



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.

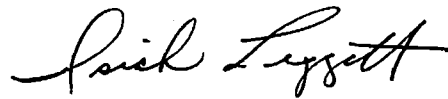
The rapid transit projects being proposed in Montgomery County are crucial to the County's economic development and the future mobility of our residents. While there may have been some initial interest in evaluating a number of rapid transit projects, I realize that our resources are limited and prioritization 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 black ink, reading "Isiah Leggett". The signature is written in a cursive style with a large, sweeping initial "I".

Isiah Leggett
County Executive