



Maryland Transit Administration
Office of Planning
6 St. Paul Street
Baltimore, MD 21202-1614

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CCT NEWS

WELCOME TO CCT NEWS

Welcome to the third edition of CCT News, the newsletter for the Corridor Cities Transitway (CCT) project. Since our last newsletter, many new initiatives and design activities have been undertaken. In this edition we introduce the CCT Area Advisory Committees (AACs), provide an update on the alignment based on the 15% Design Plans, share the status of the Phase I Environmental Assessment and associated Public Hearing, and present upcoming milestones.

We invite you to visit the CCT project website at mta.maryland.gov/cct. It offers frequently updated project news, detailed project descriptions and maps, links to the technical reports and studies that have been prepared, and information about upcoming public meetings and community events.

The CCT is a planned 15-mile Bus Rapid Transit (BRT) line in Montgomery County, Maryland that would extend north from the Shady Grove Metrorail Station in Rockville to COMSAT, just south of Clarksburg. Phase I is a 9-mile route that would travel from the Metropolitan Grove MARC Station in Gaithersburg south to the Shady Grove Metrorail Station in Rockville. The Locally Preferred Alternative was selected in May 2012 and it included some modifications to the originally proposed alignment. Phase I of the CCT was approved for environmental analysis and preliminary engineering in Summer 2013. In August 2013, Governor O'Malley announced that project funding had been budgeted for planning and project development, final design, and right-of-way acquisition activities. The project is sponsored by the Maryland Transit Administration (MTA).

AACS ARE HARD AT WORK



Area Advisory Committees (AACs) are facilitated, collaborative working groups of 15-20 community stakeholders actively engaged in the CCT project planning and design process. MTA created three AACs to encourage involvement from the community regarding the design and construction of the transitway as well as how the stations would be incorporated into the existing community. Each AAC includes representatives from residential, commercial, community, and institutional organizations and is staffed by project team members and representatives from agency partners. AAC members are encouraged to share what they learn with their communities and constituencies and bring back reactions. This two-way feedback allows the project design team and the community to work together to develop the best project possible.

Since their first meeting in March 2014, AAC members have participated in six meetings including a corridor-wide kick-off event held on Saturday April 5, 2014. They have discussed the CCT's alignment, traffic, bicycle and pedestrian access, stormwater management, urban design, and station design. The AACs will continue to meet approximately every two months until Summer 2015. Upcoming meeting topics include operations, environmental impacts, noise analysis, project costs and funding, and construction impacts.

AAC membership was based on nominations sent to MTA in December 2013. The AAC nomination process kicked off at the October 30, 2013 Public Open House where information about the AACs and nomination forms were available. The forms were also available at outreach events, on the project website, and mailed to community leaders. People interested in participating on an AAC were able to nominate themselves.

All ACC meeting materials and dates for upcoming AAC meetings can be found on the Area Advisory Committees' page of the project's website: mta.maryland.gov/cct. AAC meetings are open to the public, but participation is limited to AAC members.



NEXT STEPS

Here's what's coming up as this exciting project moves forward:

- Draft EA available for public comment and Public Hearing heldSpring 2015
- Completion of project development including finalizing the EAFall 2015
- Initiate Final Design activities Winter 2015/2016
- Begin right-of-way acquisitions/permitting/agreements..... Winter 2016/2017

Martin O'Malley
Governor

Anthony G. Brown
Lt. Governor

James T. Smith Jr
Secretary
Maryland Department of Transportation

Robert L. Smith
Administrator
Maryland Transit Administration



REQUEST A BRIEFING AND STAY INVOLVED

We want to spread the word about the CCT! If you'd like the team to meet with your community, business, or special interest group to present the project and listen to your ideas and feedback, please contact the project's public involvement specialist, Traceé Strum-Gilliam, at 410-454-9761 or strum@pbworld.com. These types of exchanges help us better understand local issues and shape informed solutions along the CCT corridor.

For more information on the CCT, go to mta.maryland.gov/cct.

Rick Kiegel, PE
MTA Project Manager
rkiegel@mta.maryland.gov
410-767-1380 or 888-218-2267

The Maryland Relay Service can assist teletype users at 711.



mta.maryland.gov/cct

CCT PROJECT TEAM DELIVERS 15% DESIGN PLANS

On August 15, 2014, the CCT project team delivered 15% Concept Preliminary Engineering Phase I Plans to MTA for review. The plans contain more detailed engineering for the Phase I section of the CCT. This level of design detail is needed to determine a “limit of disturbance” – the boundary used to assess the environmental, cultural, and property impacts of the proposed transitway. These impacts are described in the Environmental Assessment (EA). The more detailed plans are also used to develop a more accurate construction cost estimate, which will also be included in the EA. On the next page, you can find an article that provides more information about the EA and its contents.

15% Design Plans were created for the following project elements:

- Horizontal and vertical transitway alignment
- Transitway typical sections
- Stations architecture
- Urban design
- Operations and maintenance facility
- Structures
- Stormwater management
- Utilities
- Traffic signals

Through the design process, the transitway alignment has changed in three locations since the Locally Preferred Alternative was announced in May 2012:

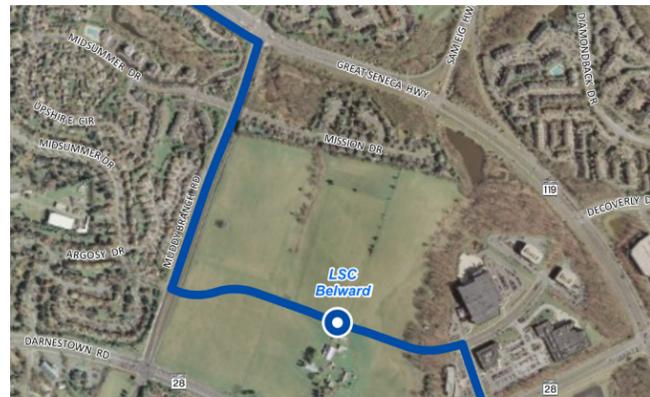
- Along the CSX tracks by Metropolitan Grove, the transitway would shift from the north side of the tracks to the south side of the tracks.
- Along Muddy Branch Road between Darnestown Road and Great Seneca Highway, the transitway would be located in the median of Muddy Branch Road.
- Near Key West Avenue, the transitway alignment would shift from the east side to the west side of Broschart Road at an intersection with an existing driveway.

Since the August plan delivery to MTA, the project team has made presentations to and asked for comments from various project area stakeholders including the State Highway Administration (SHA), Montgomery County Department of Transportation (MCDOT), the Maryland-National Capital Park and Planning Commission (M-NCPPC), the Washington Metropolitan Area Transit Authority (WMATA), the City of Gaithersburg, and the City of Rockville.

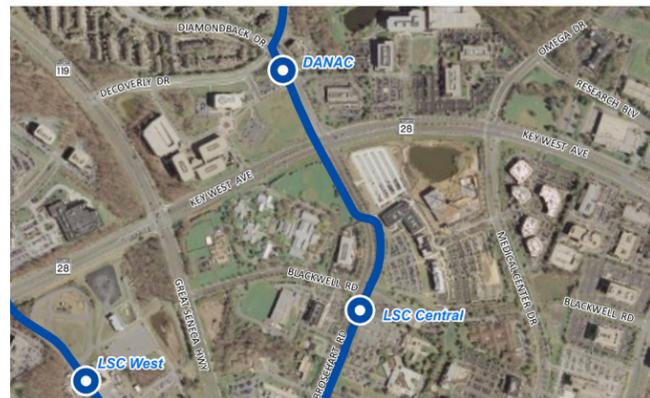
METROPOLITAN GROVE



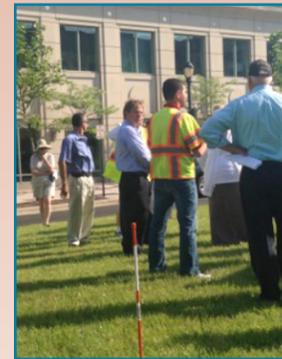
MUDDY BRANCH ROAD



BROSCHART/KEY WEST



ASSESSING THE CCT'S ENVIRONMENTAL AND COMMUNITY EFFECTS



MTA, in coordination with the Federal Transit Administration (FTA), is preparing an Environmental Assessment (EA) for the CCT project. An EA is a public document that describes the potential transportation, environmental, and community issues associated with

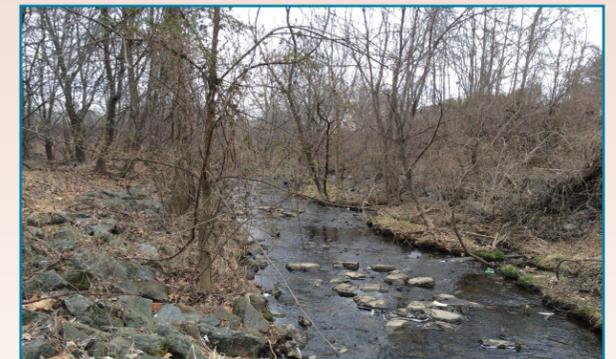
the construction and operation of a project. It is being prepared in accordance with the National Environmental Policy Act of 1969 (NEPA) and other FTA and MTA requirements. The draft EA will be released for public review and comment in early 2015.

The EA describes the alignment, stations, parking, system elements, operations and maintenance, cost, and projected ridership of the CCT project. It also discusses the potential effect of the CCT on the environmental resources within the study area corridor. For this analysis, existing conditions and project effects of the Build Alternative are analyzed and activities to mitigate any adverse effects are presented. The environmental resources that are assessed include community resources; visual setting; historic properties and archeological sites; natural resources including streams, wetlands, and habitat; minority and low-income populations; noise and vibration; air quality; hazardous materials; and transportation.

The EA also includes a draft Section 4(f) evaluation. Section 4(f) of the US Department of Transportation Act

of 1966, 49 USC 303(c) protects publicly-owned parks, recreation areas, wildlife and/or waterfowl refuges, or any privately or publicly owned significant historic sites. The Section 4(f) analysis identifies properties in the study area corridor protected by Section 4(f), evaluates the potential impacts to these properties, and identifies measures to avoid or minimize the impact to these properties.

Once the draft EA is complete (anticipated for early 2015), it will be available for public review and comment. Announcements about the release of the EA and the associated Public Hearing will be made through postcards, newspaper ads, and the project website.



Citizens are encouraged to review and comment on the EA to gain a better understanding of the project's environmental issues including potential effects to their communities and to share their feedback with MTA. When preparing a final environmental document, MTA and FTA will consider the public comments received. The public comment period lasts 30 days.

2015 PUBLIC HEARING

Once the EA is released in early 2015, it will be available online and at public locations such as libraries and community centers for public review and comment. There will also be a Public Hearing where residents and interested stakeholders will have an opportunity to review project material and information, ask questions and provide formal comments.

Please keep an eye out for a postcard, newspaper ad, or website message announcing the release of the EA and the Public Hearing date. The public comment period lasts 30 days.