



## Montgomery County Government

ROCKVILLE, MARYLAND 20850

March 18, 2014

The Honorable James T. Smith, Jr.  
Secretary, Maryland Department of Transportation  
7201 Corporate Drive, P.O. Box 548  
Hanover, Maryland 21076

Dear Secretary Smith:

In light of the Draft FY2014-2019 Consolidated Transportation Program we have updated the State transportation priorities we last transmitted to you dated February 15, 2011. This letter describes our latest sets of priorities for currently unfunded or underfunded State transportation projects and studies.

We urge the Maryland Department of Transportation (MDOT) to support the Washington Metropolitan Area Transit Authority's multi-year capital improvement programs for infrastructure investment to maintain a state of good repair. Additional funding is needed to operate eight-car trains, eliminate the Red Line turnbacks at Grosvenor and Silver Spring, and to expand the existing station platform and circulation capacity to accommodate existing and projected riders.

We deeply appreciate the State providing funding for the Purple Line and for Stage 1 of the Corridor Cities Transitway (CCT) from Shady Grove to Metropolitan Grove. The Purple Line and the CCT are our highest transportation priorities (see below). We are optimistic that the Federal Government will authorize and appropriate its share of the cost of the Purple Line, but in case it does not, a high priority would be for the State to make up the difference. Regarding the CCT, we also urge that a means for achieving full funding be sought for the entire line, not only for Stage 1. Additionally, we recognize and appreciate your funding of the I-270 at Watkins Mill Interchange, the Brookeville Bypass, the additional funding for the MD 28/MD 198 Study, and the design of interchanges along US 29. Advancing these projects support our economic development and safety of the traveling public.

The balance of this letter describes our State funding priorities for MDOT's Construction Program and the Development and Evaluation (D&E) Program, respectively:

### **PRIORITIES FOR THE CONSTRUCTION PROGRAM**

1. Purple Line
1. Corridor Cities Transitway, Stages 1 & 2
3. Montrose Parkway East: contribution to MD 355 to Parklawn Drive segment (MD 355 Intchg., Phase II)
4. Metro Bus Priority Corridor Network in Montgomery County: supporting road improvements
5. MD 97 (Georgia Avenue)/MD 28 (Norbeck Road): grade-separated interchange
6. US 29/Tech Road/Industrial Parkway: grade-separated interchange
7. US 29/Fairland Road/Musgrove Road: grade-separated interchange
8. MD 28 (Norbeck Rd.), Georgia Avenue to Layhill Road: widen to 4 lanes, with safety improvements
9. MD 586 (Veirs Mill Road) Bus Rapid Transit line
10. Forest Glen Pedestrian Underpass beneath Georgia Avenue
11. MD 124 (Woodfield Road), Midcounty Highway to Airpark Drive: widen to 4 lanes
12. MD 117 (Clopper Road), I-270 to Seneca Creek State Park: improve intersections
13. I-270/Newcut Road: grade-separated interchange
14. MD 97 (Georgia Avenue), Forest Glen Road to 16<sup>th</sup> Street: safety and accessibility improvements
15. MD 97 (Georgia Avenue) Bus Rapid Transit line, Olney to Wheaton

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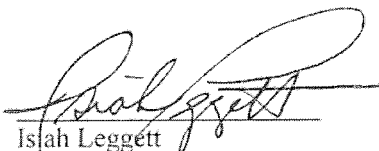
Once the project planning studies evaluating the addition of high-occupancy-vehicle (HOV) lanes on I-270 (I-370 to Frederick County) and I-495 (I-270 West Spur to Virginia) are re-initiated, and once a funding strategy is developed for these megaprojects of statewide significance, we will include them among the Construction Program priorities. We urge you to complete details and cost estimates for smaller segments of these corridors that your staff has been analyzing. They could be implemented in a shorter time frame, produce immediate congestion reduction benefits and the much lower costs make them very cost-effective.

#### **PRIORITIES FOR THE D&E PROGRAM**

1. US 29 & MD 355 Bus Rapid Transit lines: additional funds to complete project planning
2. I-495 (Capital Beltway): extend HOV lane south of I-270 West Spur
3. I-270 West Spur: HOV ramps from/to the south side of Westlake Drive/Fernwood Road
4. MD 355 (Frederick Road)/Gude Drive: grade-separated interchange
5. Midcounty Highway Extended, ICC to Shady Grove Road
6. MD 119 (Great Seneca Highway)/Sam Eig Highway/Muddy Branch Road: grade-separated interchanges
7. MD 650 (New Hampshire Avenue) Bus Rapid Transit line, White Oak to Eastern Avenue.
8. ICC hiker/biker trail
9. Bicycle-Pedestrian Priority Areas: bike and pedestrian facility improvements

Attached is a fuller description of these projects, and how each conforms to local master plans and the goals of the Maryland Transportation Plan. If you need any clarifications about our recommendations, please contact us. Also, at its request, we are attaching the priorities letter from the City of Gaithersburg.

Sincerely,

  
Isiah Leggett  
County Executive

  
Craig Rice, President  
County Council

cc: The Honorable Martin O'Malley, Governor, State of Maryland  
The Honorable Jamie Raskin, Chair, Montgomery County Senate Delegation  
The Honorable Anne R. Kaiser, Chair, Montgomery County House Delegate  
Françoise Carrier, Chair, Montgomery County Planning Board