



October 2, 2009

The Honorable Chris Van Hollen  
U.S. House of Representatives  
Washington, D.C. 20515

Dear Congressman Van Hollen:

This letter responds to your request for information regarding transportation infrastructure improvements to support the BRAC 2005 decision to establish the new Walter Reed National Military Medical Center (WRNMMC) in Bethesda. Specifically, this letter sets forth the following statement of need that you requested regarding the funds required for BRAC-related congestion mitigation and pedestrian safety priorities necessary for the new facility to succeed. We have worked hand in hand with the Department of the Navy in developing these mitigations, and they agree that our priorities are in full support of the Department's objective of completing all Base Realignment and Closure (BRAC) requirements by the September 2011 statutory deadline.

Ensuring that our wounded warriors receive the highest quality of care is of critical importance to us. We are proud of our community's role in being home to the new Walter Reed National Military Medical Center, but we also want to ensure that adequate steps are taken to minimize the impacts to the surrounding neighborhoods, and prevent total traffic gridlock around the new facility, which would negatively impact the ability of patients and medical personnel to access the Center.

In recognition of today's challenging fiscal environment, we have focused this statement of need on an initial set of cost-effective, consensus measures that can be completed in the near to medium term. As such, this document should not be considered exhaustive. Furthermore, this document is not intended as a substitute for ongoing longer term or broader statewide transportation planning efforts and in no way precludes additional measures based on further community input and the availability of future funds.

The September 2011 deadline to implement the 2005 BRAC requirements is rapidly approaching. In that regard, the BRAC requirement relocating most of the current Walter Reed Army Medical Center functions in Washington, DC to the National Naval Medical Center in Bethesda, MD is expected to add 2500 personnel to the Bethesda facility, increasing staff levels by one third and doubling to nearly one million the number of visits to the Bethesda campus annually. Additionally, unlike other actions mandated by the 2005 BRAC law, this realignment is taking place in an already densely

populated urban neighborhood. The existing road network currently operates at capacity, and in some cases is already failing, making it impossible to accommodate additional personnel without substantial infrastructure improvements. Like you, we are concerned that these impacts, if left unmitigated, will compromise the mission of the new Walter Reed National Military Medical Center and the quality and timeliness of care our nation's wounded warriors receive.

To avoid that result, and at your request, we have put together the following statement of need for this installation facility focused on consensus, cost-effective mitigation priorities that can be accomplished in the near to medium term:

**MD 355 and Cedar Lane Intersection Improvements (Phases 3-5) – \$50 million**

These improvements at MD 355 and Cedar Lane include unfunded phases of a larger project. These phases include widening along Cedar Lane, an additional lane along northbound MD 355 north of the intersection and an additional lane along southbound MD 355 north of the intersection. These improvements are projected to reduce vehicle delay by 60% in the AM peak period and 67% in the PM peak period, in 2011. Once completed, the entire intersection improvement is expected to operate at pre-BRAC conditions through the year 2030.

**Medical Center Metro Station Underpass – \$40 million**

The proposed underpass from the Medical Center Metro Station to the new Walter Reed National Military Medical Center would mitigate a major source of gridlock by improving access to the Medical Center Metro station for over 6700 pedestrians and bicyclists who will need to cross MD 355 from the Walter Reed National Military Medical Center facility daily after 2011. Additionally, the underpass would reduce conflicts between vehicular traffic and pedestrians destined for the WRNMMC, thus improving vehicular, pedestrian and bicyclist safety.

**MD 185 and Jones Bridge Road Intersection Improvements (Phases 2 and 3) – \$20 million**

These improvements at MD 185 at Jones Bridge Road would consist of unfunded phases of a large project. The improvements consist of adding a lane along northbound MD 185 from Jones Bridge Road to I-495 and widening of Jones Bridge Road. Once completed, the entire intersection improvement will reduce vehicle delay by 48% in the AM and 54% in the PM in 2011. With the improvements, the intersection is projected to operate at pre-BRAC conditions at least through 2024.

**MD 355 and Jones Bridge Road Intersection Improvements – \$5 million**

The proposed modifications at the intersection of MD 355 and Jones Bridge Road would add a second exclusive left turn lane to southbound MD 355, add an exclusive left out of NIH at Center Drive, and change lane usage on eastbound Jones Bridge Road from a shared through/left lane to an exclusive left. In the year 2011, these improvements will reduce vehicle delay by 36% and 53% during the AM and PM peak hours, respectively, while also improving volume-to-capacity ratios by 17% and 18% during the same peak periods. Once completed, these improvements would maintain operations at a level as good as present conditions through 2024, despite the BRAC impacts.

**MD 187 and Cedar Lane Intersection Improvements – \$7 million**

The planned improvements at MD 187 and Cedar Lane would add an exclusive right turn lane along northbound MD 187, change lane usage on westbound Cedar Lane from a through lane to a shared through/left, and construct a ten foot shared use path along MD 187 as part of the historic Bethesda Trolley Trail. At build-out, these improvements would reduce vehicle delay by 12% and 53% during respective AM and PM peak periods, and improve volume to capacity ratios by 9% and 26% during the same periods. Once completed, the modified intersection is anticipated to operate at Level of Service E or better through 2027, notwithstanding BRAC consolidation in the corridor.

**Bikeway/Sidewalk Improvements on Cedar Lane, MD 355 and Jones Bridge Road – \$5 million**

The new Walter Reed National Military Medical Center is located in an urban county with a population approaching one million. The established neighborhoods surrounding the facility have a network of pathways used by cyclists and pedestrians for commuting purposes. Improving this pathways network will encourage more alternative modes of commuting, thereby reducing the number of single occupancy vehicles causing gridlock around the new Walter Reed National Military Medical Center.

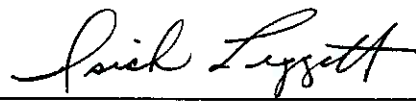
The total cost of these mitigation measures of regional priority is \$127 million. If funding for these initiatives is found, we are in a position to move expeditiously towards their completion so that our nation's wounded warriors receive in a timely manner the world class care they have earned and deserve.

Thank you for your continued partnership on this issue. We look forward to working with you to ensure the success of the new Walter Reed National Military Medical Center.

Sincerely,

A handwritten signature in black ink, appearing to read "AG Brown", written over a horizontal line.

Anthony G. Brown  
Lieutenant Governor  
Chairman, Governor's Subcabinet on  
Base Realignment and Closure  
State of Maryland

A handwritten signature in black ink, appearing to read "Isiah Leggett", written over a horizontal line.

Isiah Leggett  
County Executive  
Montgomery County, Maryland