



Maryland Department of Transportation
The Secretary's Office

Martin O'Malley
Governor

Anthony G. Brown
Lt. Governor

James T. Smith, Jr.
Secretary

September 25 2014

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SEP 29 2014

OFFICE OF THE
COUNTY EXECUTIVE

The Honorable Isiah Leggett
County Executive
Montgomery County
Executive Office Building
101 Monroe Street, 2nd Floor
Rockville MD 20850

Dear County Executive Leggett:

Thank you for your letter outlining the 2014 transportation priorities for Montgomery County. The Maryland Department of Transportation (MDOT) appreciates our working relationships with the elected officials in Montgomery County. Your letter outlines several transportation priorities that will require increased collaboration and commitment from all parties benefitting for the improvements to be successfully advanced. This letter is intended to begin a discussion that can serve to focus efforts to collaborate and advance your priorities.

Managing the transportation system in a proactive manner to keep pace with and address development induced traffic congestion remains an ongoing and fundamental responsibility for MDOT and local governments. MDOT expects our local level partners to be deliberate when making development decisions to facilitate, direct, and require developers to engineer and construct improvements that address development generated traffic impacts in a manner acceptable to the community and the State. We look to our partners to use all tools at their disposal (e.g. land use plans, zoning regulations, policies, design standards, and practices) or propose appropriate changes to these tools to address transportation impacts before development is permitted.

MDOT was fortunate to receive revenues from the Transportation Infrastructure Investment Act of 2013 and is using that money to fund some of the top priorities previously requested by Montgomery County. These projects include: \$122 million for the I-270/Watkins Mill interchange, \$25 million for the MD 97 Relocated Brookeville Bypass, \$7 million to design the US 29/Musgrove/Fairland Road interchange, \$3 million planning funds for the MD 28/MD 198 Study, and \$1.9 million to design Phase II of the MD 124 widening. In addition, MDOT provided funding for the Purple Line, Corridor Cities Transitway (CCT), and other county transit needs to provide travel options and support for your revitalization efforts.

Regarding transit activities, Maryland Transit Administration (MTA) recognizes and thanks the county for their support of the Purple Line, Corridor Cities Transitway (CCT), MARC, Metro, Ride On, Rideshare, and a county bicycle and pedestrian improvements program that help access transit stations and service.

Regarding highway projects, I would certainly be remiss not to thank the county for their continued financial support of SHA projects, including the following:

- I-270 interchange construction at Watkins Mill Road: Design is 65 percent complete. County contributed \$4.9 million to design.
- MD 97 interchange construction at Randolph Road: Construction 45 percent complete. County contributed \$14.4 million to right-of-way acquisition and utilities.
- MD 97 highway construction at Brookeville: Design is 25 percent complete. County contributed \$10.0 million to design and right-of-way acquisition.
- MD 97 Montgomery Hills Corridor Planning Study: Planning is 50 percent complete. County contributed \$3.0 million to planning (entire cost of planning).
- MD 97 BRT Study: Planning is 40 percent complete. County contributed \$5.0 million to planning (entire cost of planning).
- MD 124 Phase 2 highway improvements: Design is 65 percent complete. County contributed \$5.0 million to design and right-of-way acquisition.
- MD 355 Phase 2 highway improvements: Design is 75 percent complete. County contributed \$9.0 million to design (entire cost of design).
- MD 586 BRT Study: Planning is 35 percent complete. County contributed \$6.0 million to planning (entire cost of planning).
- Minor intersection cost-sharing: Ten intersections located throughout the county, which were agreed upon by the County and SHA, are now open to traffic. County contributed \$9.0 million to design, right-of-way acquisition, utilities, and construction. This began as a 50/50 cost-sharing agreement for the ten intersections which now includes an eleventh and potentially adding a twelfth, if funds remain.

In total, the county is contributing in excess of \$65 million to currently programmed SHA projects.

We thank the county and want to emphasize the importance of an ongoing collaborative partnership and encourage continued county financial support of SHA improvements, especially those prioritized by the county, including:

- County Priority #5 - MD 97 grade-separated interchange at MD 28: Advance design of the county's number five construction program priority. Design is 30 percent complete and on hold.
- County Priority #6 - US 29 grade-separated interchange at Tech Road and Industrial Parkway: Advance design of the county's number six construction program priority. This would need to be broken out from the larger US 29 corridor planning study that includes interchanges at Stewart Lane, Tech Road, Greencastle Road, and Blackburn Road. Design is 10 percent complete and on hold. This would mean continued progress in fully grade-separating US 29 in Montgomery and Howard counties and would follow through on recommendations of the in-development M-NCPPC White Oak Science Gateway to provide greater access to FDA White Oak.
- County Priority #7 - US 29 grade-separated interchange at Musgrove and Fairland Roads: Advance right-of-way acquisition, when appropriate, for the county's number seven construction program priority. Design was reinitiated in summer 2013. SHA is continually progressing towards fully grade-separating US 29 in Montgomery and Howard counties. In summer 2014, SHA began US 29 and MD 355 BRT planning studies, which are each five percent complete.

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- County D&E Priorities #1 and #2 - US 29 and MD 355 BRT and I-495/I-270 HOV: SHA also continues to investigate funding options for development and evaluation program projects.

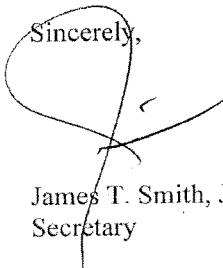
Also, I would like to emphasize developer contributions to projects in the county as this continues to be a significant mechanism for moving improvements forward. Examples include:

- MD 121 (Cabin Branch - 2.5 Million square feet (SF) commercial, 1,886 Dwelling Units (DU) over two phases). Developer relocating MD 121 and providing capacity improvements. Developer also signalizing I-270 ramps at MD 121 and widening MD 121/I-270 bridge.
- Various developments between I-270 and MD 27, north/west of MD 27 (Clarksburg): Developers are proposing capacity improvements to both MD 355 and MD 27 in conjunction with the ongoing development of Clarksburg Village and Clarksburg Town Center. Developers contributed escrow for future MD 355 and MD 27 roadway improvements. We might consider asking for developer contribution to I-270 interchange design at Newcut Road.
- MD 355 at West Old Baltimore Road: This is the eleventh intersection in the aforementioned minor intersection cost-sharing agreement. The County collected \$1.2 million in escrow from three developers near this intersection. These funds will be provided to SHA for widening of MD 355 and realignment of West Old Baltimore Road.

Lastly, it is expected that a letter of concurrence regarding the county's priorities from Montgomery County's elected officials serving in the Maryland General Assembly will be forthcoming.

Thank you again for your letter. I know you share my excitement and optimism in the future of Montgomery County and the State. Should you have additional questions or concerns, please do not hesitate to contact Mr. Donald A. Halligan, MDOT Office of Planning and Capital Programming (OPCP) Director, at 410-865-1275, toll free at 1-888-713-1414, or via email at dhalligan@mdot.state.md.us. Mr. Halligan will be pleased to assist you. Of course, you should always feel free to contact me directly.

Sincerely,



James T. Smith, Jr.
Secretary

cc: Mr. Donald A. Halligan, Director, OPCP, MDOT
Ms. Melinda B. Peters, Administrator, SHA
Mr. Brian Young, District Three Engineer, SHA