








Corridor Forward: The I-270 Transit Plan – Pre-Screening Briefing

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SUMMARY

Work on Corridor Forward: The I-270 Transit Plan (Corridor Forward) has advanced since the last briefing on December 3, 2020. During the last briefing, staff outlined the Plan's planning process, provided a review of various transit modes included in the scope, and provided an overview of 13 conceptual transit options that could improve access along the county's I-270 corridor. Project resources limit the number of options that can be studied in detail. As such, this memo presents an overview of Corridor Forward's pre-screening process and the emerging six options that staff recommends advancing to the Plan's detailed study.

During the December 3, 2020 briefing, the Planning Board directed staff to develop an alternative approach to the Corridor Cities Transitway (CCT), which is currently master-planned as a bus rapid transit (BRT) line serving Corridor Cities communities in Rockville, the Life Sciences Center (LSC), Gaithersburg, Germantown, and Clarksburg. This memo details staff's proposed approach, which recommends pivoting toward a flexible network-based approach rather than a singular service.

PURPOSE OF THE BRIEFING

The purpose of this briefing is threefold:

1. Receive an overview and provide feedback on the Plan's pre-screening process, including the emerging options staff recommends retaining for detailed study;
2. Receive an overview and provide feedback on staff's recommended approach for a revised Corridor Cities Transitway option; and
3. Receive a short update on the Plan's outreach strategies.

PLAN SCHEDULE

Corridor Forward has progressed on schedule, meeting the benchmarks laid out in the Scope of Work presented to the Planning Board on April 30, 2020. Following the pre-screening process, staff will:

1. Advance six (6) options into detailed study;
2. Develop evaluation metrics and a methodology to advance Plan goals; and

3. Work with stakeholders and the Planning Board to prioritize options based on the evaluation.

Staff anticipates returning to the Planning Board in late May or early June to present preliminary recommendations, which will include staff’s recommended prioritization of the six (6) options. Following the Planning Board’s recommendations and direction, staff will begin to develop an “Implementation Plan” that will describe the steps necessary to achieve the Plan’s highest priority project(s). Staff anticipates including the Implementation Plan with the Plan’s Working Draft, scheduled for presentation to the Planning Board in mid-Fall of 2021.

PRE-SCREENING

Corridor Forward acknowledges that there are many master-planned and speculative transit options that could improve accessibility along the I-270 corridor, but also acknowledges that it is not realistic to advance each option. The purpose of Corridor Forward is to establish a strategy to ensure that resources are directed to the most advantageous projects, beginning with a pre-screening analysis, which evaluates the 13 conceptual options and advances six options for more detailed study. Projects advanced through pre-screening perform well in the pre-screening analysis and result in a well-rounded set of options (considering project cost and location). This section reviews the conceptual options and outlines the approach and results of the pre-screening analysis.

Review of Conceptual Options

Per the Plan purpose, staff and the consultant team focused on compiling options that exist either as master-planned transitways, studied concepts, or frequently requested concepts, into a package of conceptual alternatives for analysis. As previously stated, the conceptual options are distinct in scale, geography, and type of service. Table 1 organizes each conceptual option by mode, corridor, and type of service.

Table 1 – Conceptual Option Summary

Option Number	Option Name	Mode	General Corridor Alignment	Service Type	To	From
1*	MD 355 BRT	Bus Rapid Transit	MD 355	Local	Clarksburg	Bethesda
2A	MARC Commuter Rail – Station Revision	Commuter Rail	CSX Rail Corridor	Regional	Frederick/ Martinsburg	Union Station
2B	MARC Commuter Rail – Additional Mainline Track	Commuter Rail	CSX Rail Corridor	Regional	Frederick/ Martinsburg	Union Station
3A	Red Line Extension Segment 1	Metrorail	CSX Rail Corridor	Limited Stop Local Service	Shady Grove	Downtown Gaithersburg
3B	Red Line Extension Segment 1	Metrorail	MD 355	Limited Stop Local Service	Shady Grove	Downtown Gaithersburg

Option Number	Option Name	Mode	General Corridor Alignment	Service Type	To	From
4A	Red Line Extension Segment 2	Metrorail	CSX Rail Corridor	Limited Stop Local Service	Downtown Gaithersburg	Germantown
4B	Red Line Extension Segment 2	Metrorail	MD 355	Limited Stop Local Service	Downtown Gaithersburg	Germantown
5	Corridor Cities Transitway Phase 1	Bus Rapid Transit	Great Seneca Science Corridor	Local	Existing: Shady Grove, additional variants TBD	Existing: Metropolitan Grove, additional variants TBD
6	Purple Line Extension	Light Rail Transit	I-495/ American Legion Bridge	Regional	Bethesda Station	Tysons Corner or Dunn Loring (VA)
7	North Bethesda Transitway Extension	Bus Rapid Transit	Old Georgetown Road & I-495 /American Legion Bridge	Hybrid Local-Regional	White Flint	Tysons Corner or Dunn Loring (VA)
8	I-270 Monorail	Monorail	I-270	Regional	Downtown Frederick Vicinity	Shady Grove
9	Managed Lanes Enhanced Commuter Bus – County Tech Corridor Extended	Commuter Bus	I-270 & I-495	Regional	Clarksburg	Downtown Bethesda
10	I-270 Light Rail – County Tech Corridor	Light Rail Transit	I-270 & I-495	Regional	Gaithersburg Vicinity	Downtown Bethesda
11	I-270 Bus Rapid Transit – County Tech Corridor	Bus Rapid Transit	I-270 & I-495	Regional	Gaithersburg Vicinity	Downtown Bethesda
12	I-270/I-495 Bus Rapid Transit: NoVa	Bus Rapid Transit	I-270 & I-495 /American Legion Bridge	Regional	Downtown Frederick Vicinity	Tysons Corner or Dunn Loring (VA)
13	I-270/I-495 Bus Rapid Transit: Silver Spring	Bus Rapid Transit	I-270 & I-495	Regional	Downtown Frederick Vicinity	Downtown Silver Spring

* To be excluded from further study and assumed as a future service given the resources invested in the project to date.

Pre-Screening Evaluation

The pre-screening analysis evaluated these 13 options in four steps, which are described in greater detail below:

- 1. Organize options by cost and geography:** Projects were sorted into preliminary categories based on their cost and coverage.

2. **Performance analysis:** A simplified list of high-level indicators was developed to consider the options based on measures that ‘predict’ conventional transit outcomes, such as ridership, travel time savings, and mode shift.
3. **Performance evaluation:** The scores for each indicator are normalized on a 1-5 scale and added together to provide an overall understanding of the option’s performance.
4. **Rank by cost and geography:** One or two projects have been selected from each of the categories in step 1 and are proposed to be carried forward for refinement, bundling, and detailed assessment.

1. Organize Projects by Cost and Geography

First, the 13 options were sorted into preliminary categories based on their cost and coverage (Table 2). Cost refers to the expected capital and operational costs of the option. Bus and BRT generally have lower capital costs than light rail and heavy rail. Coverage refers to how many neighborhoods and employment centers are served by the transit option. As a result, coverage generally relates to the length of the transit option.

This categorization approach allowed staff to ensure that the advanced projects are well-rounded and present a range of options.

Table 2 – Options by Cost and Geography

	Lower Coverage	Higher Coverage
Higher Cost	3A/B – Red Line Extension 1 4A/B – Red Line Extension 2 6 – Purple Line Extension	2A/B – MARC Commuter Rail 8 – I-270 Monorail
Lower Cost	5 – Corridor Cities Transitway 7 – North Bethesda Transitway Extension 10 – I-270 Light Rail on County Tech Corridor 11 – I-270 BRT on County Tech Corridor	9 – Managed Lanes Enhanced Bus 12 – I-270 BRT to NoVA 13 – I-270 BRT to Silver Spring

2. Performance Analysis

Five indicators were used to evaluate the transit options: travel time, population access, job access, accommodating growth, and equitable access. These indicators broadly align with the Plan’s values:

- **Strategic Connections:** Serve high-demand origin and destination pairs, balancing costs of implementation with projected benefits.
- **Economic Health:** Enable existing development and master-planned communities to realize their potential as livable and economically vibrant places.
- **Community Equity:** Align with the county’s social equity goals and principles.
- **Environmental Resilience:** Operate sustainably and reduce negative environmental impacts.

While environmental resilience is not explicitly identified in the indicators, they generally align with the Plan’s air quality and climate goals by prioritizing options that reduce reliance on automobiles and promote transit-oriented development.

Each indicator is summarized in more detail below:

1. **Travel Time:** This indicator measures the travel time between key destinations on the corridor and captures the extent to which each transit option provides competitive travel times with other modes and existing transit on the corridor.
2. **Population Access:** This indicator is concerned with how many people can access rapid transit serving the I-270 corridor, relative to the existing transit system. It estimates the planned (2045) population within 15-minute walking, transit, and driving access of assumed station locations¹ with service to the I-270 corridor.
3. **Job Access:** This indicator considers how many jobs are accessible by a proposed rapid transit option serving the I-270 corridor, relative to the existing transit system, by estimating the planned (2045) jobs within 15-minute walking and transit access of assumed station locations with service to the I-270 corridor.
4. **Accommodating Growth:** This indicator measures the amount of projected growth (2045 relative to 2015) in population and employment located within a 15-minute walk or transit ride from the proposed rapid transit system.
5. **Equitable Access:** This indicator is concerned with increased access to the proposed rapid transit system from Montgomery County's Equity Focus Areas (EFAs) and people of color, relative to the existing system. Access is defined as being within a 15-minute walk, transit ride, or drive of an assumed station location serving the I-270 corridor.

For indicators 2 through 5, only new service areas (falling outside the 15-minute catchment of existing rapid transit stations) are counted to indicate the potential net benefits from a given project.

3. Performance Evaluation

Each indicator has a different unit of analysis. In order to provide a more apples-to-apples comparison across the indicators, the consultant team normalized values using a 1 to 5 scale. For indicator 1, travel time, the score from 1 to 5 is based on how competitive transit travel time is relative to automobile travel time and existing transit service. No improvement in transit travel time results in a score of 1, while a transit travel time equal to or faster than automobile travel receives a 5. For indicators 2 through 5, the results were scaled to a score out of 5 by comparing each option to the highest performing option.

Indicators are summarized below:

1. **Travel Time:** Most options are competitive with automobile for the key destinations considered. Only MARC (Option 2) offers travel times that are consistently equal to or faster than automobile travel times. Options that operate in mixed traffic environments and for longer distances tend to perform more poorly in comparison to automobile travel times (particularly for options that serve locations farther from typically more congested areas).
2. **Population Access:** Almost all options offer increased accessibility to rapid transit. Greatest benefits are offered by longer routes with stations not currently served by the region's rapid transit network (Option 12 and 13). MARC (Option 2) has same catchment area as today, but

¹ Station locations evaluated in pre-screening are approximate and are assumed based on key destination points along the route. The stop locations may be revised in the next phase of analysis.

existing peak-direction service is not considered all day rapid transit. Extensions of the Red Line (Option 3 and 4) achieve lower performance due to relatively short lengths of service and the proximity to existing rapid transit stations.

3. **Job Access:** All options offer increased accessibility to jobs from the rapid transit network by walking and transit. Longer routes with more stations that are located beyond existing 15-minute walking and transit catchment areas offer the greatest net benefits (Options 12 and 13). MARC (Option 2) has same catchment area as today, but existing peak-direction service is not considered all day rapid transit. Extensions of the Red Line (Options 3 and 4) achieve lower performance due to relatively short lengths of service and the proximity of existing rapid transit stations.
4. **Accommodating Growth:** Most options provide modest support for projected urban development. Projected population growth in Montgomery County is generally more dispersed throughout the region, while projected employment growth within Montgomery County is generally more tightly clustered along the I-270 corridor. The greatest benefits are offered by longer routes running through areas of expected rapid growth. This preliminary evaluation does not consider the potential impact of options in stimulated unplanned development.
5. **Equitable Access:** All options offer increased accessibility to activity centers from the rapid transit network by walking and transit. Options with longer routes and more stations beyond existing walking and transit catchment areas offer the greatest net benefits.

4. Rank by Cost and Geography

After the performance evaluation, the options were reviewed through the cost and coverage categories developed in the first step. Final total scaled scores are shown in Table 3.

Table 3 – Performance Evaluation Results

Conceptual Option	Mode	Total Score
HIGH COST/HIGH COVERAGE OPTIONS		
2. Upgrade MARC Service	Heavy Rail	16.5
8. Monorail	Monorail	14.5
6. Purple Line Extension	LRT	12.0
HIGH COST/LOW COVERAGE OPTIONS		
4A. Red Line Extension 2 (Germantown)	Metro	12.0
4B. Red Line Extension 2 (Germantown) via MD 355	Metro	12.0
3B. Red Line Extension 1 (Gaithersburg) via MD 355	Metro	12.0
3A. Red Line Extension 1 (Gaithersburg)	Metro	10.5
LOW COST/HIGH COVERAGE OPTIONS		
12. I-270 BRT to NoVa	BRT	21.0
13. I-270 BRT to Silver Spring	BRT	15.0
9. Managed Lanes Enhanced Bus	Bus	13.0
LOW COST/LOW COVERAGE OPTIONS		
5. Corridor Cities Transitway	BRT	14.0
7. North Bethesda Transitway Extension	BRT	11.5
10. I-270 LRT County Tech Corridor	LRT	10.5
11. I-270 BRT County Tech Corridor	BRT	10.0

Bold indicates that the option is recommended for detailed study.

Recommended Options for Detailed Study

Based on the results of the pre-screening analysis and a review of recent planning efforts along the I-270 corridor, six options are emerging as the best candidates for Corridor Forward's more detailed evaluation (Figure 1, next page):

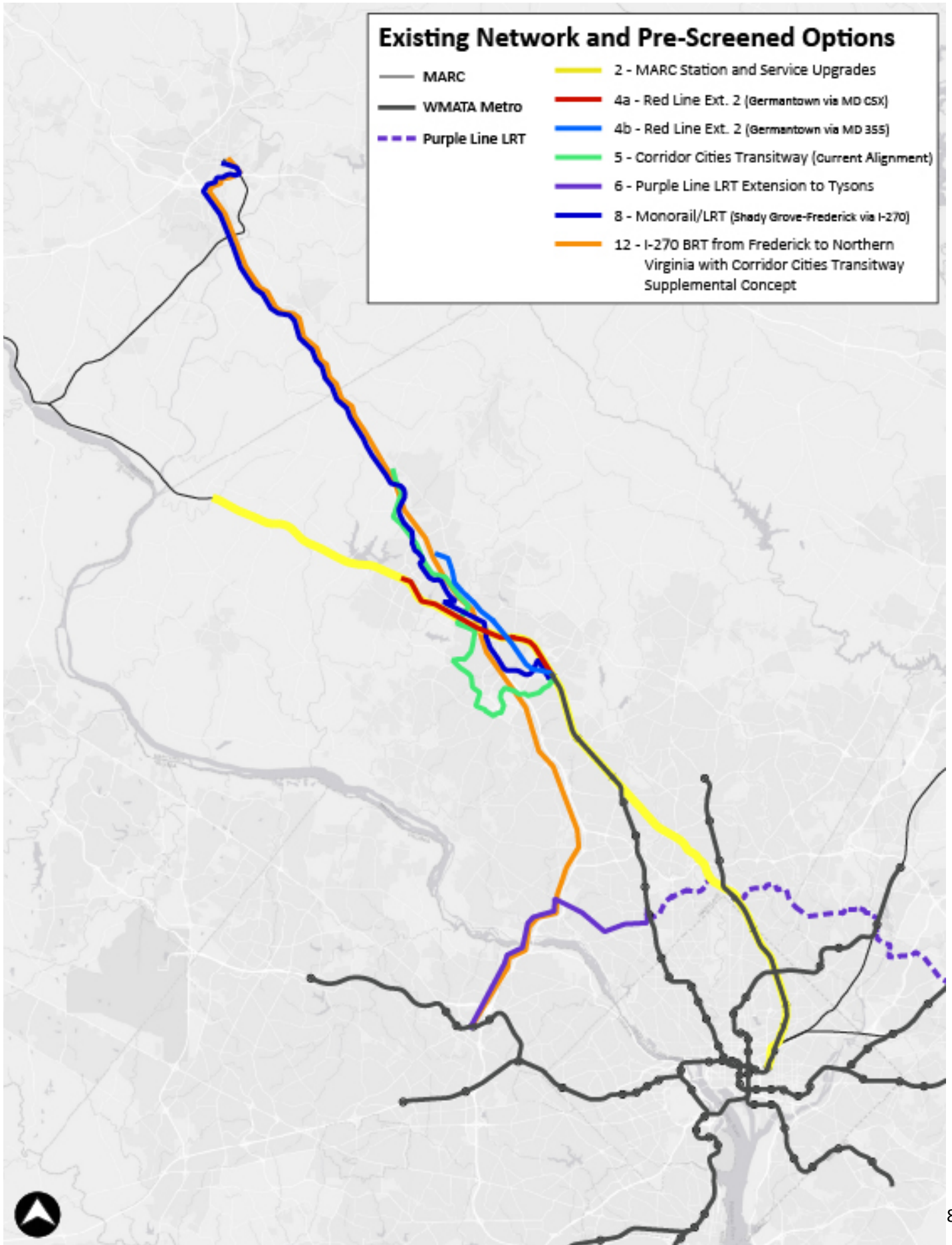
- MARC station and service upgrades along the Brunswick Line (Option 2A/B)
- Red Line Extension to Germantown (Option 4A/B)
- Corridor Cities Transitway with current alignment (Option 5)
- Purple Line Extension to Tysons (Option 6)
- Monorail (Option 8) or Light Rail along I-270 from Shady Grove to Frederick
- I-270 BRT from Frederick to Northern Virginia (Option 12) plus Corridor Cities Transitway supplemental concept

Some modifications to the conceptual options were made during the pre-screening process, and these options will be refined further as part of the forthcoming modeling and evaluation process:

- The two MARC options were combined as one project, as the proposed improvements for each option – additional capacity and station location modifications – are complementary.
- The determination of whether the Red Line will run on the CSX corridor or local roadways such as MD 355 will be made as part of route refinement.
- The monorail option along I-270 has been generalized as a rail corridor, either carrying light rail or monorail vehicles.
- The I-270 BRT has been combined with a new option, a supplemental concept for the Corridor Cities Transitway.

Together, these options cover each of the four cost and coverage categories and provide geographic breadth. Some options are more regional in nature, emphasizing connections to Montgomery County's neighboring jurisdictions (MARC, the Purple Line Extension, I-270 BRT), while others focus on strengthening connections within Montgomery County (Red Line Extension, Corridor Cities Transitway, and Monorail or Light Rail). Through another lens, some options extend or improve existing services (MARC, Purple Line Extension, Red Line Extension), while others envision new services (Corridor Cities Transitway, Monorail or Light Rail, and I-270 BRT).

Figure 1- Existing Transit Network and Pre-Screened Options



Considerations and Constraints

While the pre-screening process elevates each of the above projects for further evaluation based on potential benefits, each has costs and constraints. Some initial considerations and challenges are outlined below and will inform the prioritization and decision-making process.

Success and implementation of many of these projects would require interagency and interjurisdictional coordination. While these projects advanced for additional study through Corridor Forward, their implementation would be led by agencies outside the county and/or are contingent on specific investments made in the region:

- The Maryland Transit Administration's (MTA) MARC Rail Cornerstone Plan details the advancements that must be made to achieve additional capacity on the Brunswick Line, including storage capacity enhancements and additional mainline track. MTA has not identified capacity improvements along the Brunswick line as a top priority. Constraints along the CSX Brunswick Line right-of-way extend beyond the realm of political will and into the realm of design and engineering. Any enhancements along the CSX Corridor, either for MARC Rail or a Red Line extension, will require significant property acquisition and bridge reconstruction.
- At public meetings, staff frequently receives requests to study extensions of the Washington Metropolitan Area Transit Authority's (WMATA) Metrorail Red Line service to points north in Gaithersburg and Germantown. However, WMATA has not identified a Red Line expansion north of Shady Grove as a priority. In its 2016, Connecting Greater Washington study, WMATA found that an extension to Metropolitan Grove via Gaithersburg generated approximately 16,000 riders, but approximately only 7,000 of these were new riders. The extension shifted riders from other services, such as the proposed Corridor Cities Transitway, MARC Rail, or other local bus routes.
- A light rail extension connecting Bethesda and Tysons is recommended in the Northern Virginia Transportation Authority's (NVTA) 2012 TransAction 2040 Plan, but the transit recommendation was revised in 2018 to a BRT connection over the American Legion Bridge. Plans to reconstruct the American Legion Bridge are under development, yet those plans do not currently include the structural support needed to accommodate rail transit along the bridge. Regardless of any ultimate prioritization, as consistent with the Department's comments on the State Highway Administration's Recommended Preferred Alternative (RPA), staff anticipates that Corridor Forward will recommend the bridge be designed to support transit's structural needs and footprint. However, it remains unclear whether this concern will be addressed.

In sum, as a result of pre-screening analysis and a review of recent planning efforts along the I-270 corridor, staff recommends six (6) options for Corridor Forward's more detailed evaluation and welcomes the Planning Board's feedback on the pre-screening process, results, and recommended options.

A REVISED APPROACH TO CORRIDOR CITIES' TRANSIT ACCESS

On December 3, 2020, the Planning Board confirmed that Corridor Forward should develop and recommend a different alignment for the Corridor Cities Transitway (CCT). The Planning Board additionally confirmed that the recommended alignment should address the needs of both Phase One and Phase Two of the CCT. Phase One provides service between the Washington Metropolitan Area Transit Authority's (WMATA) Shady Grove Metrorail Station and the Metropolitan Grove MARC Rail Station, serving intermittent points of demand in the Life Sciences Center and City of Gaithersburg. Phase Two extends service to Upcounty locations in Clarksburg and Germantown, primarily on the west side of I-270. A map of the Corridor Cities Transitway, as envisioned through Maryland Transit Administration (MTA) 2017 Supplemental Environmental Assessment, is shown in green in Figure 1 on page 6.

To date, only the first phase of the CCT has advanced into preliminary design with the MTA, resulting in 30 percent civil engineering plans. These plans have some gaps, including the segment planned to link King Farm in Rockville to the east of I-270 with Crowne Farm in Gaithersburg, which will require a grade-separated bridge over the existing highway. Furthermore, the project is currently stalled, without any funding dedicated to further design or construction included in the state's Consolidated Transportation Program.

The CCT and other comparable forms of transit service in the Mid-county and Upcounty areas have been studied across the span of five decades. Many re-alignments informally discussed in the public sphere today, such as an alignment that assumes a dedicated guideway on Shady Grove Road, have already been evaluated and dismissed by other agencies. Staff avoided re-visiting previously studied options to ensure project resources were used efficiently and used the following resources to inform the development of a revised CCT alignment:

- Historical documents related to the CCT;
- Information provided by various stakeholders during the pre-planning phase;
- 2015 American Community Survey data related to equity (income, car ownership, travel time to work, mode of travel to work, etc.);
- Two internal workshops including relevant Planning staff with institutional knowledge of the CCT;
- Input from the Montgomery County Department of Transportation (MCDOT) to develop a new option for servicing the Corridor Cities; and
- Travel demand analysis developed to support the "Alternatives Development" phase of the planning process, presented to the Planning Board on December 3, 2020.

The above resources helped produce an initial problem statement to inform the requested re-alignment's concept development: The currently master-planned CCT attempts to solve two separate problems, which are not complementary:

1. Connecting the Upcounty with WMATA's Red Line
2. Supporting the economic development potential in the Life Science Center (LSC) by improving transit access

While the first problem is more regional in nature – focused on connecting the Corridor Cities – the second problem is more local, focused on relatively shorter trips from existing transit service to the LSC. Designing one route to meet both the corridor's regional and local intent presents a challenge. Noting that the two purposes of the master-planned CCT were challenging to achieve in an efficient manner, staff worked to develop a package approach to support local access. This package approach includes Option 12 (I-270 BRT from Frederick to Northern Virginia) and supports it with strategic infrastructure. Consistent with input from the MCDOT, the proposed option supplements rather than replaces the CCT. In other words, the proposed option could be implemented without precluding the CCT as master-planned in the long-term.

Efficient, Regional Travel

A scan of the consultant's proposed options suggests that Option 12, I-270 BRT from Frederick to Northern Virginia, could provide more efficient access to the Red Line from Upcounty locations than the currently planned CCT route. This option could include Upcounty diversions to locations like the Clarksburg Outlets or COMSAT, Germantown Town Center, Metropolitan Grove, and Shady Grove. Additionally, older iterations of the CCT had envisioned service connecting into Frederick, which is consistent with Option 12. However, Option 12 alone does not meet the second purpose of the CCT, which is to support the economic development potential of the LSC by improving access through high-quality transit. Option 12 lacks significant local benefit as stops would be highway-centric diversions to major demand locations rather than smaller communities like Dorsey Mill or Manekin. Finally, highway diversions would not be efficient, assuming buses need to travel in mixed traffic. Option 12 and MTA's alignment for the CCT (Option 5) in Figure 1 on page 6 in orange and green, respectively.

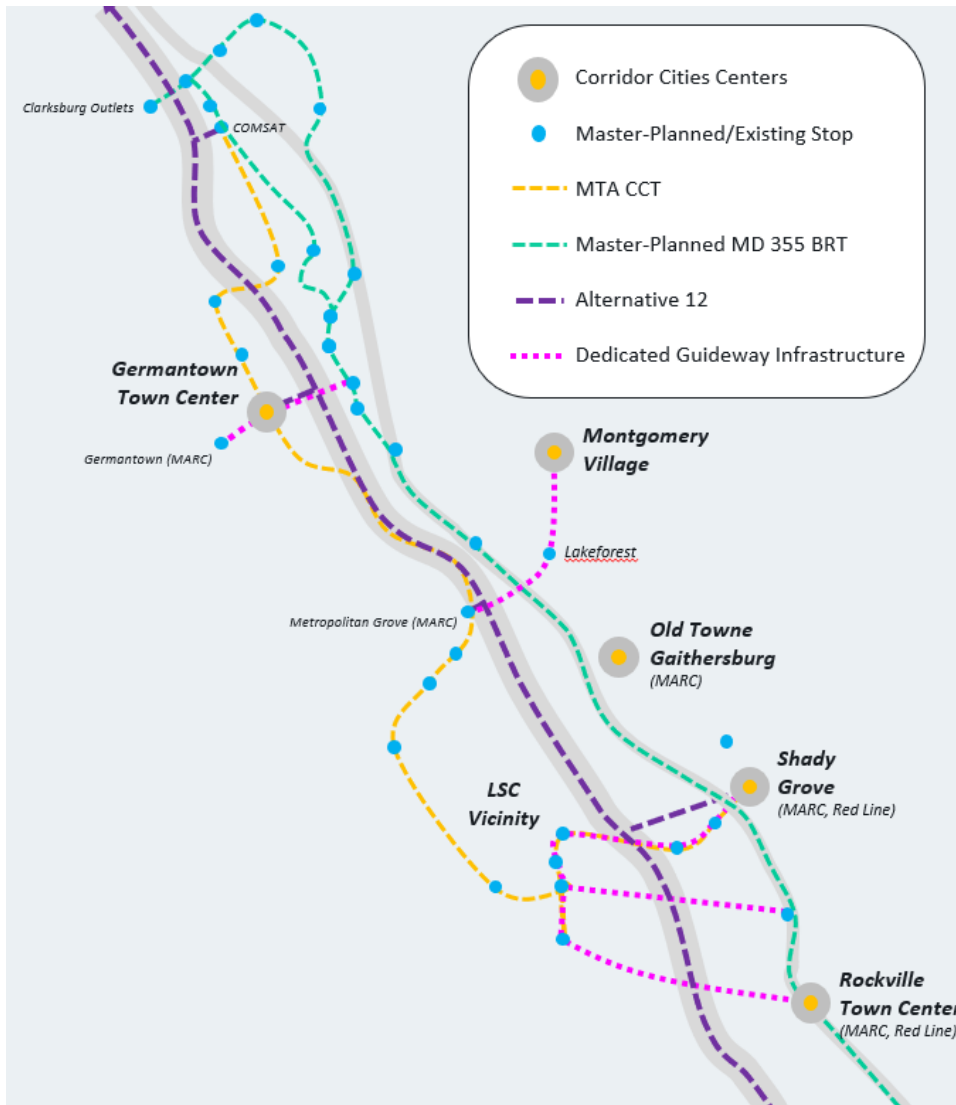
Enhanced Local Access

To date, the Department has approached transit planning by creating defined services along relatively fixed alignments. This approach makes sense for high-quality rail transit that must travel on fixed infrastructure. Buses, however, offer the advantage of allowing flexible service patterns. In other words, buses *can* travel on dedicated guideways, but are *not confined to them*. Furthermore, dedicated guideways for bus travel *do not need to be used by a single service*. In other words, the MD 355 BRT dedicated guideway could be used for both the planned MD 355 Flash service and potentially a hypothetical extension of the Veirs Mill Road (MD 586) Transitway. Segments of dedicated guideways could also be used for local bus service or even private shuttles in constrained locations.

Given this, staff recommends that Option 12, accompanied by the provision of strategically located, locally-serving dedicated guideways, could be a more near-term option for Corridor Cities transit access. Option 12 provides BRT service between Frederick and Northern Virginia, through the Upcounty and Midcounty portions of Montgomery County. Strategically located dedicated guideways would allow

service pattern programs to include efficient diversions from the highway, or would allow local-serving transit efficient access to the highway running service. This infrastructure-based-on-demand approach provides our service partners with flexibility to program multiple service patterns. The approach represents a shift from planning for service-based infrastructure to network-based infrastructure for the Corridor Cities vicinity. Figure 2 depicts Option 12 running through the vicinity of Midcounty and Upcounty, with example locations for strategic dedicated guideway segments and the originally envisioned Corridor Cities Transitway.

Figure 2 – Corridor Cities Transit Options Shown with Example Dedicated Guideway Segments & Originally Envisioned Corridor Cities Transitway



Coordination with the Montgomery County Department of Transportation (MCDOT) on CCT Options
 Staff has received initial interest in the concept described above from MCDOT, particularly because the proposal does not preclude the CCT as master-planned in the long-term. However, because MCDOT is also looking at mechanisms to improve transit access to the LSC, further coordination is necessary

regarding dedicated guideway locations. Staff plans additional coordination with MCDOT, as well as the State Highway Administration and the Maryland Transit Administration, following this briefing.

PROJECT OUTREACH

The COVID-19 conditions continue to impact staff's ability to directly engage communities of existing and future transit riders. Since the last Planning Board briefing, Department staff have implemented a bus signage and mailer campaign that directs users to the Plan's *Transit Values Questionnaire*. Since the inception of these campaigns in mid-January, the Questionnaire response pool has increased by 10 percent.

On-bus signage has been provided on RideOn routes that serve the I-270 Corridor to increase project exposure among existing transit riders. This signage is available in English and Spanish. Additionally, staff have sent postcard mailers in English and Spanish to 4,000 addresses located in Equity Focus Areas (EFAs) located along the corridor. The 4,000 addresses were distributed to reflect a proportionate ratio of housing units residing within the EFAs. Of the selected addresses, 772 (19.3%) were multi-family units, 1,313 (32.8%) were townhouses, and 1,915 (47.9%) were single-family detached units.

Because the questionnaire will play a role in framing discussions about prioritization, staff will continue to maximize participation of this outreach tool. Staff will remain flexible to accommodate more robust in-person outreach as initially envisioned, if and when pandemic conditions allow.

CONCLUSION

As described in greater detail above, the following six options appear to be emerging as the best candidates for detailed study:

- MARC station and service upgrades along the Brunswick Line (Option 2A/B)
- Red Line Extension to Germantown (Option 4A/B)
- Corridor Cities Transitway with current alignment (Option 5)
- Purple Line Extension to Tysons (Option 6)
- Monorail (Option 8) or Light Rail along I-270 from Shady Grove to Frederick
- I-270 BRT from Frederick to Northern Virginia (Option 12) plus Corridor Cities Transitway supplemental concept

The last item in the list above provides the opportunity to evaluate a different approach to serving the Corridor Cities, including the Life Sciences Center.

Following this briefing, staff will:

1. Advance six (6) options into detailed study;
2. Develop evaluation metrics and a methodology to advance Plan goals; and
3. Work with stakeholders and the Planning Board to prioritize options based on the evaluation.

Staff anticipates returning to the Planning Board in late May or early June to present preliminary recommendations, which will include staff's recommended prioritization of the six (6) options.