



Montgomery County Government

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February 6, 2007

The Honorable Patrick J. Hogan, Chair
Montgomery County Senate Delegation
422 Miller Senate Office Building
Annapolis, Maryland 21401

The Honorable Charles Barkley, Chair
Montgomery County House Delegation
222 Lowe Office Building
Annapolis, Maryland 21401

Dear Senator Hogan and Delegate Barkley:

We have recently updated the State transportation priorities we transmitted to you on November 2, 2005. This letter describes our latest sets of priorities for currently unfunded State transportation projects and planning 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. Funding of federal and state mega-road projects must not delay these urgently needed mass transportation projects. Other regionally significant projects with high priority are 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. While there are issues to be worked out on important aspects of some of these projects, 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 Draft 2007-2012 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.
- \$5,000,000 in FY07 towards the design of a new southern entrance to the Bethesda Metro Station at the western terminus of the Purple Line.
- \$2,400,000 in FY07 towards the design of the I-270/Watkins Mill Road interchange.

Furthermore, we expect to act in the next several weeks to approve about \$14.4 million to forward fund the MD 355/Montrose interchange (to be reimbursed by the State in FY11 and FY12) and another \$6.1 million in FY08—to be matched by another \$6.1 million from the State—towards right-of-way acquisition and utility relocation for the Georgia Avenue/Randolph Road interchange. We have programmed yet an additional \$75 million of 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	Georgia Avenue/Randolph Road: build grade-separated interchange	\$58M
2.	I-270/Watkins Mill Road Extended (Phase 1): build grade-separated interchange*	\$124M
3.	Woodfield Road: widen to 6 lanes, Midcounty Hwy to Snouffer School Road**	\$65M
4.	Georgia Avenue: build 2-lane bypass around Brookeville	\$21M
5.	Georgia Avenue/Norbeck Road: build grade-separated interchange	\$87M
6.	Clopper Road: improve intersections from I-270 to Seneca Creek State Park	\$42M
7.	Spencerville Road: widen to 4 lanes from Old Columbia Pike to US 29	\$35M
8.	Norbeck Road: widen to 4 lanes from Georgia Avenue to Layhill Road	\$94M
9.	Rockville Pike/Montrose Parkway (Phase 2): build bridge over CSX Railroad***	\$109M
10.	I-270/Newcut Road: build grade separated interchange	\$77M
11.	Woodfield Road: widen to 6 lanes from Snouffer School Road to Airpark Road and from Fieldcrest Road to Warfield Road**	(see #3)
12.	US 29/Fairland Road/Musgrove Road: build grade-separated interchange	\$78M
13.	MD 28/198: widen to 4 lanes from Layhill Rd to Old Columbia Pike	\$134M
14.	Rockville Town Center intersection improvements	\$85M

* Significant savings may be obtained by dedication of right-of-way by new development.

** The total cost of #3 and #11 is \$65M. Segmented cost estimates are not yet available.

*** Significant savings may be obtained by coordination with the County's Montrose Parkway East project.

The total funding that needs to be programmed to complete these 14 projects is \$1.009 billion. MDOT is already investing over \$46 million to plan, design and buy land for these projects.

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

1. Georgia Avenue (MD 97): reconstruction in Montgomery Hills, from 16th Street to north of Forest Glen Road
2. Rockville Pike (MD 355): improvement from Woodmont Avenue to I-495, including a grade separated interchange at Cedar Lane
3. Midcounty Highway Extended: construction from Intercounty Connector to Shady Grove Road
4. Frederick Road (MD 355)/Gude Drive: grade-separated interchange
5. Intercounty Connector Hiker-Biker Trail: Shady Grove to Prince George's County
6. Great Seneca Highway (MD 119): flyover at Sam Eig Highway
7. Frederick Road (MD 355): widening from 2000' south of Brink Road to future Frederick Road/Clarksburg Bypass
8. Rockville Pike (MD 355)/Nicholson Lane: grade-separated interchange
9. Frederick Road (MD 355): reconstruction in Old Town Gaithersburg
10. Veirs Mill Road (MD 586)/Randolph Road: grade-separated interchange
11. Veirs Mill Road (MD 586): widening from Twinbrook Parkway to Randolph Road
12. I-270/Gude Drive: grade-separated interchange
13. MD 108 Bypass around Laytonsville

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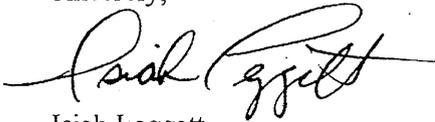
Our priority rankings for transit projects to be added to the D&E Program are:

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

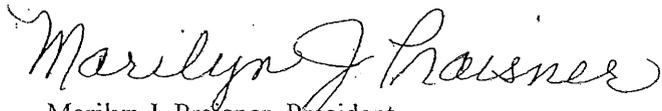
Studies #1, #3 and #4 in this list would be coordinated between the State Highway Administration and the Maryland Transit Administration. For these studies, we also request that a continuous bikeway be planned throughout their entire lengths.

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

Sincerely,



Isiah Leggett
County Executive



Marilyn J. Praisner, President
County Council

IL:MJP:pn

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