



MONTGOMERY COUNTY COUNCIL  
ROCKVILLE, MARYLAND

NANCY FLOREEN  
COUNCILMEMBER AT-LARGE

November 2, 2017

Good evening. Deputy Secretary Ports, Members of the Maryland Department of Transportation, Maryland Transportation Authority, and members of the delegation:

I am Nancy Floreen, at large member of the Montgomery County Council and a 15-year member of the Council's Transportation committee, which I chaired for eight years.

I am here tonight to encourage you to take an aggressive multi-modal approach in the Governor's terrific P3 program for addressing congestion on I-270 and I-495. If we are going to "think big" I urge us to think as creatively and as differently as we can, for this once in a lifetime opportunity.

You will recall that the Corridor Cities Transitway has long been a priority for Montgomery County. It was originally in MDOT's I-270 Multi-Modal Corridor Study, but was pulled out for accelerated focus. I encourage you to move this toward a federal Record of Decision and include it in the Governor's package of I-270 P3 projects along with an extension of the Concession Time Period. Former Secretary of Transportation Flanagan initiated a similar effort in 2006, which generated interest from 12 firms, but became victim to a change in administrations. This would put the Corridor Cities Transitway in line to receive Federal Transit Funding, and would allow us to follow Virginia's lead in securing private funding for other corridor transit improvements. At the same time, as part of the I-270 P3 project package, both roadway and bridge improvements could be implemented efficiently and cost effectively in combination.

This approach would assure concessionaires' streams of income from transit usage similar to the tolling envisioned by the roadway plans, with minimal right of way expenditures and predictable operating costs. It would support Montgomery County's long term economic plan for job growth along this critical corridor. At the same time, it would open up mobility choices for thousands of residents not otherwise helped by roadway improvements, avoid duplication of local initiatives, and improve environmental impacts.

I applaud the Governor for thinking big about a plan to address our region's staggering transportation infrastructure deficit. By expanding the effort to include long considered transit improvements in the P3 project, Maryland can be assured of assuming national leadership in multi-modal planning, linking highway improvements to transit needs, and achieving a truly comprehensive solution to our deep and abiding congestion problems.

In closing, let me thank our Planning Board Member Gerald Cichy, P.E., AICP for his creative advice.

Thank you.