

January 3, 2020

County Executive Marc Elrich
101 Monroe St
Rockville, MD 20850

Sidney Katz
President, Montgomery County Council
100 Maryland Avenue
Rockville, MD 20850

Dear County Executive Elrich and Council President Katz:

On December 16, you joined with us and with 300 other county residents who gathered in opposition to the Maryland Department of Transportation's plan for high-priced toll lanes on the Beltway and I-270. We thank you for your solidarity and look forward to continuing to work with you for sensible transportation policy.

In the days since that rally, there has been talk of potential state-county agreements on alternatives to the current MDOT plan. We encourage discussion with the state – the traditional Maryland practice of collaboration and consultation with local governments on transportation policy needs to be revived. But the full transparency that Comptroller Franchot, Treasurer Kopp, and 84 members of the General Assembly have called for must precede substantive consideration of alternatives.

On November 27, the Maryland-National Capital Park and Planning Commission sent MDOT a list of information requests. A copy of this list is attached. Two items are particularly important. MDOT has developed a Traffic and Revenue Model that calculates the predicted traffic volumes, toll charges, and profit or loss of each potential toll lane segment in each scenario. MDOT also has assembled origin-destination data for trips in the two highway corridors.

The complete results of these analyses, along with their underlying assumptions, modeling methods and data sources, must be released to the public so that outsiders can evaluate their consistency and credibility. Then citizens must have a chance to digest the findings and express their views. Only after that should consideration of alternative highway plans begin. We will oppose any so-called “compromise” put forward in the absence of this full disclosure as premature.

Again, we thank you for your efforts on behalf of our common transportation goals. We look forward to working with you through the year, in openness and cooperation, to arrive at the solution that is best for Montgomery County and our neighbors.

Sincerely,

Maryland Transit Opportunities Coalition
Ben Ross, Chair

Citizens Against Beltway Expansion
Brad German, Co-Chair

DontWiden270.org
Linda Rosendorf, Janet Gallant & Sally Stolz, Coordinators

Action Committee for Transit
Nick Brand, President

Cabin John Citizens Association
Susan Shipp, President

Carderock Springs Citizens Association
John Orrick, President

DoTheMostGood Montgomery County
Barbara Noveau, Executive Director

Evergreen (near Cabin John) neighborhood
Charlotte Troup Leighton, representing the community

First Agape AMEZ Church at Gibson Grove
Rev. Edgar S. Bankhead Sr., Pastor

Persimmon Tree Homeowners Association
David Heltemes, President

Transit Alternatives to Mid-County Highway Extended Coalition
Margaret Schoap, Organizer

Pandora White
Descendant of Moses Hall families

Attachment A

Letter to Mses. Mar and Choplin

Dated November 27, 2019

Re: Revised ARDS Paper Released on October 16, 2019

1. Terminus Concerns/Logical Termini documentation, including correspondence, notes or reports of any communications between MDOT and the Virginia Department of Transportation with regard to the logical terminus of the I-495 & I-270 Managed Lanes Study concerning connecting I-495 managed lanes to the Woodrow Wilson Bridge.
2. All Origin/Destination data
3. Financial Data with regard to segmentation of the various project areas, including the basis for the I-270 North study on a stand-alone basis, data supporting MDOT SHA's financial conclusions for the ICC Alternative, Alternative 5, and the ARDS as a comparison.
4. Traffic and revenue analyses, including financial and tolling information produced internally, procured from consultants, or outside sources, or prospective bidders all related to various parts of the project, including for each of the ARDS, Alternative 5 and the MD 200 Diversion Alternative, with assumptions about which parts are necessary to subsidize other parts of the project.
5. Inputs that were assumed or outputs of the algorithm calculated to establish what tolls are necessary to keep the managed lanes running at minimum speeds of 45 mph.
6. Written "commitments" for access points to the Managed Lanes.
7. Correspondence or other documentation between FHWA and MDOT SHA concerning removal of Alternative 5 from the ARDS.
8. GIS ROW Layer (We need these updated as they create them based on our ongoing impact meetings.)
9. GIS LOD layer for alternatives (We need these updated as they create them based on our ongoing impact meetings.)
10. SWM Report, including existing and proposed SWM impacts to Park property
11. Design files and GIS Layers that show LOD, SWM, edge of pavement, property lines, grading, outfall repairs, retaining walls, culverts and other specific coordinates for purposes of determining impacts to parkland.
12. Updated Plan sheets/PDFs/CAD Files for all Park impacts. These are similar to the design files that SHA has provided for *some* of the park areas.
13. Forecasted vehicle data (peak hour trips using the ML facilities by segment) and projected travel time savings supporting MDOT SHA's financial conclusions for the ICC Alternative, Alternative 5, and the ARDS as a comparison
14. Traffic Modelling with detailed information on the modeling process used to simulate the Managed Lanes and the resulting peak hour vehicle flows on the Managed Lanes

Attachment A

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facilities by segment, where they reach their peak flow/speed (45 mph travel speed)
based on this demand estimation

15. Archaeological and historic resource survey forms, analyses, and reporting