



Montgomery County Government

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THE MARYLAND-NATIONAL CAPITAL
PARK AND PLANNING COMMISSION

July 16, 2008

The Honorable Rona E. Kramer, Chair
Montgomery County Senate Delegation
214 James Senate Office Building
Annapolis, Maryland 21401

The Honorable Brian J. Feldman, Chair
Montgomery County House Delegation
223 House Office Building
Annapolis, Maryland 21401

Dear Senator Kramer and Delegate Feldman:

In light of the Approved FY2008-2013 Consolidated Transportation Program we have updated the State transportation priorities we transmitted to you on February 6, 2007. This letter describes our latest sets of priorities for currently unfunded State transportation projects and studies.

With respect to the unfunded projects of regional and statewide significance, Montgomery County is guided by its commitment to sustainable development and smart growth. Accordingly, the two major transitways (listed alphabetically), the Corridor Cities Transitway (CCT) from Shady Grove to Clarksburg, and the Purple Line from Bethesda to Langley Park, extending east in Prince George's County to New Carrollton, receive our highest priority.

Other regionally significant projects with high priority are: the Base Realignment and Closure (BRAC) transportation improvements for the National Naval Medical Center in Bethesda and the rehabilitation of the Metrorail system, as well as the I-270 widening for high-occupancy-toll (HOT) or high-occupancy-vehicle (HOV) lanes north of Shady Grove; and the I-495 widening for HOT or HOV lanes between the I-270 West Spur and Virginia. (Funding of these road projects must not delay these urgently needed mass transit projects, however.) While there are issues to be worked out on important aspects of some of these priorities, decisions must be made and funding must be identified promptly to move them forward to completion.

There are many projects of local importance which require significant changes from what is shown in the FY2008-2013 Consolidated Transportation Program (CTP). These are high priority projects that have been previously identified by the Executive and Council to the State and/or Federal Delegations. We have already taken the unusual step of dedicating millions of dollars in County funds to keep several of these projects on schedule, including:

- \$22,375,000 in FY07 thru FY09 to construct a 1,200-space garage at the Glenmont Metro Station.
- \$8,239,000 in FY07 towards design and right-of-way acquisition for the Georgia Avenue (MD 97)/Randolph Road grade-separated interchange. Furthermore, we expect to act in the next several weeks to approve another \$6,123,000 in FY09 towards the cost of this interchange.
- \$2,400,000 in FY07 towards the design of the I-270/Watkins Mill Road interchange.
- \$60,000,000 in FYs 08-14 towards the design and construction of a new southern entrance to the Bethesda Metro Station at the western terminus of the Purple Line.
- \$14,463,000 in FYs08-09 to forward fund the MD 355/Montrose interchange (to be reimbursed by the State in FY11 and FY12).

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For some of these projects, the County is ready to provide funding to the State, upon completion of MOU's. We have additional County funds which may be used for cost-sharing with the State to accelerate projects on our priority list.

Our priority rankings for projects that will be ready for construction funding during the next six years and are currently in the design or project-planning stages are listed below. The funding to be programmed to complete each project is indicated as well.

- | | | |
|----|--|----------|
| 1 | I-270/Watkins Mill Road Extended: build bridge over I-270 | (Note 1) |
| 2 | Rockville Pike/Montrose Parkway (Phase 2): build segment from Chapman Ave. to Parklawn Drive, including a new bridge over CSX Railroad | \$53M |
| 3 | Woodfield Road: widen to 6 lanes, Midcounty Hwy to Snouffer School Road | (Note 2) |
| 4 | Georgia Avenue: build 2-lane bypass around Brookeville | \$21M |
| 5 | Georgia Avenue/Norbeck Road: build grade-separated interchange | \$91M |
| 6 | Clopper Road: improve intersections from I-270 to Seneca Creek State Park | \$41M |
| 7 | I-270/Watkins Mill Road Extended: complete interchange | (Note 1) |
| 8 | Spencerville Road: widen to 4 lanes from Old Columbia Pike to US 29 | \$30M |
| 9 | Norbeck Road: widen to 4 lanes from Georgia Avenue to Layhill Road | \$95M |
| 10 | I-270/Newcut Road: build grade separated interchange | \$88M |
| 11 | Woodfield Road: widen to 6 lanes from Snouffer School Road to Airpark Road and from Fieldcrest Road to Warfield Road | (Note 2) |
| 12 | US 29/Fairland Road/Musgrove Road: build grade-separated interchange | \$68M |
| 13 | MD 28/198: widen to 4 lanes from Layhill Rd to Old Columbia Pike | \$135M |
- Note 1: The total cost of #1 and #7 is \$140M. Segmented cost estimates are not yet available.
Note 2: The total cost of #3 and #11 is \$63M. Segmented cost estimates are not yet available.

The total funding that needs to be programmed to complete these 13 projects is \$825 million. MDOT is already investing over \$42 million to plan, design and buy land for these projects.

Our priority rankings for transit projects to be added to the Development & Evaluation (D&E) Program are:

1. Veirs Mill Road (MD 586) Bus Rapid Transit: Rockville to Wheaton
2. Forest Glen Metro Station pedestrian tunnel under Georgia Avenue
3. Georgia Avenue (MD 97) Busway: Glenmont to Olney
4. University Blvd. (MD 193) Bus Rapid Transit: Wheaton to Langley Park
5. North Bethesda Transitway: Grosvenor to Montgomery Mall
6. Purple Line Connector: Langley Park to White Oak

Studies #1, #3 and #4 in this list would be coordinated between the State Highway Administration and the Maryland Transit Administration. For these studies, we also request that a continuous bikeway be planned throughout their entire lengths.

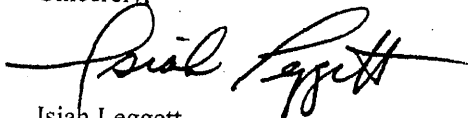
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Our priority rankings for highway and bikeway projects to be added to the D&E Program are:

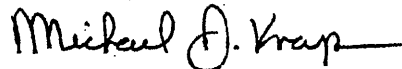
1. Rockville Pike (MD 355): improvement from Woodmont Avenue to I-495, including a grade separated interchange at Cedar Lane
2. Midcounty Highway Extended: construction from Intercounty Connector to Shady Grove Road
3. Frederick Road (MD 355)/Gude Drive: grade-separated interchange
4. Intercounty Connector Hiker-Biker Trail: Shady Grove to Prince George's County
5. Great Seneca Highway (MD 119): flyover at Sam Eig Highway
6. Rockville Town Center intersection improvements
7. Frederick Road (MD 355): widening from 2000' south of Brink Road to future Frederick Road/Clarksburg Bypass
8. Frederick Road (MD 355): reconstruction in Old Town Gaithersburg
9. Veirs Mill Road (MD 586)/Randolph Road: grade-separated interchange
10. Veirs Mill Road (MD 586): widening from Twinbrook Parkway to Randolph Road
11. I-270/Gude Drive: grade-separated interchange
12. MD 108 Bypass around Laytonsville
13. Rockville Pike (MD 355)/Nicholson Lane: grade separated interchange

If you need any clarifications about our recommendations, please contact us.

Sincerely,



Isiah Leggett
County Executive



Michael J. Knapp, President
County Council

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cc: The Honorable Martin O'Malley, Governor, State of Maryland
John Porcari, Secretary, Maryland Department of Transportation
Royce Hanson, Chair, Montgomery County Planning Board ✓