



DEPARTMENT OF TRANSPORTATION

Isiah Leggett
County Executive

Al R. Roshdich
Director

October 6, 2016

Mr. Pete K. Rahn, Secretary
Maryland Department of Transportation
7201 Corporate Center Drive
Hanover, Maryland 21076

Dear Secretary Rahn:

I am writing to you regarding my disappointment in learning that the recently released draft MDOT Consolidated Transportation Program for FY2018-2023 shows a deferral of the Corridor Cities Transitway (CCT) project to 2023. As indicated in our priority letters, the CCT project has been one of Montgomery County's highest ranking transportation construction priorities for the last several years, second only to the Purple Line Light Rail project.

The CCT is a critical driver to realizing the development potential in the County's Great Seneca Science Corridor (GSSC), which houses major employers such as Adventist Healthcare and the National Institutes of Health. Johns Hopkins University, the State's second largest employer, owns the 138-acre Belward Farm that is slated to be transformed into a "Science City", generating tens of thousands of jobs. The GSSC Master Plan, which was approved and adopted by Montgomery County in 2010, allows for over 30,000 new jobs and 5,700 new dwelling units in the area. However, the master plan is staged, and development can only be approved when certain "triggers" are met. Currently, we are in the first of four stages, and in order to reach the second stage – allowing for an additional 2.3 million square feet of commercial development – the CCT needs to be fully funded for construction in the 6 year CTP.

High quality development such as that planned for the GSSC is critical to the economic vitality of both the County and the State. However, it requires investment in local infrastructure that will lead to a balanced transportation system. Many areas of Montgomery County have reached their saturation point in terms of roadway capacity – there is no room to build additional roads and therefore it is imperative that we work to develop and promote alternative forms of transportation that provide options to driving for those who live and work in our County. We strongly believe that non-traditional modes of transportation need to be envisioned in order to accommodate our projected future growth.

Office of the Director

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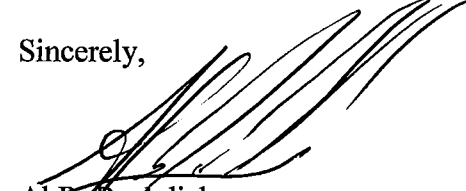
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Over the last couple of years, the State and County have worked with stakeholders along the route, including community members, other governmental entities, and the private sector. We have a strong partnership with area developers through the Commercial Property Owners Coalition, and they have committed to significant financial contributions toward the CCT project. The project recently reached a major milestone of 30% design, and has already been reviewed by the Federal Transit Administration (FTA) with anticipation of a Finding of No Significant Impact later this year. FTA approval of the Environmental Assessment (EA) document would allow the State to apply for Federal funding of up to 50% of the project cost. However, the removal of all project funds from the 6-year CTP puts the Federal approval at risk. A deferral of 6 years in the project schedule may require significant re-work of the technical and environmental analysis. In addition, the County and State have been working together over the last several months to evaluate ways in which the project can be scaled back and have found there is potential for as much as a 30% cost reduction.

Given the importance of the CCT in advancing high-tech, high-quality development and attracting new jobs to Montgomery County and the State of Maryland, I respectfully request that you reconsider the decision to delay the project. We have made excellent progress on the CCT over the last several years, and now is not the time to lose our momentum.

Sincerely,



Al R. Roshdiah
Director

AR/swl

cc: Isiah Leggett, County Executive