

Resolution No.:	<u>18-643</u>
Introduced:	<u>October 18, 2016</u>
Adopted:	<u>October 25, 2016</u>

**COUNTY COUNCIL
FOR MONTGOMERY COUNTY, MARYLAND**

By: Council Vice President Berliner, Council President Floreen, and Councilmembers Hucker,
Rice, Navarro, Leventhal, Katz, Riemer, Elrich and Rice

SUBJECT: Support for the Corridor Cities Transitway (CCT)

Background

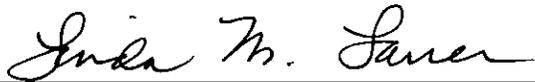
1. The Corridor Cities Transitway (CCT) is master-planned to be a 16-mile-long bus rapid transit line between the Shady Grove Metrorail Station and Clarksburg. The State plans to build it in two phases: Phase 1 from Shady Grove through the Crown Farm, the Life Sciences Center, the Belward Farm, and the Kentlands to Metropolitan Grove; and Phase 2 from Metropolitan Grove through Germantown to Clarksburg.
2. In 2009, the County Executive and Council reviewed the draft environmental impact statement prepared by the Maryland Department of Transportation (MDOT) for its I-270/US 15 Multimodal Corridor Study and jointly recommended that the State proceed with final design and construction of the CCT and the widening of I-270 north of Shady Grove. On October 5, 2016 the Executive and the Council, together with the Frederick County Executive and Council, wrote to the Governor and the MDOT Secretary urging them to re-start planning and design on the I-270 widening.
3. The CCT is the key to economic development in the I-270 Technology Corridor. In the Great Seneca Science Corridor alone, the County has planned for an additional 6.4 million square feet of commercial development and 4,400 dwelling units, much of which will occur on Johns Hopkins University's Montgomery County Medical Center, but only if construction proceeds with Phase 1 of the CCT.
4. Now that the Purple Line is fully funded for completion, the CCT is the Executive's and Council's highest priority State transportation project that is not yet funded for construction. To date MDOT has spent over \$37 million for the planning and preliminary design of the CCT, primarily for Phase 1. The Federal Transit Administration has reviewed the project, and its approval of the Environmental Assessment is anticipated soon, which would allow the State to apply for federal funding of up to 50% of the project's cost. In its FY 2016-2021 Consolidated Transportation Program (CTP) MDOT programmed about \$80 million in FYs 2017-2019 to complete final design and land acquisition for Phase 1.

5. However, in the Draft FY 2017-2022 CTP MDOT proposes to defer all spending on final design and land acquisition until after FY 2022, effectively delaying the CCT's schedule by at least six years. This delay to the CCT will further exacerbate the excessive congestion for thousands of Marylanders and will indefinitely postpone the opportunity to add new and expand existing high tech enterprises in the State's most important employment center.

Action

The County Council for Montgomery County, Maryland urges that the Governor direct the Maryland Department of Transportation to restore the \$80 million to the FY 2017-2022 CTP so that final design and right-of-way acquisition will be complete in FY 2019. Furthermore, we request MDOT to work with the County to develop a funding plan to begin construction of Phase 1 of the CCT in FY 2020, at the latest.

This is a correct copy of Council action.



Linda M. Lauer, Clerk of the Council