



DEPARTMENT OF TRANSPORTATION

Isiah Leggett  
County Executive

Al R. Roshdieh  
Acting Director

January 16, 2015

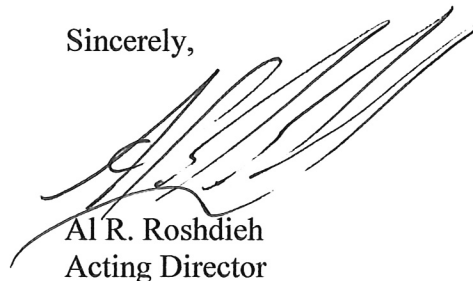
Mr. Kieran McHargue, Chair  
Mid-County Citizens Advisory Board  
2424 Reedie Drive, 1<sup>st</sup> Floor  
Wheaton, Maryland 20902

Dear Mr. McHargue:

Thank you for your organization's interest in the Georgia Avenue (MD 97) Bus Rapid Transit (BRT) study. I have attached a copy of the letter that was sent out to nominees of the two Rapid Transit System Corridor Advisory Committees (CACs) for the Georgia Avenue corridor. As you will see in the letter, the decision was made to stop the Georgia Avenue BRT Study in order to focus the county's limited resources on corridors that are expected to have the greatest potential for attracting users to high quality transit service.

We look forward to continuing our coordination with the Mid-County Citizens Advisory Board on transportation issues and concerns from the communities along the Georgia Avenue corridor. If you have any questions, please feel free to contact me or Joana Conklin, Rapid Transit Development Manager, at [Joana.Conklin@montgomerycountymd.gov](mailto:Joana.Conklin@montgomerycountymd.gov) or by phone at 240-777-7195.

Sincerely,



Al R. Roshdieh  
Acting Director

AR:sl

Attachment

Office of the Director

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OFFICE OF THE COUNTY EXECUTIVE  
ROCKVILLE, MARYLAND 20850

Isiah Leggett  
County Executive

January 16, 2015

Dear Sir or Madam:

I greatly appreciate your interest in becoming a member of the Georgia Avenue (MD 97) Bus Rapid Transit (BRT) Corridor Advisory Committee (CAC). However, I am writing to let you know the committee will not be convening because I have decided to end the Georgia Avenue BRT study.

I'd like to share some background information about the Georgia Avenue study. In 2010, the Montgomery County Master Plan of Highways identified Georgia Avenue as a potential busway corridor. At that time, the Georgia Avenue corridor was the only one identified for study of this type of transit service. Subsequently, the County provided funding to the Maryland State Highway Administration (SHA) for a three-phase planning study of the potential for BRT on the corridor, which began in 2011. As the first phase of the Georgia Avenue BRT planning study was nearing completion in late 2013, the Montgomery County Planning Board and Council approved the Countywide Transit Corridors Functional Master Plan (CTCFMP), which identified a network of 10 BRT routes throughout the County, including the Georgia Avenue corridor.

As part of the CTCFMP development process, extensive travel demand modeling was conducted so that corridors could be prioritized for planning and investment purposes. While the Georgia Avenue BRT was shown to have some potential for transit, evaluation of the larger network indicated that several other corridors, such as MD 586 (Veirs Mill Road) and MD 355, were projected to have a much greater transit potential than the Georgia Avenue BRT. Also, following approval of the CTCFMP in late 2013, the County Council approved the White Oak Science Gateway Master Plan in July 2014. The development included in the White Oak Master Plan has now boosted the critical importance of the BRT in the US 29 (Colesville Road) corridor.

The rapid transit projects being proposed in Montgomery County are crucial to the County's economic development and the future mobility of our residents. While there may have been some initial interest in evaluating a number of rapid transit projects, I realize that our resources are limited and prioritization is necessary. Thus, we need to look at dedicating resources to corridors that are expected to have the greatest potential for attracting users to high-quality transit service in areas with greater levels of planned development, such as that anticipated to be built in White Flint, White Oak, and the Great Seneca Science Corridor.

The Georgia Avenue corridor clearly does not meet the test of enhanced planned development at this time, and therefore, I decided to end the study.

Further, there is no funding in either the County's six-year Capital Budget, nor is there any funding in the State Consolidated Transportation Program (CTP) budget for design or construction of any of the BRT corridors in the CTCFMP. Currently, only planning funds are available. The only BRT project that is funded for design is the Corridor Cities Transitway (CCT). The Georgia Avenue BRT project is not moving forward for planning or design.

I very much appreciate the time and effort that you put into your application. I am aware that transportation along the corridor needs to be improved. I look forward to continuing a dialogue with you and the communities along Georgia Avenue about ways to best improve transportation options in the future.

Sincerely,

A handwritten signature in cursive script, reading "Isiah Leggett". The signature is written in black ink and is positioned centrally below the word "Sincerely,".

Isiah Leggett  
County Executive