LOBBYING REGISTRATION

This registration form may be submitted electronically, but it will not take effect or be considered complete until The State Ethics Commission receives it, and a check in the amount of $100.00 made payable to the State of Maryland.

1. Click "print version" and you will be able to print a copy of this document so that you may sign it.

2. If you are acting on behalf of an employer, send the printed and partially completed form to the employer identified in the form for his or her signature and selection of the employer's exemption status (you may make the selection of status electronically or the employer may do it, but the selection must be made or the registration will not be complete.)

3. Then you or the employer must send the paper copy to:

State Ethics Commission
45 Calvert Street, 3rd Floor
Annapolis, Maryland 21041

Along with a check in the amount of $100 made payable to The State of Maryland

4. When the State Ethics Commission has received the completed and signed document and the appropriate check, the registration will be considered as filed and it will be released for public view.

PART A. GENERAL INFORMATION

What Type of registration are you seeking?

Legislative Action Lobbyist ___x___ Grass Roots Lobbyist ___x___

Executive Action Lobbyist ___x___ Non-exempt employer _____

Primary purpose of Organization

Is the employer or the registered organization (if there is no employer) organized and operated for the primary purpose of attempting to influence any legislation or executive action?
Yes _____ No __x__

Check Number: ___

PART B. IDENTIFICATION OF REGISTRANT/REGULATED LOBBYIST

1. Identifying Information

a) Name of Registrant/Regulated Lobbyist: Tyler W. Bennett

b) Firm Name: Alexander & Cleaver, P.A.

Address:
54 State Circle
Annapolis, MD 21401

c) Business telephone: 410-974-9000

Cell phone:

Do you want your telephone number on the published lobbyist list?
Yes __x__ No _____

d) What is your occupation or type of business? Lobbyist

If other: Government Relations Consultant

2. Identification of others required to register

a) Will any other person be required to register as a lobbyist on behalf of you or the organization identified in section 1?
Yes _____ No __x__

b) If the answer to a) is "yes", identify each such person below and give their name and address?

3. Identification of employer

a) Name of persons or organizations who compensate you for activities that require registration.
Town of Chevy Chase

Permanent Address:
c/o Buchanan Ingersoll and Rooney PC
1700 K Street, NW Suite 300
Washington, DC 20006-3807

Business Telephone: 202-452-6041

Nature of business: Town of Chevy Chase

Website of employer:

b) Will you be representing any other person or entity regarding the matters identified in this registration?
Yes _____ No __x__

4. Registration Information

a) For what period will this registration be effective?
March 20, 2014 to October 31, 2014

b) On what matters will you be acting or employing someone to act during the registration period?
Other - Issues affecting the Town and metro access.

c) If known include the bill number(s) of the matter(s) on which you lobby

PART C. REGISTRANT'S REGULATED LOBBYIST'S SIGNATURE

1. Training (See the Commission's website for online training)

By checking one of the two choices below, I hereby certify that I am in compliance with the mandatory training requirements of §15-205 of the Public Ethics Law:
_____ I have completed training at least once during the most recent 2 year period in which I have been a registered lobbyist. Date of most recent training: _____
_____ I have not yet been a registered lobbyist for 2 years but will complete training prior to that time.

2. Verification

I have reviewed this Registration and certify to the best of my knowledge that the information is true and complete.

_____ _____

Lobbyist's Signature Date

PART D. AUTHORIZATION TO ACT

1 Authorization

I hereby certify that the information contained herein is correct and that Tyler W. Bennett (name of lobbyist) is authorized to act on behalf of Town of Chevy Chase (name of employer) for the period from March 20, 2014 to October 31, 2014 unless this authority is terminated sooner.

2 Exemption Status of Employer

a) _____ The employer claims the exemption from filing its own registration and activity reports because all expenditures requiring registration and reporting will be reported by this registrant/regulated lobbyist.

b) _____ The employer does not claim an exemption from filing its own registration and activity report because the registrants/regulated lobbyist will report only expenditures and compensation regard the filer's activity. If this option is selected, the employer must submit a separate registration for lobbying and the required reports.

c) __X__ The employer does not claim an exemption from filing its own registration and reports based on the activities of the filer will report only expenditures and compensation regarding the filer's activities. However, the employer does claim an exemption from filing its own registration and reporting because another regulated lobbyist will report any other expenditures of the employer, and the employer will engage in no other activity that would require it to register or report.

_____

Employer's Signature Date

_____

Employer's Printed or Typed Name

LOBBYING REGISTRATION

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3. Then you or the employer must send the paper copy to:

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Annapolis, Maryland 21041

Along with a check in the amount of $100 made payable to The State of Maryland

4. When the State Ethics Commission has received the completed and signed document and the appropriate check, the registration will be considered as filed and it will be released for public view.

PART A. GENERAL INFORMATION

What Type of registration are you seeking?

Legislative Action Lobbyist ___x___ Grass Roots Lobbyist ___x___

Executive Action Lobbyist ___x___ Non-exempt employer _____

Primary purpose of Organization

Is the employer or the registered organization (if there is no employer) organized and operated for the primary purpose of attempting to influence any legislation or executive action?
Yes _____ No ___x___

Check Number: ___

PART B. IDENTIFICATION OF REGISTRANT/REGULATED LOBBYIST

1. Identifying Information

a) Name of Registrant/Regulated Lobbyist: Robin F Shaivitz

b) Firm Name: Alexander & Cleaver, P.A.

Address:
54 State Circle
Annapolis, MD 21401

c) Business telephone: 410-974-9000

Cell phone:

Do you want your telephone number on the published lobbyist list?
Yes ___x___ No _____

d) What is your occupation or type of business? Other

If other: Government Relations Consultant

2. Identification of others required to register

a) Will any other person be required to register as a lobbyist on behalf of you or the organization identified in section 1?
Yes _____ No ___x___

b) If the answer to a) is "yes", identify each such person below and give their name and address?

3. Identification of employer

a) Name of persons or organizations who compensate you for activities that require registration.
Town of Chevy Chase

Permanent Address:
c/o Buchanan Ingersoll and Rooney PC
1700 K Street, NW Suite 300
Washington, DC 20006-3807

Business Telephone: 202-452-6041

Nature of business: Town of Chevy Chase

Website of employer:

b) Will you be representing any other person or entity regarding the matters identified in this registration?
Yes _____ No ___x___

4. Registration Information

a) For what period will this registration be effective?
March 20, 2014 to October 31, 2014

b) On what matters will you be acting or employing someone to act during the registration period?
Other - Issues affecting the Town and metro access.

c) If known include the bill number(s) of the matter(s) on which you lobby

PART C. REGISTRANT'S REGULATED LOBBYIST'S SIGNATURE

1. Training (See the Commission's website for online training)

By checking one of the two choices below, I hereby certify that I am in compliance with the mandatory training requirements of §15-205 of the Public Ethics Law:

_____ I have completed training at least once during the most recent 2 year period in which I have been a registered lobbyist. Date of most recent training: _____

_____ I have not yet been a registered lobbyist for 2 years but will complete training prior to that time.

2. Verification

I have reviewed this Registration and certify to the best of my knowledge that the information is true and complete.

_____ _____

Lobbyist's Signature Date

PART D. AUTHORIZATION TO ACT

1 Authorization

I hereby certify that the information contained herein is correct and that Robin F Shaivitz (name of lobbyist) is authorized to act on behalf of Town of Chevy Chase (name of employer) for the period from March 20, 2014 to October 31, 2014 unless this authority is terminated sooner.

2 Exemption Status of Employer

a) ___x___ The employer claims the exemption from filing its own registration and activity reports because all expenditures requiring registration and reporting will be reported by this registrant/regulated lobbyist.

b) _____ The employer does not claim an exemption from filing its own registration and activity report because the registrants/regulated lobbyist will report only expenditures and compensation regard the filer's activity. If this option is selected, the employer must submit a separate registration for lobbying and the required reports.

c) _____ The employer does not claim an exemption from filing its own registration and reports based on the activities of the filer will report only expenditures and compensation regarding the filer's activities. However, the employer does claim an exemption from filing its own registration and reporting because another regulated lobbyist will report any other expenditures of the employer, and the employer will engage in no other activity that would require it to register or report.

_____

Employer's Signature Date

_____

Employer's Printed or Typed Name

LOBBYING REGISTRATION

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3. Then you or the employer must send the paper copy to:

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4. When the State Ethics Commission has received the completed and signed document and the appropriate check, the registration will be considered as filed and it will be released for public view.

PART A. GENERAL INFORMATION

What Type of registration are you seeking?

Legislative Action Lobbyist ___x___ Grass Roots Lobbyist ___x___

Executive Action Lobbyist ___x___ Non-exempt employer _____

Primary purpose of Organization

Is the employer or the registered organization (if there is no employer) organized and operated for the primary purpose of attempting to influence any legislation or executive action?
Yes _____ No __x__

Check Number: ___

PART B. IDENTIFICATION OF REGISTRANT/REGULATED LOBBYIST

1. Identifying Information

a) Name of Registrant/Regulated Lobbyist: Hannah Powers Garagiola

b) Firm Name: Alexander & Cleaver, P.A.

Address:
54 State Circle
Annapolis, MD 21401

c) Business telephone: 410-974-9000

Cell phone:

Do you want your telephone number on the published lobbyist list?
Yes __x__ No _____

d) What is your occupation or type of business? Other

If other: Government Relations Consultant

2. Identification of others required to register

a) Will any other person be required to register as a lobbyist on behalf of you or the organization identified in section 1?
Yes _____ No __x__

b) If the answer to a) is "yes", identify each such person below and give their name and address?

3. Identification of employer

a) Name of persons or organizations who compensate you for activities that require registration.
Town of Chevy Chase

Permanent Address:
c/o Buchanan Ingersoll and Rooney PC
1700 K Street, NW Suite 300
Washington, DC 20006-3807

Business Telephone: 202-452-6041

Nature of business: Town of Chevy Chase

Website of employer:

b) Will you be representing any other person or entity regarding the matters identified in this registration?
Yes _____ No __x__

4. Registration Information

a) For what period will this registration be effective?
March 20, 2014 to October 31, 2014

b) On what matters will you be acting or employing someone to act during the registration period?
Other - Issues affecting the Town and metro access.

c) If known include the bill number(s) of the matter(s) on which you lobby

PART C. REGISTRANT'S REGULATED LOBBYIST'S SIGNATURE

1. Training (See the Commission's website for online training)

By checking one of the two choices below, I hereby certify that I am in compliance with the mandatory training requirements of §15-205 of the Public Ethics Law:
_____ I have completed training at least once during the most recent 2 year period in which I have been a registered lobbyist. Date of most recent training: _____
_____ I have not yet been a registered lobbyist for 2 years but will complete training prior to that time.

2. Verification

I have reviewed this Registration and certify to the best of my knowledge that the information is true and complete.

_____ _____

Lobbyist's Signature Date

PART D. AUTHORIZATION TO ACT

1 Authorization

I hereby certify that the information contained herein is correct and that Hannah Powers Garagiola (name of lobbyist) is authorized to act on behalf of Town of Chevy Chase (name of employer) for the period from March 20, 2014 to October 31, 2014 unless this authority is terminated sooner.

2 Exemption Status of Employer

a) _____ The employer claims the exemption from filing its own registration and activity reports because all expenditures requiring registration and reporting will be reported by this registrant/regulated lobbyist.

b) _____ The employer does not claim an exemption from filing its own registration and activity report because the registrants/regulated lobbyist will report only expenditures and compensation regard the filer's activity. If this option is selected, the employer must submit a separate registration for lobbying and the required reports.

c) ___x___ The employer does not claim an exemption from filing its own registration and reports based on the activities of the filer will report only expenditures and compensation regarding the filer's activities. However, the employer does claim an exemption from filing its own registration and reporting because another regulated lobbyist will report any other expenditures of the employer, and the employer will engage in no other activity that would require it to register or report.

_____

Employer's Signature Date

_____

Employer's Printed or Typed Name

LOBBYING REGISTRATION

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1. Click "print version" and you will be able to print a copy of this document so that you may sign it.

2. If you are acting on behalf of an employer, send the printed and partially completed form to the employer identified in the form for his or her signature and selection of the employer's exemption status (you may make the selection of status electronically or the employer may do it, but the selection must be made or the registration will not be complete.)

3. Then you or the employer must send the paper copy to:

State Ethics Commission
45 Calvert Street, 3rd Floor
Annapolis, Maryland 21041

Along with a check in the amount of $100 made payable to The State of Maryland

4. When the State Ethics Commission has received the completed and signed document and the appropriate check, the registration will be considered as filed and it will be released for public view.

PART A. GENERAL INFORMATION

What Type of registration are you seeking?

Legislative Action Lobbyist ___x___ Grass Roots Lobbyist ___x___

Executive Action Lobbyist ___x___ Non-exempt employer _____

Primary purpose of Organization

Is the employer or the registered organization (if there is no employer) organized and operated for the primary purpose of attempting to influence any legislation or executive action?
Yes _____ No __x__

Check Number: ___

PART B. IDENTIFICATION OF REGISTRANT/REGULATED LOBBYIST

1. Identifying Information

a) Name of Registrant/Regulated Lobbyist: Camille G. Fesche

b) Firm Name: Alexander & Cleaver, P.A.

Address:
54 State Circle
Annapolis, MD 21401

c) Business telephone: 410-974-9000

Cell phone:

Do you want your telephone number on the published lobbyist list?
Yes __x__ No _____

d) What is your occupation or type of business? Lobbyist

If other: Government Relations Consultant

2. Identification of others required to register

a) Will any other person be required to register as a lobbyist on behalf of you or the organization identified in section 1?
Yes _____ No __x__

b) If the answer to a) is "yes", identify each such person below and give their name and address?

3. Identification of employer

a) Name of persons or organizations who compensate you for activities that require registration.
Town of Chevy Chase

Permanent Address:
c/o Buchanan Ingersoll and Rooney PC
1700 K Street, NW Suite 300
Washington, DC 20006-3807

Business Telephone: 202-452-6041

Nature of business: Town of Chevy Chase

Website of employer:

b) Will you be representing any other person or entity regarding the matters identified in this registration?
Yes _____ No __x__

4. Registration Information

a) For what period will this registration be effective?
March 20, 2014 to October 31, 2014

b) On what matters will you be acting or employing someone to act during the registration period?
Other - Issues affecting the Town and metro access.

c) If known include the bill number(s) of the matter(s) on which you lobby

PART C. REGISTRANT'S REGULATED LOBBYIST'S SIGNATURE

1. Training (See the Commission's website for online training)

By checking one of the two choices below, I hereby certify that I am in compliance with the mandatory training requirements of §15-205 of the Public Ethics Law:
_____ I have completed training at least once during the most recent 2 year period in which I have been a registered lobbyist. Date of most recent training: _____
_____ I have not yet been a registered lobbyist for 2 years but will complete training prior to that time.

2. Verification

I have reviewed this Registration and certify to the best of my knowledge that the information is true and complete.

_____ _____
Lobbyist's Signature Date

PART D. AUTHORIZATION TO ACT

1 Authorization

I hereby certify that the information contained herein is correct and that Camille G. Fesche (name of lobbyist) is authorized to act on behalf of Town of Chevy Chase (name of employer) for the period from March 20, 2014 to October 31, 2014 unless this authority is terminated sooner.

2 Exemption Status of Employer

a) _____ The employer claims the exemption from filing its own registration and activity reports because all expenditures requiring registration and reporting will be reported by this registrant/regulated lobbyist.

b) _____ The employer does not claim an exemption from filing its own registration and activity report because the registrants/regulated lobbyist will report only expenditures and compensation regard the filer's activity. If this option is selected, the employer must submit a separate registration for lobbying and the required reports.

c) ___x___ The employer does not claim an exemption from filing its own registration and reports based on the activities of the filer will report only expenditures and compensation regarding the filer's activities. However, the employer does claim an exemption from filing its own registration and reporting because another regulated lobbyist will report any other expenditures of the employer, and the employer will engage in no other activity that would require it to register or report.

_____
Employer's Signature Date

_____
Employer's Printed or Typed Name

LOBBYING REGISTRATION

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1. Click "print version" and you will be able to print a copy of this document so that you may sign it.

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3. Then you or the employer must send the paper copy to:

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Along with a check in the amount of $100 made payable to The State of Maryland

4. When the State Ethics Commission has received the completed and signed document and the appropriate check, the registration will be considered as filed and it will be released for public view.

PART A. GENERAL INFORMATION

What Type of registration are you seeking?

Legislative Action Lobbyist ___x___ Grass Roots Lobbyist ___x___

Executive Action Lobbyist ___x___ Non-exempt employer _____

Primary purpose of Organization

Is the employer or the registered organization (if there is no employer) organized and operated for the primary purpose of attempting to influence any legislation or executive action?
Yes _____ No __x__

Check Number: ___

PART B. IDENTIFICATION OF REGISTRANT/REGULATED LOBBYIST

1. Identifying Information

a) Name of Registrant/Regulated Lobbyist: Lorenzo M. Bellamy

b) Firm Name: Alexander & Cleaver, P.A.

Address:
54 State Circle
Annapolis, MD 21401

c) Business telephone: 410-974-9000

Cell phone:

Do you want your telephone number on the published lobbyist list?
Yes __x__ No _____

d) What is your occupation or type of business? Other

If other: Government Relations Consultant

2. Identification of others required to register

a) Will any other person be required to register as a lobbyist on behalf of you or the organization identified in section 1?
Yes _____ No __x__

b) If the answer to a) is "yes", identify each such person below and give their name and address?

3. Identification of employer

a) Name of persons or organizations who compensate you for activities that require registration.
Town of Chevy Chase

Permanent Address:
c/o Buchanan Ingersoll and Rooney PC
1700 K Street, NW Suite 300
Washington, DC 20006-3807

Business Telephone: 202-452-6041

Nature of business: Town of Chevy Chase

Website of employer:

b) Will you be representing any other person or entity regarding the matters identified in this registration?
Yes _____ No __x__

4. Registration Information

a) For what period will this registration be effective?
March 20, 2014 to October 31, 2014

b) On what matters will you be acting or employing someone to act during the registration period?
Other - Issues affecting the Town and metro access.

c) If known include the bill number(s) of the matter(s) on which you lobby

PART C. REGISTRANT'S REGULATED LOBBYIST'S SIGNATURE

1. Training (See the Commission's website for online training)

By checking one of the two choices below, I hereby certify that I am in compliance with the mandatory training requirements of §15-205 of the Public Ethics Law:
_____ I have completed training at least once during the most recent 2 year period in which I have been a registered lobbyist. Date of most recent training: _____
_____ I have not yet been a registered lobbyist for 2 years but will complete training prior to that time.

2. Verification

I have reviewed this Registration and certify to the best of my knowledge that the information is true and complete.

_____ _____

Lobbyist's Signature Date

PART D. AUTHORIZATION TO ACT

1 Authorization

I hereby certify that the information contained herein is correct and that Lorenzo M. Bellamy (name of lobbyist) is authorized to act on behalf of Town of Chevy Chase (name of employer) for the period from March 20, 2014 to October 31, 2014 unless this authority is terminated sooner.

2 Exemption Status of Employer

a) _____ The employer claims the exemption from filing its own registration and activity reports because all expenditures requiring registration and reporting will be reported by this registrant/regulated lobbyist.

b) _____ The employer does not claim an exemption from filing its own registration and activity report because the registrants/regulated lobbyist will report only expenditures and compensation regard the filer's activity. If this option is selected, the employer must submit a separate registration for lobbying and the required reports.

c) ___x___ The employer does not claim an exemption from filing its own registration and reports based on the activities of the filer will report only expenditures and compensation regarding the filer's activities. However, the employer does claim an exemption from filing its own registration and reporting because another regulated lobbyist will report any other expenditures of the employer, and the employer will engage in no other activity that would require it to register or report.

_____

Employer's Signature Date

_____

Employer's Printed or Typed Name

From The Atlantic
CITYLAB

Have U.S. Light Rail Systems Been Worth the Investment?

Despite modest success, most systems have neither increased mass transit commute share nor the vitality of city centers.

YONAH FREEMARK | @yfreemark | Apr 10, 2014 | 593 Comments

Flickr user Schaffner

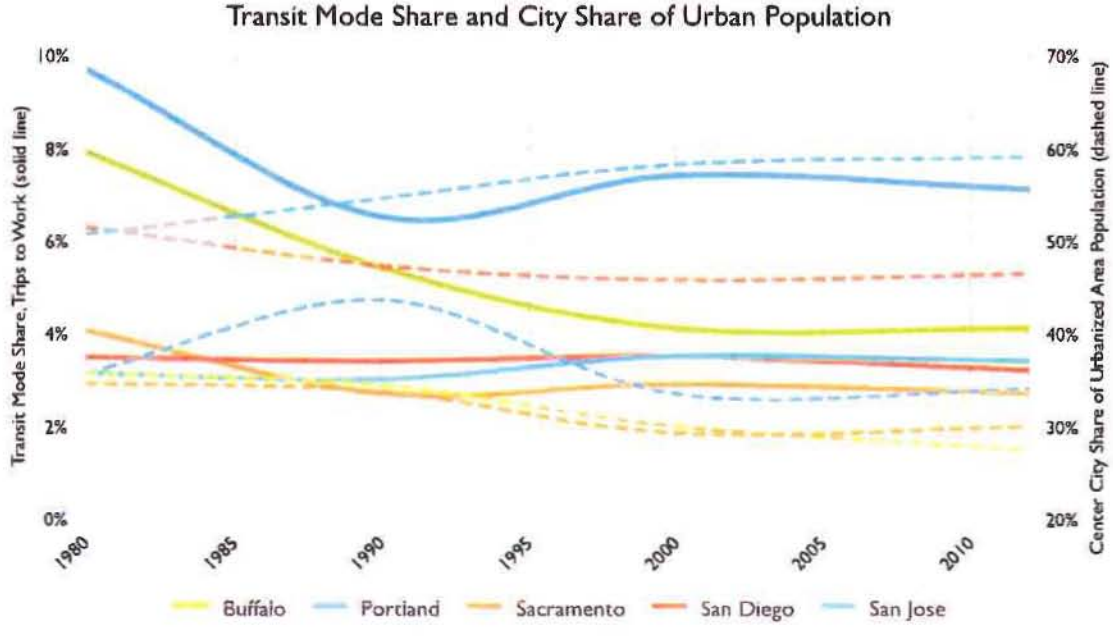
Five U.S. metros (Buffalo, Portland, Sacramento, San Diego, and San Jose) opened light rail systems in the 1980s to great fanfare. The mode offered many of the benefits of subway systems for far less public money; San Diego's system, per mile, cost about one-seventh of Washington, D.C.'s Metrorail. Light

rail cities like Portland became transportation models for the country, pointing toward a transit-friendly urban future.

Thirty years later, light rail remains the most appealing mode of new public transportation for many American cities. Billions of local, state, and federal dollars have been invested in 650 miles of new light rail lines in 16 regions, and today 144 miles of additional lines are under construction at a cost of more than $25 billion. Many more lines are planned. No region has invested in a new heavy rail subway system, on the other hand, since 1993.

Based on the decisions to build these projects, which were made by hundreds of local officials and often endorsed by residents through referenda, you might think that the experience building light rail in the 1980s had been unambiguously successful. Yet it doesn't take much digging to find that over the past thirty years, these initial five systems in themselves neither rescued the center cities of their respective regions nor resulted in higher transit use — the dual goals of those first-generation lines.

According to an analysis of Census data, in four of the five cities with new light rail lines, the share of regional workers choosing to ride transit to work declined, and the center city's share of the urbanized area population declined, too. San Jose was the only exception, seeing a quarter of a percentage increase in the percentage of workers using transit and a 6 percentage point increase in its center city's share of the urbanized area.

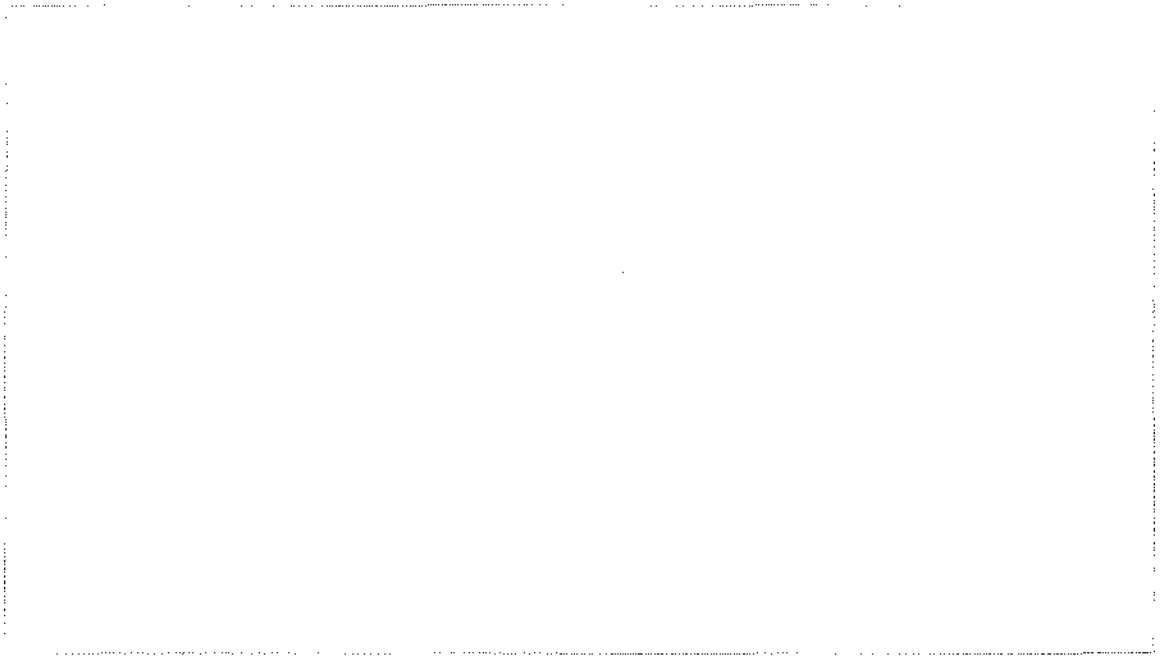


The light rail lines have been useful in transporting a large portion of transit ridership in the regions where they have been built, carrying more than 39 percent of riders in Portland, Sacramento, and San Diego. But while light rail may appear to make the public transportation system more appealing to the average rider, the construction of such a system will not automatically result in increased transit use. The data from 30 years' experience with the mode in the United States — certainly enough time for the demographic or real estate changes that are usually expected to parallel new rail investments — make that very clear.

Two of the initial light rail metros, Buffalo and Portland, had significantly higher transit mode shares in 1980 (7.9 and 9.7 percent, respectively) than they did in 2012. As shown in the following graph, Buffalo's share of transit commuters fell at a rate very similar to the median of the 15 non-rail cities with transit mode shares of above 7 percent in 1980. Though Portland did better, its ultimate transit mode share in 2012 was lower than that of Atlantic City, Boulder, Honolulu, and Iowa City — none of which built light rail during this period.

The three other early-adopter light rail cities didn't do much better. Between 1980 and 2012, the transit shares in these light rail cities remained virtually the same (in the case of San Diego and San Jose) or declined only slightly (in Sacramento). They did, however, experience less of a fall than the 61 other metro areas with similar transit shares in 1980, whose median transit mode share declined from 3.6 to just 1.7 percent. (Of this group, only Bloomington,

Gainesville, Poughkeepsie, and San Jose actually gained transit share from 1980 to 2012.)



There is one metric by which the metro areas with 1980s light rail investments "thrived" more than others: core population. The following chart documents six early-adopter light rail metros (including Pittsburgh, which updated its streetcar line with a light rail tunnel) against cities that invested in rail during other periods or regions that didn't invest in rail at all. The median 1980s light rail metro saw its center city's share of the urbanized area population decline by just 6 percent by 2012, compared to more than 10 percent for the 45 other regions with populations of more than 500,000 in 1980.

So cities that built light rail during this decade did have some documentable success in aiding their cores. Whether that relative success resulted from light rail is unclear; there are plenty of other urban growth factors that come into play. But light rail may have provided a boost to urban advocates — or, just as likely, the implementation of light rail may have been a result of urban advocacy — that, in turn, led to both overall transit ridership and center city population stability.

Even this relatively positive outcome doesn't compensate for the fact that regions that invested in light rail in the 1980s largely failed to increase the share of workers commuting by transit, or to increase the vitality of their center cities with respect to the surrounding regions. Does this mean we should cease investment in new light rail lines? Certainly not; in many cases, rail has provided the essential boost to reinvigorate communities, and in some cases it has also resulted in higher ridership than before: just look at Rosslyn-Ballston in the D.C. region or Kendall Square in the Boston region.

But spending on new lines is not enough. Increases in transit use are only possible when the low costs of driving and parking are addressed, and when government and private partners work together to develop more densely near transit stations. None of the cities that built new light rail lines in the 1980s understood this reality sufficiently. Each region also built free highways during the period (I-990 in Buffalo, I-205 in Portland, US 50 in Sacramento, CA 54 in San Diego, and CA 237 in San Jose), and each continued to sprawl (including Portland, despite its urban growth boundary). These conflicting policies had as much to do with light rail's mediocre outcomes as the trains themselves — if not more.

This article is part of 'The Future of Transportation,' a CityLab series made possible with support from The Rockefeller Foundation.

About the Author

Yonah Freemark is the creator of The Transport Politic and has contributed on urban issues to the *New York Times*, *CNN*, *Next City*, and other outlets, including *CityLab*. He is a project manager at Metropolitan Planning Council in Chicago.

ALL POSTS | @yfreemark | Feed

Kevin Karpinski

From: Mark Hazlin <mhazlin@xenophonstrategies.com>
Sent: Monday, March 31, 2014 2:20 PM
To: Todd Hoffman; Pat Burda
Cc: Katie Lane; Heubert, Terrence E. (terrence.heubert@bipc.com); Julie Chlopecki
Subject: RE: PR Call

Here are two suggested options for your reveiw...one slightly more aggressive than the other...

The Purple Line is among the most pressing priorities for the residents of Chevy Chase. Its current configuration has the potential to permanently and severely degrade the quality of life of many of our neighbors in profound and unfair ways. As a result, we are doing everything we can to protect the rights and basic fairness of our resident and we have hired experts to help us manage the process of a major transportation development project such as this. The firm was hired in a fair and legal process that was confirmed in a thorough review by the Open Meetings Compliance Board. Any suggestion to the contrary is completely off base.

Or, more aggressively...

The Purple Line is among the most pressing priorities for the residents of Chevy Chase. Its current configuration has the potential to permanently and severely degrade the quality of life of many of our neighbors in profound and unfair ways. There are many other options for the Purple Line that will be more affordable, safer, cause less noise disturbance and improve transportation options in the region all without trampling the rights of our residents. Unfortunately, we are forced to respond to unnecessary and unwarranted attacks from organized activists who have their own agenda for our town. As a result, we have hired experts to help us manage the process of a major transportation development project such as this. Despite the opposition's repeated attempts to prove otherwise, the firm was interviewed and hired in a fair and legal process and the process was confirmed in a thorough review by the Open Meetings Compliance Board. Their work will be essential to creating a more sensible and sound transportation system that benefits the entire state and region well into the future.

Mark Hazlin

Sam
Schwartz
Engineering
D.P.C.

322 Eighth Avenue, 5th Floor
New York, NY 10001
phone: (212) 598-9010
samschwartz.com

Memorandum

To: Town of Chevy Chase
From: Sam Schwartz Engineering
Date: August 29, 2014
Re: Review of Purple Line Environmental Impact Statement Analysis Questions
Project No: 14-01-3530

At the request of the Town of Chevy Chase (the Town), Sam Schwartz Engineering (SSE) has reviewed the documentation compiled during our previous effort which assessed the analysis and findings contained in the Maryland Transit Administration's (MTA) Alternatives Analysis/Draft Environmental Impact Statement (AA/DEIS) for the Purple Line. The purpose of this review is to provide the Town with a summary of issues and questions related to its ridership projections developed during SSE's review. These are presented for the Town's use in continuing its advocating efforts.

1. MTA used one variation of the MWCOG model to develop statistics for the AA/DEIS, then recalibrated its model ***after*** the LPA was selected to one that generated over 4,000 more daily rides for LRT, which was used to obtain New Starts funding. Why was this change made, and how did the "accuracy" of the model change so much in three years, when the public was assured in the LPA-selection process that the earlier version was sound?

2. The FTA requires that model inputs use current fare structure, unless a new fare policy has been officially adopted. No such new policy has been adopted for Purple Line, yet MTA's September 2008 Purple Line Travel Demand Forecasting Technical Report (p2-9) states that some "means of electronic fare collection would enable an integrated fare structure and convenient transfer with other transit services". This hints that something less than a full Purple Line + full Red Line fare was used to forecast use of LRT for Walter Reed/NIH-bound trips. If this was done, then it artificially inflated Purple Line ridership estimates. What fare was actually used, and how did the resultant ridership projection differ from what would have been had the FTA formula been used?

3. Total trip time is a major component of the trip generation model. These questions deal with projected travel time on the Purple Line segment only, and specifically assumptions about the High Investment LRT and BRT alternatives (It should be noted that the HIBRT was analyzed by MTA [the source of data used here], yet inexplicably not advanced to final consideration, even though its projected ridership was 14% less and both its construction and operating costs lower).

    a. P. 2.8 of MTA's Travel Demand Forecasting Technical Report states "The High AlternativeLRT Alternative is nearly identical to the High Investment BRT

Alternative, except that it only serves the south entrance of the Bethesda Metro Station."

i. Based on this, why does MTA Table 2-6 assign a 50 minute running time to LRT, but 59 minutes to BRT? What would the BRT ridership projection have been with a 50 minute running time?

ii. Table 2-7 shows that it would take HIBRT 3.1 minutes longer to travel along CCT between Bethesda and Connecticut Avenue. How can this be, since both follow the identical route eastbound? What would the projected HIBRT ridership rise to without this penalty?

iii. Table 2-10 projects 13,000 daily LRT boardings in Bethesda (one station) vs. only 9,000 total for HIBRT at two stations in Bethesda. Since people boarding at South Metro have the identical trip, why would BRT boardings be so much lower? Since people boarding BRT at North Metro are closer to all destinations in central and north downtown, and actually have a shorter trip than LRT (since they don't have to walk and take escalators or elevators to reach the street), shouldn't that attract more, not fewer boardings? Based on this, is there any reason not to have adjusted the HIBRT ridership numbers to the same or a level higher than HILRT?

iv. Why did MTA assign the longest, slowest possible routing for HIBRT through downtown Bethesda, when a clockwise loop or a direct BRT turnaround at Woodmont Plaza (where the LRT tail tracks are scheduled to go) would have generated the same or similar running times as LRT? Is there any reason to believe that HIBRT would not then have the same projected ridership as LRT?

v. The Post MWCOG AECOM Transit Component of the Regional Demand Forecasting Model reduced the travel time penalty for transfers from LRT to Metrorail from 12.5 minutes to 5 minutes, but increased it for buses (we found no separate category for BRT) to 20 minutes. This means that BRT arriving in Bethesda at the exact same station and platform as LRT was considered to be a 15-minute longer trip. This large and unrealistic penalty assigned to BRT had to result in loss of projected ridership among those going to/from Medical Center, for no rational reason. Please quantify the ridership for HIBRT without this extra penalty.

4. Page 2-11 of MTA's September 2008 Travel Demand Forecasting Report found that the results of ridership modeling indicated that ridership would not be a key factor in selecting the preferred alternative. So why was so much effort put into continually increasing the projections for HILRT and not correcting HIBRT running times and other inputs that would have equalized the two?

5. That same page found that cost/benefit analyses would play a greater role. BRT came out significantly better in every cost/benefit comparison. How did that not end up recommending BRT?

6. Page 26 of MTA's New Starts Travel Forecasting Model Calibration Report acknowledged that it could not successfully model the difference in bus and rail usage among income groups, and so introduced fare discounts to make the model work. Whether or not this patch was regionally true, it did not reflect Purple Line realities on the west end of the route. Discounting high income fares by 70% and low income fares by

25% obviated the impact of the full fare cost of LRT-option required transfers to/from the Purple Line and Red Line in order to access Walter Reed and NIH, a cost that did not exist in the Jones Bridge Road options that Town of Chevy Chase asked MTA to include. Such a huge differential (over 100%) in the fares between two options would normally have a major impact on ridership projections. Since this was, in MTA's own words, an "intractable challenge", why was the "solution" used in the model, and what would the LRT ridership projection be if this factor was removed?

7. What impact have the BRAC changes had on future ridership projections? Have ridership projections for trips generated by the medical center been increased from the unrealistically low 60 trips originally reported? What would the difference in BRAC-generated ridership between the LRT/Red Line transfer option and the BRT one-seat service along Jones Bridge Road had the latter followed the Town's recommendation to serve Medical Center before proceeding to Bethesda?

8. Has the MTA revised the catchment areas used to estimate ridership generated around station areas? In downtown Bethesda, MTA previously counted complete employment and population of every TAZ, any part of which was within 0.5 miles of a station, even when much of the area of the TAZ was beyond the industry standard of a maximum radius of 0.5 miles around stations. This inaccurately inflated projected ridership, a fact brought to MTA's attention during the study. The final report projections gave no indication that this had been corrected, although as of May, 2009, the MTA had revised graphics and maps to reflect the appropriate catchment area size. What is the impact on LRT ridership of correcting this now?

9. What modal bonus, independent of individual features of each mode, was given for rail compared to bus for ridership projections, and how did this influence ridership projections?

10. Many light rail services that have opened in the last decade are in practice running relatively infrequent service, particularly in off-peak and evening hours, either reflecting or resulting in ridership lower than projected. What assurance is there that funding is consistently available going forward to operate the Purple Line with the frequencies currently promised (six-minute headways during the peak and 10 to 20-minute headways during off peak periods)?

11. The layout of the proposed LRT vehicles is designed to maximize capacity, with approximately twice as many standees as seated passengers. Inability to enjoy a seated ride is an acknowledged deterrent to ridership. What penalty was applied to the model to reflect this, and by how much did it reduce projected ridership?

12. Wait time is a factor in ridership projection, one that typically has additional penalty weighting assigned to it. Because BRT vehicles have about 60% the capacity of LRT, more frequent service will have to be run with BRT for the same ridership. The result would be peak headways 2-3 minutes less with BRT. Was this entered into the model, and what additional ridership did that factor project for BRT?

13. What percentage of projected trips that involve the Purple Line would be less 30 minutes total (including connections)? The MTA reports stressed difference in end-to-end travel times between BRT and LRT, but few riders will take such a trip. Were ridership projections based on the expected duration of actual trips, and if so, should that not have

mitigated the end-to-end travel time differential that MTA stressed in its public documents?

14. Was an origin-destination study conducted involving major employment centers in the study area? If so, how were the findings incorporated into the ridership model?

15. What is the percentage of zero-car households within one-half mile walking distance of planned Purple Line stations?

16. What percentage of Purple Line commuters during peak hours are destined for Washington DC?

17. Was a survey conducted to determine existing travel behavior and circumstances under which people would leave their car at home and take the Purple Line instead? If so, how were the survey results incorporated into the ridership model, and how much Purple Line ridership did they generate for HILRT vs. HIBRT?

18. Were the model's ridership projections tested against actual results of circumferential LRT – particularly at the densities that exist along the Purple Line corridor – and if so, were comparable results found anywhere else?

19. The Town has, from the start, had concerns about another capacity issue, i.e. that of pedestrians and cyclists along the CCT? Did MTA measure existing usage and make growth projections over the same time frame as the ridership analyses? Did these assume additional growth due to the many new amenities that MTA proposed? Have these projections been applied to the proposed CCT width and geometry through the Town of Chevy Chase? If so, do they raise any safety issues, and do they conform to AASHTO standards for such paths?

Kevin Karpinski

From: Mark Hazlin (via Google Drive) <markhazlin@gmail.com>
Sent: Wednesday, October 15, 2014 10:13 AM
To: Todd Hoffman
Subject: PROPOSED ABSTRACT.docx

Mark Hazlin has shared the following document:

W PROPOSED ABSTRACT.docx

Open

Google Drive: Have all your files within reach from any device

Google

Kevin Karpinski

From: Mark Hazlin <mhazlin@xenophonstrategies.com>
Sent: Friday, September 26, 2014 5:46 PM
To: Todd Hoffman
Subject: RE: Op Ed
Attachments: MTA Op-ed.docx

Generally, we feel the OpEd makes some important points about the cost of the ride.

We tried to let the writer's voice come through, so limited copy edits.

From: Todd Hoffman [mailto:thoffman@townofchevychase.org]
Sent: Wednesday, September 24, 2014 12:52 PM
To: Mark Hazlin
Subject: FW: Op Ed

See attached. Please give us your general thoughts on the content and message.

Todd Hoffman
Town Manager
Town of Chevy Chase, Maryland
4301 Willow Lane
Chevy Chase, MD 20815
301-654-7144 (P)
301-718-9631 (F)
thoffman@townofchevychase.org

From: Harold Furchtgott-Roth [mailto:hfr@furchtgott-roth.com]
Sent: Wednesday, September 24, 2014 12:08 PM
To: Todd Hoffman; Diana Furchtgott-Roth
Cc: Patricia Burda
Subject: Re: Op Ed

Todd,
Here is the draft op-ed. Comments welcome.
Harold Furchtgott-Roth
Furchtgott-Roth Economic Enterprises
1200 New Hampshire Avenue, N.W.
Suite 300
Washington, DC 20036
(202) 776-2032
cell: (301) 219-3904
hfr@furchtgott-roth.com

From: Todd Hoffman <thoffman@townofchevychase.org>
Date: Wednesday, September 24, 2014 10:44 AM
To: Diana Furchtgott-Roth <dfr@manhattan-institute.org>
Cc: Patricia Burda <pburda@townofchevychase.org>, Harold Furchtgott-Roth <hfr@furchtgott-roth.com>
Subject: RE: Op Ed

Diana and Harold,
Just checking on status of op ed. Thanks.

Todd Hoffman
Town Manager
Town of Chevy Chase, Maryland
4301 Willow Lane
Chevy Chase, MD 20815
301-654-7144 (P)
301-718-9631 (F)
thoffman@townofchevychase.org

From: Diana Furchtgott-Roth [mailto:dfr@manhattan-institute.org]
Sent: Thursday, September 18, 2014 4:29 PM
To: Todd Hoffman
Cc: Patricia Burda; Harold Furchtgott-Roth
Subject: Re: Op Ed

Harold is working on it. If you could send him those articles you mentioned, it would be most helpful.

We'll send it to you by the end of the weekend.

Diana
Diana Furchtgott-Roth
Senior Fellow and Director, Economics21
Manhattan Institute for Policy Research
1200 New Hampshire Avenue NW
Washington DC, 20036

202.776.2029 (direct)
202.250.9370 (mobile)
www.economics21.org

From: Todd Hoffman <thoffman@townofchevychase.org>
Date: Tue, 16 Sep 2014 15:47:35 +0000
To: Diana Furchtgott-Roth<dfr@manhattan-institute.org>
Cc: Patricia Burda<pburda@townofchevychase.org>
Subject: Op Ed

Hi Diana,
Just wanted to check on the status of the opinion editorial that you are working on. Please let me know if you need any assistance and when we could expect a draft. Thanks.

Todd Hoffman
Town Manager
Town of Chevy Chase, Maryland
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Chevy Chase, MD 20815
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thoffman@townofchevychase.org

The Purple Line Effect

~~Would you pay $205,760 to reserve a train seat decades from now~~

Harold Furchtgott-Roth

Word count = 714

How much would you be willing to ~~pay~~ spend today in order to give your child the option to commute by rail 25 years from now? Ten dollars? One-hundred dollars? ~~$100? $10?~~ Perhaps you would ~~just~~ rather put ~~the~~ $100 in an investment account and let your child have the proceeds ~~in 2040, 25 years from now~~. Or perhaps your child, whom you have nurtured in every possible way, will make those choices for ~~herself~~ themselves. ~~25 years from now.~~

If the question seems too difficult to answer, don't worry: the Maryland Transit Administration (MTA) has answered ~~the question~~it for you. You and other taxpayers should pay **$205,760** today to invest in the capital costs to purchase the option to ride on a train 25 years from now. If you are concerned that your child is receiving an enormous and unearned bequest, don't worry. Your child will have to pay the operating cost of the train, which likely will be substantial as well.

But the MTA does not want taxpayers to purchase just a single rider on a train. They want taxpayers to purchase the capacity for the equivalent of 11,800 new riders. That works out to **$2.42797 *billion*** just in capital costs, according to a July 2014 MTA document.

That price, it turns out, is likely to be a bargain compared to the actual price that will be revealed only years from now. The MTA releases new cost estimates every few months, and those estimates keep rising.

The project the MTA supports is called the Maryland National Capital Purple Line, or simply the Purple Line, a light rail project connecting New Carrollton, Maryland with Bethesda, Maryland. It is an aptly named project as Maryland taxpayers should be purple with outrage.

Of course, 11,800 new riders sounds like a ~~large number~~lot. But, those numbers, listed in a 2013 Purple Line engineering study, ~~is~~ are based on a projected 2040 daily ridership in the Washington metropolitan area of 1.45 million without any new construction. The ~~11,800~~ new riders for the Purple Line represent an 0.8~~%~~ percent increase in the base line, almost certainly less than the measurement error inherent in projecting out 25 years.

Never mind that project will effectively destroy a popular bicycle path. Never mind that environmentalists have already sued to block the project as harmful to the environmental and small creatures known as amphipods. Altogether, even if the project were costless, it might do as much harm as good.

The amount of good that the project will do is ambiguous. Never mind that the engineering study purporting to show an additional 11,800 light rail riders was sponsored by the MTA and likely has the best case scenario to support the building of the Purple Line; actual new ridership may be less. Never mind that the MTA has refused to make public the software underlying the engineering study so that others can examine the assumptions in more detail.

Nor is the project is not costless. Never mind that the cost of the project will only increase and that the cost per light rail traveler will explode over time. Never mind that the operational costs of light rail are high and subsidized by taxpayers.

Even if you accept without a hint of skepticism everything the MTA says about the Purple Line, it will still cost taxpayers **$205,760** today to purchase the option for a rider on a train decades from now.

Maryland is a wealthy state, but even in Maryland **$2.4 billion** is not a small sum for a transportation project to benefit just 11,800 riders decades from now. How does MTA plan to finance the project? MTA proposes to obtain $900 million in grants from the federal Department of Transportation and an additional $732 million in federal loans. The state's share would be $726 million, or still more than $61,000 per rider. None of these funds has yet to be approved.

Many government projects go wanting and t~~T~~here is much that Maryland taxpayers could do with **$2.4 billion** today. ~~Many government projects go wanting. Maryland t~~Taxpayers have heavy tax burdens and would appreciate a tax refund. Or one could put **$2.4 billion** in an investment fund. With a 5% percent return, the fund would yield more than **$8.2 billion** after 25 years.

The sum of **$2.4 billion** today can be put to many good uses. The Purple Line is not one of them.

Kevin Karpinski

From: Mark Hazlin <mhazlin@xenophonstrategies.com>
Sent: Thursday, September 18, 2014 2:51 PM
To: Todd Hoffman; Patricia Burda
Subject: Wash Post - Apex Building

FYI – you may have seen...

MoCo drops plan to redevelop Bethesda building for roomier Purple Line station

By Bill Turque and Katherine Shaver September 18 at 1:10 PM

Montgomery County has dropped plans to spur redevelopment of the Apex Building to make way for a larger Purple Line station in downtown Bethesda, County Executive Isiah Leggett said Thursday.

County officials had hoped to strike a deal with the building owners, the American Society of Health System Pharmacists, to sell to a developer who would raze the building. The move would allow for a more spacious station to be built at the western terminus of the planned 16-mile light rail linebetween Bethesda and New Carrollton. As an enticement to sell, the County Council voted in February to change zoning on the land so that the next owner could nearly double the current height of the five-story structure at 7272 Wisconsin Ave. The building houses the Regal Bethesda 10 movie theater, the Food Wine & Co. restaurant and For Eyes optical store.

But Leggett said in an interview that the soft market for new office space has made the project unattractive to developers, who would have to wait up to five years to build while the station was completed. The other option — for the county to step in and make a deal palatable for a developer — would cost an estimated $70 million.

"It's too much money," Leggett said. "We would be paying for a hole in the ground for five years."

The County Council met in closed session Tuesday to discuss Leggett's recommendation that it drop the plan. Council members are not talking, but Leggett said it was his understanding that they concurred. The decision was first reported by the Seventh State blog.

Transit officials have said the Apex Building's design is an obstacle to several key objectives. The building is underpinned by a dozen large support columns that would jut into the station's platform, taking up space and hindering the flow of passengers.

A redeveloped building would have created greater visibility for elevators between the Purple Line platform and the underground Metrorail Red Line station. It also would have allowed the station's ventilation system to be integrated into the new building rather than inside a 90-foot tower near Woodmont Avenue, in front of the Landmark Bethesda Row Cinema.

It would also have allowed for a separate tunnel so that joggers and cyclists on the Capital Crescent Trail could cross under busy Wisconsin Avenue.

Pending federal funding, a Purple Line's construction could begin in 2015, with the line opening in 2020, officials said.

Bill Turque, who covers Montgomery County government and politics, has spent more than thirty years as a reporter and editor for The Washington Post, Newsweek, the Dallas Times Herald and The Kansas City Star.

Katherine Shaver is a transportation and development reporter. She joined The Washington Post in 1997 and has covered crime, courts, education and local government but most prefers writing about how people get — or don't get — around the Washington region.

Kevin Karpinski

From: Diane Marczak <dmarczak@samschwartz.com>
Sent: Wednesday, September 17, 2014 9:58 AM
To: Todd Hoffman
Cc: Kate Sargent
Subject: SSE invoice 62349
Attachments: Inv 62349 AugSept 14.pdf

Good morning,

Attached is SSE invoice #62349 for the project Chevy Chase Ridership Data Review. This invoice includes time through 9/12/2014.

Should you have any questions, feel free to contact us.

Thank you.

Diane M. Marczak
Senior Office Administrator

dmarczak@samschwartz.com
phone: (630) 213-1000 x 419
1000 W. Irving Park Road, Suite 130, Itasca, IL 60143

Sam Schwartz Engineering
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The Town of Chevy Chase

4301 Willow Lane
Chevy Chase, MD 20815
Todd Hoffman

INVOICE

No. 62349
09/17/2014

Chevy Chase Ridership Data Review

14-01-3530

For Services Rendered Through 9/12/2014

Professional Services

	Hours	Rate	Amount
001 Ridership Data Review			
Schechtman, Harris	8.33	240.00	$1,999.20
Total for 001 Ridership Data Review	**8.33**		**$1,999.20**
Total Professional Services	**8.33**		**$1,999.20**
Invoice Amount			**$1,999.20**

Kevin Karpinski

From: Mark Hazlin <mhazlin@xenophonstrategies.com>
Sent: Tuesday, September 16, 2014 2:38 PM
To: Todd Hoffman
Subject: RE: op ed
Attachments: PL opedsept16.docx

There are some edits in here.

I'd amend the second-to-last graf, and stick with the third-person point-of-view.

From: Todd Hoffman [mailto:thoffman@townofchevychase.org]
Sent: Monday, September 15, 2014 2:53 PM
To: Mark Hazlin
Subject: FW: op ed

See attached. Let me know your thoughts

Todd Hoffman
Town Manager
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301-654-7144 (P)
301-718-9631 (F)
thoffman@townofchevychase.org

From: Todd Hoffman
Sent: Monday, September 15, 2014 1:49 PM
To: 'Pat Burda'
Subject: RE: op ed

See attached

Todd Hoffman
Town Manager
Town of Chevy Chase, Maryland
4301 Willow Lane
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thoffman@townofchevychase.org

From: Pat Burda [mailto:pat.burda@gmail.com]
Sent: Monday, September 15, 2014 11:49 AM
To: Todd Hoffman
Subject: op ed

take a look

Recent Purple Line events reported in the news media should give us all reason to question the need for and logic of the proposed light rail project. Potential endangerment to federal and state protected species, escalating costs that the state "didn't see the need to publicize," and questions about ridership shouldn't be dismissed. But, what some may not fully appreciate is that the project may in the end be a bane to commuters, working against what many believe to be its main goal: easing congestion.

While the "Purple Line" name suggests the light rail train would be part of Metro, it is not. To the contrary, it would be an "at-grade" train that would run on tracks on existing streets and follow street speed limits and traffic measures for the majority of the ride. That is why so much of its running time is slow.

And, while light rail projects that receive federal "New Start" grant funding typically have a regional metropolitan area at one end, like the proposed Red Line in Baltimore or the Trinity Railway Express from Dallas to Fort Worth, the proposed Purple Line instead would connect a series of distant suburbs to each other. Linking suburbs and providing community circulators are laudable projects, but there is no logic in spending $2.5 billion for this project when decidedly more flexible and cheaper alternatives exist.

Having large commercial areas at both ends is proven to provide significant benefits and reduce traffic. Transit projects like those provide incentives to commuters to take public transportation during peak rush-hour periods, inherently helping to shed drivers from the major roadways. But, official Purple Line ridership estimates predict that there would be no significant rush hour on the line. Usage will be disproportionately dominated by disparate, non-routine trips throughout the day, along with some seasonal dips when the University of Maryland is not in session.

In other words, the Purple Line isn't for commuters working a 9 to 5 job, but would likely be populated by shoppers, college students or people out on errands.

Because of its unique characteristics the Purple Line could make existing commutes worse. Not only would new promised real estate development bring associated traffic. But, the Purple Line plan actually reduces or eliminates current bus lines altogether. Purple Line advocates unreasonably expect commuters to walk or bike to stations in all weather conditions, which means many potential riders will simply choose to stay in their cars. Regardless of how they arrive at a station, passengers would have to transfer maybe once or twice to reach a downtown destination and they will have to pay a separate fare for each transit system they enter.

All of this makes the Purple Line project much different than, for example, the federal "New Start" program in Minnesota that connects riders from destinations in St. Paul and Minneapolis in a one-seat ride.

There is an irrational exuberance to lay down $2.5 billion tracks and try out a risky, unproven idea that doesn't much match up with reality. Avid Purple Line supporters propose to destroy the "American Dream" of a house and front lawn in the suburbs, and replace it with a new "urbanism." They sell the Purple Line on the promise of "infill" real estate development that the train will bring. This is an

experiment that is risky at best and myopic at worst. Unfortunately, once we lose an old neighborhood, we can never get it back.

The Town of Chevy Chase's position on the Purple Line is well known and everyday seems more justified. Not all transit is created equal, and, as the old saying goes, the devil is in the details.

We have probably studied those details more than anyone else associated with the project but we want you to know that you should care about those details too. Why? *Because you are paying for it.* No matter if you live adjacent to the line, or in Aberdeen, San Francisco or Tallahassee, your money is paying for this project. Whether through federal grants and loans, or through guaranteed payments to a private concessionaire, you will be paying for an experimental project that the state of Maryland acknowledges will run in the red.

An experimental project that destroys the environment, has doubled in cost, relies on questionable ridership estimates, and may worsen Washington DC commutes should give us all pause.

Kevin Karpinski

From: Harris Schechtman <hschechtman@samschwartz.com>
Sent: Monday, September 15, 2014 3:50 PM
To: Todd Hoffman
Cc: Harris Schechtman; Kate Sargent
Subject: MTA Purple Line Follow-Up Issues and Questions - 09 11 14
Attachments: MTA Purple Line Follow-Up Issues and Questions - 09 11 14.docx

Importance: High

Todd,

I have reformatted the review summary prepared by SSE, and made edits for clarity (without any change in conclusions). Transmitted to you by attachment is SSE's final report, that replaces all prior versions.

We appreciate the opportunity to assist the Town, and are ready to answer any questions.

Harris

Sam
Schwartz
Engineering
D.P.C.

322 Eighth Avenue, 5th Floor
New York, NY 10001
phone: (212) 598-9010
samschwartz.com

Memorandum

To: Todd Hoffman, Town Manager – Town of Chevy Chase, Maryland
From: Harris Schechtman, Principal+National Transit Director
Date: September 11, 2014
Re: MTA Purple Line Follow-Up Issues and Questions

The Town of Chevy Chase -- in response to a request of MTA for additional information to allow it to validate ridership forecasts for the Purple Line -- received three reports and two DVDs with a cover letter dated July 30, 2014 from Henry Kay, Executive Director for Transit. The Town subsequently requested Sam Schwartz Engineering (SSE) to review these materials, focusing on five specific areas that it presented in question form. Specific responses are provided below.

1) What are you able to use from the information on the disks?

None of the information on the disks was readable without proprietary software.

2) What would be the time and cost to evaluate the ridership models?

SSE does not have or have access to the proprietary modeling software, nor the in-house staff capability for such modeling, even if it were purchased. Involving an additional outside firm in a complete re-evaluation of the ridership model would not be feasible in the current time frame and would be exceedingly expensive. Unless one has familiarity with the WMCOG 8.0 model and the amended model used for the FEIS, there would be a significant learning curve. Then, the current model would have to be compared against the original to determine what changes were made. Then questions would first have to be formulated on the *reasons* for and assumptions behind such changes. That would likely yield more, or more detailed questions than SSE has raised, but at a large cost in time and money.

3) Are assumptions discussed in the technical reports that were submitted?

Assumptions are discussed in various places in the provided reports, sometimes generally and sometimes specifically. The bigger question in assessing the validity of ridership projections is whether the applied assumptions are objective or reasonable, because once input to the model, they have both direct and ripple effects. For instance, while running times are provided in great detail, their derivation is somewhat of a black box. SSE has raised questions, such as those below, that are meant to determine the reasonableness of employed assumptions, if answers to them are provided and can be verified. The example below of the modelers not being able to get the modal split by income of passengers to come out right until they created and applied a fare discount that "worked" is an example of a clearly stated assumption that really is about making the foot fit the shoe when an actual answer is elusive. Adopting for the model an across-the-board time factor of two minutes for all LRT/Metro transfers, and then applying it to transfers between the Purple and Red Lines at Bethesda – where actual walking

distances, required escalators and elevators, and average wait time do not reflect the assumption used for the model – is a case of a stated assumption that is inaccurate by at least a factor of three being applied to a location where the inaccurate assumption can have an impact on ridership projections (the market for Riders to use Purple Line to access Walter Reed/NIH). Many assumptions are stated in the provided reports; finding out whether they are correct when applied to the Purple Line is the challenge.

4) What were you able to ascertain from a cursory comparison of the travel forecasting reports?

SSE found basis to question two elements in particular: ridership projections and LRT running times. But before detailing these, some important considerations on comparability:

Direct comparisons between the FEIS and all previous reports are not fully possible. All prior reports evaluated six alternatives, among them Medium Investment LRT (MILRT) and High Investment LRT (HILRT). The Preferred Alternative, selected in 2009, was neither of these. It was described as MILRT with some features of HILRT added. Once that decision was made, the 2013 FEIS was only required to evaluate the selected Preferred Alternative and the No Build scenario, not any of the previously considered alternatives. Since the Preferred Alternative does not match any of the original six alternatives, exact comparisons are not possible. However, based on the description of the Preferred Alternative, its characteristics should be closer to MILRT (and its associated statistics) than HILRT. Here, comparison raises questions.

In 2008, MILRT was projected to generate 62,600 daily rides, vs. 68,100 for HILRT. One year later, the announcement of the hybrid Preferred Alternative predicted 64,800. For the New Starts funding application one year after that, the estimate rose to 69,300 (this was explained by use of a newer version [8.0] MWCOG model, whose key impact was inclusion of BRAC impacts at Jones Bridge Road, addition of another model, MDAAII, and a ten-year extension of the horizon year to 2040). Application of newer models cannot be faulted; had MTA failed to do so, they would have been open to criticism for using outdated models. On the other hand, addition of ten years worth of population growth is not specific to Purple Line; it is a rising tide that would lift all boats, including each of the five rejected alternatives. And it is of note that in 2007, when data on the increased employment and visitors due to BRAC was available to be applied to all six alternatives, MTA, allowed BRAC visitor/employee projections to be excluded from ridership projections at a time when the subsequently-selected Preferred Alternative would likely have been unfavorably reflected in comparison with other alternatives being evaluated. The overarching point is that the application of new models makes scrutiny even more difficult, since many questions asked four years ago about the prior models remain unanswered. In 2013, MTA made another upward revision in projected ridership to 74,160, described as "UMD student, special event and special generator trips". Whatever these may be, they raise questions, such as:

- Why were these not a factor for the past seven years?
- How do irregularly occurring events get quantified as a daily occurrence?

The second key item is running times. These are a key element in determining ridership projections, with a very direct relationship: the faster the vehicle goes, the more rides it attracts. You may recall that during the AA phase, all BRT options were rated as generating fewer riders, because MTA determined they could not travel as fast as LRT. In the paragraph above, we have detailed a 14.4% rise in MTA's projection of LRT

ridership between 2009 and 2013. One would normally expect to find a corresponding decrease in running times (faster speeds), or at least no change in running time if other powerful influences were at work. But that is not the case here. The September 2008 Travel Demand Forecasting Technical Report, upon which the selection of the Preferred Alternative was based, showed 59 minutes running time for MILRT, and 50 minutes for HILRT. Interpolating these for the hybrid Preferred Alternative, we assume 56 minutes running time, equivalent to 17.3 mph average speed. But the FEIS has recalculated the running time to 63 minutes (longer than even the earlier version of MILRT), yielding a slower 15.5 mph average speed. This 10.8% reduction in speed would be expected to reduce ridership, not increase it by 14.4%.

There are facts contained elsewhere in MTA reports to suggest that this most recent, longer running time may still be optimistically low. The FEIS Traffic Analysis report indicates that 15 intersections through which Purple Line must pass will be operating at LOS F, the worst traffic condition, in which vehicles may have to wait through more than one signal phase to pass through. The report suggests that the number of failing intersections can be reduced to nine through mitigations, but the FEIS executive summary says it is actually 14. Wouldn't either number have a significant impact? The ability to reduce the number of problem intersections to either nine or 14 is questioned by MTA's prior criteria. In response to 2006 proposals for transit priorities to ease congestion at Connecticut/Jones Bridge, MTA said that transit priority treatments would not be allowed where they would negatively impact general traffic. Another factor is that the FEIS report indicates that 18 currently unsignaled intersections may have to be signalized after LRT begins operation. Even with priority treatments, these are likely to further increase LRT running time beyond 63 minutes.

Elsewhere, the reports seem to avoid LRT comparisons where running time results are not favorable. If this thinking was carried over into the modeling, it may have introduced bias. Some examples:

- While end-to-end LRT running times are shown to be as much as 45 minutes faster than local bus in 2040, the fact that making the same trip by Metro is 8 minutes *faster* than LRT is written off as making riders have to travel into, then out of the DC Core. What difference does the routing make in passenger choice, as long as both options are for a one-seat ride? The shorter ride on Metro should result in diversion of riders from LRT, but the text does not make that a certainty.

- A similar condition exists at College Park, where running times are within one minute of each other, removing any clear edge to either mode.

- Ridership projections for Purple Line were increased by incorporating plans to eliminate most competing bus routes, and to redirect them to Purple Line stations. It is not clear whether the agencies that operate these bus routes have agreed to these changes. For some segment of riders, the imposition of transfers, costs, and both actual and perceived increased travel time by restructuring the local bus network is likely to have current riders not make the trip, or find alternatives to the Purple Line. Was this reflected in the model?

The common thread here is that if running times inputted to the model are not realistic, the outputs may not be realistic. If the model is not properly calibrated to reflect the

whole range of changes contemplated for the implementation of Purple Line, are its ridership projections accurate?

5) What questions would be most relevant to pose to MTA to determine if the applied assumptions and practices are appropriate?

- Ridership has an inverse relationship to fares, the exact amount a function of local elasticity history and the availability of lower-cost alternatives, and should be a key component of ridership projections. With no decision on fare levels for Purple Line, and no agreements in place on transfer policies, the model is supposed to use existing tariffs. Has this been applied to the models used? There is evidence on p. 26 of the November 2010 New Starts travel Forecasting Model of an "intractable challenge to satisfactorily calibrating the mode choice model" that was resolved by a decision to apply income-based discounts of 25 or 75%. Was not one effect of this to blunt the negative impact of additional fares that will have to be paid by the 43% of Purple Line riders projected to transfer to/from Metro, and thereby inflate ridership projections? What would ridership projections be without these artificially cheaper fares?

- Running times, while increased from earlier projections, still seem not to be including certain factors, such as:

    - the practical possibility that MTA will not be able to apply LRT priority to LOS F intersections because of further negative impact on general traffic

    - the possibility that up to 18 additional intersections will have to be signalized

    - the possibility that off-board fare payment and/or honor system may not be adopted, increasing dwell times,

    - that other factors impacting customer trip time may have been omitted, such as the model applying fixed intermodal transfer times that are, in cases, significantly less than the actual customer experience at some stations. Has this more accurate and worse scenario been calculated and applied to the model, and how does that impact ridership, equipment, and operating cost projections?

- How have ridership projections been continually increasing in the face of slower running times and relatively anemic projections for population growth in the Purple Line corridor vis a vis the rest of the region, as articulated in MTA's August 2013Travel Forecasts technical report?

Prepared for Town of Chevy Chase, MD by:

Sam Schwartz Engineering September 11, 2014

Kevin Karpinski

From: Harris Schechtman <hschechtman@samschwartz.com>
Sent: Wednesday, September 10, 2014 5:02 PM
To: Todd Hoffman
Cc: Harris Schechtman; Kate Sargent
Subject: Chevy Chase Part II 9-10-14
Attachments: Chevy Chase Part II 9-10-14.docx

In addition to changing the wording of your questions and the last of my questions, I made a few other changes to clean up clumsy or difficult to comprehend sentences (no content changes, though).

Harris

MTA Purple Line Follow-Up Issues and Questions

1) What are you able to use from the information on the disks?

None of the information on the discs was readable without proprietary software.

2) What would be the time and cost to evaluate the ridership models?

SSE does not have the required expertise and experience to use the proprietary software, even if we were able to purchase it. Involving an additional outside firm in a complete re-evaluation of the ridership model would not be feasible in the current time frame and would be exceedingly expensive. Unless one has familiarity with the WMCOG 8.0 model and the amended model used for the FEIS, there would be a significant learning curve. Then, PB's model would have to be compared against the original to determine what changes were made. Then questions would first have to be formulated on the *reasons* for such changes. That might yield more, or more detailed questions than SSE has raised, but at a large cost in time and money.

3) Are assumptions discussed in the technical reports that were submitted?

They are, in many places, sometimes generally and sometimes specifically. The bigger question is whether they are objective or reasonable, because once input to the model, they have both direct and ripple effects. So while running times are provided in great detail, their derivation is somewhat of a black box. Questions, such as those below, are meant to determine the reasonableness of assumptions, assuming answers to them (if forthcoming) can be verified. The example below of the modelers not being able to get the modal split by income of passengers to come out right until they created and applied a fare discount that "worked" is an example of a stated assumption that really is about making the foot fit the shoe. Adopting an across-the-board penalty of two minutes for transfers between the Purple and Red Lines at Bethesda is a stated assumption that is inaccurate by at least a factor of three. Many assumptions are there; finding out whether they are right is the challenge.

4) What were you able to ascertain from a cursory comparison of the travel forecasting reports?

Two things in particular: ridership projections and LRT running times. But before detailing these, some important considerations on comparability:

Direct comparisons between the FEIS and all previous reports are not fully possible. All prior reports evaluated six alternatives, among them Medium Investment LRT (MILRT) and High Investment LRT (HILRT). The Preferred Alternative, selected in 2009, was neither of these. It was described as MILRT with some features of HILRT added. The 2013 FEIS was only required to evaluate the selected Preferred Alternative and the No Build scenario, not any of the previously considered alternatives. Since the Preferred Alternative does not exactly match any of the original six alternatives, exact comparisons

are not possible. However, based on its description, its characteristics should be closer to MILRT (and its associated statistics) than HILRT. Here, comparison raises questions.

In 2008, MILRT was projected to generate 62,600 daily rides, vs. 68,100 for HILRT. One year letter, the announcement of the hybrid Preferred Alternative predicted 64,800. For the New Starts funding application one year later, the estimate rose to 69,300 (this was explained by use of a newer version [8.0] MWCOG model, whose key impact was inclusion of BRAC impacts at Jones Bridge Road, addition of another model, MDAAII, and a ten-year extension of the horizon year to 2040). Application of newer models cannot be faulted; had MTA failed to do so, they would have been criticized for using outdated models. On the other hand, addition of ten years worth of population growth is not specific to Purple Line; it is a rising tide that would lift all boats, including each of the five rejected alternatives. And it is of note that in 2007, when data on the increased employment and visitors due to BRAC was available to be applied to all six alternatives, MTA, which now increases its Preferred Alternative ridership estimates from BRAC, defended excluding BRAC when it was likely to be unfavorably reflected in comparison with other alternatives being evaluated. The overarching point is that the application of new models makes scrutiny even more difficult, since even questions about the prior models were unanswered for four years. In 2013, MTA made another upward revision to 74,160, described as "UMD student, special event and special generator trips". Whatever these may be, they raise questions, such as:

- Why were these not a factor for the past seven years?
- How do irregularly occurring events get quantified as a daily occurrence?

The second key item is running times. These are a key element in determining ridership projections, with a very direct relationship: the faster the vehicle goes, the more riders it attracts. You may recall that during the AA phase, all BRT options were rated as generating fewer riders, because MTA determined they could not travel as fast as LRT. In the paragraph above, we have detailed a 14.4% rise in projected LRT ridership between 2009 and 2013. One would expect to find a corresponding decrease in running times, or at least no change in running time if other powerful influences were at work. But that is not so. The September 2008 Travel Demand Forecasting Technical Report, upon which the selection of the Preferred Alternative was based, showed 59 minutes running time for MILRT, and 50 minutes for HILRT. Interpolating these for the hybrid Preferred Alternative, we assume 56 minutes running time, equivalent to 17.3 mph average speed. But the FEIS has recalculated the running time to 63 minutes, or a 15.5 mph average speed. This is a 10.8% reduction in speed, that would be expected to reduce ridership, not increase it by 14.4%.

There are facts contained elsewhere in MTA reports to suggest that this running time may still be optimistic. The FEIS Traffic Analysis report indicates that 15 intersections through which Purple Line must pass will be operating at LOS F, the worst traffic condition, in which vehicles may have to wait through more than one signal phase to pass through. The report suggests that this can be reduced to nine through mitigations, but the FEIS executive summary says it is actually 14. Wouldn't either number have a significant impact? The ability to reduce the problem to either nine or 14 is questioned by MTA's response to 2006 proposals for transit priorities to ease congestion at Connecticut/Jones Bridge, to wit, that such priorities would not be allowed where they would negatively impact general traffic. Another factor is that the report indicates that 18 currently unsignaled intersections may have to be signalized after LRT begins

operation. Even with priority treatments, these are likely to further increase LRT running time beyond 63 minutes.

Elsewhere, the reports seem to avoid areas where running time results are not favorable. If this was carried over into the modeling, it may have introduced bias. Some examples:

- While end-to-end LRT running times are shown to be as much as 45 minutes faster than local bus in 2040, the fact that making the same trip by Metro is 8 minutes *faster* than LRT is written off as making riders have to travel into, then out of the DC Core. What difference does the routing make, as long as both options are for a one-seat ride? This should result in diversion of riders from LRT, but the text does not make that a certainty.
- A similar condition exists at College Park, where running times are within one minute of each other, removing any clear edge to either mode.
- Ridership projections were increased by study plans to eliminate most competing bus routes, and to redirect them to Purple Line stations. It is not clear whether the agencies that operate these bus routes have agreed to these changes. For some segment of riders the imposition of transfers, costs, and both actual and perceived increased travel time is likely to have them not make the trip, or find alternatives to the Purple Line. Was this reflected in the model?

The common thread here is that if running times inputted to the model are not realistic, the outputs may not be realistic. If the model is not properly calibrated to reflect the whole range of changes contemplated for the implementation of Purple Line, are its ridership projections accurate?

5) What questions would be most relevant to pose to MTA to determine if the applied assumptions and practices are appropriate?

- Ridership has an inverse relationship to fares, the exact amount a function of local elasticity history and the availability of lower-cost alternatives, and should be a key component of ridership projections. With no decision on fare levels for Purple Line, and no agreements in place on transfer policies, the model is supposed to use existing tariffs. Has this been applied to the models used? There is evidence on p. 26 of the November 2010 New Starts travel Forecasting Model of an "intractable challenge to satisfactorily calibrating the mode choice model" that was resolved by a decision to apply income-based discounts of 25 or 75%. Was not one effect of this to blunt the negative impact of additional fares that will have to be paid by the 43% of Purple Line riders projected to transfer to/from Metro, and thereby inflate ridership projections?
- Running times, while increased from earlier projections, still seem not to be including certain factors, such as:
    - the practical possibility that MTA will not be able to apply LRT priority to LOS F intersections because of further negative impact on general traffic
    - the possibility that up to 18 additional intersections will have to be signalized
    - the possibility that off-board fare payment and/or honor system may not be adopted, increasing dwell times,

- that other factors impacting customer trip time may have been omitted, such as the model applying fixed intermodal transfer times that are, in cases, significantly less than the actual customer experience at some stations. Has this more accurate and worse scenario been calculated and applied to the model, and how does that impact ridership, equipment, and operating cost projections?

- How have ridership projections been continually increasing in the face of slower running times and relatively anemic projections for population growth in the Purple Line corridor vis a vis the rest of the region, as articulated in MTA's August 2013Travel Forecasts technical report?

Prepared for Town of Chevy Chase, MD by:

Sam Schwartz Engineering September 10, 2014

Kevin Karpinski

From: Harris Schechtman <hschechtman@samschwartz.com>
Sent: Wednesday, September 10, 2014 3:54 PM
To: Todd Hoffman
Cc: Harris Schechtman; Kate Sargent
Subject: Chevy Chase Part II, 9-10-14
Attachments: Chevy Chase Part II, 9-10-14.docx

Importance: High

Todd,

Attached please find the properly formatted final document. Please discard the earlier version. Thank you.

Harris

MTA Purple Line Follow-Up Issues and Questions

1) What exactly are you able to use from the information on the disks?

None of the information on the discs was readable without proprietary software.

2) What would it take to use that information? Costs/Time

SSE does not have the required expertise and experience to use the proprietary software, even if we were able to purchase it. Involving an additional outside firm in a complete re-evaluation of the ridership model would not be feasible in the current time frame and would be exceedingly expensive. Unless one has familiarity with the WMCOG 8.0 model and the amended model used for the FEIS, there would be a significant learning curve. Then, PB's model would have to be compared against the original to determine what changes were made. Then questions would first have to be formulated on the *reasons* for such changes. That might yield more, or more detailed questions than SSE has raised, but at a large cost in time and money.

3) Are assumptions discussed at all in the technical reports that were submitted?

They are, in many places, sometimes generally and sometimes specifically. The bigger question is whether they are objective or reasonable, because once input to the model, they have both direct and ripple effects. So while running times are provided in great detail, their derivation is somewhat of a black box. Questions, such as those below, are meant to determine the reasonableness of assumptions, assuming answers to them (if forthcoming) can be verified. The example below of the modelers not being able to get the modal split by income of passengers to come out right until they created and applied a fare discount that "worked" is an example of a stated assumption that really is about making the foot fit the shoe. Adopting an across-the-board penalty of two minutes for transfers between the Purple and Red Lines at Bethesda is a stated assumption that is inaccurate by at least a factor of three. Many assumptions are there; finding out whether they are right is the challenge.

4) Does anything quickly leap out at you from a comparison of those reports?

Two things in particular: ridership projections and LRT running times. But before detailing these, some important considerations on comparability:

Direct comparisons between the FEIS and all previous reports are not fully possible. All prior reports evaluated six alternatives, among them Medium Investment LRT (MILRT) and High Investment LRT (HILRT). The Preferred Alternative, selected in 2009, was neither of these. It was described as MILRT with some features of HILRT added. The 2013 FEIS was only required to evaluate the selected Preferred Alternative and the No Build scenario, not any of the previously considered alternatives. Since the Preferred Alternative does not exactly match any of the original six alternatives, exact comparisons are not possible. However, based on its description, its characteristics should be closer to MILRT (and its associated statistics) than HILRT. Here, comparison raises questions.

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- Why were these not a factor for the past seven years?
- How do irregularly occurring events get quantified as a daily occurrence?

The second key item is running times. These are a key element in determining ridership projections, with a very direct relationship: the faster the vehicle goes, the more riders it attracts. You may recall that during the AA phase, all BRT options were rated as generating fewer riders, because MTA determined they could not travel as fast as LRT. In the paragraph above, we have detailed a 14.4% rise in projected LRT ridership between 2009 and 2013. One would expect to find a corresponding decrease in running times, or at least no change in running time if other powerful influences were at work. But that is not so. The September 2008 Travel Demand Forecasting Technical Report, upon which the selection of the Preferred Alternative was based, showed 59 minutes running time for MILRT, and 50 minutes for HILRT. Interpolating these for the hybrid Preferred Alternative, we assume 56 minutes running time, equivalent to 17.3 mph average speed. But the FEIS has recalculated the running time to 63 minutes, or a 15.5 mph average speed. This is a 10.8% reduction in speed, that would be expected to reduce ridership, not increase it by 14.4%.

There are facts contained elsewhere in MTA reports to suggest that this running time may still be optimistic. The FEIS Traffic Analysis report indicates that 15 intersections through which Purple Line must pass will be operating at LOS F, the worst traffic condition, in which vehicles may have to wait through more than one signal phase to pass through. The report suggests that this can be reduced to nine through mitigations, but the FEIS executive summary says it is actually 14. Wouldn't either number have a significant impact? The ability to reduce the problem to either nine or 14 is questioned by MTA's response to 2006 proposals for transit priorities to ease congestion at Connecticut/Jones Bridge, to wit, that such priorities would not be allowed where they would negatively impact general traffic. Another factor is that the report indicates that 18 currently unsignaled intersections may have to be signalized after LRT begins operation. Even with priority treatments, these are likely to further increase LRT running time beyond 63 minutes.

Elsewhere, the reports seem to avoid areas where running time results are not favorable. If this was carried over into the modeling, it may have introduced bias. Some examples:

- While end-to-end LRT running times are shown to be as much as 45 minutes faster than local bus in 2040, the fact that making the same trip by Metro is 8 minutes *faster* than LRT is written off as making riders have to travel into, then out of the DC Core. What difference does the routing make, as long as both options are for a one-seat ride? This should result in diversion of riders from LRT, but the text does not make that a certainty.
- A similar condition exists at College Park, where running times are within one minute of each other, removing any clear edge to either mode.
- Ridership projections were increased by study plans to eliminate most competing bus routes, and to redirect them to Purple Line stations. It is not clear whether the agencies that operate these bus routes have agreed to these changes. For some segment of riders the imposition of transfers, costs, and both actual and perceived increased travel time is likely to have them not make the trip, or find alternatives to the Purple Line. Was this reflected in the model?

The common thread here is that if running times inputted to the model are not realistic, the outputs may not be realistic. If the model is not properly calibrated to reflect the whole range of changes contemplated for the implementation of Purple Line, are its ridership projections accurate?

5) If we wanted to follow up with three pointed questions to MTA, what would we ask?

- Ridership has an inverse relationship to fares, the exact amount a function of local elasticity history and the availability of lower-cost alternatives, and should be a key component of ridership projections. With no decision on fare levels for Purple Line, and no agreements in place on transfer policies, the model is supposed to use existing tariffs. Has this been applied to the models used? There is evidence on p. 26 of the November 2010 New Starts travel Forecasting Model of an "intractable challenge to satisfactorily calibrating the mode choice model" that was resolved by a decision to apply income-based discounts of 25 or 75%. Was not one effect of this to blunt the negative impact of additional fares that will have to be paid by the 43% of Purple Line riders projected to transfer to/from Metro, and thereby inflate ridership projections?
- Running times, while increased from earlier projections, still seem not to be including certain factors, such as:
    - the practical possibility that MTA will not be able to apply LRT priority to LOS F intersections because of further negative impact on general traffic
    - the possibility that up to 18 additional intersections will have to be signalized
    - the possibility that off-board fare payment and/or honor system may not be adopted, increasing dwell times, and that other factors impacting customer trip time, such as applying fixed intermodal transfer times that are, in cases, significantly less than actual conditions at some stations, may also have been overlooked. Has this worst case scenario been estimated and applied to the

model, and how does that impact ridership, equipment, and operating cost projections?

- How have ridership projections been continually increasing in the face of slower running times and relatively anemic projections for population growth vis a vis the rest of the region?

Prepared for Town of Chevy Chase, MD by:

Sam Schwartz Engineering September 10, 2014

Kevin Karpinski

From: Harris Schechtman <hschechtman@samschwartz.com>
Sent: Wednesday, September 10, 2014 2:43 PM
To: Todd Hoffman
Cc: Harris Schechtman; Kate Sargent
Subject: Questions for MTA

Importance: High

Todd,

Because of the shortness of time, we are providing answers and discussion directly after each of the five questions you forwarded.

1) What exactly are you able to use from the information on the disks?

   None of the information on the discs was readable without proprietary software.

2) What would it take to use that information? Costs/Time

   SSE does not have the required expertise and experience to use the proprietary software, even if we were able to purchase it. Involving an additional outside firm in a complete re-evaluation of the ridership model would not be feasible in the current time frame and would be exceedingly expensive. Unless one has familiarity with the WMCOG 8.0 model and the amended model used for the FEIS, there would be a significant learning curve. Then, PB's model would have to be compared against the original to determine what changes were made. Then questions would first have to be formulated on the *reasons* for such changes. That might yield more, or more detailed questions than SSE has raised, but at a large cost in time and money.

3) Are assumptions discussed at all in the technical reports that were submitted?

   They are, in many places, sometimes generally and sometimes specifically. The bigger question is whether they are objective or reasonable, because once input to the model, they have both direct and ripple effects. So while running times are provided in great detail, their derivation is somewhat of a black box. Questions, such as those below, are meant to determine the reasonableness of assumptions, assuming answers to them (if forthcoming) can be verified. The example below of the modelers not being able to get the modal split by income of passengers to come out right until they created and applied a fare discount that "worked" is an example of a stated assumption that really is about making the foot fit the shoe. Adopting an across-the-board penalty of two minutes for transfers between the Purple and Red Lines at Bethesda is a stated assumption that is inaccurate by at least a factor of three. Many assumptions are there; finding out whether they are right is the challenge.

4) Does anything quickly leap out at you from a comparison of those reports?

Two things in particular: ridership projections and LRT running times. But before detailing these, some important considerations on comparability.

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* Why were these not a factor for the past seven years?

* How do irregularly occurring events get quantified as a daily occurrence?

The second key item is running times. These are a key element in determining ridership projections, with a very direct relationship: the faster the vehicle goes, the more riders it attracts. You may recall that during the AA phase, all BRT options were rated as generating fewer riders, because MTA determined they could not travel as fast as LRT. In the paragraph above, we have detailed a 14.4% rise in projected LRT ridership between 2009 and 2013. One would expect to find a corresponding decrease in running times, or at least no change in running time if other powerful influences were at work. But that is not so. The September 2008 Travel Demand Forecasting Technical Report, upon which the selection of the Preferred Alternative was based, showed 59 minutes running time for MILRT, and 50 minutes for HILRT. Interpolating these for the hybrid Preferred Alternative, we assume 56 minutes running time, equivalent to 17.3 mph average speed. But the FEIS has recalculated the running time to 63 minutes, or a 15.5 mph average speed. This is a 10.8% reduction in speed, that would be expected to reduce ridership, not increase it by 14.4%.

There are facts contained elsewhere in MTA reports to suggest that this running time may still be optimistic. The FEIS Traffic Analysis report indicates that 15 intersections through which Purple Line must pass will be operating at LOS F, the worst traffic condition, in which vehicles may have to wait through more than one signal phase to pass through. The report suggests that this can be reduced to nine through mitigations, but the FEIS executive summary says it is actually 14. Wouldn't either number have a significant impact? The ability to reduce the problem to either nine or 14 is questioned by MTA's response to 2006 proposals for transit priorities to ease congestion at Connecticut/Jones Bridge, to wit, that such priorities would not be allowed where they would negatively impact general traffic. Another factor is that the report indicates that 18 currently unsignaled intersections may have to be signalized after LRT begins operation. Even with priority treatments, these are likely to further increase LRT running time beyond 63 minutes.

Elsewhere, the reports seem to avoid areas where running time results are not favorable. If this was carried over into the modeling, it may have introduced bias. Some examples:

- While end-to-end LRT running times are shown to be as much as 45 minutes faster than local bus in 2040, the fact that making the same trip by Metro is 8 minutes *faster* than LRT is written off as making riders have to travel into, then out of the DC Core. What difference does the routing make, as long as both options are for a one-seat ride? This should result in diversion of riders from LRT, but the text does not make that a certainty.
- A similar condition exists at College Park, where running times are within one minute of each other, removing any clear edge to either mode.
- Ridership projections were increased by study plans to eliminate most competing bus routes, and to redirect them to Purple Line stations. It is not clear whether the agencies that operate these bus routes have agreed to these changes. For some segment of riders the imposition of transfers, costs, and both actual and perceived increased travel time is likely to have them not make the trip, or find alternatives to the Purple Line. Was this reflected in the model?

The common thread here is that if running times inputted to the model are not realistic, the outputs may not be realistic. If the model is not properly calibrated to reflect the whole range of changes contemplated for the implementation of Purple Line, are its ridership projections accurate?

5) If we wanted to follow up with three pointed questions to MTA, what would we ask?

* Ridership has an inverse relationship to fares, the exact amount a function of local elasticity history and the availability of lower-cost alternatives, and should be a key component of ridership projections. With no decision on fare levels for Purple Line, and no agreements in place on transfer policies, the model is supposed to use existing tariffs. Has this been applied to the models used? There is evidence on p. 26 of the November 2010 New Starts travel Forecasting Model of an "intractable challenge to satisfactorily calibrating the mode choice model" that was resolved by a decision to apply income-based discounts of 25 or 75%. Was not one effect of this to blunt the negative impact of additional fares that will have to be paid by the 43% of Purple Line riders projected to transfer to/from Metro, and thereby inflate ridership projections?

* Running times, while increased from earlier projections, still seem not to be including certain factors, such as:

* the practical possibility that MTA will not be able to apply LRT priority to LOS F intersections because of further negative impact on general traffic

* the possibility that up to 18 additional intersections will have to be signalized

* the possibility that off-board fare payment and/or honor system may not be adopted, increasing dwell times,

and that other factors impacting customer trip time, such as applying fixed intermodal transfer times that are, in cases, significantly less than actual conditions at some stations, may also have been overlooked. Has this worse case scenario been estimated and applied to the model, and how does that impact ridership, equipment, and operating cost projections?

- How have ridership projections been continually increasing in the face of slower running times and relatively anemic projections for population growth vis a vis the rest of the region?

Kevin Karpinski

From: Harris Schechtman <hschechtman@samschwartz.com>
Sent: Tuesday, September 09, 2014 1:01 PM
To: Todd Hoffman
Cc: Kate Sargent
Subject: RE: Questions for SSE

Todd,

To confirm our recent conversation, SSE is now at work on providing answers to the five questions you forwarded and a technical review of the 2013 FEIS to identify noteworthy stand-alone issues and any comparisons that may be possible with prior Purple Line AA/DEIS documents. We will perform this work for an amount not to exceed $2,000.00. We will provide a report to you in time for the Town's Council meeting tomorrow. Please let me know the latest possible time that this report can reach you.

Thank you.

Harris

From: Todd Hoffman [mailto:thoffman@townofchevychase.org]
Sent: Tuesday, September 09, 2014 12:44 PM
To: Harris Schechtman
Subject: FW: Questions for SSE

These are the questions that I referred to this morning.

Todd Hoffman
Town Manager
Town of Chevy Chase, Maryland
4301 Willow Lane
Chevy Chase, MD 20815
301-654-7144 (P)
301-718-9631 (F)
thoffman@townofchevychase.org

From: Pat Burda [mailto:pat.burda@gmail.com]
Sent: Monday, September 08, 2014 9:52 PM
To: Todd Hoffman
Subject: Questions for SSE

1) What exactly are you able to use from the information on the disks?

2) What would it take to use that information? Costs/Time

3) Are assumptions discussed at all in the technical reports that were submitted?

4) Does anything quickly leap out at you from a comparison of those reports?

5) If we wanted to follow up with three pointed questions to MTA, what would we ask?

Kevin Karpinski

From: Harris Schechtman <hschechtman@samschwartz.com>
Sent: Friday, September 05, 2014 6:43 PM
To: Todd Hoffman
Cc: Harris Schechtman; Kate Sargent; Daniel Berkowsky
Subject: Chevy Chase Final Report, 9-5-14
Attachments: Chevy Chase Final Report, 9-5-14.docx

Importance: High

Todd,

Please substitute this for the report transmitted two minutes ago. The only difference is the file name and correction of a spelling error. Thank you.

Harris

Sam
Schwartz
Engineering
D.P.C.

322 Eighth Avenue, 5th Floor
New York, NY 10001
phone: (212) 598-9010
samschwartz.com

Memorandum

To: Town of Chevy Chase
From: Sam Schwartz Engineering
Date: August 29, 2014
Re: Review of Purple Line Environmental Impact Statement Analysis Questions
Project No: 14-01-3530

At the request of the Town of Chevy Chase (the Town), Sam Schwartz Engineering (SSE) has reviewed the documentation compiled during our previous effort which assessed the analysis and findings contained in the Maryland Transit Administration's (MTA) Alternatives Analysis/Draft Environmental Impact Statement (AA/DEIS) for the Purple Line. The purpose of this review is to provide the Town with a summary of issues and questions related to its ridership projections developed during SSE's review. These are presented for the Town's use in continuing its advocating efforts.

1. MTA used one variation of the MWCOG model to develop statistics for the AA/DEIS, then recalibrated its model ***after*** the LPA was selected to one that generated over 4,000 more daily rides for LRT, which was used to obtain New Starts funding. Why was this change made, and how did the "accuracy" of the model change so much in three years, when the public was assured in the LPA-selection process that the earlier version was sound?

2. The FTA requires that model inputs use current fare structure, unless a new fare policy has been officially adopted. No such new policy has been adopted for Purple Line, yet MTA's September 2008 Purple Line Travel Demand Forecasting Technical Report (p2-9) states that some "means of electronic fare collection would enable an integrated fare structure and convenient transfer with other transit services". This hints that something less than a full Purple Line + full Red Line fare was used to forecast use of LRT for Walter Reed/NIH-bound trips. If this was done, then it artificially inflated Purple Line ridership estimates. What fare was actually used, and how did the resultant ridership projection differ from what would have been had the FTA formula been used?

3. Total trip time is a major component of the trip generation model. These questions deal with projected travel time on the Purple Line segment only, and specifically assumptions about the High Investment LRT and BRT alternatives (It should be noted that the HIBRT was analyzed by MTA [the source of data used here], yet inexplicably not advanced to final consideration, even though its projected ridership was 14% less and both its construction and operating costs lower).

    a. P. 2.8 of MTA's Travel Demand Forecasting Technical Report states "The High Investment LRT Alternative is nearly identical to the High Investment BRT

Alternative, except that it only serves the south entrance of the Bethesda Metro Station."

i. Based on this, why does MTA Table 2-6 assign a 50 minute running time to LRT, but 59 minutes to BRT? What would the BRT ridership projection have been with a 50 minute running time?

ii. Table 2-7 shows that it would take HIBRT 3.1 minutes longer to travel along CCT between Bethesda and Connecticut Avenue. How can this be, since both follow the identical route eastbound? What would the projected HIBRT ridership rise to without this penalty?

iii. Table 2-10 projects 13,000 daily LRT boardings in Bethesda (one station) vs. only 9,000 total for HIBRT at two stations in Bethesda. Since people boarding at South Metro have the identical trip, why would BRT boardings be so much lower? Since people boarding BRT at North Metro are closer to all destinations in central and north downtown, and actually have a shorter trip than LRT (since they don't have to walk and take escalators or elevators to reach the street), shouldn't that attract more, not fewer boardings? Based on this, is there any reason not to have adjusted the HIBRT ridership numbers to the same or a level higher than HILRT?

iv. Why did MTA assign the longest, slowest possible routing for HIBRT through downtown Bethesda, when a clockwise loop or a direct BRT turnaround at Woodmont Plaza (where the LRT tail tracks are scheduled to go) would have generated the same or similar running times as LRT? Is there any reason to believe that HIBRT would not then have the same projected ridership as LRT?

v. The Post MWCOG AECOM Transit Component of the Regional Demand Forecasting Model reduced the travel time penalty for transfers from LRT to Metrorail from 12.5 minutes to 5 minutes, but increased it for buses (we found no separate category for BRT) to 20 minutes. This means that BRT arriving in Bethesda at the exact same station and platform as LRT was considered to be a 15-minute longer trip. This large and unrealistic penalty assigned to BRT had to result in loss of projected ridership among those going to/from Medical Center, for no rational reason. Please quantify the ridership for HIBRT without this extra penalty.

4. Page 2-11 of MTA's September 2008 Travel Demand Forecasting Report found that the results of ridership modeling indicated that ridership would not be a key factor in selecting the preferred alternative. So why was so much effort put into continually increasing the projections for HILRT and not correcting HIBRT running times and other inputs that would have equalized the two?

5. That same page found that cost/benefit analyses would play a greater role. BRT came out significantly better in every cost/benefit comparison. How did that not end up recommending BRT?

6. Page 26 of MTA's New Starts Travel Forecasting Model Calibration Report acknowledged that it could not successfully model the difference in bus and rail usage among income groups, and so introduced fare discounts to make the model work. Whether or not this patch was regionally true, it did not reflect Purple Line realities on the west end of the route. Discounting high income fares by 70% and low income fares by

25% obviated the impact of the full fare cost of LRT-option required transfers to/from the Purple Line and Red Line in order to access Walter Reed and NIH, a cost that did not exist in the Jones Bridge Road options that Town of Chevy Chase asked MTA to include. Such a huge differential (over 100%) in the fares between two options would normally have a major impact on ridership projections. Since this was, in MTA's own words, an "intractable challenge", why was the "solution" used in the model, and what would the LRT ridership projection be if this factor was removed?

7. What impact have the BRAC changes had on future ridership projections? Have ridership projections for trips generated by the medical center been increased from the unrealistically low 60 trips originally reported? What would the difference in BRAC-generated ridership between the LRT/Red Line transfer option and the BRT one-seat service along Jones Bridge Road had the latter followed the Town's recommendation to serve Medical Center before proceeding to Bethesda?

8. Has the MTA revised the catchment areas used to estimate ridership generated around station areas? In downtown Bethesda, MTA previously counted complete employment and population of every TAZ, any part of which was within 0.5 miles of a station, even when much of the area of the TAZ was beyond the industry standard of a maximum radius of 0.5 miles around stations. This inaccurately inflated projected ridership, a fact brought to MTA's attention during the study. The final report projections gave no indication that this had been corrected, although as of May, 2009, the MTA had revised graphics and maps to reflect the appropriate catchment area size. What is the impact on LRT ridership of correcting this now?

9. What modal bonus, independent of individual features of each mode, was given for rail compared to bus for ridership projections, and how did this influence ridership projections?

10. Many light rail services that have opened in the last decade are in practice running relatively infrequent service, particularly in off-peak and evening hours, either reflecting or resulting in ridership lower than projected. What assurance is there that funding is consistently available going forward to operate the Purple Line with the frequencies currently promised (six-minute headways during the peak and 10 to 20-minute headways during off peak periods)?

11. The layout of the proposed LRT vehicles is designed to maximize capacity, with approximately twice as many standees as seated passengers. Inability to enjoy a seated ride is an acknowledged deterrent to ridership. What penalty was applied to the model to reflect this, and by how much did it reduce projected ridership?

12. Wait time is a factor in ridership projection, one that typically has additional penalty weighting assigned to it. Because BRT vehicles have about 60% the capacity of LRT, more frequent service will have to be run with BRT for the same ridership. The result would be peak headways 2-3 minutes less with BRT. Was this entered into the model, and what additional ridership did that factor project for BRT?

13. What percentage of projected trips that involve the Purple Line would be less 30 minutes total (including connections)? The MTA reports stressed difference in end-to-end travel times between BRT and LRT, but few riders will take such a trip. Were ridership projections based on the expected duration of actual trips, and if so, should that not have

mitigated the end-to-end travel time differential that MTA stressed in its public documents?

14. Was an origin-destination study conducted involving major employment centers in the study area? If so, how were the findings incorporated into the ridership model?

15. What is the percentage of zero-car households within one-half mile walking distance of planned Purple Line stations?

16. What percentage of Purple Line commuters during peak hours are destined for Washington DC?

17. Was a survey conducted to determine existing travel behavior and circumstances under which people would leave their car at home and take the Purple Line instead? If so, how were the survey results incorporated into the ridership model, and how much Purple Line ridership did they generate for HILRT vs. HIBRT?

18. Were the model's ridership projections tested against actual results of circumferential LRT – particularly at the densities that exist along the Purple Line corridor – and if so, were comparable results found anywhere else?

19. The Town has, from the start, had concerns about another capacity issue, i.e. that of pedestrians and cyclists along the CCT? Did MTA measure existing usage and make growth projections over the same time frame as the ridership analyses? Did these assume additional growth due to the many new amenities that MTA proposed? Have these projections been applied to the proposed CCT width and geometry through the Town of Chevy Chase? If so, do they raise any safety issues, and do they conform to AASHTO standards for such paths?

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TOWN OF CHEVY CHASE
4301 WILLOW LANE
CHEVY CHASE, MD 20815

DATE : MARCH 17, 2014
MATTER : 0082984-000001
INVOICE : 10622665

RE: TRANSPORTATION MATTERS BEFORE CONGRESS & THE FEDERAL GOV'T

MONTHLY RETAINER FOR MARCH 2014	29,000.00
TOTAL CURRENT CHARGES ..... $	29,000.00

*** MATTER SUMMARY ***

TOTAL CURRENT CHARGES	29,000.00
PREVIOUS BALANCE AS OF: 03/17/14	.00
TOTAL BALANCE DUE ..... $	29,000.00

THIS INVOICE MAY NOT INCLUDE DISBURSEMENTS AND OTHER CHARGES INCURRED DURING THE PERIOD SHOWN BUT NOT YET REFLECTED ON OUR ACCOUNTING RECORDS.

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TOWN OF CHEVY CHASE

DATE : MARCH 17, 2014
MATTER : 0082984-000001
INVOICE : 10622665

RE: TRANSPORTATION MATTERS BEFORE CONGRESS & THE FEDERAL GOV'T

TOTAL FEES :	29,000.00
TOTAL DUE :	29,000.00

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TOWN OF CHEVY CHASE
4301 WILLOW LANE
CHEVY CHASE, MD 20815

DATE : APRIL 9, 2014
MATTER : 0082984-000001
INVOICE : 10627993

RE: TRANSPORTATION MATTERS BEFORE CONGRESS & THE FEDERAL GOV'T

MONTHLY RETAINER FOR APRIL 2014	29,000.00
TOTAL CURRENT CHARGES ..... $	29,000.00

*** MATTER SUMMARY ***

TOTAL CURRENT CHARGES		29,000.00
PREVIOUS BALANCE AS OF:	04/09/14	29,000.00
TOTAL BALANCE DUE .... $		58,000.00

THIS INVOICE MAY NOT INCLUDE DISBURSEMENTS AND OTHER CHARGES INCURRED DURING THE PERIOD SHOWN BUT NOT YET REFLECTED ON OUR ACCOUNTING RECORDS.

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TOWN OF CHEVY CHASE

DATE : APRIL 9, 2014
MATTER : 0082984-000001
INVOICE : 10627993

RE: TRANSPORTATION MATTERS BEFORE CONGRESS & THE FEDERAL GOV'T

TOTAL FEES :	29,000.00
TOTAL DUE :	29,000.00

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TOWN OF CHEVY CHASE
4301 WILLOW LANE
CHEVY CHASE, MD 20815

DATE : MAY 12, 2014
MATTER : 0082984-000001
INVOICE : 10635906

RE: TRANSPORTATION MATTERS BEFORE CONGRESS & THE FEDERAL GOV'T

MONTHLY RETAINER FOR MAY 2014	29,000.00
TOTAL CURRENT CHARGES .... $	29,000.00

*** MATTER SUMMARY ***

TOTAL CURRENT CHARGES	29,000.00
PREVIOUS BALANCE AS OF: 05/12/14	.00
TOTAL BALANCE DUE ..... $	29,000.00

THIS INVOICE MAY NOT INCLUDE DISBURSEMENTS AND OTHER CHARGES INCURRED DURING THE PERIOD SHOWN BUT NOT YET REFLECTED ON OUR ACCOUNTING RECORDS.

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[redacted]

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TOWN OF CHEVY CHASE

DATE : MAY 12, 2014
MATTER : 0082984-000001
INVOICE : 10635906

RE: TRANSPORTATION MATTERS BEFORE CONGRESS & THE FEDERAL GOV'T

TOTAL FEES :	29,000.00
TOTAL DUE :	29,000.00

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TOWN OF CHEVY CHASE
4301 WILLOW LANE
CHEVY CHASE, MD 20815

DATE : JUNE 6, 2014
MATTER : 0082984-000001
INVOICE : 10640054

RE: TRANSPORTATION MATTERS BEFORE CONGRESS & THE FEDERAL GOV'T

MONTHLY RETAINER FOR JUNE 2014	29,000.00
TOTAL EXPENSE ADVANCES MADE TO YOUR ACCOUNT THROUGH: 05/31/14	6.80
TOTAL CURRENT CHARGES .... $	29,006.80

*** MATTER SUMMARY ***

TOTAL CURRENT CHARGES	29,006.80
PREVIOUS BALANCE AS OF: 06/06/14	.00
TOTAL BALANCE DUE ..... $	29,006.80

THIS INVOICE MAY NOT INCLUDE DISBURSEMENTS AND OTHER CHARGES INCURRED DURING THE PERIOD SHOWN BUT NOT YET REFLECTED ON OUR ACCOUNTING RECORDS.

INVOICE DUE UPON RECEIPT

[redacted]

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TOWN OF CHEVY CHASE

DATE : JUNE 6, 2014
MATTER : 0082984-000001
INVOICE : 10640054

RE: TRANSPORTATION MATTERS BEFORE CONGRESS & THE FEDERAL GOV'T

	TOTAL FEES :	29,000.00
DESCRIPTION OF EXPENSE ADVANCES		AMOUNT
05/30/14 On-Line Search Service - Pacer (April 2014)		6.80
	TOTAL EXPENSE ADVANCES :	6.80
	TOTAL DUE :	29,006.80

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TOWN OF CHEVY CHASE
4301 WILLOW LANE
CHEVY CHASE, MD 20815

DATE : JULY 13, 2014
MATTER : 0082984-000001
INVOICE : 10648674

RE: TRANSPORTATION MATTERS BEFORE CONGRESS & THE FEDERAL GOV'T

MONTHLY RETAINER FOR JULY 2014	29,000.00
TOTAL EXPENSE ADVANCES MADE TO YOUR ACCOUNT THROUGH: 06/30/14	0.00
TOTAL CURRENT CHARGES ..... $	29,000.00

*** MATTER SUMMARY ***

TOTAL CURRENT CHARGES	29,000.00
PREVIOUS BALANCE AS OF: 07/13/14	.00
TOTAL BALANCE DUE ..... $	29,000.00

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INVOICE DUE UPON RECEIPT

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TOWN OF CHEVY CHASE

DATE : JULY 13, 2014
MATTER : 0082984-000001
INVOICE : 10648674

RE: TRANSPORTATION MATTERS BEFORE CONGRESS & THE FEDERAL GOV'T

TOTAL FEES :	29,000.00
TOTAL DUE :	29,000.00

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TOWN OF CHEVY CHASE
4301 WILLOW LANE
CHEVY CHASE, MD 20815

DATE : AUGUST 8, 2014
MATTER : 0082984-000001
INVOICE 10657829

RE: TRANSPORTATION MATTERS BEFORE CONGRESS & THE FEDERAL GOV'T

MONTHLY RETAINER FOR AUGUST 2014	29,000.00
TOTAL EXPENSE ADVANCES MADE TO YOUR ACCOUNT THROUGH: 07/31/14	0.00
TOTAL CURRENT CHARGES ..... $	29,000.00

*** MATTER SUMMARY ***

TOTAL CURRENT CHARGES	29,000.00
PREVIOUS BALANCE AS OF: 08/08/14	.00
TOTAL BALANCE DUE ..... $	29,000.00

THIS INVOICE MAY NOT INCLUDE DISBURSEMENTS AND OTHER CHARGES INCURRED DURING THE PERIOD SHOWN BUT NOT YET REFLECTED ON OUR ACCOUNTING RECORDS.

INVOICE DUE UPON RECEIPT

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TOWN OF CHEVY CHASE

DATE : AUGUST 8, 2014
MATTER : 0082984-000001
INVOICE : 10657829

RE: TRANSPORTATION MATTERS BEFORE CONGRESS & THE FEDERAL GOV'T

TOTAL FEES : 29,000.00

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TOWN OF CHEVY CHASE
4301 WILLOW LANE
CHEVY CHASE, MD 20815

DATE : SEPTEMBER 12, 2014
MATTER : 0082984-000001
INVOICE : 10668294

RE: TRANSPORTATION MATTERS BEFORE CONGRESS & THE FEDERAL GOV'T

MONTHLY RETAINER FOR SEPTEMBER 2014	29,000.00
TOTAL EXPENSE ADVANCES MADE TO YOUR ACCOUNT THROUGH: 08/31/14	0.00
TOTAL CURRENT CHARGES ..... $	29,000.00

*** MATTER SUMMARY ***

TOTAL CURRENT CHARGES	29,000.00
PREVIOUS BALANCE AS OF: 09/12/14	.00
TOTAL BALANCE DUE .... $	29,000.00

THIS INVOICE MAY NOT INCLUDE DISBURSEMENTS AND OTHER CHARGES INCURRED DURING THE PERIOD SHOWN BUT NOT YET REFLECTED ON OUR ACCOUNTING RECORDS.

INVOICE DUE UPON RECEIPT

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TOWN OF CHEVY CHASE

DATE : SEPTEMBER 12, 2014
MATTER : 0082984-000001
INVOICE : 10668294

RE: TRANSPORTATION MATTERS BEFORE CONGRESS & THE FEDERAL GOV'T

TOTAL FEES :	29,000.00
TOTAL DUE :	29,000.00

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TOWN OF CHEVY CHASE
4301 WILLOW LANE
CHEVY CHASE, MD 20815

DATE : OCTOBER 14, 2014
MATTER : 0082984-000001
INVOICE 10677168

RE: TRANSPORTATION MATTERS BEFORE CONGRESS & THE FEDERAL GOV'T

MONTHLY RETAINER FOR OCTOBER 2014	29,000.00
TOTAL EXPENSE ADVANCES MADE TO YOUR ACCOUNT THROUGH: 09/30/14	0.00
TOTAL CURRENT CHARGES ..... $	29,000.00

*** MATTER SUMMARY ***

TOTAL CURRENT CHARGES	29,000.00
PREVIOUS BALANCE AS OF: 10/14/14	.00
TOTAL BALANCE DUE ..... $	29,000.00

THIS INVOICE MAY NOT INCLUDE DISBURSEMENTS AND OTHER CHARGES INCURRED DURING THE PERIOD SHOWN BUT NOT YET REFLECTED ON OUR ACCOUNTING RECORDS.

INVOICE DUE UPON RECEIPT

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TOWN OF CHEVY CHASE

DATE : OCTOBER 14, 2014
MATTER : 0082984-000001
INVOICE : 10677168

RE: TRANSPORTATION MATTERS BEFORE CONGRESS & THE FEDERAL GOV'T

TOTAL FEES :	29,000.00
TOTAL DUE :	29,000.00

Sam Schwartz Engineering, DPC

322 Eighth Avenue
Fifth Floor
New York, NY 10001
Accounts Receivable

The Town of Chevy Chase
4301 Willow Lane
Chevy Chase, MD 20815
Todd Hoffman

INVOICE

No. 62252
09/05/2014

Chevy Chase Ridership Data Review
14-01-3530
For Services Rendered Through 8/29/2014

Professional Services

	Hours	Rate	Amount
001 Ridership Data Review			
Berkowsky, Daniel	5.50	115.00	$632.50
Sargent, Kathryn	1.00	163.00	$163.00
Schechtman, Harris	5.00	240.00	$1,200.00
Total for 001 Ridership Data Review	11.50		$1,995.50
Total Professional Services	11.50		$1,995.50
Invoice Amount			$1,995.50

[redacted]
Fifth Floor
New York, NY 10001
Accounts Receivable

The Town of Chevy Chase
4301 Willow Lane
Chevy Chase, MD 20815
Todd Hoffman

INVOICE
No. 62349
09/17/2014

Chevy Chase Ridership Data Review
14-01-3530
For Services Rendered Through 9/12/2014

Professional Services

	Hours	Rate	Amount
001 Ridership Data Review			
Schechtman, Harris	8.33	240.00	$1,999.20
Total for 001 Ridership Data Review	**8.33**		**$1,999.20**
Total Professional Services	**8.33**		**$1,999.20**
Invoice Amount			**$1,999.20**

811 Broadway, Suite 415
New York, NY 10012
phone: (212) 598-9010
samschwartz.com

Sam Schwartz Engineering
Analyzing
Inventing
Engaging
Researching
Planning
Strategizing
Collaborating
Evaluating
Designing
Organizing
Solving
Specifying
Updating
Inspecting
Surveying
Coordinating
Assessing
Maximizing
Publicizing
Directing
Activating
Expanding
Timing
Identifying
Measuring
Publishing
Integrating
Partnering
Managing
Anticipating
Envisioning
Consulting
Interacting
Creating
Implementing
Building
Transforming
Connecting
Changing
D.P.C.

August 12, 2014

Todd Hoffman
Town Manager
Town of Chevy Chase, Maryland
4301 Willow Lane
Chevy Chase, MD 20815

Dear Mr. Hoffman:

The following scope of services outlines the request made of Sam Schwartz Engineering (SSE) to review ridership modeling data provided to the Town of Chevy Chase ("the Town") by the Maryland Transit Administration (MTA) and to develop and provide to the Town questions for use by the Town and for possible submission by the Town to the MTA.

SSE will review the ridership model information that was provided to the Town by MTA within the last month via CD ROM. SSE will determine if any of the provided data is comprehensible without purchasing proprietary modeling software, and if so, SSE will review the modeling data inputs and seek areas that may not conform to standard transit modeling practice, or to actual conditions in the study area, to the best of SSE's knowledge.

Whether or not SSE is able to decipher the provided modeling data inputs, SSE will develop and provide to the Town questions, for use by the Town and for possible submission by the Town to the MTA, about inputs to and outputs of the ridership model that MTA may be able to answer using its proprietary software, or by access to data not made available. These questions will focus on conformance to standard transit modeling practice (to the best of SSE's knowledge), and to the derivation of findings whose validity may be critical to the study's conclusions, recommendations, and/or reported impacts (or lack thereof) on the Town of Chevy Chase.

This will be a high level effort driven by SSE's experience and knowledge, the breadth of which will reflect the Town's budget and quick turnaround constraints. SSE's efforts outlined in this scope of services will be provided at a cost not-to-exceed **$2,000**, according to the attached rate schedule and standard terms and conditions. SSE is prepared to start work immediately upon receipt of approval to proceed, by authorized signature below.

We are pleased to again have the opportunity to assist the Town of Chevy Chase in this important job. Please feel free to call with any questions.

Sincerely,

Harris Schechtman
Principal + National Transit Director

Approved _____ 8-12-14
(for Town of Chevy Chase) Date

Kevin Karpinski

From: Harris Schechtman <hschechtman@samschwartz.com>
Sent: Wednesday, February 05, 2014 10:48 AM
To: Todd Hoffman; pat.burda@gmail.com
Cc: Sam Schwartz; Kate Sargent
Subject: RE: Google Alert - Purple Line

Pat, Todd,

Good to hear from you. Some observations:

It is evident that so much has happened in the past six years that the Purple line plan is barely recognizable (and not in a better way) from the one we reviewed. Most significantly, the MTA-claimed costs and characteristics of light rail in the tunnel have changed drastically from what was stated in their Alternatives Analysis (AA) that guided the selection of the LPA and FTA's review and subsequent approval. To wit:

- The costs of the proposed Bethesda Purple Line Station have skyrocketed to include the Apex building, property acquisitions, and two tunnels via a plan that was not even hinted at or accounted for in the AA.
- MTA now admits to a six-minute transfer between Purple Line and Red Line at Bethesda. With required "penalties" (that MTA improperly omitted from their AA analyses) for walking, wait time between elevators, and the extra fare to be paid on the Red Line, a proper analysis would have shown NIH to be extremely poorly served by this versus the Jones Bridge Road alternative (and thus generate much less ridership), negatively affecting the effectiveness of the CC Trail option.
- The credibility gap only widens.
    - Why would MTA propose taking elevators up to the street and then others back down to the Purple Line when they admit to being able to have the ability to have a single set of elevators serve both?
    - Just from common sense, how can anyone believe that taking two separate elevators and doubling back will only add six seconds to the trip?

To your benefit, I'm a little baffled why MTA would not just use eminent domain to push forward with their plan, rather than negotiating and seeking approvals.
Finally, I see you have outside counsel. I would suggest that they weigh in on whether the substantial changes being proposed that were not contemplated or evaluated during the FTA-required approval process offer you any footing.

Feel free to call if you want to discuss any of these items.

Harris Schechtman
Principal+Director of Transit
hschechtman@samschwartz.com
phone: (212) 589-9010 x 123
cell: (516) 996-3303
toll free: (877) 729-7249
611 Broadway, Suite 415 | NY, NY 10012

Sam Schwartz Engineering
Ingenuity | Accessibility | Integrity
D.P.C.

samschwartz.com | TransCentral e-News

From: Todd Hoffman [mailto:thoffman@townofchevychase.org]
Sent: Monday, February 03, 2014 1:55 PM
To: Harris Schechtman
Subject: FW: Google Alert - Purple Line

Harris,
See below. Any thoughts?

Todd Hoffman
Town Manager
Town of Chevy Chase, Maryland
4301 Willow Lane
Chevy Chase, MD 20815
301-654-7144 (P)
301-718-9631 (F)
thoffman@townofchevychase.org

From: Pat [mailto:pat.burda@gmail.com]
Sent: Monday, February 03, 2014 1:47 PM
To: Todd Hoffman
Subject: Fwd: Google Alert - Purple Line

Please forward to Harris and ask if further delays in connections add to need for DEIS. Don't have his email handy. Thanks.

Sent from my iPhone

Begin forwarded message:

> **From:** Google Alerts <googlealerts-noreply@google.com>
> **Date:** February 3, 2014 1:41:42 PM EST
> **To:** pat.burda@gmail.com
> **Subject: Google Alert - Purple Line**

Purple Line

Hourly update - February 3, 2014

NEWS

Complications Abound In Bethesda **Purple Line** Station Plan

Bethesda Now - The desired layout for a more spacious Bethesda **Purple Line** station has one flaw that county officials would likely want changed if the plan happens.

Flag as irrelevant

Refine this alert

Buchanan Ingersoll & Rooney PC
Attorneys & Government Relations Professionals

One Oxford Centre
301 Grant Street, 20th Floor
Pittsburgh, PA 15219-1410

T 412 562 8800
F 412 562 1041

www.buchananingersoll.com

TOWN OF CHEVY CHASE
4301 WILLOW LANE
CHEVY CHASE, MD 20815

DATE : JANUARY 15, 2014
MATTER : 0082984-000001
INVOICE : 10609702

RE: TRANSPORTATION MATTERS BEFORE CONGRESS & THE FEDERAL GOV'T

MONTHLY RETAINER FOR JANUARY 2014		20,000.00
TOTAL EXPENSE ADVANCES MADE TO YOUR ACCOUNT THROUGH:	12/31/13	155.64
TOTAL CURRENT CHARGES	$	20,155.64

*** MATTER SUMMARY ***

TOTAL CURRENT CHARGES		20,155.64
PREVIOUS BALANCE AS OF:	01/15/14	20,000.00
TOTAL BALANCE DUE	$	40,155.64

THIS INVOICE MAY NOT INCLUDE DISBURSEMENTS AND OTHER CHARGES INCURRED DURING THE PERIOD SHOWN BUT NOT YET REFLECTED ON OUR ACCOUNTING RECORDS.

INVOICE DUE UPON RECEIPT

Buchanan Ingersoll & Rooney PC
Attorneys & Government Relations Professionals

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301 Grant Street, 20th Floor
Pittsburgh, PA 15219-1410

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F 412 562 1041

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TOWN OF CHEVY CHASE

DATE : JANUARY 15, 2014
MATTER : 0082984-000001
INVOICE : 10609702

RE: TRANSPORTATION MATTERS BEFORE CONGRESS & THE FEDERAL GOV'T

	TOTAL FEES :	20,000.00

	DESCRIPTION OF EXPENSE ADVANCES	AMOUNT
12/11/13	Mileage - 216 miles R. L. Shuster Travel to/from MD for meeting	122.04
12/11/13	Parking R. L. Shuster Parking in MD for meeting	1.60
12/17/13	Local Transportation Expense J. C. Wiltraut Jr. Taxicab to/from Capitol Hill-Hart Senate	32.00
	TOTAL EXPENSE ADVANCES :	155.64
	TOTAL DUE :	20,155.64

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TOWN OF CHEVY CHASE
4301 WILLOW LANE
CHEVY CHASE, MD 20815

DATE : MARCH 17, 2014
MATTER : 0082984-000001
INVOICE : 10622665

RE: TRANSPORTATION MATTERS BEFORE CONGRESS & THE FEDERAL GOV'T

MONTHLY RETAINER FOR MARCH 2014	29,000.00
TOTAL CURRENT CHARGES ..... $	29,000.00

*** MATTER SUMMARY ***

TOTAL CURRENT CHARGES	29,000.00
PREVIOUS BALANCE AS OF: 03/17/14	.00
TOTAL BALANCE DUE .... $	29,000.00

THIS INVOICE MAY NOT INCLUDE DISBURSEMENTS AND OTHER CHARGES INCURRED DURING THE PERIOD SHOWN BUT NOT YET REFLECTED ON OUR ACCOUNTING RECORDS.

INVOICE DUE UPON RECEIPT

[redacted]

Buchanan Ingersoll & Rooney PC
Attorneys & Government Relations Professionals

One Oxford Centre
301 Grant Street, 20th Floor
Pittsburgh, PA 15219-1410

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F 412 562 1041

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TOWN OF CHEVY CHASE

DATE : MARCH 17, 2014
MATTER : 0082984-000001
INVOICE : 10622665

RE: TRANSPORTATION MATTERS BEFORE CONGRESS & THE FEDERAL GOV'T

TOTAL FEES : 29,000.00

TOTAL DUE : 29,000.00

Buchanan Ingersoll & Rooney PC
Attorneys & Government Relations Professionals

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Pittsburgh, PA 15219-1410

T 412 562 8800
F 412 562 1041

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TOWN OF CHEVY CHASE
4301 WILLOW LANE
CHEVY CHASE, MD 20815

DATE : APRIL 9, 2014
MATTER : 0082984-000001
INVOICE : 10627993

RE: TRANSPORTATION MATTERS BEFORE CONGRESS & THE FEDERAL GOV'T

MONTHLY RETAINER FOR APRIL 2014		29,000.00
TOTAL CURRENT CHARGES	$	29,000.00

*** MATTER SUMMARY ***

TOTAL CURRENT CHARGES		29,000.00
PREVIOUS BALANCE AS OF:	04/09/14	29,000.00
TOTAL BALANCE DUE	$	58,000.00

THIS INVOICE MAY NOT INCLUDE DISBURSEMENTS AND OTHER CHARGES INCURRED DURING THE PERIOD SHOWN BUT NOT YET REFLECTED ON OUR ACCOUNTING RECORDS.

INVOICE DUE UPON RECEIPT

[redacted]