



DRAFT FOR COMMISSION REVIEW – 1/20/15

**A RESOLUTION OF THE COMMISSION REGARDING
THE PURPLE LINE PROJECT
IN MONTGOMERY AND PRINCE GEORGE’S COUNTIES
AND THE BALTIMORE RED LINE PROJECT**

January 26, 2015

WHEREAS, since 2003, the State of Maryland has been planning for the development and construction of two major transit projects known as the Purple Line Project in Montgomery and Prince George’s Counties and the Red Line Project in Baltimore City and Baltimore County , which projects are described on Exhibit A attached hereto;

WHEREAS, the Maryland Sustainable Growth Commission (the “**Commission**”) was established by the Maryland General Assembly in 2010 and includes 36 members representing the private and public sectors, local and state government, and numerous other advocates and stakeholders with an interest in Maryland’s development and economic growth;

WHEREAS, the Commission is charged directly by statute with assessing and advising on the progress of state, regional, and local planning in Maryland in achieving the goals of the State Economic Growth, Resource Protection, and Planning Policy enacted as § 5-7a-01 of the State Finance and Procurement Article of the Annotated Code of Maryland (“**Maryland’s Economic Growth Policy**”);

WHEREAS, Maryland’s Economic Growth Policy provides that “compact, mixed–use, walkable design consistent with existing community character and located near available or planned transit options is encouraged to ensure efficient use of land and transportation resources” and that “a well–maintained, multimodal transportation system facilitates the safe, convenient, affordable, and efficient movement of people, goods, and services within and between population and business centers”;

WHEREAS, Maryland’s Economic Growth Policy also dictates that “strategies, policies, programs, and funding for growth and development, resource conservation, infrastructure, and transportation are integrated across the local, regional, state, and interstate levels to achieve [this policy]”;

WHEREAS, the Commission recognizes that the Purple Line and Red Line, as well as other transit projects large and small throughout the state, will have economic, environmental, social and community revitalization benefits, including efficient use of land and existing investments in infrastructure, increased opportunities for transit-oriented development, improved access to jobs, expanded mobility choices, and reduced vehicle miles traveled; and

WHEREAS these benefits are acknowledged and emphasized in the Commission's October 2014 "Reinvest Maryland" report , which describes the economic development opportunities associated with transit and transit-oriented development in urban, suburban, and rural communities throughout the state;

NOW, THEREFORE, IT IS HEREBY RESOLVED by the Maryland Sustainable Growth Commission, this 26th day of January, 2015, that:

1. The Purple Line Project in Montgomery and Prince George's Counties and the Red Line Project in Baltimore City and Baltimore County are consistent with and would further Maryland's Economic Growth Policy;
2. The Commission supports continued planning and implementation of both the Purple Line Project in Montgomery and Prince George's Counties and the Baltimore Red Line Project; and
3. The Commission strongly encourages planning and implementation of increased mobility options and improved transit services in both urban and rural jurisdictions throughout the state.

Exhibit A to Resolution

Description of Purple Line and Red Line

I. PURPLE LINE PROJECT IN MONTGOMERY AND PRINCE GEORGE'S COUNTIES

The Purple Line Project in Montgomery and Prince George's County ("**Purple Line**") is a 16.2 mile light rail line from the Bethesda Washington Metropolitan Area Transit Authority ("**WMATA**") Metro station in Montgomery County to the New Carrollton WMATA Metro station in Prince George's County.

The Purple Line includes 21 stations which represent opportunities for economic growth and transit-oriented development.

The Purple Line received a Record of Decision from the Federal Transit Administration on March 19, 2014, which applies to the Preferred Alternative described in the Final Environmental Impact Statement issued on August 28, 2013.

The Record of Decision finds that the Purple Line Project in Montgomery and Prince George's Counties supports the following stated purpose and needs:

Purposes

1. Provide faster, more direct, and more reliable east-west transit service connecting the major activity centers in the Purple Line corridor at Bethesda, Silver Spring, Takoma/Langley Park, College Park, and New Carrollton;
2. Provide better connections to Metrorail services located in the corridor; and
3. Improve connectivity to the communities in the corridor located between the Metrorail lines.

Needs

1. Growing population and employment in the region has resulted in increasingly congested roadways;
2. Changing land use patterns in Montgomery and Prince George's counties and the development of major activity centers within the corridor have increased the amount of suburb-to-suburb travel. The existing transit system is primarily oriented to accommodate travel into and out of Washington DC; and
3. The only transit service available for direct east-west travel is bus service, which is often slow and unreliable because it operates on a congested roadway system.

II. RED LINE PROJECT IN BALTIMORE CITY AND BALTIMORE COUNTY

The Baltimore Red Line Project ("**Red Line**") is a 14.1 mile light rail line from the Centers for Medicare and Medicaid Services in Baltimore County to the Johns Hopkins Bayview Medical Center in Baltimore City.

The Red Line includes 19 stops which represent opportunities for economic growth and transit-oriented development.

The Red Line, which arose from the 2002 Baltimore Regional Rail System Plan, received a Record of Decision from the Federal Transit Administration on February 28, 2013, which applies to the Preferred Alternative described in the Final Environmental Impact Statement issued on December 14, 2012.

The Record of Decision finds that the Baltimore Red Line Project supports the following stated purpose and needs:

Purposes

1. Improve transit efficiency by reducing travel times for transit trips in the corridor;
2. Increase transit accessibility in the corridor by providing improved transit access to major employment and activity centers;
3. Provide transportation choices for east-west commuters in the corridor by making transit a more attractive option;
4. Enhance connections among existing transit routes in the corridor;
5. Support community revitalization and economic development opportunities in the corridor; and
6. Help the region improve air quality by increasing transit use and promoting environmental stewardship.

Needs

1. Roadway congestion contributes to slow travel times for automobiles and buses in the corridor;
2. Lack of convenient transit access to existing and future activity centers in the corridor, including downtown Baltimore, Fell's Point, and Canton, as well as employment areas in Baltimore County to the west of Baltimore;
3. Lack of viable transit options for east-west commuters in the corridor;
4. Lack of connections from existing transit routes (including Central Light Rail, Metro, MARC, and bus network) to the I-70 travel market on the west side of the corridor, and to the I-95 and East Baltimore travel markets on the east;
5. Need for economic development and community revitalization in communities along the corridor, both in Baltimore County and in Baltimore City; and
6. Need to support the regional goal of improving air quality by providing alternatives to automobile usage.