

Bus Rapid Transit Selected for Corridor Cities Transitway (CCT)

Governor O'Malley has announced that the locally preferred alternative for the Corridor Cities Transitway (CCT) will be Maryland's first Bus Rapid Transit system operating along a 15-mile north-south corridor from the Shady Grove Metro station to the COMSAT facility in Clarksburg. The Maryland Transit Administration (MTA) will now submit the project to the Federal Transit Administration (FTA) under its New Starts Program as the MTA prepares for the preliminary engineering phase of the project.

The preferred alternative will connect major employment, residential and activity centers in the corridor including Shady Grove, King Farm, Crown Farm, Life Sciences Center, Kentlands, National Institute of Standards and Technology (NIST), Metropolitan Grove, Germantown, and COMSAT. There will direct connections to the Red Line at Shady Grove, the MARC Brunswick Line at Metropolitan Grove, and to local bus service throughout the corridor. Under this preferred alternative, the CCT, as proposed, will be a pedestrian-friendly system with a total of 16 stations. The CCT will operate at street level on a fully dedicated right-of-way that's separate from existing traffic, allowing for fast and reliable operation.

CCT stations will be located in or near dense residential communities or commercial and business centers putting the system within walking distance for many and making it easy to access. Parking will be available through existing and/or new Park and Rides at Shady Grove, Crown Farm, Life Sciences Center West, Metropolitan Grove, Germantown, and COMSAT.

CCT Bus Rapid Transit Key Facts

- Mode: Bus Rapid Transit
- Overall Length: 15 miles
- Stations: 16 proposed
- Average Daily Ridership: 47,700 (by 2035)
- Maintenance Facility: Near Metropolitan Grove
- Bus Rapid Transit Vehicles: 68

Projected Capital Cost

- Total Project: \$828 million
- Phase I: \$545 million
- Phase II: \$283 million

One-way Travel Time

- COMSAT to Shady Grove: 49 minutes
- Metropolitan Grove to Shady Grove: 33 minutes
- Frequency of service: 6 minutes during peak periods and 10 minutes off peak

Design and Construction Schedule

- Summer 2012 – begin New Starts process
- Spring 2013 – FTA Approval to Enter Preliminary Engineering Dependent on Funding
- Winter 2014/2015: Initiate Final Design Activities
- Summer 2017: Receive Full Funding Grant Agreement from FTA
- Summer 2017: Begin Right-of-Way Acquisitions/Permitting/Agreements
- Fall 2018: Begin Construction
- 2020: Service begins

For more information on bus rapid transit, visit [MDOT's website](#).

For information on a proposed bus rapid transit system in Montgomery County, go to [MCDOT's website](#).