE STUDY
POSITION: OPPOSE

Dear Chairwoman Kelley, Vice Chair Feldman, and Members of the Committee:

On behalf of our 500-member businesses and more than 45,000 employees in Montgomery County, this statement is in **Opposition to SB242-Transportation-270 Commuter Bus Route Study**. This bill which focuses on the need to require MDOT to study and make recommendations on the feasibility of establishing a commuter bus route to serve population centers along I-270 is a meritorious effort but is not actually required. Current efforts associated with the ongoing P3 project, which is presently in the procurement stage with construction expected to commence in 2022 will indeed evaluate such options.

In addition, Maryland National Capital Park and Planning presently has underway a similar study entitled, "The Corridor Forward Plan" which will produce a prioritized list of transit options. It will also include a plan for implementation including a timeline and the resources necessary for adequate transit to be provided for residents and employees in the I-270 corridor. This study is actively underway with completion expected towards the end of this calendar year. In addition, the State has already been conducting a study of possible transit routes as part and parcel of its P-3 Program which seeks to add toll lanes to I-270 in an extraordinarily important effort to ease congestion in the transportation infrastructure-starved UpCounty.

Accordingly, the need for the subject study outlined in HB116 is questionable, redundant and a wasteful use of limited resources during a critical economic time when our funds are stretched and sorely limited. Let's focus on the work already at hand that seeks to ameliorate the transit options in Montgomery County's I-270 corridor. This bill is **not** needed. Thank you for your consideration of our remarks.

Sincerely,



Allie Williams
President & CEO

SB0242 - TSO OPCP - I270CommuterBus - LOI_FINAL.pd

Uploaded by: Westervelt, Patricia

Position: INFO

January 20, 2021

The Honorable Delores Kelley
Chair, Senate Finance Committee
3 East Miller Senate Office Building
Annapolis MD 21401

Re: Letter of Information – Senate Bill 242 – I-270 Commuter Bus Route Study

Dear Chair Kelley and Committee Members:

The Maryland Department of Transportation (MDOT) takes no position on Senate Bill 242 but offers the following information for the Committee's consideration.

Senate Bill 242 requires MDOT to study and make recommendations on the feasibility of establishing certain commuter bus routes that serve certain population centers along the I-270 corridor. MDOT is aware of numerous current and ongoing transportation study efforts that include the I-270 and Northern Virginia corridors.

The MDOT Maryland Transit Administration (MDOT MTA) is currently involved in the following studies which would make the study outlined in Senate Bill 242 duplicative:

- I-495/American Legion Bridge Transit and TDM Study: This Virginia Department of Rail and Public Transportation (DRPT) and MDOT MTA study will identify a range of current and future multimodal solutions to help manage congestion on the American Legion Bridge. The report will consider potential transit routes connecting Tysons, Frederick, Silver Spring, and Washington, D.C., and will include ridership and cost ranges. A final report is expected in March 2021.
- Corridor Forward: The I-270 Transit Plan: The Montgomery County Planning Department is studying multiple transit service options on I-270 including, but not limited to, express bus, Bus Rapid Transit, rail, and monorail. Final recommendations and proposed actions will be available in 2022.
- I-495 & I-270 P3 Program Transit Coordination Report: This study outlines 11 potential transit services supported or indirectly benefited by the proposed managed lanes, which include start and end points and estimated ridership. The completed study was published in May 2020.

The study outlined in Senate Bill 242 will place financial constraints on critical capital projects for which funds have already been allocated. Further, it will be duplicative to the existing and ongoing studies which already address the feasibility of commuter bus service. By waiting for the current studies to be completed, MDOT MTA will be in a better position to understand the exact transit needs of the region.

The Honorable Delores Kelley
Page Two

The Maryland Department of Transportation respectfully requests the Committee consider this information when deliberating House Senate Bill 242.

Respectfully submitted,

Heather Murphy
Director of Planning and Capital Programming
Maryland Department of Transportation
410-865-1275

Pilar Helm
Director of Government Affairs
Maryland Department of Transportation
410-865-1090

SB0242 - TSO OPCP - I270CommuterBus - LOI_FINAL.pd

Uploaded by: Westervelt, Patricia

Position: INFO

February 3, 2021

The Honorable Delores Kelley
Chair, Senate Finance Committee
3 East Miller Senate Office Building
Annapolis MD 21401

Re: Letter of Information – Senate Bill 242 – I-270 Commuter Bus Route Study

Dear Chair Kelley and Committee Members:

The Maryland Department of Transportation (MDOT) takes no position on Senate Bill 242 but offers the following information for the Committee's consideration.

Senate Bill 242 requires MDOT to study and make recommendations on the feasibility of establishing certain commuter bus routes that serve certain population centers along the I-270 corridor. MDOT is aware of numerous current and ongoing transportation study efforts that include the I-270 and Northern Virginia corridors.

The MDOT Maryland Transit Administration (MDOT MTA) is currently involved in the following studies which would make the study outlined in Senate Bill 242 duplicative:

- I-495/American Legion Bridge Transit and TDM Study: This Virginia Department of Rail and Public Transportation (DRPT) and MDOT MTA study will identify a range of current and future multimodal solutions to help manage congestion on the American Legion Bridge. The report will consider potential transit routes connecting Tysons, Frederick, Silver Spring, and Washington, D.C., and will include ridership and cost ranges. A final report is expected in March 2021.
- Corridor Forward: The I-270 Transit Plan: The Montgomery County Planning Department is studying multiple transit service options on I-270 including, but not limited to, express bus, Bus Rapid Transit, rail, and monorail. Final recommendations and proposed actions will be available in 2022.
- I-495 & I-270 P3 Program Transit Coordination Report: This study outlines 11 potential transit services supported or indirectly benefited by the proposed managed lanes, which include start and end points and estimated ridership. The completed study was published in May 2020.

The study outlined in Senate Bill 242 will place financial constraints on critical capital projects for which funds have already been allocated. Further, it will be duplicative to the existing and ongoing studies which already address the feasibility of commuter bus service. By waiting for the current studies to be completed, MDOT MTA will be in a better position to understand the exact transit needs of the region.

The Honorable Delores Kelley
Page Two

The Maryland Department of Transportation respectfully requests the Committee consider this information when deliberating House Senate Bill 242.

Respectfully submitted,

Heather Murphy
Director of Planning and Capital Programming
Maryland Department of Transportation
410-865-1275

Pilar Helm
Director of Government Affairs
Maryland Department of Transportation
410-865-1090