

PROJECT SUBMISSION FORM

Basic Project Information

1. Submitting Agency: **Montgomery County Department of Transportation**
2. Secondary Agency:
3. Agency Project ID: **CIP 501318**
4. Project Type: ☐ Interstate ☐ Primary ☐ Secondary ☐ Urban ☐ Bridge ☐ Bike/Ped ☒ Transit ☐ CMAQ
☐ ITS ☐ Enhancement ☐ Other ☐ Federal Lands Highways Program
☐ Human Service Transportation Coordination ☐ TERMS
5. Category: ☒ System Expansion ☐ System Maintenance ☐ Operational Program ☐ Study ☐ Other
6. Project Name: **Randolph Road Corridor Bus Rapid Transit (BRT) Project**

	Prefix	Route Name	Modifier
7. Facility:		Randolph Road	
8. From (<input type="checkbox"/> at):	US	29	
9. To:	MD	355	

10. Description: **This project provides for the detailed studies and construction related to a Bus Rapid Transit (BRT) line on Randolph Road from the White Flint Metro Station on MD 355 to at Tech Road at US 29. Randolph Road is a commuter corridor with traffic and congestion in the westbound direction in the morning and the eastbound direction in the evening. Major activity centers include White Flint, Glenmont, and the emerging mixed-use center at White Oak. Randolph Road provides important linkages to other BRT corridors and is important for the integrity of the BRT network. A mixed traffic transitway is recommended for this corridor. The County Council approved the Countywide Transit Corridors Functional Master Plan, an amendment to the Master Plan of Highways and Transportation, on November 26, 2013. The amendment authorizes the Department of Transportation to study enhanced transit options and Bus Rapid Transit for 10 transit corridors, including: Georgia Avenue North, Georgia Avenue South, MD 355 North, MD 355 South, New Hampshire Avenue, North Bethesda Transitway, Randolph Road, University Boulevard, US 29, Veirs Mill Road and Corridor Cities Transitway.**
11. Projected Completion Year: **2040**
12. Project Manager: **Joana Conklin**
13. Project Manager E-Mail: **Joana.Conklin@montgomerycountymd.gov**
14. Project Information URL: **<http://montgomeryplanning.org/transportation/highways/brt.shtm>**
15. Total Miles: **10 miles**
16. Schematic (file upload):
17. State/Local Project Standing (file upload):
18. Jurisdictions: **Montgomery County**
19. 2018 Baseline Cost (in Thousands): **102,000** cost estimate as of **10/25/2017**
20. Amended Cost (in Thousands): cost estimate as of MM/DD/YYYY
21. Funding Sources: ☒ Federal ☐ State ☒ Local ☐ Private ☐ Bonds ☐ Other

Regional Policy Framework

Questions 22-27 address the goals identified in the Regional Transportation Priorities Plan. Question 28 should be used to

provide additional context of how this project supports these goals or other regional needs identified in the Call for Projects.

22. Provide a Comprehensive Range of Transportation Options

Please identify all travel mode options that this project provides, enhances, supports, or promotes.

- | | | | |
|---|---|---|---|
| <input type="checkbox"/> Single Driver | <input type="checkbox"/> Carpool/HOV | | |
| <input checked="" type="checkbox"/> Metrorail | <input type="checkbox"/> Commuter Rail | <input type="checkbox"/> Streetcar/Light Rail | |
| <input checked="" type="checkbox"/> BRT | <input type="checkbox"/> Express/Commuter bus | <input checked="" type="checkbox"/> Metrobus | <input checked="" type="checkbox"/> Local Bus |
| <input checked="" type="checkbox"/> Bicycling | <input checked="" type="checkbox"/> Walking | <input type="checkbox"/> Other | |

- ☒ Does this project improve accessibility for historically transportation-disadvantaged individuals (i.e., persons with disabilities, low-incomes, and/or limited English proficiency?)

23. Promote Regional Activity Centers

- ☒ Does this project begin or end in an Activity Center?
- ☒ Does this project connect two or more Activity Centers?
- ☒ Does this project promote non-auto travel within one or more Activity Centers?

24. Ensure System Maintenance, Preservation, and Safety

- ☒ Does this project contribute to enhanced system maintenance, preservation, or safety?

25. Maximize Operational Effectiveness and Safety

- ☒ Project is primarily designed to reduce travel time on highways and/or transit without building new capacity (e.g., ITS, bus priority treatments, etc.)?
- ☒ Does this project enhance safety for motorists, transit users, pedestrians, and/or bicyclists?

26. Protect and Enhance the Natural Environment

- ☒ Is this project expected to contribute to reductions in emissions of criteria pollutants?
- ☒ Is this project expected to contribute to reductions in emissions of greenhouse gases?

27. Support Interregional and International Travel and Commerce

Please identify all freight carrier modes that this project enhances, supports, or promotes.

- ☐ Long-Haul Truck ☐ Local Delivery ☐ Rail ☐ Air

Please identify all passenger carrier modes that this project enhances, supports, or promotes.

- ☐ Air ☐ Amtrak intercity passenger rail ☐ Intercity bus

28. Additional Policy Framework Response

Please provide additional written information that describes how this project further supports or advances these and other regional goals or needs.

Advances goals of Master Plans in White Flint and White Oak.

Federal Planning Factors

29. Please identify any and all planning factors that are addressed by this project:

- a. ☒ Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency.
- b. ☒ Increase the safety of the transportation system for all motorized and non-motorized users.

- i. Is this project being proposed specifically to address a safety issue? ☐ Yes; ☒ No ii. If

yes, briefly describe (in quantifiable terms, where possible) the nature of the safety problem:

- c. ☐ Increase the ability of the transportation system to support homeland security and to safeguard the personal security of all motorized and non-motorized users.
- d. ☒ Increase accessibility and mobility of people.
- e. ☐ Increase accessibility and mobility of freight.
- f. ☒ Protect and enhance the environment, promote energy conservation, improve the quality of life, and promote consistency between transportation improvements and State and local planned growth and economic development patterns.
- g. ☒ Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight.
 - h. ☒ Promote efficient system management and operation.
- i. ☐ Emphasize the preservation of the existing transportation system.
- j. ☒ Improve resiliency and reliability of the transportation system and reduce or mitigate stormwater impacts of surface transportation.
- k. ☐ Enhance travel and tourism.

Environmental Mitigation

30. Have any potential mitigation activities been identified for this project? ☐ Yes; ☒ No

a. If yes, what types of mitigation activities have been identified?

- ☐ Air Quality; ☐ Floodplains; ☐ Socioeconomics; ☐ Geology, Soils and Groundwater; ☐ Vibrations;
- ☐ Energy; ☐ Noise; ☐ Surface Water; ☐ Hazardous and Contaminated Materials; ☐ Wetlands

Congestion Management Information

31. Congested Conditions

- a. Do traffic congestion conditions necessitate the proposed project or program? ☒ Yes; ☐ No
- b. If so, is the congestion recurring or non-recurring? ☒ Recurring; ☐ Non-recurring
- c. If the congestion is on another facility, please identify it:

32. Capacity

- a. Is this a capacity-increasing project on a limited access highway or other principal arterial? ☒ Yes; ☐ No
- b. If the answer to Question 32.a was “yes”, are any of the following exemption criteria true about the project? (Choose one, or indicate that none of the exemption criteria apply):
 - ☐ None of the exemption criteria apply to this project – a Congestion Management Documentation Form is required
 - ☐ The project will not use federal funds in any phase of development or construction (100% state, local, and/or private funding)
 - ☐ The number of lane-miles added to the highway system by the project totals less than one lane-mile
- ☐ The project is an intersection reconstruction or other traffic engineering improvement, including replacement of an at-grade intersection with an interchange
- ☒ The project, such as a transit, bicycle or pedestrian facility, will not allow private single-occupant motor vehicles
- ☐ The project consists of preliminary studies or engineering only, and is not funded for construction
- ☐ The construction costs for the project are less than \$10 million.
- c. If the project is not exempt and requires a Congestion Management Documentation Form, click [here](#) to open a blank Congestion Management Documentation Form.

Record Management

33. Completed Year: