

Written Testimony for the Public Hearing on the Master Plan of Highways and Transitways (MPOHT) – 2025 Technical Update

To: Montgomery County Council

Subject: Testimony in Support of Retaining M-83 in the Master Plan of Highways and Transitways

Dear Councilmembers,

Thank you for the opportunity to provide written testimony regarding the 2025 Technical Update to the Master Plan of Highways and Transitways (MPOHT). My name is Denesh Malaveetil. I have been a resident of Clarksburg since 2020 and have called Montgomery County home for over a decade.

I respectfully urge the Council to retain the M-83 Corridor in the Master Plan and to reaffirm its importance as a key component of a future multi-modal transportation network for Upcounty residents. Paired with viable public transit options, M-83 remains critical to fulfilling the promise of accessible, equitable infrastructure for our growing and diverse region.

As I've become more involved in local civic matters, I've observed a recurring pattern: the Upcounty is too often overlooked in policy decisions in favor of Downcounty areas such as Bethesda, Rockville, and Silver Spring. While those areas benefit from higher visibility and greater political influence, Upcounty communities are left waiting—often indefinitely—for the infrastructure needed to support responsible growth, economic development, and public safety.

The proposed removal of M-83 exemplifies this inequity. Since its original conception in the late 1960s, M-83 has served as the foundation for development approvals along its corridor. It was designed to support not only residential growth but also to stimulate commercial investment and regional connectivity. To remove it now—after decades of planning and community reliance—is not just a reversal; it is a disservice to the very residents this government serves.

Montgomery County's own [2024 – 2028 Growth and Infrastructure Policy](#) affirms the need for timely infrastructure to support housing and economic development. Eliminating M-83 from the Master Plan contradicts that vision and leaves thousands of current and future residents without the transportation backbone our community was promised.

The consequences of inadequate infrastructure go beyond daily inconvenience. The absence of arterial corridors like M-83 increases congestion on already overburdened local roads, hampers emergency response times, and limits economic opportunity. For example, according to the American Red Cross, the chance of surviving cardiac arrest decreases by 10% for every minute

without CPR or defibrillation. In such cases, even minor traffic delays can be a matter of life and death.

To be clear, retaining M-83 in the Master Plan does not guarantee its immediate construction. But its continued presence offers Upcounty residents hope—that someday, the County will honor its long-standing commitment to balanced infrastructure investment. We are not asking for special treatment; we are simply asking for equity. The same access to reliable roads, transit options, and community resources that residents elsewhere in the county enjoy should be available to us as well.

Clarksburg and surrounding Upcounty communities are home to vibrant regional parks, thriving retail centers, and diverse families who contribute significantly to the county's economic base. We deserve a transportation framework that reflects our role in Montgomery County's future—not just its past.

Thank you for your time, your service, and for considering this testimony as you deliberate on the future of our county's infrastructure.

Sincerely,

Denesh Malaveetil

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