



## Montgomery County Government

ROCKVILLE, MARYLAND 20850

February 11, 2015

The Honorable Pete Rahn  
Secretary, Maryland Department of Transportation  
7201 Corporate Drive, P.O. Box 548  
Hanover, Maryland 21076

Dear Secretary Rahn:

In light of the Draft FY2015-2020 Consolidated Transportation Program we have updated the State transportation priorities we last transmitted dated March 18, 2014. This letter describes our latest sets of priorities for currently unfunded or underfunded State transportation projects and studies.

It is of upmost importance that the Maryland Department of Transportation (MDOT) 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); the Purple Line is the higher priority of the two only because it is closer to implementation. With the recent recommendation of the Federal Transit Administration for the Purple Line and the inclusion of \$100 million in the President's budget, we are optimistic that Congress will authorize and appropriate its share of the cost of the Purple Line. Regarding the CCT, we also urge that a means for achieving full funding be sought for the entire line, not only for Stage 1.

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
2. Corridor Cities Transitway, Stages 1 & 2
3. Montrose Parkway East: \$25 million for MD 355 to Parklawn Drive segment (MD 355 Intchg., Phase II)
4. Metro Bus Priority Corridor Network in Montgomery County: supporting road improvements
5. US 29 Bus Rapid Transit line, Burtonsville to Silver Spring
5. MD 355 Bus Rapid Transit line, Bethesda to Clarksburg
5. US 29/Tech Road/Industrial Parkway: grade-separated interchange
8. MD 97 (Georgia Avenue)/MD 28 (Norbeck Road): grade-separated interchange
9. US 29/Fairland Road/Musgrove Road: grade-separated interchange
10. MD 28 (Norbeck Rd.), Georgia Avenue to Layhill Road: widen to 4 lanes, with safety improvements
11. MD 586 (Veirs Mill Road) Bus Rapid Transit line, Rockville to Wheaton
12. MD 97 (Georgia Avenue) and Forest Glen Rd: pedestrian underpass and safety improvements
13. MD 124 (Woodfield Road), Midcounty Highway to Airpark Drive: widen to 4 lanes
14. MD 117 (Clopper Road), I-270 to Seneca Creek State Park: improve intersections
15. I-270/Newcut Road: grade-separated interchange
16. MD 97 (Georgia Avenue), I-495 to MD 390 (16<sup>th</sup> Street): safety and accessibility improvements

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**

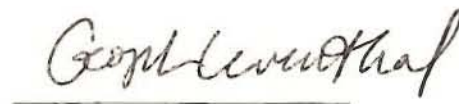
1. US 29 & MD 355 Bus Rapid Transit lines: additional funds to complete project planning
2. I-495 (Capital Beltway): extend HOV lane south of I-270 West Spur
3. I-270 West Spur: HOV ramps from/to the south side of Westlake Drive/Fernwood Road
4. MD 355 (Frederick Road)/Gude Drive: grade-separated interchange
5. MD 650 (New Hampshire Avenue) Bus Rapid Transit line, White Oak to Eastern Avenue.
6. Midcounty Highway Extended, ICC to Shady Grove Road
7. MD 119 (Great Seneca Highway)/Sam Eig Highway/Muddy Branch Road: grade-separated interchanges
8. ICC hiker/biker trail: US 29 to MD 650, Bonifant Road to MD 182
9. Bicycle-Pedestrian Priority Areas: bike and pedestrian facility improvements
10. MARC Brunswick Line Growth and Investment Plan 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.

Sincerely,



Isiah Leggett  
County Executive



George Leventhal, President  
County Council

cc: The Honorable Lawrence Hogan, Governor, State of Maryland  
The Honorable Nancy King, Chair, Montgomery County Senate Delegation  
The Honorable Shane Robinson, Chair, Montgomery County House Delegation  
Casey Anderson, Chair, Montgomery County Planning Board