



Montgomery County Government

ROCKVILLE, MARYLAND 20850

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SECRETARY'S OFFICE
DEPT. OF TRANSPORTATION

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 utmost 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 (16th 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

Project Questionnaire: Annual Request to Maryland DOT for Project Funding

Please provide the following information for **each** major capital project priority identified

FY: FY16 to FY: FY21 CTP

- 1) Name of Project: MD 355 BRT
- 2) Submitting Jurisdiction/Modal Agency: Montgomery County; SHA; MTA; WMATA
- 3) Project Jurisdiction/County: _Montgomery County
- 4) Project limits (attach map if available and applicable): Bethesda Metro Station to Clarksburg
- 5) Anticipated cost and funding source (approximate if available): \$1.2 billion
- 6) Description of project purpose and need (up to one paragraph): Bus rapid transit (BRT) study from Bethesda Metro Station to Clarksburg. This study will evaluate roadway improvements to implement Montgomery County's BRT system on MD 355 from Bethesda Metro Station to Clarksburg. This project will enhance transit connectivity and improve operational efficiency and travel times in Montgomery County. Sidewalks and bicycle facilities will accommodate cyclists and pedestrians where appropriate.
- 7) Is the project contained within the local Metropolitan Planning Organization's fiscally constrained long-range transportation plan? Yes No
Project located outside of MPO boundaries: _____
- 8) Is the project consistent with the local land use plans? Yes No Describe specifics on how the project supports the local land use plan goals, objectives and/or policies: The project is included in the Montgomery County Master Plan of Highways and Transitways; the 2013 Countywide Transit Corridors Functional Master Plan; as well as the 1994 Clarksburg Master Plan; 1989 Germantown Master Plan; 2009 Germantown Employment Area Plan; 1990 Gaithersburg Vicinity Master Plan; 2010 White Flint Sector Plan Master Plan, 1994 Bethesda CBD District Master Plan; the 2002 City of Rockville Master Plan; and the 2003 City of Gaithersburg Master Plan.
- 9) In county priority letter? Yes No
- 10) Smart Growth status and explanation: The entire MD 355 Corridor Study Limits are inside a designated Priority Funding Area.
- 11) Please indicate which of the following Maryland Transportation Plan goals and objectives are served by the requested project investment (mark each goal served by the project and relevant objectives within each goal)

Goal: Safety and Security: *Enhance the safety of transportation system users and develop a transportation system that is resilient to natural or man-made hazards.*

Objective: Reduce the number of lives lost and injuries sustained on Maryland's transportation system.

Objective: Provide secure transportation infrastructure, assets and operations for the safe movement of people and goods.

If checked, please describe how the project supports the goal and objectives: By drawing some drivers to transit, the propensity for motor vehicle fatalities and injuries will be reduced.

Goal: System Preservation: *Preserve and maintain the State's existing transportation systems and assets.*

Objective: Preserve and maintain State-owned or supported roadways, bridges, public transit, rail, bicycle and pedestrian facilities, ports, airports and other facilities in a state of good repair.

If checked, please describe how the project supports the goal and objectives: _____

Goal: Quality of Service. *Maintain and enhance the quality of service experienced by users of Maryland's transportation system.*

Objective: Increase the efficiency of transportation service delivery through the use of systems, processes, partnerships, technologies and service delivery methods.

Objective: Maintain and enhance customer satisfaction with transportation services across modes.

Objective: Seek to maintain or improve travel reliability for key transportation corridors and services.

Objective: Continue to apply enhanced technologies to improve the transportation system and communicate with the traveling public.

If checked, please describe how the project supports the goal and objectives: The project is needed to provide system connectivity to enhance transit convenience and reliability, and to improve mobility and accessibility along the MD 355 corridor.

Goal: Environmental Stewardship: *Ensure that the delivery of the State's transportation infrastructure program conserves and enhances Maryland's natural, historic and cultural resources.*

Objective: Limit the impacts of transportation on Maryland's natural environment through impact avoidance, minimization and mitigation.

Objective: Employ resource protection and conservation practices in project development, construction, operations, and maintenance of transportation assets.

Objective: Implement transportation initiatives to mitigate the impacts of climate change and improve air quality.

Objective: Support broader efforts to improve the health of the Chesapeake Bay, protect wildlife, conserve energy, and address the impacts of climate change.

If checked, please describe how the project supports the goal and objectives: Reduction in emissions and improved air quality will result from the diversion of trips from the automobile to transit.

Goal: Community Vitality: *Provide options for the movement of people and goods that support communities and quality of life.*

Objective: Better coordinate transportation investments and land use planning to support the environmental, social and economic sustainability of Maryland's existing communities and planned growth areas.

Objective: Enhance transportation networks and choices to improve mobility and accessibility, and to better integrate with land use.

Objective: Increase and enhance transportation connections to move people and goods within and between activity centers.

Goal: Economic Prosperity: *Support a healthy and competitive Maryland economy.*

Objective: Improve the movement of freight and support growth in the flow of goods within and through Maryland.

Objective: Facilitate opportunities for growth in jobs and business across the State.

If checked, please describe how the project supports the goal and objectives: The project will contribute to reaching non-auto-driver mode goals along the Corridor, allowing planned development to proceed.

12) Additional Comments/Explanation: _____

Project Questionnaire: Annual Request to Maryland DOT for Project Funding

Please provide the following information for *each* major capital project priority identified

FY: FY16 to FY: FY21 CTP

- 1) Name of Project: US 29 BRT
- 2) Submitting Jurisdiction/Modal Agency: Montgomery County; SHA; MTA; WMATA
- 3) Project Jurisdiction/County: _Montgomery County
- 4) Project limits (attach map if available and applicable): Burtonsville to Silver Spring Metro Station
- 5) Anticipated cost and funding source (approximate if available): \$351 Million
- 6) Description of project purpose and need (up to one paragraph): This study will evaluate roadway improvements to implement Montgomery County's BRT system on US 29 from Silver Spring Metro Station to Burtonsville. This project will enhance transit connectivity and improve operational efficiency and travel times in Montgomery County. Sidewalks and bicycle facilities will accommodate cyclists and pedestrians where appropriate.
- 7) Is the project contained within the local Metropolitan Planning Organization's fiscally constrained long-range transportation plan? Yes No
Project located outside of MPO boundaries: _____
- 8) Is the project consistent with the local land use plans? Yes No Describe specifics on how the project supports the local land use plan goals, objectives and/or policies: The project is included in the Montgomery County Master Plan of Highways and Transitways; the 2013 Countywide Transit Corridors Functional Master Plan; the 2012 Burtonsville Commercial Crossroads Neighborhood Plan, the 2014 White Oak Science Gateway Master Plan, the 1997 Fairland Master Plan; and the 1996 Four Corners Master Plan.
- 9) In county priority letter? Yes No
- 10) Smart Growth status and explanation: The entire US 29 corridor limits are within a designated priority funding area.
- 11) Please indicate which of the following Maryland Transportation Plan goals and objectives are served by the requested project investment (mark each goal served by the project and relevant objectives within each goal)

Goal: Safety and Security: *Enhance the safety of transportation system users and develop a transportation system that is resilient to natural or man-made hazards.*

Objective: Reduce the number of lives lost and injuries sustained on Maryland's transportation system.

Objective: Provide secure transportation infrastructure, assets and operations for the safe movement of people and goods.

If checked, please describe how the project supports the goal and objectives: By drawing some drivers to transit, the propensity for motor vehicle fatalities and injuries will be reduced.

Goal: System Preservation: *Preserve and maintain the State's existing transportation systems and assets.*

Objective: Preserve and maintain State-owned or supported roadways, bridges, public transit, rail, bicycle and pedestrian facilities, ports, airports and other facilities in a state of good repair.

If checked, please describe how the project supports the goal and objectives: _____

Goal: Quality of Service. *Maintain and enhance the quality of service experienced by users of Maryland's transportation system.*

Objective: Increase the efficiency of transportation service delivery through the use of systems, processes, partnerships, technologies and service delivery methods.

Objective: Maintain and enhance customer satisfaction with transportation services across modes.

Objective: Seek to maintain or improve travel reliability for key transportation corridors and services.

Objective: Continue to apply enhanced technologies to improve the transportation system and communicate with the traveling public.

If checked, please describe how the project supports the goal and objectives: The project is needed to provide system connectivity to enhance transit convenience and reliability, and to improve mobility and accessibility along the US 29 corridor.

Goal: Environmental Stewardship: *Ensure that the delivery of the State's transportation infrastructure program conserves and enhances Maryland's natural, historic and cultural resources.*

Objective: Limit the impacts of transportation on Maryland's natural environment through impact avoidance, minimization and mitigation.

Objective: Employ resource protection and conservation practices in project development, construction, operations, and maintenance of transportation assets.

Objective: Implement transportation initiatives to mitigate the impacts of climate change and improve air quality.

Objective: Support broader efforts to improve the health of the Chesapeake Bay, protect wildlife, conserve energy, and address the impacts of climate change.

If checked, please describe how the project supports the goal and objectives: Reduction in emissions and improved air quality will result from the diversion of trips from the automobile to transit.

Goal: Community Vitality: *Provide options for the movement of people and goods that support communities and quality of life.*

Objective: Better coordinate transportation investments and land use planning to support the environmental, social and economic sustainability of Maryland's existing communities and planned growth areas.

Objective: Enhance transportation networks and choices to improve mobility and accessibility, and to better integrate with land use.

Objective: Increase and enhance transportation connections to move people and goods within and between activity centers.

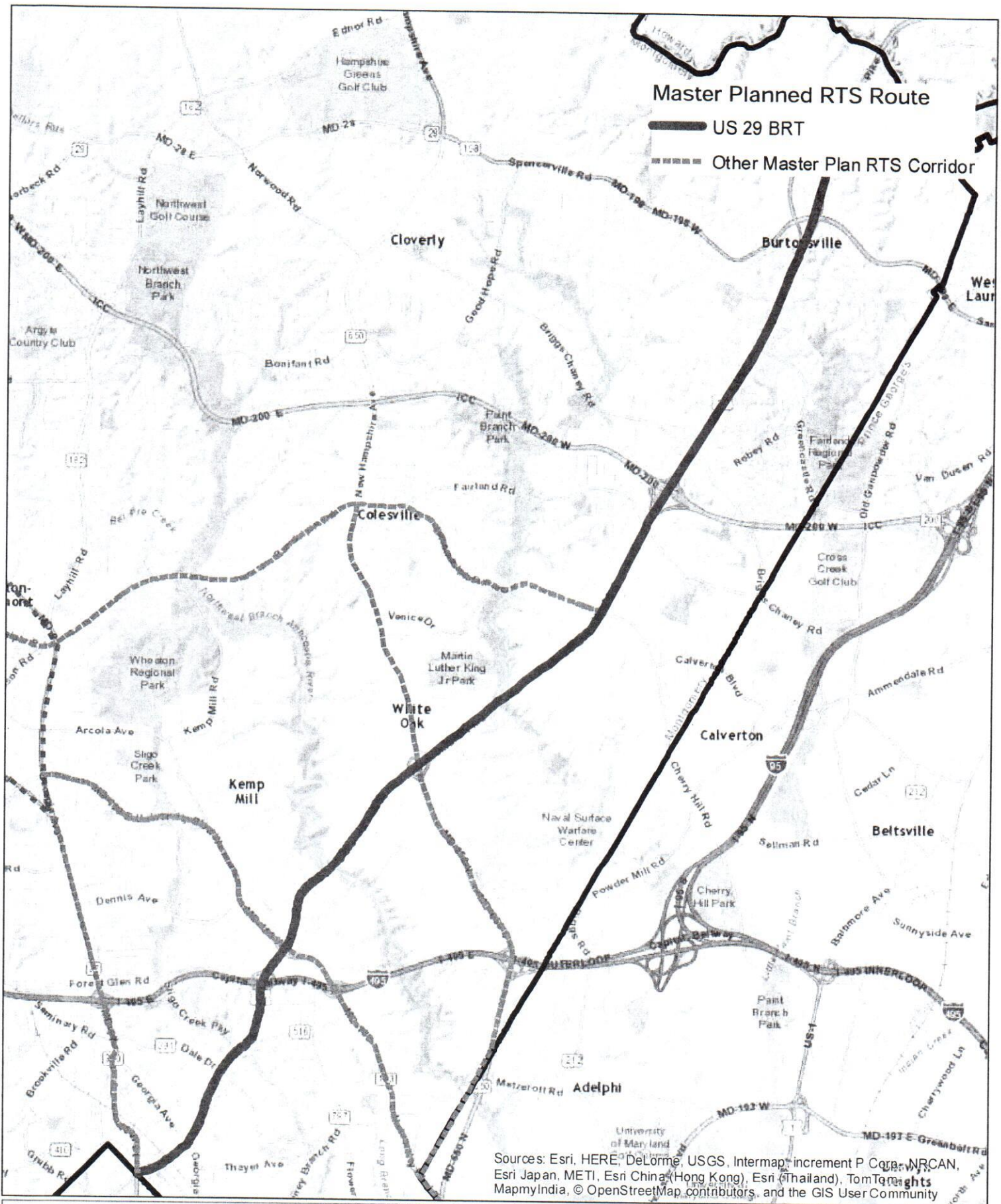
Goal: Economic Prosperity: *Support a healthy and competitive Maryland economy.*

Objective: Improve the movement of freight and support growth in the flow of goods within and through Maryland.

Objective: Facilitate opportunities for growth in jobs and business across the State.

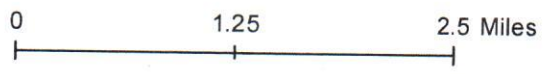
If checked, please describe how the project supports the goal and objectives: The project will contribute to reaching non-auto-driver mode goals along the corridor, allowing planned development to proceed.

12) Additional Comments/Explanation: _____



Sources: Esri, HERE, DeLorme, USGS, Intermap, increment P Corp., NRCAN, Esri Japan, METI, Esri China (Hong Kong), Esri (Thailand), TomTom, MapmyIndia, © OpenStreetMap contributors, and the GIS User Community

US 29 BRT



Project Questionnaire: Annual Request to Maryland DOT for Project Funding

Please provide the following information for *each* major capital project priority identified

FY: FY16 to FY: FY21 CTP

- 1) Name of Project: MARC Growth & Investment Plan
- 2) Submitting Jurisdiction/Modal Agency: Montgomery County; MTA;
- 3) Project Jurisdiction/County: _Montgomery County
- 4) Project limits (attach map if available and applicable): Washington D.C. to Frederick County, Maryland
- 5) Anticipated cost and funding source (approximate if available): \$321 million
- 6) Description of project purpose and need (up to one paragraph): The MARC Growth and Investment Plan provide opportunities to improve safety (positive train control); accommodate future ridership increases; maintain and upgrade infrastructure and service facilities and rolling stock and provide needed facility / parking expansions. Improvements to rail capacity through signal upgrades; interlockings; and ultimately the addition of a third track will provide additional capacity for both commuter and freight rail and provide opportunities for future increased commuter service..
- 7) Is the project contained within the local Metropolitan Planning Organization's fiscally constrained long-range transportation plan? Yes No
Project located outside of MPO boundaries: _____
- 8) Is the project consistent with the local land use plans? Yes No Describe specifics on how the project supports the local land use plan goals, objectives and/or policies: The project is included in the Montgomery County Master Plan of Highways and Transitways and the 2013 Countywide Transit Corridors Functional Master Plan.
- 9) In county priority letter? Yes No
- 10) Smart Growth status and explanation: The majority of the CSX / Brunswick Line in Montgomery County is inside a designated priority funding areas. Exceptions include rail segments between Germantown and the Town of Boyds, between the Town of Boyds and the Town of Dickerson and west of the Town of Dickerson.
- 11) Please indicate which of the following Maryland Transportation Plan goals and objectives are served by the requested project investment (mark each goal served by the project and relevant objectives within each goal)

Goal: Safety and Security: *Enhance the safety of transportation system users and develop a transportation system that is resilient to natural or man-made hazards.*

Objective: Reduce the number of lives lost and injuries sustained on Maryland's transportation system.

Objective: Provide secure transportation infrastructure, assets and operations for the safe movement of people and goods.

If checked, please describe how the project supports the goal and objectives: By drawing some drivers to transit, the propensity for motor vehicle fatalities and injuries will be reduced. Additional rail capacity will also provide greater opportunities for safe and efficient goods movement in the corridor.

Goal: System Preservation: *Preserve and maintain the State's existing transportation systems and assets.*

Objective: Preserve and maintain State-owned or supported roadways, bridges, public transit, rail, bicycle and pedestrian facilities, ports, airports and other facilities in a state of good repair.

If checked, please describe how the project supports the goal and objectives: Improvements to the Brunswick Line will maintain a state of good repair for both the on the ground rail infrastructure as well as the MTA commuter rail systems and rolling stock.

Goal: Quality of Service. *Maintain and enhance the quality of service experienced by users of Maryland's transportation system.*

Objective: Increase the efficiency of transportation service delivery through the use of systems, processes, partnerships, technologies and service delivery methods.

Objective: Maintain and enhance customer satisfaction with transportation services across modes.

Objective: Seek to maintain or improve travel reliability for key transportation corridors and services.

Objective: Continue to apply enhanced technologies to improve the transportation system and communicate with the traveling public.

If checked, please describe how the project supports the goal and objectives: The project is needed to provide system connectivity to enhance transit convenience and reliability, and to improve transit and freight mobility and accessibility along the CSX / MARC Brunswick Line Rail Corridor.

Goal: Environmental Stewardship: *Ensure that the delivery of the State's transportation infrastructure program conserves and enhances Maryland's natural, historic and cultural resources.*

Objective: Limit the impacts of transportation on Maryland's natural environment through impact avoidance, minimization and mitigation.

Objective: Employ resource protection and conservation practices in project development, construction, operations, and maintenance of transportation assets.

Objective: Implement transportation initiatives to mitigate the impacts of climate change and improve air quality.

Objective: Support broader efforts to improve the health of the Chesapeake Bay, protect wildlife, conserve energy, and address the impacts of climate change.

If checked, please describe how the project supports the goal and objectives: Reduction in emissions and improved air quality will result from the diversion of trips from the automobile to transit and truck to freight rail.

Goal: Community Vitality: *Provide options for the movement of people and goods that support communities and quality of life.*

Objective: Better coordinate transportation investments and land use planning to support the environmental, social and economic sustainability of Maryland's existing communities and planned growth areas.

Objective: Enhance transportation networks and choices to improve mobility and accessibility, and to better integrate with land use.

Objective: Increase and enhance transportation connections to move people and goods within and between activity centers.

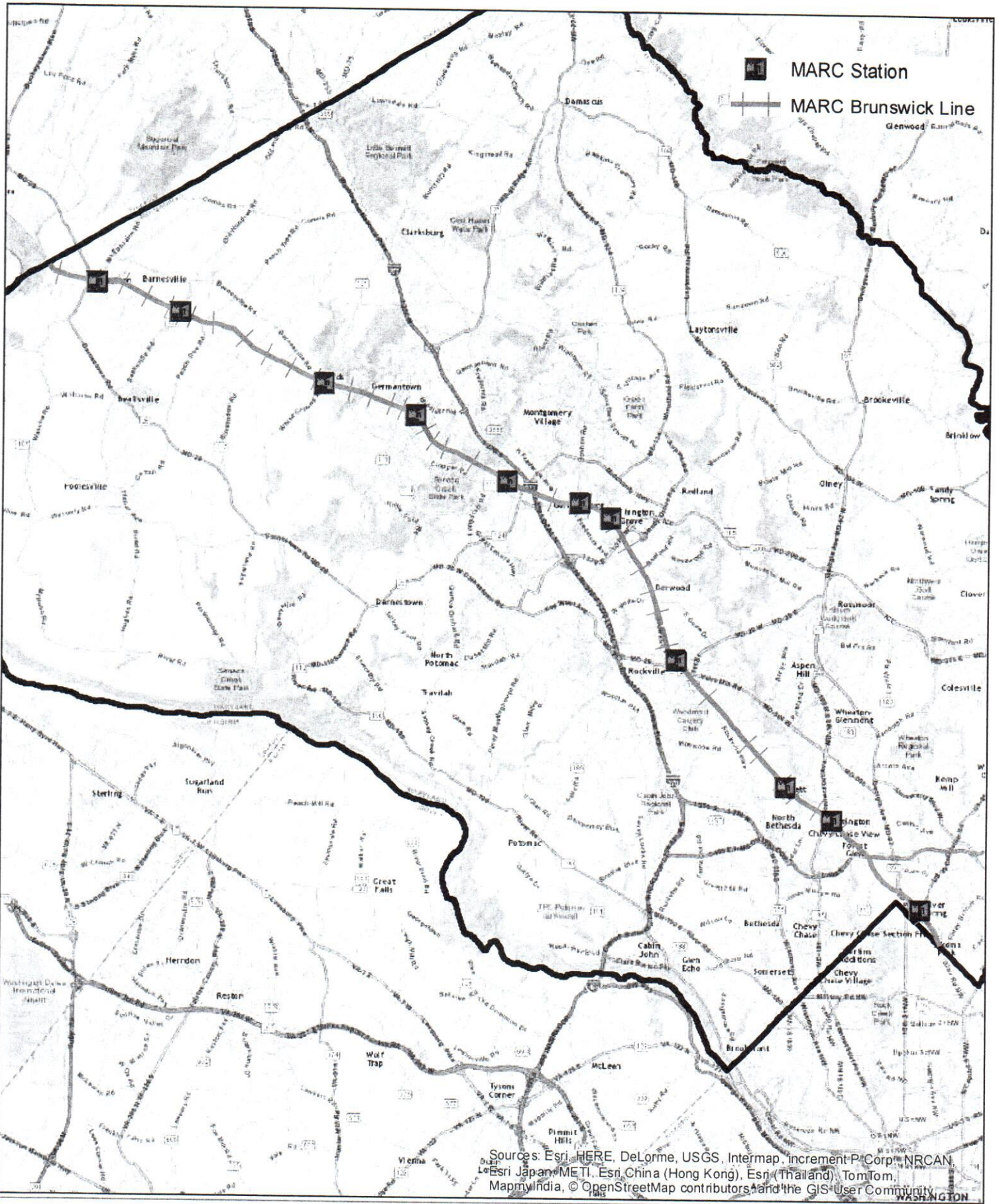
Goal: Economic Prosperity: *Support a healthy and competitive Maryland economy.*

Objective: Improve the movement of freight and support growth in the flow of goods within and through Maryland.

Objective: Facilitate opportunities for growth in jobs and business across the State.

If checked, please describe how the project supports the goal and objectives: The project will provide opportunities for additional freight rail movement in the corridor along with increased transit access for commuters.

12) Additional Comments/Explanation: _____



MARC Brunswick Line

