

# Appendix C

## Letters of Support

# Congress of the United States

Washington, DC 20510

April 12, 2022

The Honorable Pete Buttigieg  
Secretary  
U.S. Department of Transportation  
1200 New Jersey Avenue, S.E.  
Washington, D.C. 20590

Dear Secretary Buttigieg:

We write to express our full support for Montgomery County, Maryland's application for \$25 million in Rebuilding American Infrastructure with Sustainability and Equity (RAISE) grant funding for the Capital Crescent Trail (CCT) tunnel project.

Montgomery County's \$55.76 million tunnel project, which includes a 55.1 percent local match, is a once-in-a-generation opportunity to modernize infrastructure and improve safety for thousands of pedestrians and cyclists who use this route every day. With a grade separated crossing of MD 355 (Wisconsin Avenue), this project will complete the last 1,100 feet of the Capital Crescent Trail, an 11-mile shared use off-road trail from Georgetown in Washington D.C. to Silver Spring, Maryland.

The CCT has been an important part of the region's multi-modal transportation infrastructure from its opening in 1994. When the Purple Line project is complete, a new, grade-separated, accessible Capital Crescent trail will run alongside it, linking Georgetown, Bethesda, downtown Silver Spring, and communities in between. The CCT tunnel in Bethesda and grade-separated crossing of Wisconsin Avenue will be one of the most important improvements to safety in Montgomery County in recent years. The tunnel is a key link in this network and can make the trail safer, more convenient, and more appealing. It will help to ensure safe access to jobs, recreation, transit, and services from all the neighborhoods connected by the region's trail network.

We request your full and favorable consideration of Montgomery County's proposal and commitment to climate action strategies that advance much-needed access to transit to make our region's transportation system safer, more accessible, and more sustainable.

Sincerely,



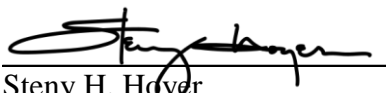
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Benjamin L. Cardin  
United States Senator



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Chris Van Hollen  
United States Senator



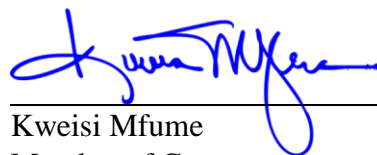
Steny H. Hoyer  
Member of Congress



C. A. Dutch Ruppertsberger  
Member of Congress



John P. Sarbanes  
Member of Congress



Kweisi Mfume  
Member of Congress



Andy Harris, M.D.  
Member of Congress



Anthony G. Brown  
Member of Congress



Jamie Raskin  
Member of Congress



David J. Trone  
Member of Congress



OFFICE OF THE COUNTY EXECUTIVE

Marc Elrich  
*County Executive*

April 8, 2022

The Honorable Pete Buttigieg, Secretary  
U.S. Department of Transportation  
1200 New Jersey Avenue, S.E.  
Washington, D.C. 20590

Dear Secretary Buttigieg:

I am writing in strong support of Montgomery County Department of Transportation's application for funding through the U.S. Department of Transportation's Rebuilding American Infrastructure with Sustainability and Equity program for the Community Connector Project along the Capital Crescent Trail (CCT). Upon successful award of the grant, Montgomery County will provide the required local funding match.

The enclosed passageway beneath Wisconsin Avenue will complete the final link in the CCT, an 11-mile off-road regional trail that extends from Georgetown to Silver Spring that has been 30 years in the making. It will be a central piece of the new, high-quality transportation hub in downtown Bethesda that connects the surrounding communities to the commercial core, the future entrance to the Red Line station, the future Purple Line station, and a bicycle parking station.

By providing a grade separated crossing of Wisconsin Avenue, the project will help to achieve the County's Vision Zero safety goals.

The underpass will also advance our goal of zero-emissions by providing convenient and appealing pedestrian and bike access to jobs, recreation, transit and services from all the neighborhoods connected by the region's trail network. The County's Climate Action Plan goals—to reach an 80 percent reduction in greenhouse gas emissions by 2027 and a 100 percent reduction by 2035—are among the most ambitious in the country. Meeting these goals requires investing in innovative projects like this one.

I appreciate USDOT's commitment to funding high-quality projects with visible and sustainable community benefits, and we urge you to support funding this worthy project.

Sincerely,

Marc Elrich  
County Executive



**MONTGOMERY COUNTY COUNCIL**  
**ROCKVILLE, MARYLAND**

**OFFICE OF THE COUNCIL PRESIDENT**

April 8, 2022

The Honorable Pete Buttigieg, Secretary  
U.S. Department of Transportation  
1200 New Jersey Avenue, S.E.  
Washington, D.C. 20590

Dear Secretary Buttigieg:

We are writing in strong support of Montgomery County Department of Transportation's application for funding through the U.S. Department of Transportation's Rebuilding American Infrastructure with Sustainability and Equity program for the Capital Crescent Trail (CCT) connector under the Wisconsin Avenue project. Upon successful award of the grant, Montgomery County will provide the local funding match required for this project.

The tunnel will complete the final link in the CCT, a regional trail that will ultimately extend from Georgetown to Silver Spring. It will create a high-quality transportation hub that connects the surrounding communities to the commercial core in Downtown Bethesda, the future entrance to the Red Line station, the future Purple Line station, and a bicycle parking station.

A grade separated crossing of Wisconsin Avenue will not only make the trail more convenient and appealing, but it will also ensure safe access to jobs, recreation, transit and services from all the neighborhoods connected by the region's trail network. It will provide much-needed access to transit and will help make our region's transportation system safer, more accessible, and promote sustainability.

The County Council funded preliminary design for the passageway, which is now complete and ready for construction, because we know this is a critical piece of our county's and region's transportation infrastructure. It will serve as a vital community connector and complete the 30-year vision for the CCT. We appreciate USDOT's commitment to funding high-quality projects with visible and sustainable community benefits, and we urge you to support funding this worthy project.

Sincerely,

A handwritten signature in black ink, appearing to read "Gabe Albornoz", written in a cursive style.

Gabe Albornoz  
President, Montgomery County Council

**April 1, 2022**

**The Honorable Pete Buttigieg**

Secretary, U.S. Department of Transportation  
1200 New Jersey Avenue, S.E.  
Washington, D.C. 20590

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**Dear Secretary Buttigieg:**

I am writing to express my strong support for Montgomery County Department of Transportation's (MCDOT's) application for funding through the U.S. Department of Transportation's Rebuilding American Infrastructure with Sustainability and Equity (RAISE) program for the Community Connector project, which will complete the Capital Crescent Trail (CCT) below Wisconsin Ave (MD 355).

The Community Connector project is the final piece of nearly 30 years of planning for the CCT and what is now known as the Purple Line light rail. This project will complete the 11-mile trail and unlock the full benefits of the Purple Line, a vital east-west connection for the region. The completion of this multi-modal transit hub is a key component of the Wisconsin Avenue commercial corridor and will substantially enhance the level of activation, access, safety and amenity for residents, businesses and visitors.

This Montgomery County Planning Board has advanced this vision in every area master plan since 1994. The Montgomery County Bicycle Master Plan, adopted in December 2018, recommends the grade-separated crossing as a Tier 1 project due to high demand. The Bethesda Downtown Master Plan, adopted in May 2017, recommends redevelopment of Elm Street Urban Park as part of the project because of the potential for new and improved recreational opportunities and better access to the trail from downtown Bethesda and the surrounding communities.

Park and Planning staff have coordinated extensively with MCDOT on all aspects of this project. We will continue to partner closely with them on the design and the approval of permits to help ensure timely project completion.

We appreciate USDOT's commitment to funding high-quality projects with visible and sustainable community benefits, and we urge you to support funding this worthy project.

Sincerely,



**Casey Anderson**  
Chair



Larry Hogan  
Governor  
Boyd K. Rutherford  
Lt. Governor  
James F. Ports, Jr.  
Secretary

Office of the Secretary

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April 7, 2022

The Honorable Pete Buttigieg  
Secretary  
U.S. Department of Transportation  
1200 New Jersey Avenue, S.E.  
Washington DC 20590

Dear Secretary Buttigieg:

I am writing to express my strong support for the Montgomery County Department of Transportation's funding application through the U.S. Department of Transportation's (USDOT) Rebuilding American Infrastructure with Sustainability and Equity (RAISE) program for the Community Connector project, which will complete the Capital Crescent Trail (CCT) with a tunnel under Wisconsin Avenue (MD 355).

With constructing the Community Connector project and completing the CCT, the region's vision for a safe connection between communities, including major urban and employment centers, and major transit facilities will be complete. This vision has been advanced over many years through continuous multi-jurisdictional collaboration and cooperation.

The Community Connector project will provide direct access to the Maryland Department of Transportation (MDOT) Maryland Transit Administration's (MDOT MTA) Purple Line Light Rail, the Washington Metropolitan Area Transit Authority (WMATA) Red Line Metrorail, and the bus transit center in downtown Bethesda. Completing the CCT will also finish a major segment of the regional trail network called the National Capital Trails Network.

The Community Connector is key to realizing the full benefits of the significant county, State, and federal investments in the Purple Line project. In partnership with the MDOT MTA, Montgomery County has already made a significant funding investment to construct the CCT and is committed to closing the gap to cement the CCT as a world-class trail for the region's bikers, pedestrians, and commuters.

The MDOT has coordinated closely with Montgomery County on this project design. We will continue to partner with Montgomery County on the design and approval of access permits for work in the State right of way to help ensure timely project completion.

The Honorable Pete Buttigieg  
Page Two

We appreciate USDOT's commitment to funding high-quality projects with visible and sustainable community benefits, and we urge you to approve Montgomery County's grant application. Should you have any questions or concerns, please contact Ms. Heather Murphy, MDOT Office of Planning and Capital Programming (OPCP) Director, at 410-865-1275 or by email at [hmurphy@mdot.maryland.gov](mailto:hmurphy@mdot.maryland.gov). Of course, you may always contact me directly.

Sincerely,

A handwritten signature in blue ink, appearing to read 'JP', with a large, stylized flourish extending to the right.

James F. Ports, Jr.  
Secretary

cc: Ms. Heather Murphy, Director, OPCS, MDOT





Barney Rush, *Mayor*  
Irene Lane, *Vice Mayor*  
Joy White, *Treasurer*  
Joel Rubin, *Secretary*  
Ellen Cornelius Ericson, *Community Liaison*

March 31, 2022

The Honorable Peter Buttigieg  
Secretary  
U.S. Department of Transportation  
1200 New Jersey Avenue, SE  
Washington, DC 20590-0001

Re: RAISE Program Grant Application by Montgomery County, Maryland for the Capital Crescent Trail Tunnel Project

Dear Secretary Buttigieg,

On behalf of the Town Council, I hereby express enthusiasm and support for the application by Montgomery County, Maryland for a Rebuilding American Infrastructure with Sustainability and Equity (RAISE) grant for the Capital Crescent Trail Tunnel Project. We believe that the construction of the Capital Crescent Trail Tunnel is a keystone project that will bring about numerous benefits including increased safety, promotion of bicycling, sustainability, and opening connections among communities of varied levels of diversity and income. Furthermore, our support for this application not only stems from our confidence in realizing these benefits, but also as the only residential community that is adjacent to the proposed location of the Tunnel's entrance.

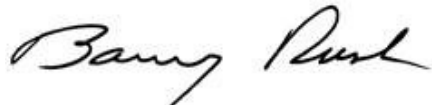
First, the Capital Crescent Tunnel will materially enhance safety for the more than one million pedestrians and cyclists each year who visit and traverse the densely populated and most rapidly expanding urban area in Montgomery County. As Bethesda expands, safe transit corridors are vital. And, as bikers, pedestrians, commuters rushing to Metro, parents with strollers, senior citizens, hearing and sight-impaired residents, and wheelchair residents compete for space with increased vehicular traffic, the risk of accidents undoubtedly will rise. Completing this Tunnel will draw most of the bicyclists away from surface road and pathways, thereby reducing the risk of bicycle/pedestrian collision and improving safety.

Second, the Capital Crescent Tunnel will connect with a future light rail station and existing metro station, which consequently will provide a reliable alternative to using personal or ride-sharing vehicles for the more than 65,000 residents who live within the vicinity of the future site of the Tunnel. In turn, decreased carbon emissions from vehicles will improve air quality and increase the prospect of the County achieving its environmental sustainability goals as set in Montgomery County's Climate Action Plan.

Finally, the Capital Crescent Tunnel provide will provide a material improvement to the Capital Crescent Trail, which serves as the gateway path connecting residents, employers, workers, visitors, and communities from Georgetown, Washington, D.C. through Bethesda to Silver Spring, Maryland. By making this connection easier to use, safer, and faster, residents from all communities across this 11-mile shared-use trail -- including neighborhoods of varying diversity and income -- will have greater access to employment, recreational amenities, and urban green space.

We request favorable consideration of the grant proposal submitted by Montgomery County to help construct the Capital Crescent Trail Tunnel.

Sincerely,

A handwritten signature in cursive script, appearing to read "Barney Rush".

Barney Rush  
Mayor

cc: Mr. Chris Conklin, Director, Montgomery County Department of Transportation



National Capital Region  
**Transportation Planning Board**

March 7, 2022

The Honorable Peter Buttigieg  
Secretary  
U.S. Department of Transportation  
1200 New Jersey Avenue, SE  
Washington, DC 20590-0001

Re: RAISE Program Grant Application by Montgomery County, Maryland for the Capital Crescent Trail Tunnel Project

Dear Secretary Buttigieg:

I am writing to express the support of the National Capital Region Transportation Planning Board (TPB), the Metropolitan Planning Organization (MPO) for the National Capital Region, for an application by Montgomery County, Maryland for a Rebuilding American Infrastructure with Sustainability and Equity (RAISE) Grant Program grant for the Capital Crescent Trail Tunnel Project.

Montgomery County proposes to construct the tunnel as a key link in the Capital Crescent Trail pedestrian and bicycle path as well as a critical transit station access path. The Tunnel will provide a grade separated crossing of Wisconsin Avenue and provide access to the Metrorail Red Line station and Purple Line light rail station (now under construction). The tunnel will improve access to transit and improve safety for pedestrians, bicyclists, and other non-motorized travelers.

The project is consistent with the regional transportation goals adopted by the TPB in our Regional Transportation Priorities Plan and as identified in the Washington region's long-range transportation plan, Visualize 2045. The Capital Crescent Trail is part of the TPB's adopted National Capital Trail Network, completion of which is one of the seven Aspirational Initiatives of Visualize 2045. The TPB has long supported investment in pedestrian and bicycling infrastructure and active transportation options to provide a broad range of transportation choices for our region. The provision of access to the two rail transit stations would also support another Aspirational Initiative: improve walk and bike access to transit. This grant would advance the region's long-term transportation priorities in accordance with the TBP's Vision and Regional Transportation Priorities Plan.

The TPB requests your favorable consideration of this request by Montgomery County. I anticipate that upon a successful grant award, subject to the availability of the required matching funding, the region's transportation improvement program (TIP) will be amended to include the grant funding for this project.

Sincerely,

Pamela J. Sebesky  
Chair, National Capital Region Transportation Planning Board

Cc: Mr. Chris Conklin, Director, Montgomery County Department of Transportation



April 4, 2022

**VIA EMAIL**

The Honorable Peter Buttigieg  
Secretary of Transportation  
1200 New Jersey Avenue, SE  
Washington, D.C. 20590

Dear Mr. Secretary:

On behalf of the Washington Metropolitan Area Transit Authority (WMATA), I am writing in support of Montgomery County, Maryland's application for funding through the U.S. Department of Transportation's FY2022 Rebuilding American Infrastructure with Sustainability and Equity (RAISE) program for the **Capital Crescent Trail (CCT) tunnel Project**.

Montgomery County's CCT tunnel project would provide a grade separated crossing of Wisconsin Avenue (MD-355) in Bethesda, providing one of the most important improvements to safety in Montgomery County in recent years. This Project will complete the last 1,100 feet of the CCT, which is an 11-mile shared use off-road trail from Georgetown in Washington D.C. to Silver Spring, Maryland.

The CCT has been an important part of our region's multi-modal transportation infrastructure since its opening in 1994. The trail ensures safe access to jobs, recreation, transit and services from all the neighborhoods connected by the region's trail network. The CCT tunnel in Bethesda is a key link in this network and makes the trail safer, more accessible and convenient, and more appealing to the thousands of pedestrians and cyclists who use this route every day.

In addition, when the Purple Line project is complete, which will also provide a transportation nexus to WMATA's Metrorail, a new grade separated, accessible CCT will run alongside it, linking Georgetown, Bethesda, downtown Silver Spring, and communities in between.

Thank you for your consideration.

Sincerely,

**Paul J. Wiedefeld**  
General Manager and  
Chief Executive Officer

**Washington  
Metropolitan Area  
Transit Authority**

600 Fifth Street, NW  
Washington, D.C. 20001  
202/962-1234

*By Metrorail:  
Judiciary Square-Red Line  
Gallery Place-Chinatown  
Red, Green and  
Yellow Lines*

*A District of Columbia  
Maryland and Virginia  
Transit Partnership*



The Hub @ 1615 L Street NW  
Suite 650  
Washington, D.C. 20036  
T 202.303.3080  
carrprop.com

April 7, 2022

The Honorable Peter Buttigieg, Secretary  
U.S. Department of Transportation  
1200 New Jersey Avenue, SE  
Washington, DC 20590-0001

RE: Support of the Capital Crescent Trail Tunnel in Bethesda, Maryland

Dear Secretary Buttigieg:

I am writing this letter in support of Bethesda, Maryland's Capital Crescent Trail Tunnel receiving grant funding from the U.S. Department of Transportation, through the Rebuilding American Infrastructure with Sustainability and Equity grants program.

My organization, Carr Properties, is a privately held real estate investment trust that owns, manages, acquires, and develops high-quality properties in the Washington, D.C. region. Last year, we delivered a three-tower, 1.1 million square foot mixed-use development, The Wilson & The Elm, in downtown Bethesda, right above the future entrances of the Purple Line and the Capital Crescent Trail.

With innovative funding through Montgomery County Tax credits and our continued partnership and collaboration with the County, Carr Properties, with the County input, designed a tunnel within The Wilson & The Elm that allows for a dedicated bike path connecting downtown Bethesda with the bike trail east of the site. The tunnel in our building is awaiting the connection tunnel under Wisconsin Avenue to allow it to be operational by continuing eastward. This grant funding would allow for key funding of a large portion of the tunnel extension project and allow the realization of this underground trail.

This tunnel project also allows for unmatched mobility and community connectivity. The Wilson & The Elm promotes a thriving community for individuals to work, live, and play by offering transportation choices for individuals to move freely with or without a car. As part of our partnership, we have incorporated tunnel design requirements including egress stairs within our building and an expansive bike storage area.

We appreciate your consideration of this important project for the Bethesda, Maryland community.

Sincerely,

A handwritten signature in black ink, appearing to read "Oli", with a small dash above the "i".

Oliver T. Carr, III  
Carr Properties  
Chief Executive Officer

April 1, 2022

The Honorable Peter Buttigieg  
Secretary  
U.S. Department of Transportation  
1200 New Jersey Avenue, SE  
Washington, DC 20590-0001

Re: RAISE Program Grant Application by Montgomery County, Maryland for the Capital Crescent Trail Tunnel Project

Dear Secretary Buttigieg:

I am writing to express the support of the Washington Area Bicyclist Association for the application by Montgomery County, Maryland for a Rebuilding American Infrastructure with Sustainability and Equity (RAISE) Grant Program grant for construction of the Capital Crescent Trail Tunnel Project.

Since the first segment of the Capital Crescent Trail opened in 1994, the Trail has grown into one of the most used trails in the DC region and a vital transportation, recreation, and public health resource for hundreds of thousands of people. Before the existing tunnel and interim Georgetown Branch Trail closed in 2017 to make way for the Purple Line, the Capital Crescent Trail in Bethesda saw an average of over 15,000 weekly trips and up to 90,000 monthly trips in the summer. It was an active and low-stress route to schools for hundreds of elementary and high school students, a low carbon daily commute for thousands of workers, a popular off-street refuge for solo and group recreation, and a pleasant connection to two bustling retail and entertainment centers.

When the Purple Line Rail project is complete, a new and improved Capital Crescent Trail will run alongside it, linking Georgetown, Bethesda, and downtown Silver Spring. New bridges over major roads, new neighborhood connections, and direct links into the growing 842 mile Capital Trail Network will draw new trail users from around the region, easily adding thousands of new daily users.

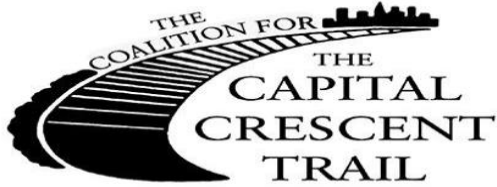
Without a tunnel available for bicyclist and pedestrian use, every trail user will be rerouted to cross MD355/Wisconsin Avenue at grade. They will face the unavoidable risk of crossing Wisconsin Avenue's six lanes and 40,000 daily cars and trucks. On the best of days, crossing here will require careful adult supervision of kids, wading through crowds, and waiting for a traffic signal that prioritizes moving cars instead of people. On the worst of days, exposing this many people to the multiple lanes, traffic volume, speed, and highway context of state-controlled Wisconsin Avenue will inevitably result in crashes and injuries.

High quality, accessible, and continuous trails are critical to our region's transportation and sustainability goals, Vision Zero commitments, economic competitiveness, and public well being. Trails provide low stress access to open space and reliable transportation for people of all ages and abilities. Funding the tunnel under Wisconsin Avenue will deliver on a generation of planning and promises with a truly accessible trail between Silver Spring and downtown

Bethesda. We urge the support of the RAISE grant application to fund construction of the Capital Crescent Trail Tunnel project.

WABA empowers people to ride bikes, build connections, and transform places. We envision a just and sustainable transportation system where walking, biking, and transit are the best ways to get around.

Ludwig Gaines  
Executive Director  
Washington Area Bicyclist Association



**Coalition for the Capital Crescent Trail**  
P.O. Box 30703  
Bethesda, MD 20824

The Honorable Peter Buttigieg  
Secretary  
U.S. Department of Transportation  
1200 New Jersey Avenue, SE  
Washington, DC 20590

March 30, 2022

RAISE Program Grant Application by Montgomery County, Maryland  
For the Capital Crescent Trail Tunnel Project

Dear Secretary Buttigieg,

The Coalition for the Capital Crescent Trail is a local non-profit community-based group, with several thousand members, whose primary purpose is to preserve, protect, and improve the Capital Crescent Trail. We have been performing this work for over 30 years and have contributed to making the Trail one of the most popular and successful trails developed under the National Trails System Act. We are contacting you to request that you approve the application by Montgomery County, MD for a Rebuilding American Infrastructure with Sustainability and Equity (RAISE) grant for the construction of a tunnel for the Capital Crescent Trail under Wisconsin Avenue in Bethesda, MD.

We strongly support the construction of a tunnel for the Capital Crescent Trail under Wisconsin Avenue for the following reasons:

- The Capital Crescent Trail is used daily by thousands of residents who need a tunnel to safely transit through downtown Bethesda. Without a tunnel, pedestrians, runners and cyclists will need to navigate through the heavily congested downtown streets in Bethesda exposing them to the risk of accidents and collisions with truck and automobile traffic.
- The completion of a paved extension of the Capital Crescent Trail between Bethesda and Silver Spring, parallel to the Purple Line light rail project, will allow residents from Silver Spring, Woodside, Lyttonsville, and other neighborhoods in eastern Montgomery



County to travel and commute via the Trail to Bethesda and downtown Washington, DC. This area of Montgomery County is one of the most racially diverse and underserved neighborhoods in the county and residents from these communities deserve a safe passageway through Bethesda.

The Capital Crescent Trail is one of the most popular and well-used trails in the country and it has the highest volume of traffic of any paved trail in metropolitan Washington, DC area, with upwards of a million visitors annually. This multiuse paved trail is currently open between Bethesda and Georgetown in Washington, DC. As part of the construction of the section of the Purple Line light rail transit system between Bethesda and Silver Spring, a paved extension of the Capital Crescent Trail is being built parallel to the Purple Line. Prior to the start of the construction of the Purple Line, there was only a gravel pathway on the former Baltimore and Ohio Railroad right of way that permitted travel on a non-motorized trail between Bethesda and Silver Spring.

For thirty years, the former B&O railroad tunnel under Wisconsin Avenue had been available for those on the gravel pathway who wanted to connect to the paved portion of the Trail in Bethesda. The tunnel provided a safe passageway and avoided the need to navigate through traffic clogged Bethesda and then cross the extremely busy and congested Wisconsin Avenue thoroughfare. When the authorities planning the Purple Line decided that the old B&O railroad tunnel should be taken from Trail use and repurposed for the Purple Line, residents were alarmed. They wanted to continue to have a safe way to travel through downtown Bethesda. However, the Montgomery County Government assured residents that they would not lose the safe passageway under Wisconsin Avenue, because they would have access to a new tunnel under Wisconsin Avenue to be constructed between Woodmont Avenue and the Elm Street Park in Bethesda.

The Capital Crescent Trail is currently used for recreation and as a commuter bike pathway between Montgomery County and downtown DC. In our experience, walkers and cyclists use the Trail in almost equal numbers, with joggers also having a very strong presence. Trail usage peaks during the morning and evening rush hours, indicating that the Trail is being used as a commuter route between Montgomery County and DC. With many residents changing their commuting habits post COVID, there has been a substantial increase in commuter traffic on the Trail. Commuting on the Trail has become an even more popular option for traveling to and from work, in part because of the attractiveness of the many new dedicated bike lanes throughout downtown DC. We expect that use of the Trail by commuters will increase dramatically with the opening of the newly paved section of the Trail between Bethesda and Silver Spring, parallel to the Purple Line.

One of the goals of the new Purple Line, and the Capital Crescent Trail extension, is to bring transit accessibility to the underserved communities in the east side of Montgomery County. With the new paved extension of the Capital Crescent Trail to Silver Spring, residents in the eastern portion of Montgomery County will now have the opportunity to walk or cycle to Bethesda and downtown DC. This will be an attractive option to traveling by car. However, if there is no tunnel, thousands of daily Trail users will be forced to negotiate a surface route between Woodmont Avenue and Elm Street in Bethesda and to try to safely cross Wisconsin Avenue. This arrangement is totally inconsistent with the County's 2020 Vision Zero Action

Plan, which seeks to eliminate serious and fatal collisions on our roads. It is also inconsistent with the Purple Line goal of providing an easily accessible transit route for underserved communities. The residents of the eastern section of Montgomery County deserve a safe route through Bethesda. For the safety of pedestrians, runners, and cyclists using the newly paved section of the Capital Crescent Trail, we need a tunnel under Wisconsin Avenue.

The Montgomery County Government has committed to build a tunnel under Wisconsin Avenue for the Capital Crescent Trail and the Montgomery County Department of Transportation has developed plans for a new tunnel. However, appropriating funds for completion of the tunnel has been a problem. The Montgomery County Council has approved partial funding for the \$55 million construction cost of the tunnel, but needs an additional \$25 million to launch the project. A RAISE grant of \$25 million for Montgomery County will permit construction of the tunnel to go forward. Therefore, we urge you to approve Montgomery County's RAISE grant request for its Capital Crescent Trail tunnel project.

Sincerely,

A handwritten signature in cursive script that reads "Tony Marra". The signature is written in black ink and is positioned above the typed name and title.

Tony Marra  
Chair of the Coalition for the Capital Crescent Trail



April 8, 2022

The Honorable Pete Buttigieg  
U.S. Department of Transportation  
1200 New Jersey Avenue, S.E.  
Washington, D.C. 20590

Dear Secretary Buttigieg:

The Montgomery County Chamber of Commerce (MCCC), the voice of business in Metro Maryland, has been and remains a strong supporter of funding the shovel-ready Capital Crescent Trail (CCT) project under Wisconsin Avenue. For this reason, MCCC is pleased to support the application of Montgomery County, Maryland for funding through the U.S. Department of Transportation's Rebuilding American Infrastructure with Sustainability and Equity program (RAISE) for the CCT project.

It is imperative that the CCT project be completed by the time the Capital Crescent Trail Mainline, between Elm Street Park and the Silver Spring Transit Center, is opened. This is an important priority for Montgomery County. Further delaying this project imperils one of the most important non-auto infrastructure projects in the entire Metro Maryland region.

The CCT project is an opportunity to improve safety for pedestrians and cyclists who rely on this trail for recreation and commuting. This project, which will run alongside the Purple Line project, allows users to reduce their environmental footprint and improve the quality of life in the region. The CCT tunnel will be a vital link in our region's trail network to provide safe, convenient, and carbon-free pedestrian and bicycle options that connect neighborhoods to the incredible amenities this region offers.

For these reasons, MCCC asks for your support of Montgomery County's application for funding of the CCT through the RAISE program. Thank you for considering this request and if you need anything, please do not hesitate to contact us.

Sincerely,

A handwritten signature in black ink, appearing to read "G. Godwin".

Georgette "Gigi" Godwin  
President & CEO  
Montgomery County Chamber of Commerce



**SIERRA CLUB**  
MONTGOMERY COUNTY, MD

The Honorable Pete Buttigieg  
Secretary  
U.S. Department of Transportation  
1200 New Jersey Avenue, S.E.  
Washington, D.C. 20590

April 5, 2022

Re: Montgomery County Department Of Transportation's RAISE grant application for the Capital Crescent Trail Tunnel under Wisconsin Avenue project

Dear Secretary Buttigieg:

The Sierra Club Montgomery County Group is pleased to support the application of Montgomery County, Maryland Department of Transportation (MCDOT), for funding through the U.S. Department of Transportation's RAISE program for the Capital Crescent Trail (CCT) tunnel project.

What is the tunnel project and why do we support it? The Capital Crescent Trail is an 11-mile, shared use, off-road trail connecting the Georgetown neighborhood in Washington, D.C.; Bethesda and downtown Silver Spring, in Montgomery County, Maryland; and many communities along the way. For years there had been a bike/pedestrian trail tunnel under Wisconsin Avenue in Bethesda. However, that former tunnel is now being used to accommodate the forthcoming Purple Line light rail project in Maryland. We applaud the Purple Line, which, when completed, will entice cars off the road, deliver commuters much more quickly to their destinations, and reduce greenhouse gas emissions. However, we note that climate change impacts will also be reduced by encouraging safe bicycle and pedestrian access.

The 1000-foot long, 16-foot-wide grade-separated, dedicated trail tunnel under Wisconsin Avenue will support the County's Vision Zero goals by separating trail users from cars. The trail tunnel will connect directly to Bethesda's WMATA Red Line transit station and the western-most Purple Line station. The Sierra Club Montgomery County Group is concerned about the delay of this high priority project and has been advocating to the County Council that construction of the trail and bike/pedestrian tunnel must be completed in time for the Purple Line opening in 2026. The grant funding will be a valuable resource to help move this project forward.

We request you to approve this grant funding, as we want to encourage residents to use active travel modes. While simultaneously reducing greenhouse gas emissions and traffic congestion, active travel modes also lead to increased levels of physical activity and social interaction. This tunnel will "close the deal" and make the CCT a world-class trail facility. Safe access will allow commuters, students riding to school, and recreational cyclists to incorporate healthy activity and ride safely to their destinations. Thank you for your consideration of this request.

Sincerely,

Shruti Bhatnagar, Chair  
Sierra Club Montgomery County, MD  
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Tina Slater, Transportation Lead  
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**Bethesda  
Transportation  
Management  
District  
Advisory  
Committee**

Voting

Matthew Keadle  
(Chair)  
Amanda Smith  
Carla Young  
Danielle Tenney  
David Storper  
Deirdre K. Robinson  
Kathleen F. Krause  
Meagan Sexton  
Michael Catudal  
Sal Attanasio  
Steven Teitelbaum

Non-Voting

Dan Schlaff  
James Carlson  
Joe Cox  
Iftin Thompson  
Pete Fosselman  
Ryan Emery

April 5, 2022

The Honorable Pete Buttigieg  
Secretary  
U.S. Department of Transportation  
1200 New Jersey Avenue, S.E.  
Washington, D.C. 20590

Dear Secretary Buttigieg:

We are writing to express strong support for Montgomery County Department of Transportation's (MCDOT's) application for funding through the U.S. Department of Transportation's Rebuilding American Infrastructure with Sustainability and Equity (RAISE) program for the Community Connector project, which will complete the Capital Crescent Trail (CCT) below Wisconsin Ave (MD 355).

The tunnel will complete the final link in the Capital Crescent Trail, an 11-mile off-road regional trail that extends from Georgetown to Silver Spring, that has been 30 years in the making. It will be a central piece of the new, high-quality transportation hub in downtown Bethesda that connects the surrounding communities to the commercial core, the future entrance to the Red Line station, the future Purple Line station, and a bicycle parking station.

This innovative project will create a welcoming pedestrian plaza within the heart of downtown Bethesda and create a safe passageway for the thousands of residents, students, workers, and visitors that come to Bethesda every day. The project will make Bethesda safer, more equitable and more welcoming for those that travel to and from the area to access the many rich benefits of the region. It will serve as the eastern gateway to the popular and successful Bethesda Row – the primary center of activity in the business district – and a key component of the Wisconsin Avenue commercial corridor. The addition of this multi-modal transit hub will enhance the level of activation, access and amenity for residents, businesses and visitors.

We appreciate USDOT's commitment to funding high-quality projects with visible and sustainable community benefits, and we urge you to support funding this worthy project.

Sincerely,

*Matthew Keadle*

Matthew Keadle  
Chairman  
Bethesda Transportation Management District Advisory Committee

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The Honorable Pete Buttigieg  
Secretary  
U.S. Department of Transportation  
1200 New Jersey Avenue, S.E.  
Washington, D.C. 20590

Dear Secretary Buttigieg:

I am writing to express the Coalition for Smarter Growth's strong support of Montgomery County Department of Transportation's application for funding through the U.S. Department of Transportation's Rebuilding American Infrastructure with Sustainability and Equity (RAISE) program for the Capital Crescent Trail (CCT) tunnel under Wisconsin Avenue project. Upon successful award of the grant, Montgomery County will provide the required local funding match.

The tunnel will complete the final link in the Capital Crescent Trail, an 11-mile off-road regional trail that extends from Georgetown to Silver Spring, which has been 30 years in the making. It will be a central piece of the new, high-quality transportation hub in downtown Bethesda that connects the surrounding communities to the commercial core, the future entrance to the Red Line station, the future Purple Line station, and a bicycle parking station.

This project advances the County's vision for a safe, sustainable, and equitable future for the county. By providing a grade-separated crossing of Wisconsin Avenue, the tunnel will be one of the most important improvements to safety in Montgomery County in recent years. It will help to achieve the County's Vision Zero goals and create a county where people can freely travel without the risk of serious injury or death.

The tunnel will also advance the goal of zero-emissions by providing convenient and appealing pedestrian and bike access to jobs, recreation, transit and services from all the neighborhoods connected by the region's trail network. The County's Climate Action Plan goals—to reach an 80 percent reduction in greenhouse gas emissions by 2027 and a 100 percent reduction by 2035—are among the most ambitious in the country. Meeting these goals requires investing in innovative projects like this one.

The Coalition for Smarter Growth appreciates USDOT's commitment to funding high-quality projects with visible and sustainable community benefits, and we urge you to support funding this worthy project.

Sincerely,

Jane Lyons  
Maryland Advocacy Manager  
Coalition for Smarter Growth



April 7, 2022

The Honorable Pete Buttigieg  
United States Secretary of Transportation  
1200 New Jersey Avenue, S.E.  
Washington, D.C. 20590

Dear Mr. Secretary:

As Executive Director of Purple Line NOW, an advocacy organization dedicated to supporting the completion of Maryland's Purple Line light rail project, and as a long time Montgomery County, Maryland resident, I am pleased to support the application of Montgomery County for funding through the U.S. Department of Transportation's Rebuilding American Infrastructure with Sustainability and Equity program (RAISE) for the Capital Crescent Trail (CCT) tunnel Project.

Purple Line NOW has actively advocated for a safe, fast, and high-quality trail connection through Bethesda for many years and funding through this program will go a long way to ensure the tunnel becomes a reality.

Montgomery County's tunnel project is a once-in-a-generation opportunity to improve safety for thousands of pedestrians and cyclists who use this route every day. When the Purple Line project is complete, a new grade-separated, accessible Capital Crescent trail will run alongside it, linking Georgetown, Bethesda, downtown Silver Spring, and communities in between, encouraging residents to use active travel modes, which will, in turn, reduce gas emissions and traffic congestion. Safe access will allow commuters, students riding to school, and recreational cyclists a safe, environmentally smart, and healthy way to travel to their destination.

The CCT tunnel in Bethesda will be a key link in this network. making the trail safer, more convenient, and more appealing. It ensures safe access to jobs, recreation, transit and services from all the neighborhoods connected by the region's trail network.

We support Montgomery County's commitment to community investment and attainable climate action strategies that are reflected in its innovative RAISE grant proposal and we urge you to give its proposal full consideration. Thank you.

Sincerely,

Christine Scott  
Executive Director



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