



Committee: T&E
Committee Review: Completed
Staff: Glenn Orlin, Senior Analyst
Purpose: To make preliminary decisions – straw vote expected
Keywords: #FY23-28CIP, transportation

AGENDA ITEM #25
March 28, 2023
Worksession

SUBJECT

Amendments to the FY23-28 CIP – transportation projects

EXPECTED ATTENDEES

(See attached staff report.)

COMMITTEE RECOMMENDATION

On March 20, the T&E Committee reviewed the Executive's January 17 proposed CIP amendments; all of the Committee's recommendations in the attached staff report were unanimous. The Executive's proposed amendments transmitted on March 15 will be reviewed by the Committee in April and by the full Council in May.

This report contains:

Staff report

Alternative format requests for people with disabilities. If you need assistance accessing this report you may [submit alternative format requests](#) to the ADA Compliance Manager. The ADA Compliance Manager can also be reached at 240-777-6197 (TTY 240-777-6196) or at adacompliance@montgomerycountymd.gov

MEMORANDUM

March 23, 2023

TO: County Council

FROM: Glenn Orlin, Senior Analyst

SUBJECT: Amendments to the FY23-28 CIP – transportation projects

PURPOSE: **Worksession:** Straw votes anticipated

On January 17 the Executive recommended several amendments to the FY23-28 CIP. The Council held a public hearing on these amendments on February 7 and 9. This memorandum addresses the amendments pertaining to transportation.¹ It also includes comments and recommendations from the Councilmembers, the Planning Board and staff, the public hearing testimony and correspondence, and Council staff. (Proposed amendments transmitted by the Executive on March 15 will be reviewed by the Transportation & Environment Committee in April and the full Council in May.)

Staff anticipated to attend the session include:

Christopher Conklin, Director, DOT
Tim Cupples, Acting Deputy Director for Transportation Policy, DOT
Emil Wolanin, Deputy Director, DOT
Maricela Cordova, Acting Chief, Transportation Engineering, DOT
Richard Dorsey, Chief, Highway Services, DOT
Sogand Seirafi, Acting Chief for Administration, Transit Services, DOT
Michael Paylor, Chief, Traffic Engineering and Operations, DOT
Brady Goldsmith, Chief, Management Services, DOT
Greg Bruno and Gary Nalven, Office of Management and Budget

Overview. Overall, the Executive is recommending CIP spending (excluding WSSC) to increase by \$136,664,000 (+2.6%) from the FY23-28 CIP approved last May, up from \$5,266,211,000

¹ Key words: #FY23-28CIP, plus search terms transportation, bikeway, bridge, transit, road.

to \$5,402,875,000. The breakdown by agency and by category within County Government is shown in Table 1, below:

Table 1: Percentage of Programmed Funds by Agency and Program (in \$000)

	Approved FY23-28 CIP	Executive's Rec. Amended CIP	Percent Change
Montgomery County Public Schools	1,770,801 (33.6%)	1,874,811 (40.7%)	+5.9%
Montgomery College	335,815 (6.4%)	345,299 (6.5%)	+2.8%
M-NCPPC (Parks)	274,747 (5.2%)	282,679 (5.3%)	+2.9%
Revenue Authority	17,334 (0.3%)	17,334 (0.4%)	0.0%
Housing Opportunities Commission	8,205 (0.2%)	10,225 (0.2%)	+24.6%
County Government	2,859,309 (54.3%)	2,872,527 (46.9%)	+0.5%
<i>Housing/Community Development</i>	<i>202,256 (3.8%)</i>	<i>237,456 (4.4%)</i>	<i>+17.4%</i>
<i>Cons. of Natural Resources/Solid Waste</i>	<i>159,291 (3.0%)</i>	<i>164,733 (3.0%)</i>	<i>+3.4%</i>
<i>Recycling and Resource Management</i>	<i>49,518 (0.9%)</i>	<i>57,302 (1.1%)</i>	<i>+15.7%</i>
<i>General Government</i>	<i>328,830 (6.2%)</i>	<i>348,146 (6.4%)</i>	<i>+5.9%</i>
<i>Health and Human Services</i>	<i>86,318 (1.6%)</i>	<i>89,737 (1.7%)</i>	<i>+4.0%</i>
<i>Culture & Recreation</i>	<i>151,136 (2.9%)</i>	<i>173,635 (3.2%)</i>	<i>+14.9%</i>
<i>Public Safety</i>	<i>243,586 (4.6%)</i>	<i>252,181 (4.7%)</i>	<i>+3.5%</i>
<i>Transportation</i>	<i>1,638,375 (31.1%)</i>	<i>1,549,337 (23.2%)</i>	<i>-5.4%</i>
TOTAL	5,266,211	5,402,875	+2.6%

Transportation project spending would be reduced by \$89,038,000, or -5.4%, the only portion of the CIP that would see a reduction. This understates the magnitude of the disinvestment in transportation, however: a net additional \$12,703,000 of transportation spending that was to occur in FY22 has been deferred into FY23 or FY24. Therefore, a more accurate assessment of this disinvestment shows a reduction of \$101,741,000, effectively a reduction of -6.8%. The largest reduction is due to the Executive's proposed deferrals in two projects: a one-year delay in Observation Drive Extended in Germantown and Clarksburg, which would postpone \$12.5 million beyond FY28, and a 3+-year delay in the Capital Crescent Trail tunnel in Bethesda, which would postpone \$55.6 million beyond FY28. He also recommends several other project deferrals, including Summit Avenue Extended and several bikeway projects. The transportation program is divided into seven categories:

Table 2: Programmed Transportation Funds by Category (in \$000)

	Approved FY23-28 CIP	% in Approved FY23-28 CIP	Exec. Rec. Amended CIP	% in Exec. Rec. Amended CIP
Bridges	\$82,773	5.1%	\$84,676	5.5%
Highway Maintenance	235,900	14.4%	232,900	15.0%
Mass Transit	709,938	43.3%	715,647	46.2%
Parking Districts	49,740	3.0%	60,033	3.9%
Ped. Facilities/Bikeways	339,979	20.8%	260,741	16.8%
Roads	111,773	6.8%	86,818	5.6%
Traffic Improvements	108,272	6.6%	108,522	7.0%
TOTAL	\$1,638,375	100.0%	\$1,549,337	100.0%

On February 23 the Planning Board met and concurred with its staff's proposals (©1-2). The staff report is here: <https://montgomeryplanningboard.org/wp-content/uploads/2023/02/Draft-mmo-to-MCPB-CEX-Recommended-FY24-Capital-Budget-and-FY23-28-CIP-Review-2-23-23-Final.pdf>. An excerpt is on ©3-9.

Each proposed amendment is discussed below.

1. "Consent" amendments. The following 11 amendments generated neither public testimony nor correspondence. They are quite technical, usually involving funding switches or closeout savings. Each project is recommended for approval unless a Councilmember specifically asks for it to be discussed. **T&E Committee recommendation (3-0): Concur with the Executive.**

- Bus Rapid Transit: US 29 (©10-11). This is a funding switch where expenditures were not eligible for WSSC reimbursement.
- Davis Mill Road Emergency Stabilization (©12). Decreased funding reflects savings taken prior to the project's closeout. The unused appropriation is transferred to the Dennis Avenue Bridge Replacement project.
- Gold Mine Road Bridge (©13-14). This is a funding switch to account for additional federal aid received. It reflects FY22 actuals.
- MD 355 – Clarksburg Shared Use Path (©15-16). The construction schedule is marginally accelerated. The project is still scheduled for completion in FY24.
- Montrose Parkway East (©17). The funding is reduced reflecting savings prior to closeout. The unused appropriation is transferred to the Dennis Avenue Bridge Replacement project.
- Park Valley Road Bridge (©18-19). This is an impact tax funding switch to pay an unreimbursed advance on federal aid for impact tax-eligible project components.
- Platt Ridge Drive Extended (©20-21). This is a funding switch from G.O. bonds to intergovernmental funds to reflect additional expenditures reimbursable by WSSC. The decreased funding reflects savings taken prior to the project's closeout. The unused appropriation is transferred to the Dennis Avenue Bridge Replacement project.
- Public Facilities Roads (©22). Reduced prior year funding reflects savings.
- Resurfacing: Residential/Rural Roads (©23). G.O. bonds are replaced by land sale proceeds.
- Silver Spring Lot 3 Parking Garage (©24). The cost decrease recognizes prior year project savings for this pending closeout.
- Snouffer School Road (©25-26). This is a funding switch from G.O. Bonds to impact taxes and intergovernmental funds to reflect additional expenditures eligible for WSSC reimbursement.
- Snouffer School Road North (Webb Tract) (©27-28). This is a funding switch from G.O. bonds to intergovernmental funds to reflect additional expenditures reimbursable by WSSC.

2. Purple Line-related amendments. The next two amendments are also straightforward. They, too, received no public comment:

Purple Line (©29-30). This project covers the County's contribution to the State's construction of the Purple Line, land acquisition, and supervision of portions of the project that impact County facilities. The Executive recommends an increase of \$570,000 (+1.1%) to cover the cost of two more years-worth of supervision (\$400,000) plus easements for related culvert replacements (\$170,000). **T&E Committee recommendation (3-0): Concur with the Executive.**

Bethesda Metro Station South Entrance (©31-32). The County is responsible for funding 100% of the cost of this new entrance to the Bethesda Metro Station and the Bethesda Purple Line Station. The Executive recommends an increase of \$400,000 (+0.3%) to cover the cost of three more years-worth of supervision. **T&E Committee recommendation (3-0): Concur with the Executive.**

3. Sidewalk and Curb Replacement (©33-34). This level-of-effort project replaces damaged or deteriorated sidewalks, curbs, and gutters. The funding is in two parts. The bulk of the funding is for the replacement of sidewalks, curbs, and gutters; the Executive is recommending no change in the \$6.2 million annual budget for this work. For 45 years DOT has also offered to replace deteriorated driveway aprons in the areas where it is also replacing sidewalks, curbs, and gutters; this work is done at the homeowner's expense, traditionally at a price much lower than if the homeowner were to contract it separately.

Historically, then project funding has included \$500,000 annually in private contributions, representing an estimate of apron replacements. However, during the past few years there have been fewer takers for this work, so the Executive is recommending deleting the \$500,000 in contributions. During the past couple of years the level of contributions has been less than \$100,000. The reason for the lower rate of contributions is that DOT no longer can acquire materials significantly cheaper than the private sector, so far fewer homeowners are availing themselves of this option.

DOT cannot spend funds unless the Council grants appropriation authority for such spending, even if the funds come from contributions. Since there likely will be some homeowners willing to exercise the option, OMB and Council staff agree that this CIP project should include an additional \$100,000 in appropriation authority in FY24. **T&E Committee recommendation (3-0): Increase the FY24 appropriation from the \$5.7 million requested by the Executive to \$5.8 million.**

4. Dennis Avenue Bridge Replacement (©35-36). The existing 30'-long Dennis Avenue bridge over Sligo Creek in Wheaton will be replaced with an 80'-long span to better accommodate the creek's flow beneath it, as flooding is common in this area. The cross section will also be widened to allow for a 13'-wide shared use path on the north side, a 7'-wide sidewalk on the south side, and 5'-wide bike-compatible shoulders on each side with additional 2'-wide buffers.

The project's cost has increased by \$1,520,000 (+19.4%) due to unanticipated utility relocations and an updated construction cost estimate reflecting final design. Construction has also been delayed one year; it would now start in the spring of 2024 and be completed that fall. The existing bridge will be closed to traffic during the summer of 2024. **T&E Committee recommendation (3-0): Concur with the Executive.**

5. Burtonsville Park and Ride Improvements (©37). The County completed a feasibility study for a new 500-space garage adjacent to the existing park-and-ride lot, US 29 FLASH station, and shopping center. The Executive recommends programming \$4.5 million from a State grant to design the garage in FY24. **T&E Committee recommendation (3-0): Concur with the Executive.**

6. New Transit Maintenance Depot (©38). The County needs to find a replacement for its Nicholson Court transit depot soon. The end of the County's lease is in 2027, and extending the lease

is not an option, as the site cannot accommodate anticipated growth in the Ride On fleet nor the infrastructure needed to support zero-emission buses. A program of requirements for a new depot was completed last October. The Executive is requesting \$2 million in FY24 to conduct the design of the new depot, including identifying a site for it. **T&E Committee recommendation (3-0): Concur with the Executive.**

Proposed Deferrals for Fiscal Reasons

For the past 13 years the current and prior County Executives have regularly proposed deferral or even deletion of master-planned transportation projects in the CIP—especially those that were initiated by the Council—to create fiscal space for other CIP priorities, especially MCPS projects. Hundreds of millions of dollars programmed for road projects, such as Goshen Road South and Montrose Parkway East (both of which had substantial bikeway and sidewalk elements) have come and gone without being built. Although the Council is the final authority on the CIP and has sometimes been able to keep certain transportation projects on schedule, more often it has had to accede to a project’s deletion or deferral: the budget math is just too tough.

The proposed amendments described below are those for which the Executive is recommending a deferral, a reduction in scope, or both. The following chart displays the year when construction had initially been planned to begin for each project, the construction year start in the Approved CIP, and the construction year start now proposed by the Executive:

Project	When Construction Initially Was Budgeted to Start	Construction Start in the Approved CIP	Construction Start Now Proposed by the Executive
Goldsboro Rd. Sidewalk & Bikeway	FY25	FY28	FY30
Bradley Blvd. Improvements (2 phases)	FY25/FY26	FY26/FY27	FY28/FY29
North Beth. Metro Northern Entrance	FY24	FY26	FY27
Falls Rd. Bikeway & Ped Facility	FY14	FY28	FY30
Forest Glen Passageway	FY23	FY25	FY26
Tuckerman Lane Sidewalk (2 phases)	FY27/FY29	FY27/FY29	FY27/FY31
Summit Avenue Extension	FY30	FY30	FY31
Capital Crescent Trail (Tunnel)	FY25	FY26	FY29
Observation Drive Extended	FY24	FY26	FY27

7. **Goldsboro Road Sidewalk and Bikeway** (©39). This project will reconstruct Goldsboro Road between River Road and MacArthur Boulevard with two 11’-wide travel lanes, a shared-use path on the north side and a 5’-wide sidewalk on the south side. It is a key means of access for Bethesda residents to reach the MacArthur Boulevard Bikeway. Goldsboro Road in this section is a steep grade which is difficult and not particularly safe for all but experienced bicyclists. The project is estimated to cost \$21,096,000 and would take about six years to design and build. The cost estimate has been held stable for several years; it will likely be revised upward once design is completed.

In the Approved CIP, design would start in FY25 and construction completed in FY30. This already represents a 3-year delay from when the project first appeared in the CIP. However, the Executive is recommending a further two-year deferral, with design starting in FY27 and project

completion in FY32. Councilmember Friedson opposes delays to this and other bike-ped projects in District 1 (see ©39A-C). **T&E Committee recommendation (3-0): Do not defer this project.**

8. Bradley Boulevard Improvements (©40). The project would reconfigure Bradley Boulevard between Goldsboro Road and Wilson Lane to have a 4'-wide bike lane in each direction, a 10'-wide shared-use path on the northeast side, and a 5'-wide sidewalk on the southwest side. There are no continuous bikeways or sidewalks in this one-mile segment now.

The project was first included in the CIP seven years ago. It is divided into two phases: Phase I includes the sidewalk on the southwest side and the bike lanes, while Phase II includes the shared-use path and the associated drainage improvements. At that time the design of Phase I was to begin in FY21 and the phase would be completed in FY25, while Phase II was to be further in the future. The schedule in the CIP approved last spring would have construction of Phase I in FY26 and of Phase II in FY27. The Executive is recommending a two-year delay, with construction of the two phases in FY28 and FY29, respectively. Lee Keiser, a resident and former official of the South Bradley Hills Citizens Association, testified to the need for this project and urged that it not be delayed again (©41-44). **T&E Committee recommendation (3-0): Do not defer this project.**

9. North Bethesda Metro Station Northern Entrance (©45). Last year the Council received \$4.5 million from the State which is being used for the design of this new entrance at the southeast corner of Rockville Pike and Old Georgetown Road. The design work will be completed in FYs24-25. The Council also funded 25% of the estimated construction cost, with the hope that MDOT and WMATA would be incentivized to provide the balance, which amounts to \$22.2 million plus whatever cost escalation has occurred since the project was first programmed four years ago. The Executive and the Council requested such aid in their recent State Transportation Priorities Letter.

The construction funding has been deferred regularly over the past few years, awaiting such aid. Furthermore, because the needed funding is likely higher since the cost estimate is now a few years old and has not been updated to current-year dollars. Finally, the scope of the project does not include an underpass beneath Rockville Pike to Pike and Rose and other new development on the west side of the highway.

The Executive is proposing to defer the County's 25% of construction funds by one more year, to FYs27-29 rather than FYs26-28. Council Vice President Friedson and Councilmember Stewart oppose this deferral, citing the importance of this entrance for economic development in the area around the station (©45A-45B).

T&E Committee recommendation (3-0): Do not defer this project. In the meanwhile, the County should redouble its efforts to solicit the balance of construction funds from MDOT/WMATA. The County has two years to get this funding, otherwise the project may need to be deferred once again.

10. Falls Road Bikeway and Pedestrian Facility (©46). This project would construct a shared-use path along four miles along the east side of Falls Road between Dunster and River Roads in Potomac. This is the Methuselah of projects: when it was originally programmed in the CIP in 2008, construction was to begin in FY14, but it has deferred many times since. Currently, construction is not

scheduled to begin until FY28, 14 years later. The Executive is recommending delaying the project two more years, so that the construction start would not occur until at least FY30.

The project is extremely out of date, as its cost estimate has not been updated since 2009. The County applied for and received a federal grant of \$1,230,000—matched with \$410,000 in County funds—to redesign the project. The expenditure on the project description form suggests that this study occurred in FY22, but in fact it is not yet underway. DOT staff notes that it will be started this spring and be completed in FY24.

T&E Committee recommendation (3-0): Show the design funds in FYs23-24 and retain the funding in the Approved CIP in FYs27-28, as shown on ©47-48. The latter funding should be considered a placeholder until the FY25-30 CIP, when hopefully there should be a new scope and updated cost estimate. Given the continued delays the community has endured over the past 14 years, the Council might consider accelerating the construction of this project in the next CIP.

11. Forest Glen Passageway (©49). This project would design and construct a bike/ped underpass beneath the Georgia Avenue/Forest Glen Road intersection, from the southwest corner (the location of the Forest Glen Metro Station portal) to the northeast corner. On an average weekday, between the morning and evening peak hours about 500 people walk across Georgia Avenue at this intersection, one of the most challenging locations for a pedestrian given the proximity to the on- and off-ramps with the Beltway. The project has already been deferred for two years for fiscal reasons, and the Executive is now recommending a further one-year delay of land acquisition and construction.
T&E Committee recommendation (3-0): Do not defer this project.

12. Tuckerman Lane Sidewalk (©50). This project would construct/reconstruct an improved sidewalk and some bikeway improvements in Potomac and Bethesda along Tuckerman Lane between Falls and Old Georgetown Roads. The facility planning study, completed two years ago, divided this long project into four segments:

- Segment 1: Falls Road to Snakeden Branch, fronting Hoover MS and Churchill HS
- Segment 2: Snakeden Branch to Angus Place
- Segment 3: Angus Place to Whisperwood Lane
- Segment 4: Whisperwood Lane to Old Georgetown Road

Because of its length, there was a consensus that the County should concentrate on Segments 1 and 2 first. In these segments the preferred alternative calls for continuous conventional bike lanes on both sides of the road, a sidepath, and sidewalks on the opposite side of the road from the sidepath from Falls Road to Angus Place. A developer will construct the easternmost portion of Segment 2 from Seven Locks Road to Angus Place.

Last year the Executive recommended funding design and construction of only a short segment of sidewalk in Segment 1 on the south side of Tuckerman Lane from Gainsborough Road to about 380' west of Potomac Crest Drive, near Churchill HS. His proposal would have completed this segment in FYs27-28. The Council agreed with his schedule for the short segment, but it also chose to complete the balance of Segments 1 and 2, with design in FYs27-28, land and land acquisition and construction anticipated in FYs 29-30 and FYs31-32, respectively.

The Executive's proposed amendment would keep the short segment on the FY27-28 timeframe but would delay the balance of Segments 1 and 2 by two years, such that design would occur in FYs29-30, land acquisition in FYs31-32, and construction in FYs33-34. **T&E Committee recommendation (3-0): Do not defer this project.**

13. Summit Avenue Extended (©51). This project will extend Summit Avenue in Kensington from its current northern terminus at Plyers Mill Road to an improved Farragut Street and its connection to the intersection of Connecticut Avenue and University Boulevard. The project was first identified in the Kensington Sector Plan approved by the Council in 2012. It would provide an alternative route through the town center from traffic arriving from the north on Connecticut Avenue or the east on University Boulevard to reach Garrett Park and White Flint via Knowles/Strathmore Avenue or the NIH/Walter Reed Medical Center complexes via Summit Avenue, thus avoiding and relieving the congested Connecticut Avenue intersections at Plyers Mill Road and Knowles Avenue. The project also includes bike and pedestrian improvements, and it would potentially spur the redevelopment of the small industrial area north of Plyers Mill Road and west of Connecticut Avenue, a long-time goal of the Town of Kensington Council.

When the project was first proposed for inclusion in the CIP, the Council hoped the design would begin in FY25, but at CIP Reconciliation the start was postponed to FY27, with construction anticipated to start in FY30. The Executive is now proposing a one-year deferral, so construction would start in FY31. **T&E Committee recommendation (3-0): Do not defer this project.**

14. Capital Crescent Trail (©52-53). The Executive is once again recommending deferring the Capital Crescent Trail tunnel beneath Elm Street and Wisconsin Avenue in the Bethesda CBD. Currently the tunnel's construction is programmed to begin in mid-FY26 (early 2026) and be completed 30 months later, in the spring/summer of 2028, which, given the delay in the delivery of the Purple Line, would roughly synchronize the opening of both the light rail line and the trail tunnel. The Executive proposes delaying the project by at least two-and-a-half years, so that that construction would not begin until FY29 at the earliest. Furthermore, DOT estimates the cost of the tunnel will increase from \$55.6 million to \$82.5 million.

The \$82.5 million estimate is partially due to the additional inflation assumed by delaying the project two-and-a-half more years. Typically, that is not an adjustment that is incorporated in the CIP when a project is delayed; in fact, it has not been done for the other projects recommended for deferral. DOT staff estimates the cost in current dollars is about \$69 million. Also of note is that DOT has applied to the federal government for a Rebuilding American Infrastructure for Sustainability and Equity (RAISE) Grant of \$45 million, which, if received, would have to be matched by \$24 million in non-federal funds, a total of \$69 million (©54-56). The Planning supports keeping the tunnel on its original FY25-27 schedule, even if this means deferring the schedules of lower priority projects (©2).

T&E Committee recommendation (3-0): Program the tunnel on its original schedule (FYs25-27) assuming \$45 million in federal funds and \$24 million in G.O. bonds. However, since there is no guarantee the County will be successful securing this grant, the project description form should include text stating clearly that if the federal funds are not forthcoming the tunnel's schedule will be reevaluated (see ©57-58).

15. Observation Drive Extended (©59). The Clarksburg Master Plan calls for extending Observation Drive 2.2 miles north from the Milestone area of Germantown to Stringtown Road in Clarksburg. It is master-planned to be a four-lane divided highway with a wider right-of-way than most roads of its type—150’—initially to accommodate the northernmost section of the Corridor Cities Transitway (CCT), but which now would likely become the ultimate route of the MD 355 North Bus Rapid Transit (BRT) line. The project also includes a west-side 8’-wide shared use trail and an eastside 5’-wide sidewalk.

In the Approved CIP the project is split into two phases. Phase 1 would construct the four-lane road, shared use trail and sidewalk north beyond Old Baltimore Road to the point where it meets the planned extension of Little Seneca Parkway. It would also extend Little Seneca Parkway west to Observation Drive—as well as its parallel shared use path and sidewalk—and construct its planned third and fourth lanes from MD 355 to Observation Drive. Phase 1 would thus directly connect the homes in Arora Hills and Clarksburg Village to Observation Drive, and from there south to Ridge Road, close to the I-270 interchange there. Phase 2 will continue the extension of Observation Drive—and its parallel shared use path and sidewalk—north to Stringtown Road. A map showing the limits of Phases 1 and 2 is on ©60.

In his January amendments the Executive recommended deferring the start of construction by one year, to FY27 (©59). Melissa McKenna testified in favor of accelerating the project (©61-63, see especially ©62).

For the March 20 Committee meeting, however, DOT revised its expenditure schedule showing construction not starting until FY28: a two-year deferral from the Approved CIP with construction of Phase 1 not being completed until FY30. After questioning, the Committee agreed that it would approve a reformed production schedule that would have construction of the project start only one year later than in the Approved CIP. DOT accomplished this by splitting Phase 1 into two subphases:

- *Phase 1A:* Includes a 4-lane divided roadway (2 lanes in each direction) starting at existing Observation Drive near Waters Discovery Lane and continuing to West Old Baltimore Road along with a shared use path on the west side and a bike path on the east side to provide Greenway connectivity. A bridge approximately 550 feet long will be constructed near Waters Discovery Lane ending at West Old Baltimore Road. A traffic signal will be provided at the West Old Baltimore Road intersection. Final design would begin in FY23 and end in FY26. Land acquisition would be in FY26. Construction would start in FY27 and finish in FY29.
- *Phase 1B:* Includes 4 lanes of Observation Drive from West Old Baltimore Road to the point where it meets the extension of Little Seneca Parkway, with a shared use path on the west side and bike path on the east side. It also includes the widening and extension of Little Seneca Parkway to 4 lanes from MD 355 to the extension of Observation Drive north of West Old Baltimore Road. Preliminary design would begin in FY23. Final design would end in FY27. Land acquisition would be in FY28. Construction would start in FY29 and finish in FY30.

T&E Committee recommendation: Concur with the new production schedule deferring the start of construction, as shown on ©64A-B.

16. Further Planning Board recommendations. Other than its recommendation that the Capital Crescent Trail tunnel remain on its current schedule, the Board also proposes (see ©1):

- *Create an Aspen Hill Bicycle-Pedestrian Priority Area (BiPPA) program.* The Board recommends funding the improvements it identified in its 2019 Aspen Hill Vision Zero Study. It has been eight years since the first BiPPA project was included in the CIP; BiPPA work has proceeded apace in Silver Spring CBD, Wheaton CBD, Glenmont, Long Branch, Grosvenor, and Veirs Mill. However, there are a total of 34 officially designated BiPPAs: it is probably time to identify the next group of BiPPA programs, one of which could be Aspen Hill. Council staff recommends that between now and next winter DOT and Planning staff identify up to five more BiPPA programs to begin funding in the FY25-30 CIP.
- *Systemic Safety Countermeasure Program.* The Board recommends funding a program to implement hundreds of relatively inexpensive measures to improve safety. Many of them are operational in nature, including upgraded crosswalks, lowering speed limits, revising the timing of traffic signals, creating centerline rumble strips, installing pedestrian hybrid beacons, etc. These should be considered for funding in the upcoming and future Operating Budgets. Some countermeasures are physical traffic calming measures (such as speed humps), which may require changes to Executive regulations before they can be considered for funding in the CIP.
- *Bike Racks.* Once again, the Board recommends creating a new program to upgrade deficient bike racks at all public libraries and recreation centers over the next two years and expand and upgrade bicycle parking availability at all public schools over a ten-year period. It estimates the total cost of this effort is approximately \$3.6 million. (See the top of page 47 of the following report: <https://montgomeryplanning.org/wp-content/uploads/2021/11/Bicycle-Master-Plan-Biennial-Monitoring-Report-2019-2020.pdf>.) Because the bike racks are on a school, library, or recreation center site, the responsibility to replace them would be that of MCPS, the Department of Public Libraries, or the Department of Recreation, respectively, not DOT. The appropriate Council committee could consider the Board's recommendations as part of their review of their respective capital budgets.

17. Projects to review in April. The Executive typically recommends further CIP amendments concurrent and even after transmitting his Operating Budget recommendations on March 15. In addition to these, the Committee will be reviewing these projects:

- *Bowie Mill Road Bikeway* (©65-66). Last fall the Council amended this project to initiate design work in FY23 rather than FY24. At that time the Council also said it would reevaluate the land acquisition and construction schedules to determine whether the project could be accelerated to be completed by FY28 rather than FY29, which had been requested last year by the Greater Olney Citizens Association (GOCA). Such acceleration would be dependent on: (1) whether the design work was proceeding fast enough to make an FY28 completion feasible, and (2) whether enough added resources were available by this spring to fund the acceleration without competing with higher Council priorities for such funds.

- Bus Rapid Transit: MD 355 Central (©67-69) and Bus Rapid Transit: MD 355 South/North (©70-71). Recently the State's selected private partner for the Opportunity Lanes project on I-270 and I-495 has withdrawn, raising doubts that this project—and the toll revenue that would have been generated by it—will materialize. Nearly all the funding for the BRT: MD 355 Central project is currently anticipated from \$160 million in toll revenue; without it there would be no match for a nearly equal amount of anticipated federal aid (about \$159 million). The entire \$9.7 million in the BRT: MD 355 South/North to fund completion of the design of the southern and northern extensions was anticipated to be funded by Opportunity Lanes toll revenue. Unless the State comes up with the near \$170 million for these two projects—either by deciding to continue with the Opportunity Lanes project by finding a new partner or by approving a new revenue source, then both projects may need to be deleted or significantly delayed. Hopefully the picture will be clearer by next month.



March 6, 2023

The Honorable Evan Glass

President, Montgomery County Council
Council Office Building
100 Maryland Avenue, 5th Floor
Rockville, Maryland 20850

SUBJECT: County Executive's Recommended FY24 Capital Budget and FY23-28 Capital Improvements Program – Transportation Review

Dear President Glass:

At its regularly scheduled meeting on February 23, 2023, the Planning Board discussed the transportation elements of the County Executive's Recommended FY24 Capital Budget and Amendments to the FY23-28 Capital Improvements Program (CIP). The Board recognized the need for enhancing pedestrian safety and agreed to transmit the following comments for the County Council's consideration. The staff memo for the Board's discussion is attached for your reference (Attachment 1).

Our specific recommendations are as follows:

1. **Aspen Hill Bicycle-Pedestrian Priority Area project:** Create a project description form to fund a project to implement the safety improvements recommended in the Aspen Hill Vision Zero Study conducted by the Planning Department in 2019. A total of 23 severe injury or fatal crashes occurred in this area between 2015 and 2019. The three major cross streets of Georgia Avenue, Connecticut Avenue and Aspen Hill Road, are all within the County's High Injury Network, identified within the Predictive Safety Analysis as high crash risk locations for vehicle-pedestrian and vehicle-bicycle crashes, and this area includes the intersection of Georgia Avenue (MD 97) with Hewitt Avenue where a fatal crash occurred just three weeks ago. This is also a key safety concern of a recent initiative by Council member Fani-Gonzalez to improve safety along the entire Georgia Avenue corridor north of the Beltway up toward Leisure World. Attachment 2 identifies priority projects identified in an excerpt from the Aspen Hill Vision Zero Study.
2. **Systemic Safety Countermeasure Program:** Initiate a funding program focused on systemic improvements that address crash risks identified in the Predictive Safety Analysis. Findings from the Predictive Safety Analysis, conducted by the Planning Department, identified a wide range of systemic countermeasures that could be implemented countywide with clear safety benefits. Attachment 3 identifies candidate locations for systemic countermeasure implementation.
3. **Bike Racks:** Create a new program to upgrade deficient bike racks at all public libraries and recreation centers over the next two years and expand and upgrade bicycle parking availability at all public schools over a ten-year period. The total cost of this effort is approximately \$3.6 million, as identified in the 2019-2020 Bicycle Master Plan Biennial Monitoring Report.



4. **Capital Crescent Trail (P501316):** This project should be fully completed to coincide with the completion of the Purple Line (now scheduled for FY27). While the mainline of the trail between Downtown Silver Spring and Elm Street Park in Bethesda is scheduled to be completed with the Purple Line, the proposed delay of the replacement underpass connecting Elm Street Park to Woodmont Avenue beneath Wisconsin Avenue beyond FY28 will pose impediments to providing safe and connected access for bicyclists and pedestrians through Downtown Bethesda. While the Capital Crescent Surface Trail will provide a street-level connection between these locations, the underpass project provides access to the future Purple Line station and a planned underground bicycle storage facility. It also provides additional capacity to accommodate the anticipated high volume of trail users crossing Wisconsin Avenue, and large queues of trail users can be anticipated at Wisconsin Avenue if the underpass is not available. This project supports the County's Vision Zero Action Plan by providing a grade-separated crossing of Wisconsin Avenue for bicycles and pedestrians. This project is also supported by the Bethesda Downtown Plan and the Bicycle Master Plan. Given the uncertainty of state aid and the high cost remaining to complete this project, we recommend that budget adjustments to other lower-priority projects be made to fully fund this project to ensure that it will be constructed by FY27 to coincide with the Purple Line opening. Planning staff can assist in this discussion with the Council, Council staff and the Department of Transportation to help expedite this project.

Thank you for your attention to this matter. If you have questions, please contact Stephen Aldrich at 301-495-4528 or Stephen.Aldrich@montgomeryplanning.org.

Sincerely,



Jeffrey Zyontz

Chair

Attachments:

- Attachment 1: Staff report to the Planning Board, February 23, 2023
- Attachment 2: Excerpt from the Aspen Hill Vision Zero Study
- Attachment 3: Candidate Locations for Systemic Countermeasure Implementation

JZ:SA:aj

cc: Glenn Orlin, Senior Analyst, Montgomery County Council
Christopher Conklin, Director, Montgomery County Department of Transportation (MCDOT)
Tim Cupples, Acting Director for Transportation Policy, MCDOT
Dan Sheridan, Design Section Chief, Division of Transportation Engineering, MCDOT
Tanya Stern, Acting Director, Planning Department
Robert Kronenberg, Deputy Director, Planning Department
Jason Sartori, Chief, Countywide Planning and Policy Division, Planning Department
David Anspacher, Supervisor, Countywide Planning and Policy Division, Planning Department
Elza Hisel-McCoy, Chief, Downcounty Planning Division, Planning Department
Carrie Sanders, Chief, Midcounty Planning Division, Planning Department
Patrick Butler, Chief, Upcounty Planning Division, Planning Department

ANALYSIS OF RECOMMENDED CIP

Every two years, the Planning Board transmits its county transportation funding priorities to the County Executive during the Executive's preparation of the CIP. The priorities are general based on master plan recommendations and a project's potential impacts on equity and Vision Zero safety efforts. The most recent list of county transportation priorities was approved by the Planning Board on October 21, 2021 and transmitted to the County Executive on November 1, 2021 (see Attachment B).

Following is a summary of notable CIP projects that have been reviewed in relation to the Planning Board transportation priorities and in advancing master plan and other Planning Department concerns/initiatives. These include a review of:

- Major Transportation Projects in the Planning Board's Priority List
- Major Transportation Projects Not in the Planning Board's Priority List
- Major Project-Related Concerns Not Addressed in the CIP

A web map has been developed to display the locations of the transportation projects addressed in the first two bullets. This can be found in: [Major Transportation Projects from the CE's Recommended CIP \(arcgis.com\)](https://arcgis.com)

MAJOR TRANSPORTATION PROJECTS IN THE PLANNING BOARD'S PRIORITY LIST

The following is a discussion of the County Executive's recommended changes to key transportation CIP projects included in the Planning Board's priority list:

- **Bus Rapid Transit: MD 355 Central (P502005):** This CIP project was renamed from "Bus Rapid Transit: MD 355" and now focuses on the portion of the proposed MD 355 BRT improvements between Montgomery College – Germantown (or Germantown Transit Center) and Montgomery College – Rockville. During the CIP period, \$347.1 million is budgeted. Construction of this section of the MD 355 BRT service would be completed by FY28. The bulk of the funding for this project is expected to come from two sources: 1) federal aid (\$158.9 million), and 2) Op Lanes (formerly the I-495/I-270 Managed Lanes project) Maryland Transit funding (\$160.0 million). Additional funding for this project includes current revenue, impact tax monies, some state aid (\$6 million), and recordation tax premium funds, but the MD 355 BRT project was identified as the top transportation CIP priority by the Planning Board.
- **Bus Rapid Transit: Veirs Mill Road (P501913):** There is no recommended change in the funding schedule for this bus rapid transit project proposed between Downtown Wheaton and Montgomery College – Rockville. The BRT line will complete Final Design in FY24 and be fully constructed by FY27. Funding sources for this project include current revenue, impact tax monies, federal aid (\$42.6 million), and state aid (\$32.0 million). This project was identified as transportation CIP priority #2 by the Planning Board. It is important to note that this project

will construct an interim project that will operate in traffic for a substantial portion of the corridor and that the intent is to upgrade the BRT to dedicated transit lanes for the full length of the corridor, as recommended in the 2019 Veirs Mill Corridor Master Plan, as part of a future, unfunded project.

- **Capital Crescent Trail (P501316):** An additional \$28.1 million in funding has been added to this project, but the majority of the funds are appropriated beyond the 6-year CIP. In addition, the County Executive's 6-year CIP defers the previously approved FY26, FY27, and FY28 funding of \$54.4 million outside the current 6-year CIP, resulting in essentially no CIP funding for this project in the last four out years (FY25-28) of the 6-year CIP. This funding is needed to complete the Capital Crescent Trail tunnel under Wisconsin Avenue and improvements at Elm Street Park to build out the master plan vision in time with the opening of the Purple Line (FY27). Beyond FY28, a total of \$82.5 million is allocated to complete this project. This project was identified by the Planning Board as transportation CIP priority #4.
- **Forest Glen Passageway (P501911):** While the overall budget for this project remains unchanged, the County Executive is proposing to push \$14.0 million of funding from FY24-FY26 into FY27 and FY28. Construction is anticipated to begin in FY26 and be complete by FY28. This project will be funded with GO bonds. This project was identified as transportation CIP priority #7 by the Planning Board.
- **North Bethesda Metro Station Northern Entrance (P501914):** The project is now scheduled to start construction in FY27. Funding amounts have shifted into the later years of the 6-year CIP with \$261,000 shifted beyond the 6-year CIP. The county is working with WMATA on redevelopment of the North Bethesda Metro Station site and will look for opportunities to leverage private sector funding for these enhancements. This project was identified by the Planning Board as transportation CIP priority #8.
- **Great Seneca Science Corridor Transportation Improvements (P502202):** No funding changes have been proposed in the recommended CIP amendments. This project implements the Great Seneca Transit Network that has been developed by MCDOT in support of the 2022 Corridor Forward: I-270 Transit Plan and the 2021 Great Seneca Science Center Corridor Minor Master Plan Amendment. Phase 1A is the planned implementation of two transit services, called the Pink and Lime lines. The Pink line links the Shady Grove Metrorail station to the Life Sciences Center near Shady Grove Hospital, and the Lime line using I-370 from the Shady Grove Metrorail station to Rio, Crown Farm, and the heart of the Life Sciences Center. Phase 1A of this project remains on schedule to be constructed in FY24; however, Phase 1B of this project has not been scheduled/funded to-date. With its connection to Corridor Forward and its re-envisioned Corridor Cities Transitway, this project relates to the Board's transportation CIP priority #20 to advance transit near the Corridor Cities.
- **Fenton Street Cycle track (P502001):** There has been no change to the funding for this bike project in Downtown Silver Spring on Fenton Street between Planning Place and King Street.

This project, which is anticipated to be constructed by FY24, was identified in transportation CIP priorities #23 and #25 by the Planning Board.

- **Bicycle Pedestrian Priority Area Improvements – Wheaton CBD (P502002):** No changes to the funding for this project. This project budget includes the design and construction of the proposed two-way separated bike lanes on Amherst Avenue between Arcola Avenue and Windham Lane. These improvements were identified by the Planning Board as transportation CIP priorities #24 and #36.
- **Sidewalk Program Minor Projects (P506747):** Sourced funding for this program has shifted a small percentage from GO Bonds to Recordation Tax Premiums for this ongoing level-of-effort program. This program was identified as transportation CIP priority #33 by the Planning Board.
- **Observation Drive Extended (P501507):** The six-year CIP for this project is proposed to be decreased by \$12.5 million and the construction completion has shifted back one year to FY29. Decreased funding in FY25 and FY26 provides for the funds shifted beyond the 6-year CIP. Phase 1 is the connection of Observation Drive between Waters Discovery Lane and Little Seneca Parkway and the completion/improvement of Little Seneca Parkway between MD 355 and Observation Drive. Phase 2 is the future extension of Observation Drive up to the future Clarksburg Bypass/Roberts Tavern Road. Beyond FY28, the remaining funding needed to complete this project will be \$61.0 million. This project (Phase 1 only) was identified by the Planning Board as the #38 transportation CIP priority. Slight delays in this overall project may be advantageous as the Clarksburg Master Plan, which will re-envision the Observation Drive/Gateway Center Drive corridors, is scheduled to begin in Summer 2023.
- **US 29 BRT Phase 2 (P502201):** The County Executive has recommended decreasing funding for this project by \$1.5 million in the 6-year CIP, due to reduced costs for preliminary design. Phase 2 of the project will create a dedicated BRT lane along the US 29 corridor between Tech Road and Sligo Creek Parkway.

MAJOR TRANSPORTATION PROJECTS NOT IN THE PLANNING BOARD'S PRIORITY LIST

There are many notable transportation projects included in the County Executive's recommended CIP that Planning staff is generally supportive of, and while they did not make the Planning Board's Top 100, they are worthwhile efforts. These projects include ongoing level-of-effort work programs, cost sharing for Maryland Department of Transportation – State Highway Administration (MDOT SHA) projects, first mile/last mile transit-supportive programs as well as some notable older projects that have already advanced through Mandatory Referral.

- **Bicycle-Pedestrian Priority Area Improvements – Veirs Mill/Randolph (P502003):** There are no proposed changes to the funding of this project. Construction is expected to occur in FY25-FY27 concurrent with the Veirs Mill Road BRT project. The Veirs Mill Corridor Master Plan

recommended an extension of the Veirs Mill / Randolph BiPPA to include the area between Robindale Drive and Parkland Drive as well as the area between Claridge Road and the Wheaton Central Business District.

- **RideOn Bus Fleet (P500821):** MCDOT is continuing to apply for grants to cover the cost of additional zero-emission buses, with the goal of transitioning to a 100% zero-emission fleet.
- **Sidewalk and Curb Replacement (P508182):** \$3.0 million is proposed to be removed from this ongoing level-of-effort program. This reduction is due anticipated reductions in private residences utilizing the apron replacement program.
- **Facility Planning: Mass Transit (P502308):** This new program provides for planning and preliminary engineering for new and reconstructed mass transit projects under consideration for inclusion in the CIP. \$3.1 million is funded for this ongoing program.
- **Transportation Feasibility Studies (P502303):** \$1.5 million is included in the CIP for this ongoing program to quickly identify solutions for advancing transportation facilities to design and construction. Projects selected for inclusion in this program will not require detailed alternatives analysis.
- **Goldsboro Road Sidewalk and Bikeway (P501917):** \$5.2 million is proposed to be shifted beyond the 6-year CIP for this bike/ped project. Design has been delayed from FY25 and will now start in FY27, and the beginning of construction is delayed from FY27 to FY29. Beyond FY28, the remaining funded needed to complete this project will be \$19.8 million.
- **Bowie Mill Road Bikeway (P502108):** Approximately \$750,000 will be moved up in the 6-year CIP for this bikeway project. Two stages of the project have moved earlier by one year; design will now start in FY23 and be completed in FY25, and land acquisition will now start in FY25 and be completed in FY27. Beyond FY28, the remaining funded needed to complete this project will be \$7.8 million.
- **Falls Road East Side Hiker/Biker Path (P500905):** \$11.1 million is proposed to be delayed beyond the 6-year CIP for this bicycle/pedestrian project. These funds were originally scheduled in FY27 and FY28. This project has been deferred repeatedly over the past 15+ years.
- **US 29 Pedestrian and Bicycle Improvements (P502304):** \$5.5 million is budgeted for this project to fund the design and construction of pedestrian and bicycle improvements to Flash stations along the US 29 corridor.
- **Oak Drive/ MD 27 Sidewalk (P501908):** \$12.5 million is budgeted for this sidewalk project. The project would be fully constructed by FY28 with this recommended allocation.

- **Bradley Boulevard (MD 191) Improvements (P501733):** \$6.6 million is proposed to be delayed beyond the 6-year CIP for this bikeway project. Construction was scheduled to begin in FY26 and complete in FY27, but now the project will begin construction in FY28 and be completed sometime beyond the 6-year CIP.
- **Sandy Spring Bikeway (P502306):** \$200,000 is budgeted for FY23 for cost sharing with MDOT SHA for the final design and construction of a ten-foot-wide sidepath on the north side of MD 108 from Doctor Bird Road to Norwood Road.
- **Metropolitan Branch Trail (P501110):** There are no funding changes for this project, however, this project has been repeatedly delayed for the past 15 years. This project was previously one of the Planning Board's top transportation priorities. Since it is now fully funded, it was removed from the Top 100 priority list. Phase 1 construction was completed in 2018. Phase 2 design and property acquisition was completed in FY22. Utility relocations were completed in FY22. Construction was scheduled to start in FY22 and be completed in 30 months (FY24). Due to bid procurement rules, the project is being re-bid, as only one contractor submitted, so contract award and construction initiation is likely delayed by 6 months (still FY24 hopefully).
- **Cherry Hill Road Bike Facility (P502314):** This project was added to the adopted FY23-28 CIP and there have been no changes in the scheduled funding. The project will upgrade existing bike facilities and complete missing bikeway segments along Randolph Road and Cherry Hill Road from Old Columbia Pike to the Montgomery-Prince George's county line. This project is identified as a high priority in the Bicycle Master Plan and located in an Equity Focus Area.
- **Norwood Road Shared Use Path (P502313):** This project was also added to the adopted FY23-28 CIP and will construct a shared use path along Norwood Road from New Hampshire Ave (MD 650) to Norbeck Road.

MAJOR PROJECT-RELATED CONCERNS NOT ADDRESSED IN THE CIP

- **Systemic Safety Countermeasure Program:** Initiate a funding program focused on systemic improvements that address crash risks identified in the Predictive Safety Analysis. Systemic countermeasure implementation is a common Vision Zero approach that identifies many locations throughout the county for rapid application of improvements. These treatments are generally considered well-suited for widespread implementation because of their safety effectiveness, cost effectiveness, and because they may be implemented with limited study and design. In contrast, spot safety treatments use traditional site-based analysis at a specific location. See Attachment C, which includes candidate locations for systemic countermeasure implementation from the Planning Department's Predictive Safety Analysis.

- **Bike Racks:** Similar to last year’s CIP review, this issue is still a concern. Based on a 2016 survey, over 8,600 bicycle parking spaces are needed at public schools, public libraries, and recreation centers; the vast majority are needed at schools. The recommendation in the 2019-2020 Bicycle Master Plan Biennial Monitoring Report is to upgrade deficient bike racks at all public libraries and recreation centers over the next two years and expand and upgrade bicycle parking availability at all public schools over a ten-year period. As shown in Table 7 below, the estimated cost to upgrade and expand bicycle parking at these public facilities is approximately \$3.6 million.

Table 7: Estimated Cost to Address Bicycle Parking Needs at Public Facilities

Facility Type	Bicycle Racks Needed	Estimated Cost
Elementary Schools	3,831	\$1,566,000
Middle Schools	1,892	\$788,000
High Schools	2,546	\$1,188,000
Public Libraries	158	\$18,000
Recreation Centers	228	\$30,000
Total	8,655	\$3,590,000

Source: Bicycle Master Plan Biennial Monitoring Report – 2019-2020, Table 14, page 47.

- **Aspen Hill BiPPA:** Similar to last year this is still a concern. According to the Aspen Hill Vision Zero Study, there were 23 severe or fatal crashes in the Aspen Hill Vision Zero Study area between 2015 and 2019. Another fatal crash occurred on February 5, 2023 at the intersection of Hewitt Avenue and Georgia Avenue. In 2019, the Planning Board requested the creation of a new BiPPA project to address the deficiencies identified in the Aspen Hill Vision Zero Study, conducted by the Planning Department. This action has not been added to the CIP.
<https://montgomeryplanning.org/planning/communities/midcounty/aspen-hill/aspen-hill-vision-zero-study/>.

RECOMMENDATIONS/COMMENTS

Staff is generally supportive of the County Executive’s Recommended FY24 Capital Budget and FY23-FY28 CIP, but recommends that the following specific comments be transmitted to the County Council:

- **Capital Crescent Trail (P501316):** It is critical that this project be completed to coincide with the completion of the Purple Line (now scheduled for FY27). The proposed delay in this project’s schedule beyond FY28 is unacceptable. Given the uncertainty of state aid, we recommend that budget adjustments to other lower-priority projects be made to fully fund this project to ensure that it will be constructed by FY27.
- **Aspen Hill Bicycle-Pedestrian Priority Area project:** Fund a new project to implement the safety recommendations in the Aspen Hill Vision Zero Study.

- **Systemic Safety Countermeasure Program:** Initiate a funding program focused on systemic improvements that address crash risks identified in the Predictive Safety Analysis.
- **Bike Racks:** Create a new program to upgrade deficient bike racks at all public libraries and recreation centers over the next two years and expand and upgrade bicycle parking availability at all public schools over a ten-year period.

ATTACHMENTS

Attachment A – Recommended Changes to Project Expenditures

Attachment B – 2021 Planning Board Transportation Priorities

Attachment C – Candidate Locations for Systemic Countermeasure Implementation



Bus Rapid Transit: US 29 (P501912)

Category Transportation
SubCategory Mass Transit (MCG)
Planning Area Kemp Mill-Four Corners and Vicinity

Date Last Modified 01/04/23
Administering Agency Transportation
Status Final Design Stage

Total	Thru FY22	Rem FY22	Total 6 Years	FY 23	FY 24	FY 25	FY 26	FY 27	FY 28	Beyond 6 Years
-------	-----------	----------	------------------	-------	-------	-------	-------	-------	-------	-------------------

EXPENDITURE SCHEDULE (\$000s)

Planning, Design and Supervision	540	92	448	-	-	-	-	-	-	-
Land	752	752	-	-	-	-	-	-	-	-
Site Improvements and Utilities	529	529	-	-	-	-	-	-	-	-
Construction	16,258	16,258	-	-	-	-	-	-	-	-
Other	13,471	13,471	-	-	-	-	-	-	-	-
TOTAL EXPENDITURES	31,550	31,102	448	-	-	-	-	-	-	-

FUNDING SCHEDULE (\$000s)

Federal Aid	9,500	9,500	-	-	-	-	-	-	-	-
Impact Tax	7,890	7,890	-	-	-	-	-	-	-	-
Intergovernmental	160	160	-	-	-	-	-	-	-	-
Short-Term Financing	14,000	13,552	448	-	-	-	-	-	-	-
TOTAL FUNDING SOURCES	31,550	31,102	448	-	-	-	-	-	-	-

APPROPRIATION AND EXPENDITURE DATA (\$000s)

Appropriation FY 24 Request	-	Year First Appropriation	FY19
Cumulative Appropriation	31,550	Last FY's Cost Estimate	31,550
Expenditure / Encumbrances	31,503		
Unencumbered Balance	47		

PROJECT DESCRIPTION

This project will construct a new Bus Rapid Transit (BRT) line on US 29 from Burtonsville Park-and-Ride lot to the Silver Spring Transit Center. The project will build 18 new BRT station platforms with level boarding and off-board fare payment, purchase 14 new 60-foot articulated vehicles, implement Transit Signal Priority at 15 intersections, and construct improved bicycle and pedestrian infrastructure; including 10 new Capital Bikeshare stations. The new BRT service will use the existing bus-on-shoulder lanes on US 29 in the northern section of the corridor and operate in mixed traffic in the southern section of US 29 and along Lockwood Drive, Stewart Lane, Briggs Chaney Road, and Castle Boulevard.

ESTIMATED SCHEDULE

Service started in FY21, with final construction to complete in FY22.

PROJECT JUSTIFICATION

The project will transform mobility options with the implementation of a 14-mile, premium, branded, limited-stop BRT service along US 29. This new service will improve transit travel time and increase opportunity for a broad range of users, including a significant number of minority and low-income riders living along a highly congested corridor. The project will improve passenger transit mobility by connecting riders to high density housing and employment centers. This project is vital to the success of significant new private development and employment in the adopted White Oak Science Gateway Master Plan. Plans & Studies: MCDOT Countywide Bus Rapid Transit Study, Final Report (July 2011); County Executive's Transit Task Force (May 2012); Countywide Transit Corridors Functional Master Plan (November 2013); MCDOT US 29 Bus Rapid Transit Project Description Report (March 2017); Maryland Department of Transportation/Maryland Transit Administration US 29 Bus Rapid Transit Corridor Planning Study (April 2017).

OTHER

Prior to FY19, \$6.5 million for Planning and Design and \$500,000 in grant management was included in PDF 501318: Rapid Transit System (renamed to Bus Rapid Transit System Development in FY19). Since Planning and Design were close to completion at the end of FY18, only funds for the construction phase of the project (FY19 and 20) have been moved to this new PDF.

FISCAL NOTE

The project is receiving \$10 million of Federal funds through the Transportation Infrastructure Generating Economic Recovery (TIGER) program. The Federal funds will be used towards station and pedestrian/bicycle infrastructure construction. The Maryland Department of Transportation Consolidated Transportation Program (CTP) for 2014-2019 provided \$10 million for County Rapid Transit System planning, a portion of which was used to begin facility planning on the US 29 corridor. Reflects reallocation of \$1.3 million in GO Bonds from the ADA Compliance: Transportation project (#509325) to cover ADA sidewalk upgrades. In FY20, funding switch of \$2 million from Contributions to GO Bonds. In FY20, funding switch of \$4,874,000 from GO Bonds to Impact Tax. In FY22, funding

switch of \$390,000 from Intergovernmental to Impact Tax due to WSSC reimbursement ineligibility.

DISCLOSURES

A pedestrian impact analysis will be performed during design or is in progress.

COORDINATION

Maryland Department of Transportation, Washington Metropolitan Area Transit Authority, Maryland-National Capital Park and Planning Commission. Special Projects Legislation (Expedited Bill No. 20-18) was adopted by Council June 19, 2018.





Davis Mill Road Emergency Stabilization (P502006)

Category Transportation **Date Last Modified** 01/09/23
SubCategory Roads **Administering Agency** Transportation
Planning Area Germantown and Vicinity **Status** Preliminary Design Stage

Total	Thru FY22	Rem FY22	Total 6 Years	FY 23	FY 24	FY 25	FY 26	FY 27	FY 28	Beyond 6 Years
-------	-----------	----------	------------------	-------	-------	-------	-------	-------	-------	-------------------

EXPENDITURE SCHEDULE (\$000s)

Planning, Design and Supervision	45	9	36	-	-	-	-	-	-	-
Construction	2,288	2,288	-	-	-	-	-	-	-	-
TOTAL EXPENDITURES	2,333	2,297	36	-	-	-	-	-	-	-

FUNDING SCHEDULE (\$000s)

G.O. Bonds	2,333	2,297	36	-	-	-	-	-	-	-
TOTAL FUNDING SOURCES	2,333	2,297	36	-	-	-	-	-	-	-

APPROPRIATION AND EXPENDITURE DATA (\$000s)

Appropriation FY 24 Request	-	Year First Appropriation	FY20
Cumulative Appropriation	2,333	Last FY's Cost Estimate	2,340
Expenditure / Encumbrances	2,332		
Unencumbered Balance	1		

PROJECT DESCRIPTION

This project provides for the emergency stabilization for approximately 400 feet of Davis Mill Road. The existing Davis Mill Road is located on the south side of Wildcat Branch. To stabilize the 400 feet of Davis Mill Road which has been damaged by storm erosion, a retaining wall will be constructed along the north edge of the roadway with riprap installation, stream stabilization, and 500 feet pavement resurfacing of Davis Mill Road. Davis Mill Road from its east intersection with Wildcat Road to its west intersection with Wildcat Road will be closed to traffic during construction.

LOCATION

The project site is located on Davis Mill Road between the east and west intersections with Wildcat Road.

ESTIMATED SCHEDULE

The design of the project is expected to finish in January 2020. Construction is scheduled to start in February 2020 and will be completed in April 2020.

COST CHANGE

Cost reduced to reflect savings following project completion.

PROJECT JUSTIFICATION

Wildcat Branch along the north of Davis Mill Road is continuously eroding the roadway embankment and undermining the roadway pavement during each major rain event. The undermining is progressing under the pavement causing pavement failure along the edge of the road. The Department is concerned that a significant part of the roadway pavement could slide into the stream during the next major storm event.

OTHER

The Davis Mill Road is classified as a rustic road in the 1996 Rustic Roads Functional Master Plan.

FISCAL NOTE

FY2020 supplemental of \$2,340,000 in G.O. Bonds for Davis Mill Road Emergency Stabilization. FY23 transfer of \$7,000 in unused funds to Dennis Ave Bridge (P501701).

COORDINATION

Montgomery County Department Permitting Services, Maryland Department of the Environment, Maryland-National Capital Park and Planning Commission.

12



Gold Mine Road Bridge M-0096 (P501302)

Category	Transportation	Date Last Modified	12/23/22
SubCategory	Bridges	Administering Agency	Transportation
Planning Area	Olney and Vicinity	Status	Final Design Stage

Total	Thru FY22	Rem FY22	Total 6 Years	FY 23	FY 24	FY 25	FY 26	FY 27	FY 28	Beyond 6 Years
-------	-----------	----------	------------------	-------	-------	-------	-------	-------	-------	-------------------

EXPENDITURE SCHEDULE (\$000s)

Planning, Design and Supervision	1,004	1,004	-	-	-	-	-	-	-	-
Land	314	221	93	-	-	-	-	-	-	-
Site Improvements and Utilities	365	128	237	-	-	-	-	-	-	-
Construction	4,784	4,023	761	-	-	-	-	-	-	-
TOTAL EXPENDITURES	6,467	5,376	1,091	-	-	-	-	-	-	-

FUNDING SCHEDULE (\$000s)

Federal Aid	3,500	3,500	-	-	-	-	-	-	-	-
G.O. Bonds	2,967	1,876	1,091	-	-	-	-	-	-	-
TOTAL FUNDING SOURCES	6,467	5,376	1,091	-	-	-	-	-	-	-

OPERATING BUDGET IMPACT (\$000s)

Maintenance				6	1	1	1	1	1	1
NET IMPACT				6	1	1	1	1	1	1

APPROPRIATION AND EXPENDITURE DATA (\$000s)

Appropriation FY 24 Request	-	Year First Appropriation	FY13
Cumulative Appropriation	6,467	Last FY's Cost Estimate	6,467
Expenditure / Encumbrances	6,000		
Unencumbered Balance	467		

PROJECT DESCRIPTION

This project provides for the replacement of the existing Gold Mine Road Bridge over Hawlings River and the construction of an 8'-0" bike path between James Creek Court and Chandlee Mill Road. The existing bridge, built in 1958, is a one span 30' steel beam with an asphalt filled corrugated metal deck structure carrying a 15'-8" clear roadway with W-beam guardrail on each side, for a total deck width of 16'-7". The proposed replacement bridge includes a one span 53' prestressed concrete slab beam structure with a 33'-0" clear roadway width. The project includes 250' of approach roadway work at each end of the bridge that consists of widening and raising the roadway profile by 5' at the bridge. The new bridge will carry 2 lanes of traffic, improve sight distances at the bridge, raise the bridge elevation to reduce flooding at the roadway, carry all legal vehicles, and provide pedestrian facilities across the river.

LOCATION

The project site is located along Gold Mine Bridge Road over the Hawlings River. It includes a bike path between James Creek Court and Chandlee Mill Road.

ESTIMATED SCHEDULE

The design of the project finished in the fall of 2017. The construction is scheduled to start in 2018 and be completed in 2020.

PROJECT JUSTIFICATION

The proposed replacement work is necessary to provide a safe roadway condition for the traveling public. The 2009 bridge inspection revealed that the concrete abutments and wing walls are in fair condition and the bridge has a weight restriction which is controlled by the undersized steel beams. The bridge is currently on a 6-month inspection cycle to allow some school buses to exceed the inventory rating values of the beams. The bridge is functionally obsolete, carries two lanes of traffic on a single lane bridge with no sidewalks and has inadequate sight distance approaching the bridge. The bridge is closed two to three times a year due to flooding of the Hawlings River.

OTHER

This project also supports the County Executive's Vision Zero initiative which aims to reduce injuries and fatalities on all roads.

FISCAL NOTE

The costs of bridge construction and construction management for this project are eligible for up to 80 percent Federal Aid. The design costs for this project are covered in the Bridge Design project (CIP No. 509132). FY23 funding switch of \$446,000 from G.O. Bonds to Federal Aid to reflect FY22 actuals.

DISCLOSURES

A pedestrian impact analysis has been completed for this project.

COORDINATION

Federal Highway Administration - Federal Aid Bridge Replacement/Rehabilitation Program, Maryland State Highway Administration, Maryland Department of the Environment, Maryland-National Capital Park and Planning Commission, Montgomery County Department of Permitting Services, Utilities, and Bridge Design PDF (CIP 509132).

14



MD355-Clarksburg Shared Use Path (P501744)

Category
SubCategory
Planning Area

Transportation
Pedestrian Facilities/Bikeways
Clarksburg and Vicinity

Date Last Modified
Administering Agency
Status

01/12/23
Transportation
Final Design Stage

Total	Thru FY22	Rem FY22	Total 6 Years	FY 23	FY 24	FY 25	FY 26	FY 27	FY 28	Beyond 6 Years
-------	-----------	----------	------------------	-------	-------	-------	-------	-------	-------	-------------------

EXPENDITURE SCHEDULE (\$000s)

Planning, Design and Supervision	1,733	1,122	-	611	485	126	-	-	-	-
Land	1,165	10	-	1,155	901	254	-	-	-	-
Site Improvements and Utilities	292	32	-	260	260	-	-	-	-	-
Construction	3,274	-	-	3,274	1,776	1,498	-	-	-	-
TOTAL EXPENDITURES	6,464	1,164	-	5,300	3,422	1,878	-	-	-	-

FUNDING SCHEDULE (\$000s)

G.O. Bonds	2,005	387	-	1,618	1,024	594	-	-	-	-
Intergovernmental	72	63	-	9	9	-	-	-	-	-
Recordation Tax Premium (MCG)	191	191	-	-	-	-	-	-	-	-
State Aid	4,196	523	-	3,673	2,389	1,284	-	-	-	-
TOTAL FUNDING SOURCES	6,464	1,164	-	5,300	3,422	1,878	-	-	-	-

OPERATING BUDGET IMPACT (\$000s)

Maintenance	8	-	-	2	2	2	2
Energy	8	-	-	2	2	2	2
NET IMPACT	16	-	-	4	4	4	4

APPROPRIATION AND EXPENDITURE DATA (\$000s)

Appropriation FY 24 Request	-	Year First Appropriation	FY17
Cumulative Appropriation	6,464	Last FY's Cost Estimate	6,464
Expenditure / Encumbrances	1,173		
Unencumbered Balance	5,291		

PROJECT DESCRIPTION

This project is to provide design, land acquisition, utility relocations, and construction of a new 8 to 10- foot wide shared use bike path along the eastern side of Frederick Road (MD 355) from Snowden Farm Parkway to 430 feet north of Clarksburg Road (MD 121) and from 670 feet south of the intersection to Stringtown Road. The total length of the project is approximately 2,500 linear feet. The segment of the shared use path between Spire Street and 430 feet north of Clarksburg Road is to be constructed as part of the Clarksburg at MD 355 Intersection Improvement Project. This project also provides construction of approximately 550 feet of retaining walls to reduce impacts to adjacent properties.

LOCATION

Frederick Road from Snowden Farm Parkway to Stringtown Road.

ESTIMATED SCHEDULE

Final design completed in FY22. Land acquisition in FY22 through FY24. Construction is to start in FY23 and complete in FY24.

PROJECT JUSTIFICATION

This project provides links between the northern limits of the Frederick Road Bike Path, CIP #501118, and the southern limits of the Little Bennett Regional Park Trail Connector. The planned facilities will improve pedestrian and bicyclist safety and access to the Clarksburg Town Center, Clarksburg High School, and Little Bennett Regional Park. The project leverages State Aid.

OTHER

The project will help the County achieve its Vision Zero goals to reduce deaths and serious injuries on County Roadways to zero by 2030.

FISCAL NOTE

This project was awarded \$523,000 in State Aid in FY19 and an additional \$127,000 in FY21 to fund design. Funds for this project were originally programmed in Public Facilities Roads CIP # 5071310. It is anticipated that State/Federal grants will be pursued to partially fund construction.

FY22 reflects actuals funding correction.

15

DISCLOSURES

A pedestrian impact analysis has been completed for this project. The County Executive asserts that this project conforms to the requirement of relevant local plans, as required by the Maryland Economic Growth, Resource Protection and Planning Act.

COORDINATION

Frederick Road Bike C.I.P. Project No. 501118. Little Bennett Regional Park Trail Connector, Clarksburg Road/MD355/MD 121 Intersection Improvement Project C.I.P. No. 508000, Maryland National Park & Planning Commission.

16



Montrose Parkway East (P500717)

Category	Transportation	Date Last Modified	01/09/23
SubCategory	Roads	Administering Agency	Transportation
Planning Area	North Bethesda-Garrett Park	Status	Final Design Stage

Total	Thru FY22	Rem FY22	Total 6 Years	FY 23	FY 24	FY 25	FY 26	FY 27	FY 28	Beyond 6 Years
-------	-----------	----------	------------------	-------	-------	-------	-------	-------	-------	-------------------

EXPENDITURE SCHEDULE (\$000s)

Planning, Design and Supervision	4,713	4,331	382	-	-	-	-	-	-	-
Land	6,004	6,004	-	-	-	-	-	-	-	-
Site Improvements and Utilities	728	728	-	-	-	-	-	-	-	-
Construction	108	108	-	-	-	-	-	-	-	-
Other	170	170	-	-	-	-	-	-	-	-
TOTAL EXPENDITURES	11,723	11,341	382	-	-	-	-	-	-	-

FUNDING SCHEDULE (\$000s)

EDAET	504	504	-	-	-	-	-	-	-	-
G.O. Bonds	5,026	4,644	382	-	-	-	-	-	-	-
Impact Tax	5,279	5,279	-	-	-	-	-	-	-	-
Recordation Tax Premium (MCG)	914	914	-	-	-	-	-	-	-	-
TOTAL FUNDING SOURCES	11,723	11,341	382	-	-	-	-	-	-	-

APPROPRIATION AND EXPENDITURE DATA (\$000s)

Appropriation FY 24 Request	-	Year First Appropriation	FY07
Cumulative Appropriation	11,723	Last FY's Cost Estimate	12,060
Expenditure / Encumbrances	11,721		
Unencumbered Balance	2		

PROJECT DESCRIPTION

This project previously provided for a new four-lane divided arterial road as recommended in the 1992 North Bethesda/Garrett Park and 1994 Aspen Hill Master Plans. Planning funds are included to evaluate alternatives that address safety concerns regarding the railroad crossing and general traffic flow in a smaller, less costly manner.

COST CHANGE

Cost reduced to reflect savings following project completion.

PROJECT JUSTIFICATION

The Montrose Road - Randolph Road railroad crossing is used by pedestrians, students, motorcycles, cars, trucks, buses and emergency personnel. It is ranked as the most dangerous railroad crossing in the entire state of Maryland. This grade separation project would eliminate the Randolph Road crossing.

FISCAL NOTE

FY23 transfer of \$337,000 in unused funds to Dennis Ave Bridge (P501701).

DISCLOSURES

The County Executive asserts that this project conforms to the requirement of relevant local plans, as required by the Maryland Economic Growth, Resource Protection and Planning Act.

COORDINATION

Department of Fire and Rescue Services, Department of Transportation, Department of Permitting Services, Maryland-National Capital Park and Planning Commission, Maryland State Highway Administration, Maryland Department of Environment, Washington Suburban Sanitary Commission, Washington Gas, Pepco, Verizon.

17



Park Valley Road Bridge (P501523)

Category	Transportation	Date Last Modified	12/23/22
SubCategory	Bridges	Administering Agency	Transportation
Planning Area	Takoma Park	Status	Final Design Stage
Required Adequate Public Facility	Yes		

Total	Thru FY22	Rem FY22	Total 6 Years	FY 23	FY 24	FY 25	FY 26	FY 27	FY 28	Beyond 6 Years
-------	-----------	----------	---------------	-------	-------	-------	-------	-------	-------	----------------

EXPENDITURE SCHEDULE (\$000s)

Planning, Design and Supervision	589	526	63	-	-	-	-	-	-	-
Site Improvements and Utilities	30	-	30	-	-	-	-	-	-	-
Construction	4,231	4,149	82	-	-	-	-	-	-	-
TOTAL EXPENDITURES	4,850	4,675	175	-	-	-	-	-	-	-

FUNDING SCHEDULE (\$000s)

Federal Aid	3,205	3,205	-	-	-	-	-	-	-	-
G.O. Bonds	1,308	1,133	175	-	-	-	-	-	-	-
Impact Tax	337	337	-	-	-	-	-	-	-	-
TOTAL FUNDING SOURCES	4,850	4,675	175	-	-	-	-	-	-	-

APPROPRIATION AND EXPENDITURE DATA (\$000s)

Appropriation FY 24 Request	-	Year First Appropriation	FY15
Cumulative Appropriation	4,850	Last FY's Cost Estimate	4,850
Expenditure / Encumbrances	4,722		
Unencumbered Balance	128		

PROJECT DESCRIPTION

This project provides for the replacement of the existing Park Valley Road Bridge over Sligo Creek and realignment of the nearby existing Sligo Creek Hiker/Biker Trail. The replacement Park Valley Road Bridge will be a 34 foot single span simply supported prestressed concrete slab beam structure carrying a 26 foot clear roadway, a 5 foot 8 inches wide sidewalk on the south side, and an 8 inches wide curb on the north side for a total clear bridge width of 32 feet 4 inches. An approximately 85 foot long approach roadway and an approximately 85 foot long sidewalk connector will be reconstructed to tie the bridge to the existing roadway and trail. The realignment of the nearby existing hard surface Sligo Creek Hiker/Biker Trail will include a new 12 foot wide, 65 foot long single span simply supported prefabricated steel truss pedestrian bridge over Sligo Creek, plus a new 10 foot wide approximately 213 foot long hard surface trail to tie the new pedestrian bridge to the existing trail, plus reconfiguration of the existing substandard mini circle Park Valley Road/Sligo Creek Parkway intersection to a regular T-intersection with a new crosswalk and a new 6 foot wide refuge median on Park Valley Road for the new trail. A new 5 foot wide, approximately 190 foot long natural surface pedestrian path will be constructed along the existing hard surface trail. Also, a parking lot will be removed at the northwest of the Park Valley Road Bridge.

LOCATION

The project site is located west the intersection of Park Valley Road and Sligo Creek Parkway in Silver Spring.

CAPACITY

Upon completion, the Average Daily Traffic [ADT] on the Park Valley Road Bridge will remain under 1,100 vehicles per day.

ESTIMATED SCHEDULE

The design of the project is underway with C.I.P. NO. 509132 and is expected to finish in 2018. The construction is scheduled to start in the Spring of 2018 and be completed in the mid 2020. The schedule is delayed due to requirements for Federal funding, additional stream work and drainage required for M-NCPPC park permit, and WSSC design schedule for a water main relocation.

PROJECT JUSTIFICATION

The existing Park Valley Road Bridge, built in 1931, is a 30 foot single span structure carrying a 20 foot clear roadway and a 5 foot wide sidewalk on the south side, for a total clear bridge width of 25 feet 9 inches. The 2013 inspection revealed that the concrete deck and abutments are in very poor condition. This bridge is considered structurally deficient. The bridge has posted load limits of 30,000 lb. The trail realignment is necessary to maintain pedestrian/bicycle access during construction of the replacement Park Valley Bridge, improve pedestrian/bicycle safety and accessibility of the Sligo Creek hiker/biker trail in the vicinity of Park Valley Road, and enhance the trail in compliance with ADA requirements. The reconfigured T-intersection will improve traffic safety and provide better access for school buses and fire-rescue apparatus.

OTHER

Park Valley Road is classified as a secondary residential roadway in the East Silver Spring Master Plan. The road will be closed and vehicular traffic will be detoured during construction. Right-of-way acquisition is not required. The construction will be implemented in two phases. Phase 1: Construct the intersection reconfiguration, new pedestrian bridge and hiker/biker trail realignment. Pedestrian/bicycle access will be maintained through the existing Park Valley Road Bridge. Phase 2: Construct the replacement of the Park Valley Road Bridge and approach roadway pavement. Pedestrian/bicycle access will be maintained through the new pedestrian and hiker/biker trail.

FISCAL NOTE

The costs of construction and construction management for the replacement of the Park Valley Road Bridge and associated approach work are eligible for up to 80 percent Federal Aid. The cost of construction and construction management for the realignment of the nearby existing Sligo Creek Hiker/Biker Trail, including the new pedestrian bridge, new trail and reconfiguration of the intersection are eligible for up to 80 percent federal funds by transportation alternatives program. The construction and construction management for the new natural surface pedestrian path will be 100 percent General Obligation Bonds. In FY18, \$270,000 in GO Bonds was transferred from the Piney Meetinghouse Road Bridge project (P501522). In FY18, Council approved a supplemental appropriation to add \$630,000 in Federal Aid. FY23 funding switch of \$337,000 from Federal Aid to Impact Taxes to reflect FY22 actuals.

DISCLOSURES

A pedestrian impact analysis has been completed for this project.

COORDINATION

Bridge Design Project CIP 509132, FHWA - Federal Aid Bridge Replacement/Rehabilitation Program, FHWA - Transportation Alternatives Program, Maryland State Highway Administration, Maryland Department of the Environment, Maryland-National Capital Park And Planning Commission, Montgomery County Department of Permitting Services



Platt Ridge Drive Extended (P501200)

Category Transportation
SubCategory Roads
Planning Area Bethesda-Chevy Chase and Vicinity

Date Last Modified 12/23/22
Administering Agency Transportation
Status Under Construction

Total	Thru FY22	Rem FY22	Total 6 Years	FY 23	FY 24	FY 25	FY 26	FY 27	FY 28	Beyond 6 Years
-------	-----------	----------	------------------	-------	-------	-------	-------	-------	-------	-------------------

EXPENDITURE SCHEDULE (\$000s)

Planning, Design and Supervision	1,310	1,310	-	-	-	-	-	-	-	-
Land	11	11	-	-	-	-	-	-	-	-
Construction	2,886	2,886	-	-	-	-	-	-	-	-
TOTAL EXPENDITURES	4,207	4,207	-	-	-	-	-	-	-	-

FUNDING SCHEDULE (\$000s)

G.O. Bonds	1,212	1,212	-	-	-	-	-	-	-	-
Impact Tax	2,889	2,889	-	-	-	-	-	-	-	-
Intergovernmental	106	106	-	-	-	-	-	-	-	-
TOTAL FUNDING SOURCES	4,207	4,207	-	-	-	-	-	-	-	-

OPERATING BUDGET IMPACT (\$000s)

Maintenance				6	1	1	1	1	1	1
NET IMPACT				6	1	1	1	1	1	1

APPROPRIATION AND EXPENDITURE DATA (\$000s)

Appropriation FY 24 Request	-	Year First Appropriation	FY12
Cumulative Appropriation	4,207	Last FY's Cost Estimate	4,301
Expenditure / Encumbrances	4,207		
Unencumbered Balance	-		

PROJECT DESCRIPTION

This project consists of a northerly extension of existing Platt Ridge Drive from its terminus at Jones Bridge Road, approximately 600 feet through North Chevy Chase Local Park to connect with Montrose Driveway, a street in the Chevy Chase Valley (also known as Spring Valley or Chevy Chase Section 9) subdivision. To minimize impact to the park environment, it is proposed that the road be of minimal complexity and width. The road would be a two-lane rolled curb section of tertiary width (20 feet) with guardrails and a minimum right-of-way width of 30 feet; sidewalks, streetlights, drainage ditches and similar features are not proposed in order to minimize impacts to the park. Pedestrian access will continue to be provided by the existing five-foot sidewalks on both sides of Spring Valley Road.

CAPACITY

The project will benefit the residents and visitors to the 60 homes in Chevy Chase Valley, plus the members and users of the Chevy Chase Recreation Association swim and tennis club whose only access is through the Chevy Chase Valley community, as well as all motorists, pedestrians and bicyclists using Jones Bridge Road from Platt Ridge Drive to Connecticut Avenue.

ESTIMATED SCHEDULE

Detailed planning and design activities began in FY12 and will be completed in FY17. Construction will be completed in FY19.

COST CHANGE

Cost reduced to reflect savings following project completion.

PROJECT JUSTIFICATION

Vehicular ingress and egress anticipated from the Chevy Chase Valley community is currently difficult and will become even more difficult with the increase in traffic from the Base Realignment and Closure (BRAC) relocation of Walter Reed Army Medical Center to Bethesda, especially with construction of a new southbound lane on Connecticut Avenue between I-495 and Jones Bridge Road now proposed by the Maryland State Highway Administration. As a result, an engineering traffic study seeking solutions to the congestion problem was commissioned by the Department of Transportation. The study entitled "Spring Valley Traffic Study" dated June 2010 was prepared by STV Incorporated and serves as the facility planning document for this project. Four alternative solutions to the traffic problem were studied. It was found that Alternative 2 (a new traffic signal at Jones Bridge Road and Spring Valley Road) would have a positive effect for a limited period of time. As a result, a temporary traffic signal was installed in FY11 with funding from the Traffic Signals project (CIP No. #507154). It was also found that Alternative 3 (the extension of Platt Ridge Drive to Montrose Driveway) would provide the most cost-effective approach to a permanent solution. All planning and design work will be done in close consultation and coordination with the M-NCPPC.

OTHER

Right-of-way for this project will be dedicated to the public by the M-NCPPC or purchased through ALARF funding. The project will benefit the residents and visitors of the community of Chevy Chase Valley and the motorists, pedestrians, and bicyclists using Jones Bridge Road from Platt Ridge Drive to Connecticut Avenue who are impacted by the BRAC relocation.

FISCAL NOTE

In FY17, \$601,000 in G.O. Bonds was transferred from Chapman Avenue Extended, MacArthur Blvd, Bikeway Improvements, and Century Blvd. \$212,000 in G.O. Bonds was accelerated into FY16 from FY17. Intergovernmental funding represents the Washington Suburban Sanitary Commission's (WSSC) share of the water and sewer relocation costs. FY18 funding switch of \$513,000 between G.O. Bonds and Impact Tax. FY23 funding switch of \$45,000 from G.O. Bonds to Impact Tax to reflect FY22 actuals. FY23 transfer of \$94,000 in unused funds to Dennis Ave Bridge (P501701).

DISCLOSURES

A pedestrian impact analysis has been completed for this project.

COORDINATION

Maryland-National Capital Park and Planning Commission, Maryland State Highway Administration, Washington Suburban Sanitary Commission, Department of Transportation, Department of Permitting Services, Department of Environmental Protection

21



Public Facilities Roads (P507310)

Category	Transportation	Date Last Modified	01/05/23
SubCategory	Roads	Administering Agency	Transportation
Planning Area	Countywide	Status	Ongoing

Total	Thru FY22	Rem FY22	Total 6 Years	FY 23	FY 24	FY 25	FY 26	FY 27	FY 28	Beyond 6 Years
-------	-----------	----------	------------------	-------	-------	-------	-------	-------	-------	-------------------

EXPENDITURE SCHEDULE (\$000s)

Planning, Design and Supervision	1,403	1,102	67	234	39	39	39	39	39	39	-
Land	36	-	-	36	6	6	6	6	6	6	-
Site Improvements and Utilities	126	-	-	126	21	21	21	21	21	21	-
Construction	214	10	-	204	34	34	34	34	34	34	-
TOTAL EXPENDITURES	1,779	1,112	67	600	100	100	100	100	100	100	-

FUNDING SCHEDULE (\$000s)

G.O. Bonds	1,779	1,112	67	600	100	100	100	100	100	100	-
TOTAL FUNDING SOURCES	1,779	1,112	67	600	100	100	100	100	100	100	-

OPERATING BUDGET IMPACT (\$000s)

Maintenance				6	1	1	1	1	1	1	
Energy				30	5	5	5	5	5	5	
NET IMPACT				36	6	6	6	6	6	6	

APPROPRIATION AND EXPENDITURE DATA (\$000s)

Appropriation FY 24 Request	(292)	Year First Appropriation	FY73
Cumulative Appropriation	1,671	Last FY's Cost Estimate	2,171
Expenditure / Encumbrances	1,279		
Unencumbered Balance	392		

PROJECT DESCRIPTION

This project provides funds to reimburse developers for street construction abutting County schools, Maryland-National Capital Park and Planning Commission (M-NCPPC) parks, or other County facilities. The County historically reimburses the developer for one-half of the cost of streets abutting parks, schools, and other County facilities. This project also funds minor roadway improvements.

COST CHANGE

Cost change reflects decreased level of effort in prior years.

DISCLOSURES

A pedestrian impact analysis will be performed during design or is in progress. Expenditures will continue indefinitely.

COORDINATION

Developers, Intersection Improvement Projects, Montgomery County Public Schools, Maryland-National Capital Park and Planning Commission, Transportation Improvements for Schools

22



Resurfacing: Residential/Rural Roads (P500511)

Category
SubCategory
Planning Area

Transportation
Highway Maintenance
Countywide

Date Last Modified
Administering Agency
Status

01/08/23
Transportation
Ongoing

Total	Thru FY22	Rem FY22	Total 6 Years	FY 23	FY 24	FY 25	FY 26	FY 27	FY 28	Beyond 6 Years
-------	-----------	----------	------------------	-------	-------	-------	-------	-------	-------	-------------------

EXPENDITURE SCHEDULE (\$000s)

Planning, Design and Supervision	11,620	271	2,402	8,947	1,387	1,387	1,664	1,503	1,503	1,503	-
Site Improvements and Utilities	10	10	-	-	-	-	-	-	-	-	-
Construction	225,891	169,512	326	56,053	8,613	9,613	9,336	9,497	9,497	9,497	-
Other	356	356	-	-	-	-	-	-	-	-	-
TOTAL EXPENDITURES	237,877	170,149	2,728	65,000	10,000	11,000	11,000	11,000	11,000	11,000	-

FUNDING SCHEDULE (\$000s)

Current Revenue: General	1,865	1,865	-	-	-	-	-	-	-	-	-
G.O. Bond Premium	9,000	9,000	-	-	-	-	-	-	-	-	-
G.O. Bonds	198,100	154,755	2,728	40,617	10,000	6,436	7,000	11,000	4,000	2,181	-
Land Sale	24,383	-	-	24,383	-	4,564	4,000	-	7,000	8,819	-
PAYGO	1,617	1,617	-	-	-	-	-	-	-	-	-
Recordation Tax Premium (MCG)	2,912	2,912	-	-	-	-	-	-	-	-	-
TOTAL FUNDING SOURCES	237,877	170,149	2,728	65,000	10,000	11,000	11,000	11,000	11,000	11,000	-

APPROPRIATION AND EXPENDITURE DATA (\$000s)

Appropriation FY 24 Request	11,000	Year First Appropriation	FY05
Cumulative Appropriation	182,877	Last FY's Cost Estimate	237,877
Expenditure / Encumbrances	172,562		
Unencumbered Balance	10,315		

PROJECT DESCRIPTION

This project provides for the permanent patching and resurfacing of rural and residential roadways using durable hot mix asphalt to restore long-term structural integrity to the aging rural and residential roadway infrastructure. The County maintains a combined total of 4,324 lane-miles of rural and residential roads. Preventative maintenance includes full-depth patching of distressed areas of pavement in combination with a new hot mix asphalt wearing surface of 1-inch to 2-inches depending on the levels of observed distress. A portion of this work will be performed by the County in-house paving crew.

PROJECT JUSTIFICATION

In FY09, the Department of Transportation instituted a contemporary pavement management system. This system provides for systematic physical condition surveys. The surveys note the type, level, and extent of residential pavement deterioration combined with average daily traffic and other usage characteristics. This information is used to calculate specific pavement ratings, types of repair strategies needed, and associated repair cost, as well as the overall Pavement Condition Index (PCI) of the entire residential network. The system also provides for budget optimization and recommending annual budgets for a systematic approach to maintaining a healthy residential pavement inventory.

OTHER

The design and planning stages, as well as project construction, will comply with the Department of Transportation (DOT), Maryland State Highway Administration (MSHA), Manual on Uniform Traffic Control Devices (MUTCD), American Association of State Highway and Transportation Officials (AASHTO), and American with Disabilities Act (ADA). Rural/residential road mileage has been adjusted to conform with the State inventory of road mileage maintained by the State Highway Administration (SHA). This inventory is updated annually.

FISCAL NOTE

\$57 million is the annual cost required to achieve the current Countywide Pavement Condition Index of 66 for Residential and rural roads. \$60 million is the annual requirement to achieve a Countywide Pavement Condition Index of 70 for residential rural roads. Funding switch replacing GO Bonds with Land Sale Proceeds.

DISCLOSURES

Expenditures will continue indefinitely.

COORDINATION

Washington Suburban Sanitary Commission, Washington Gas Light Company, PEPCO, Cable TV, Verizon, United States Postal Service.



Silver Spring Lot 3 Parking Garage (P501111)

Category	Transportation	Date Last Modified	01/03/23
SubCategory	Parking	Administering Agency	Transportation
Planning Area	Silver Spring and Vicinity	Status	Ongoing

Total	Thru FY22	Rem FY22	Total 6 Years	FY 23	FY 24	FY 25	FY 26	FY 27	FY 28	Beyond 6 Years
-------	-----------	----------	------------------	-------	-------	-------	-------	-------	-------	-------------------

EXPENDITURE SCHEDULE (\$000s)

Construction	1	-	1	-	-	-	-	-	-	-
TOTAL EXPENDITURES	1	-	1	-	-	-	-	-	-	-

FUNDING SCHEDULE (\$000s)

Current Revenue: Parking - Silver Spring	1	-	1	-	-	-	-	-	-	-
TOTAL FUNDING SOURCES	1	-	1	-	-	-	-	-	-	-

OPERATING BUDGET IMPACT (\$000s)

Maintenance	42	7	7	7	7	7	7
Energy	42	7	7	7	7	7	7
Program-Other	306	51	51	51	51	51	51
NET IMPACT	390	65	65	65	65	65	65

APPROPRIATION AND EXPENDITURE DATA (\$000s)

Appropriation FY 24 Request	(239)	Year First Appropriation	FY14
Cumulative Appropriation	240	Last FY's Cost Estimate	240
Expenditure / Encumbrances	-		
Unencumbered Balance	240		

PROJECT DESCRIPTION

This project provides for an underground, 152 space public parking garage on the current site of Public Parking Lot #3, located at 8206 Fenton Street in Silver Spring. The underground, public parking garage will be designed and constructed by a private development partner the County selected through a competitive Request for Proposal (RFP) process. The private development has received Project Plan approval from the Planning Board. The specific mix of uses and numbers of private parking spaces to be constructed are currently being determined within the Site Plan approval process.

LOCATION

Fenton Street Village, Fenton St and Thayer Avenue, Silver Spring, Maryland.

CAPACITY

The underground, public parking garage will consist of 152 County owned and operated public parking spaces.

ESTIMATED SCHEDULE

This project was completed in FY20 and is pending close-out.

COST CHANGE

Decrease as appropriated funds will not be expended. The public garage has been completed and no further costs are expected for the project.

PROJECT JUSTIFICATION

Public Parking Lot #3 is being redeveloped in accordance with the Silver Spring Sector Plan. Based on an analysis conducted by the Department of Transportation's Division of Parking Management, the underground, public parking garage is appropriately sized to meet the needs of the planned private redevelopment project and the current parking needs of the service area. Mandatory referral to Maryland-National Capital Park and Planning Commission (M-NCPPC) for the County's underground, public parking garage has been completed.

FISCAL NOTE

This project is pending closeout.

DISCLOSURES

A pedestrian impact analysis will be performed during design or is in progress.



Snouffer School Road (P501109)

Category	Transportation	Date Last Modified	12/23/22
SubCategory	Roads	Administering Agency	Transportation
Planning Area	Gaithersburg and Vicinity	Status	Final Design Stage

Total	Thru FY22	Rem FY22	Total 6 Years	FY 23	FY 24	FY 25	FY 26	FY 27	FY 28	Beyond 6 Years
-------	-----------	----------	------------------	-------	-------	-------	-------	-------	-------	-------------------

EXPENDITURE SCHEDULE (\$000s)

Planning, Design and Supervision	5,570	5,570	-	-	-	-	-	-	-	-
Land	3,719	3,673	46	-	-	-	-	-	-	-
Site Improvements and Utilities	3,193	2,145	1,048	-	-	-	-	-	-	-
Construction	13,835	13,668	167	-	-	-	-	-	-	-
Other	443	124	319	-	-	-	-	-	-	-
TOTAL EXPENDITURES	26,760	25,180	1,580	-	-	-	-	-	-	-

FUNDING SCHEDULE (\$000s)

G.O. Bonds	8,796	7,216	1,580	-	-	-	-	-	-	-
Impact Tax	16,459	16,459	-	-	-	-	-	-	-	-
Intergovernmental	1,505	1,505	-	-	-	-	-	-	-	-
TOTAL FUNDING SOURCES	26,760	25,180	1,580	-	-	-	-	-	-	-

OPERATING BUDGET IMPACT (\$000s)

Maintenance				6	1	1	1	1	1	1
NET IMPACT				6	1	1	1	1	1	1

APPROPRIATION AND EXPENDITURE DATA (\$000s)

Appropriation FY 24 Request	-	Year First Appropriation	FY11
Cumulative Appropriation	26,760	Last FY's Cost Estimate	26,760
Expenditure / Encumbrances	25,728		
Unencumbered Balance	1,032		

PROJECT DESCRIPTION

This project provides for the design, land acquisition, and construction of 5,850 linear feet of roadway widening along Snouffer School Road between Sweet Autumn Drive and Centerway Road. The roadway's typical section consists of two through lanes in each direction, a continuous center turn lane and 5.5-foot bike lanes in each direction with an eight-foot shared use path on the north side and a five-foot sidewalk on the south side within a 90' right-of-way. The typical section was previously approved by the Council's Transportation, Infrastructure, Energy and Environment Committee. The project will require approximately 1.44 acres of land acquisition and will include street lights, storm drainage, stormwater management, and landscaping. Utility relocations include water, sewer, gas, and Pepco utility poles. The Maryland State Highway Administration's (SHA) MD 124 (Woodfield Road) Phase II project will widen the approximately 900 linear-foot segment on Snouffer School Road between Sweet Autumn Drive and Woodfield Road. The County's Smart Growth Initiative site at the Webb Tract includes the Montgomery County Public Schools (MCPS) Food Distribution Facility and the Public Safety Training Academy relocation. The Snouffer School Road North project (CIP #501109) will widen the 3,400 linear foot segment of Snouffer School Road between Centerway Road and Ridge Heights Drive to provide improved access to the planned multi-agency service park at the Webb Tract.

CAPACITY

The projected Average Daily Traffic (ADT) for 2025 is 30,250.

ESTIMATED SCHEDULE

Final design was completed in FY16 and land acquisition was completed in FY18. Construction began in FY16 and will be completed in FY21.

PROJECT JUSTIFICATION

The Airport Project Area of the Gaithersburg Vicinity Planning Area of the County is experiencing rapid growth with plans for new offices, shops, residential communities, and restaurants. The Snouffer School Road improvements project is needed to meet traffic and pedestrian demands of existing and future land uses. This project meets the recommendations of the area Master Plans, enhances regional connectivity, and follows the continuity of adjacent developer improvements. It will improve traffic flow by providing continuous roadway cross section and standard lane widths and encourage alternative means of mobility through proposed bicycle and pedestrian facilities. The Department of Transportation (DOT) completed Facility Planning Phase I study in FY06. Facility Planning Phase II was completed in FY08 in Facility Planning Transportation Project (CIP #509337).

FISCAL NOTE

Intergovernmental revenues represent the Washington Suburban Sanitary Commission's (WSSC) share of water and sewer relocation costs. FY18 funding switch of \$674,000 between G.O. Bonds and Impact Tax. Acceleration of \$688,000 in G.O. Bonds from FY19 into FY18 and an offsetting funding schedule switch with Intergovernmental. In FY20, a \$3,050,000 supplemental appropriation was approved. FY20 funding switch of \$2,000,000 between GO Bonds and Impact Tax. FY22 funding switch of \$1,437,000 from G.O. Bonds to Impact Tax (\$1,308,000) and Intergovernmental (\$129,000) to reflect FY22 actuals.

DISCLOSURES

A pedestrian impact analysis has been completed for this project.

COORDINATION

Washington Suburban Sanitary Commission, Department of Permitting Services, Pepco, Verizon, Washington Gas, Department of General Services. Special Capital Projects Legislation was enacted on June 23, 2015 and signed into law on July 6, 2015 (Bill No. 28-15).



Snouffer School Road North (Webb Tract) (P501119)

Category	Transportation	Date Last Modified	12/23/22
SubCategory	Roads	Administering Agency	Transportation
Planning Area	Gaithersburg and Vicinity	Status	Final Design Stage

Total	Thru FY22	Rem FY22	Total 6 Years	FY 23	FY 24	FY 25	FY 26	FY 27	FY 28	Beyond 6 Years
-------	-----------	----------	------------------	-------	-------	-------	-------	-------	-------	-------------------

EXPENDITURE SCHEDULE (\$000s)

Planning, Design and Supervision	3,487	2,936	551	-	-	-	-	-	-	-
Land	41	36	5	-	-	-	-	-	-	-
Site Improvements and Utilities	57	57	-	-	-	-	-	-	-	-
Construction	11,462	11,462	-	-	-	-	-	-	-	-
TOTAL EXPENDITURES	15,047	14,491	556	-	-	-	-	-	-	-

FUNDING SCHEDULE (\$000s)

G.O. Bonds	9,053	8,497	556	-	-	-	-	-	-	-
Impact Tax	5,120	5,120	-	-	-	-	-	-	-	-
Intergovernmental	874	874	-	-	-	-	-	-	-	-
TOTAL FUNDING SOURCES	15,047	14,491	556	-	-	-	-	-	-	-

OPERATING BUDGET IMPACT (\$000s)

Maintenance			30	5	5	5	5	5	5
Energy			6	1	1	1	1	1	1
NET IMPACT			36	6	6	6	6	6	6

APPROPRIATION AND EXPENDITURE DATA (\$000s)

Appropriation FY 24 Request	-	Year First Appropriation	FY11
Cumulative Appropriation	15,047	Last FY's Cost Estimate	15,047
Expenditure / Encumbrances	15,004		
Unencumbered Balance	43		

PROJECT DESCRIPTION

This project provides for the design, land acquisition, and construction of 1,300 linear feet of roadway widening and resurfacing along Snouffer School Road between Centerway Road and Turkey Thicket Drive and a new traffic signal at Alliston Hollow Way and Turkey Thicket Drive, providing left-turn lanes at both signals as well as providing for grading for two northern lanes and resurfacing two southern lanes from Turkey Thicket Drive to Alliston Hollow Way. The closed-section roadway typical section consists of two through lanes southbound and one through lane northbound separated by a raised median, an eight-foot shared use path on the northern side, and a five-foot sidewalk on the southern side within a 100-foot right-of-way. The sidewalk and shared use path will extend for a distance of 2,500 linear feet from Centerway Road to Alliston Hollow Way. The project will include a bridge for the northbound traffic lanes and replacement of the existing bridge for the southbound traffic lane over Cabin Branch, street lights, storm drainage, stormwater management, landscaping, and utility relocations.

LOCATION

Gaithersburg

CAPACITY

Average Daily Traffic is projected to be 15,000 vehicles per day by 2015.

ESTIMATED SCHEDULE

Final design was completed in FY16. Construction began in FY17 and will be completed in FY19.

PROJECT JUSTIFICATION

This project is part of the County's Smart Growth Initiative for the relocation of the Public Safety Training Academy and the Montgomery County Public School (MCPS) Food Services Facility to the Webb Tract and will provide improved access to the new facilities. This project is also needed to meet the existing and future traffic and pedestrian demands in the area. The Airpark Project Area of the Gaithersburg Vicinity Planning Area is experiencing growth with plans for commercial and residential development. This project meets the recommendations of the area Master Plan and enhances regional connectivity. It will improve traffic flow by providing additional traffic lanes and encourage alternative means of mobility through proposed bicycle and pedestrian facilities.

FISCAL NOTE

Reflects transfer of \$1,565,000 from Public Facilities Roads (#507310) in FY19. In FY20, funding switch of \$310,000 from Impact Tax to G.O. Bonds. In FY22,

funding switch of \$74,000 from G.O. Bonds. to Intergovernmental to reflect FY22 actuals.

DISCLOSURES

A pedestrian impact analysis has been completed for this project.

COORDINATION

Snouffer School Road (CIP #501109), Public Services Training Academy Relocation, Washington Suburban Sanitary Commission, Maryland-National Capital Park and Planning Commission, Department of Permitting Services, Department of General Services, Maryland Department of the Environment



Purple Line (P501603)

Category	Transportation	Date Last Modified	12/23/22
SubCategory	Mass Transit (MCG)	Administering Agency	Transportation
Planning Area	Countywide	Status	Under Construction
		Relocation Impact	Yes

Total	Thru FY22	Rem FY22	Total 6 Years	FY 23	FY 24	FY 25	FY 26	FY 27	FY 28	Beyond 6 Years
-------	-----------	----------	------------------	-------	-------	-------	-------	-------	-------	-------------------

EXPENDITURE SCHEDULE (\$000s)

Planning, Design and Supervision	1,844	1,414	30	400	-	130	130	140	-	-	-
Land	4,068	2,484	1,414	170	-	170	-	-	-	-	-
Construction	25,270	25,270	-	-	-	-	-	-	-	-	-
Other	23,000	8,000	-	15,000	15,000	-	-	-	-	-	-
TOTAL EXPENDITURES	54,182	37,168	1,444	15,570	15,000	300	130	140	-	-	-

FUNDING SCHEDULE (\$000s)

G.O. Bond Premium	10,000	-	-	10,000	10,000	-	-	-	-	-	-
G.O. Bonds	33,722	26,708	1,444	5,570	5,000	300	130	140	-	-	-
Impact Tax	2,254	2,254	-	-	-	-	-	-	-	-	-
PAYGO	206	206	-	-	-	-	-	-	-	-	-
Recordation Tax Premium (MCG)	8,000	8,000	-	-	-	-	-	-	-	-	-
TOTAL FUNDING SOURCES	54,182	37,168	1,444	15,570	15,000	300	130	140	-	-	-

APPROPRIATION AND EXPENDITURE DATA (\$000s)

Appropriation FY 24 Request	300	Year First Appropriation	FY16
Cumulative Appropriation	53,612	Last FY's Cost Estimate	53,612
Expenditure / Encumbrances	37,191		
Unencumbered Balance	16,421		

PROJECT DESCRIPTION

This project provides funding for County coordination and oversight of the Purple Line project, including the three County-funded projects [Capital Crescent Trail (P501316), Bethesda Metro South Entrance (P500929), and Silver Spring Green Trail (P509975)] that are being included with the construction of the Purple Line. The Purple Line is a 16-mile light rail line being constructed by the Maryland Transit Administration (MTA) between Bethesda Metrorail station in Montgomery County and New Carrollton Metrorail station in Prince George's County. The project will include the construction of 21 light rail stations, 10 of which are located in Montgomery County. The Purple Line, which is estimated to serve more than 65,000 daily riders, will operate both in its own right-of-way and in mixed traffic and provides a critical east-west connection linking Montgomery and Prince George's counties. The new rail line will result in many benefits, including faster and more reliable service for the region's east-west travel market, improved connectivity and access to existing and planned activity centers, increased service for transit-dependent populations, traffic congestion relief, and economic development, including Transit Oriented Development, along the corridor. The project is being bid out by the State as a Public-Private Partnership (PPP), with a selected Concessionaire responsible for final design and construction of the project, as well as the system operation and maintenance for the first 30 years of service. The County's role in the project is defined in a Memorandum of Agreement (MOA) between MTA and the County.

ESTIMATED SCHEDULE

The Maryland Transit Administration (MTA) reached an agreement with a Concessionaire in 2016. Final Design began during Spring/Summer 2016 and construction began in 2017. The Design-Builder and the Concessionaire filed claims to terminate the contract in 2020. A settlement agreement was reached; this resulted in the Design-Builder, also a member firm of the Concessionaire, leaving the project. The Concessionaire and the MTA has selected a new entity to complete the construction. The project is expected to be open for revenue service in Fall 2026.

COST CHANGE

Increased project supervision costs due to delayed Purple Line construction schedule by Maryland Transit Administration. Increased cost for Land to acquire easements for culvert replacements.

PROJECT JUSTIFICATION

Montgomery County supports the Purple Line project due to its economic and mobility benefits. As with any large infrastructure project, significant impacts to the community - both residents and businesses along the corridor - are anticipated during the construction period. MTA has plans for a robust public engagement effort during design and construction; nevertheless, the County has embarked on its own community engagement effort through the Purple Line Implementation Advisory Group (PLIAG) and expects to be actively engaged with the community throughout the various project stages. The County will also be required to provide technical review and oversight of both the County-funded projects and the overall Purple Line project to ensure that they are in keeping with County standards.

OTHER

Certain County properties will be impacted by the construction of the MTA. To facilitate the construction and long term maintenance of the system, certain County properties will need to be transferred to MTA, in part or in entirety. Properties include (address and tax account identification number): 8710 Brookville Road (971041), Brookville Road (983094), 8717 Brookville Road (972728), 1160 Bonifant Street (1043367), 1114 Bonifant Street (1045696), 1170 Bonifant Street (1046100), 734 E University Boulevard - for roadway widening and utility relocation (975345), 734 E University Boulevard - for use as parkland mitigation agreement with M-NCPPC (975345), vicinity of 25 East Wayne.

FISCAL NOTE

FY17 supplemental appropriation for \$8,000,000 in Recordation Tax Premium required per a Memorandum of Understanding with Carr properties. This will facilitate development of the Apex Building to provide an improved Bethesda Purple Line Station that includes a more prominent entrance and wider platform, thereby improving ADA accessibility and eliminating the need for patrons to cross the tracks, and an easement and tunnel under the building for the future underground segment of the Capital Crescent Trail enhancing safety and user experience. FY18 funding switch of \$367,000 between GO Bonds and Impact Tax. FY23 funding switch of \$10,000,000 from GO Bonds to GO Bond Premium.

COORDINATION

Maryland Transit Administration, Maryland Department of Transportation, Washington Metropolitan Area Transit Authority, State Highway Administration, Office of the County Executive, Maryland-National Capital Park and Planning Commission, Bethesda Bikeway and Pedestrian Facilities, CSX Transportation, Purple Line NOW, Coalition for the Capital Crescent Trail, Department of General Services, Department of Permitting Services, Silver Spring Transportation Management District, Bethesda Transportation Management District, Silver Spring Chamber of Commerce, Bethesda Chamber of Commerce

30



Bethesda Metro Station South Entrance

(P500929)

Category Transportation
SubCategory Mass Transit (MCG)
Planning Area Bethesda-Chevy Chase and Vicinity

Date Last Modified 01/12/23
Administering Agency Transportation
Status Under Construction

	Total	Thru FY22	Rem FY22	Total 6 Years	FY 23	FY 24	FY 25	FY 26	FY 27	FY 28	Beyond 6 Years
EXPENDITURE SCHEDULE (\$000s)											
Planning, Design and Supervision	2,319	1,759	110	450	50	130	130	140	-	-	-
Land	29	-	29	-	-	-	-	-	-	-	-
Site Improvements and Utilities	5,453	-	5,453	-	-	-	-	-	-	-	-
Construction	98,801	43,323	33,784	21,694	6,930	12,111	2,632	21	-	-	-
Other	12,000	-	6,000	6,000	6,000	-	-	-	-	-	-
TOTAL EXPENDITURES	118,602	45,082	45,376	28,144	12,980	12,241	2,762	161	-	-	-

FUNDING SCHEDULE (\$000s)											
Federal Aid	2,000	-	-	2,000	2,000	-	-	-	-	-	-
G.O. Bonds	103,610	32,090	45,376	26,144	10,980	12,241	2,762	161	-	-	-
Revenue Bonds: Liquor Fund	12,992	12,992	-	-	-	-	-	-	-	-	-
TOTAL FUNDING SOURCES	118,602	45,082	45,376	28,144	12,980	12,241	2,762	161	-	-	-

APPROPRIATION AND EXPENDITURE DATA (\$000s)											
Appropriation FY 24 Request		12,241		Year First Appropriation						FY09	
Cumulative Appropriation		103,438		Last FY's Cost Estimate						118,202	
Expenditure / Encumbrances		53,875									
Unencumbered Balance		49,563									

PROJECT DESCRIPTION

This project provides access from Elm Street west of Wisconsin Avenue to the southern end of the Bethesda Metrorail station and ultimately integrates the Metro system with the new light rail system, allowing the completion of the connection between the new Purple Line light rail system and the existing Metrorail Red Line. The Metrorail Red Line runs below Wisconsin Avenue through Bethesda more than 120 feet below the surface, considerably deeper than the Purple Line right-of-way. The Bethesda Metrorail station has one entrance, near East West Highway. The Metrorail station was built with accommodations for a future southern entrance. The Bethesda light rail transit (LRT) station would have platforms located just west of Wisconsin Avenue on the Georgetown Branch right-of-way. This platform allows a direct connection between LRT and Metrorail, making transfers as convenient as possible. Six station elevators would be located in the Elm Street right-of-way, which would require narrowing the street and extending the sidewalk. The station would include a new south entrance to the Metrorail station, including a new mezzanine above the Metrorail platform, similar to the existing mezzanine at the present station's north end. The mezzanine would use the existing knock-out panel in the arch of the station and the passageway that was partially excavated when the station was built in anticipation of the future construction of a south entrance.

ESTIMATED SCHEDULE

Construction started in FY18. Construction will be coordinated and implemented as part of the State Purple Line Project and will be completed when the Purple Line construction is complete. In FY21, the schedule was revised again based on actual progress and MTA's latest revised cash flow projection. In FY22, the Concessionaire and MTA selected an entity to complete construction. The project is expected to be completed in FY26.

COST CHANGE

Costs increase to fund ongoing project supervision and coordination due to delayed Purple Line construction schedule.

OTHER

Part of Elm Street west of Wisconsin Avenue will be closed for a period during construction.

FISCAL NOTE

The funds for this project were initially programmed in the State Transportation Participation project. Appropriation of \$5 million for design was transferred from the State Transportation Participation project in FY09. In FY18, a funding switch was made to increase Revenue Bonds: Liquor Fund appropriation and decrease G.O. Bonds appropriation by \$7.992 million. In FY19, a shift in \$3.5 million in G.O. Bonds from FY21 to FY19 was done to reflect an updated MTA billing schedule. In FY21, \$29,374,000 was shifted from prior years and distributed across FY21-FY26 to further reflect actual progress, a new estimated billing schedule, and to account for delays associated with the Purple Line. In the FY23-FY28 CIP, \$8 million was added to fill a funding gap in the project to allow for the completion of the Bethesda South Metro Entrance mezzanine project element as planned. This consists of \$6 million in G.O. bonds and \$2 million in Federal Aid, reflecting a \$2 million earmark in the FY23 Omnibus Appropriations Bill. WMATA received an additional \$12M in state aid for this project during the 2022 State

General Assembly Session. WMATA will pay for \$12M in mezzanine costs directly, and the remainder of the cost will be paid by the County. In FY22 reflects actuals funding correction.

COORDINATION

Maryland Transit Administration, Washington Metropolitan Area Transit Authority (WMATA), Maryland-National Capital Park and Planning Commission, Bethesda Lot 31 Parking Garage project, Department of Transportation, Department of General Services, Special Capital Projects Legislation [Bill No. 31-14] was adopted by Council June 17, 2014.



Sidewalk and Curb Replacement (P508182)

Category
SubCategory
Planning Area

Transportation
Highway Maintenance
Countywide

Date Last Modified
Administering Agency
Status

01/09/23
Transportation
Ongoing

Total	Thru FY22	Rem FY22	Total 6 Years	FY 23	FY 24	FY 25	FY 26	FY 27	FY 28	Beyond 6 Years
-------	-----------	----------	------------------	-------	-------	-------	-------	-------	-------	-------------------

EXPENDITURE SCHEDULE (\$000s)

Planning, Design and Supervision	5,935	4	121	5,810	1,005	1,005	924	917	992	967	-
Site Improvements and Utilities	25	25	-	-	-	-	-	-	-	-	-
Construction	79,936	48,546	-	31,390	5,195	5,195	5,276	5,283	5,208	5,233	-
Other	55	55	-	-	-	-	-	-	-	-	-
TOTAL EXPENDITURES	85,951	48,630	121	37,200	6,200	6,200	6,200	6,200	6,200	6,200	-

FUNDING SCHEDULE (\$000s)

Contributions	69	5,202	(5,133)	-	-	-	-	-	-	-	-
G.O. Bonds	77,791	40,473	118	37,200	6,200	6,200	6,200	6,200	6,200	6,200	-
Land Sale	5,136	-	5,136	-	-	-	-	-	-	-	-
PAYGO	2,955	2,955	-	-	-	-	-	-	-	-	-
TOTAL FUNDING SOURCES	85,951	48,630	121	37,200	6,200	6,200	6,200	6,200	6,200	6,200	-

APPROPRIATION AND EXPENDITURE DATA (\$000s)

Appropriation FY 24 Request	5,700	Year First Appropriation	FY81
Cumulative Appropriation	55,451	Last FY's Cost Estimate	88,951
Expenditure / Encumbrances	48,747		
Unencumbered Balance	6,704		

PROJECT DESCRIPTION

This project provides for the removal and replacement of damaged or deteriorated sidewalks, curbs, and gutters in business districts and residential communities. The County currently maintains about 1,668 miles of sidewalks and about 3,336 miles of curbs and gutters. Many years of paving overlays have left some curb faces of two inches or less. Paving is milled, and new construction provides for a standard six-inch curb face. The project includes: overlay of existing sidewalks with asphalt; base failure repair and new construction of curbs; and new sidewalks with handicapped ramps to fill in missing sections. No changes will be made to existing structures unless necessary to eliminate erosion, assure drainage, and improve safety as determined by a County engineer. Some funds from this project support the Renew Montgomery program. A significant aspect of this project has been and will be to provide safe pedestrian access and to ensure Americans with Disabilities Act (ADA) compliance. Mileage of sidewalks and curb/gutters has been updated to reflect the annual acceptance of new infrastructure to the County's inventory.

COST CHANGE

Reduction in construction costs reflects anticipated reduction in private residences utilizing apron replacement program.

PROJECT JUSTIFICATION

Curbs, gutters, and sidewalks have a service life of 30 years. Freeze/thaw cycles, de-icing materials, tree roots, and vehicle loads accelerate concrete failure. The County should replace 111 miles of curbs and gutters and 56 miles of sidewalks annually to provide for a 30 year cycle. Deteriorated curbs, gutters, and sidewalks are safety hazards to pedestrians and motorists, increase liability risks, and allow water to infiltrate into the sub-base causing damage to roadway pavements. Settled or heaved concrete can trap water and provide breeding places for mosquitoes. A Countywide inventory of deteriorated concrete was performed in the late 1980's. Portions of the Countywide survey are updated during the winter season. The March 2016 Report of the Infrastructure Maintenance Task Force identified an annual replacement program level of effort based on a 30-year life for curbs and gutters.

OTHER

The Department of Transportation (DOT) maintains a list of candidate projects requiring construction of curbs and gutters based on need and available funding. The design and planning stages, as well as final completion of the project will comply with the DOT, Maryland State Highway Administration (MSHA), Manual on Uniform Traffic Control Devices (MUTCD), American Association of State Highway and Transportation Officials (AASHTO), and ADA standards.

FISCAL NOTE

Since FY87, the County has offered to replace deteriorated driveway aprons at the property owner's expense when working on a project in their neighborhood. The County will continue to offer apron replacement. Payments received will be appropriated and reflected on the PDF. Funding switch replacing Contributions and a portion of GO Bonds with Land Sale Proceeds.

DISCLOSURES

Expenditures will continue indefinitely.

COORDINATION

Washington Suburban Sanitary Commission, Other Utilities, Montgomery County Public Schools, Homeowners, Montgomery County Pedestrian Safety Advisory Committee, Commission on People with Disabilities.



Dennis Ave Bridge M-0194 Replacement (P501701)

Category	Transportation	Date Last Modified	01/04/23
SubCategory	Bridges	Administering Agency	Transportation
Planning Area	Kensington-Wheaton	Status	Final Design Stage

Total	Thru FY22	Rem FY22	Total 6 Years	FY 23	FY 24	FY 25	FY 26	FY 27	FY 28	Beyond 6 Years
-------	-----------	----------	------------------	-------	-------	-------	-------	-------	-------	-------------------

EXPENDITURE SCHEDULE (\$000s)

Planning, Design and Supervision	1,342	251	-	1,091	214	496	381	-	-	-
Land	100	-	-	100	100	-	-	-	-	-
Site Improvements and Utilities	1,650	-	-	1,650	-	765	885	-	-	-
Construction	6,278	-	-	6,278	-	4,179	2,099	-	-	-
TOTAL EXPENDITURES	9,370	251	-	9,119	314	5,440	3,365	-	-	-

FUNDING SCHEDULE (\$000s)

Federal Aid	4,858	-	-	4,858	-	2,999	1,859	-	-	-
G.O. Bonds	4,184	251	-	3,933	314	2,113	1,506	-	-	-
Intergovernmental	328	-	-	328	-	328	-	-	-	-
TOTAL FUNDING SOURCES	9,370	251	-	9,119	314	5,440	3,365	-	-	-

APPROPRIATION AND EXPENDITURE DATA (\$000s)

Appropriation FY 24 Request	1,082	Year First Appropriation	FY22
Cumulative Appropriation	8,288	Last FY's Cost Estimate	7,850
Expenditure / Encumbrances	294		
Unencumbered Balance	7,994		

PROJECT DESCRIPTION

This project provides for the replacement of the existing Dennis Avenue Bridge M-0194 over a tributary to Sligo Creek. The existing bridge, built in 1961, is a single 30-foot span structure composed of pre-stressed concrete voided slab beams carrying a 24-foot roadway, two six-foot shoulders, and two 4'-8" sidewalks. The proposed replacement bridge will be a 80-foot overall span three-cell precast concrete arch culvert carrying a 22-foot roadway, two five-foot bicycle compatible shoulders, two two-foot striped buffers, a 13-foot shared-use path on the north side and a seven-foot sidewalk on the south side, for a total clear bridge width of 56 feet. The project includes utility relocations and approach roadway work at each end of the bridge as necessary to tie into the existing roadway and sidewalks. The bridge will be closed to traffic during construction. Accelerated bridge construction techniques will be utilized to minimize the disruption to the traveling public and local community.

LOCATION

The project is located on Dennis Avenue approximately 1,800 feet east of the intersection of Georgia Avenue and Dennis Avenue.

CAPACITY

The roadway Average Daily Traffic (ADT) is approximately 14,000 and the roadway capacity will not change as a result of this project.

ESTIMATED SCHEDULE

The design of the project is expected to be completed in the summer of 2023. The land acquisition is projected in FY23. The construction is scheduled to begin in the spring of 2024 and be completed in the fall of 2024. The bridge will be closed to traffic during the school summer break of 2024.

COST CHANGE

Cost increase due to updated construction costs reflecting final design and additional utility relocation costs that were not previously expected.

PROJECT JUSTIFICATION

The proposed replacement work will mitigate the frequent flooding of five residential properties and local streets upstream of the bridge; mitigate occasional roadway flooding on Dennis Avenue that causes significant traffic delays; and eliminate annual maintenance repairs required for this deteriorating structure. The existing bridge is rapidly deteriorating and is nearing the end of its estimated service life.

OTHER

The December 2018 Technical Update to the Master Plan of Highways and Transitways designates Dennis Avenue as Minor Arterial Road (MA-17) with a minimum right-of-way of 80 feet. The December 2018 Montgomery County Bicycle Master Plan recommends a sidepath (shared use path) on the north side. Streetlights, crosswalks, sidewalk ramps, bikeways, and other pertinent issues are being considered in the design of the project to ensure pedestrian safety. The funding shown as "Intergovernmental" is from WSSC for its share of the project cost.

FISCAL NOTE

In FY23, this project received transfers totaling \$438,000 from P502006 Davis Mill Road Emergency Stabilization (\$7,000), P500717 Montrose Parkway East (\$337,000), and P501200 Platt Ridge Drive Extended (\$94,000).

DISCLOSURES

A pedestrian impact analysis has been completed for this project.

COORDINATION

Federal Highway Administration - Federal Aid Bridge Replacement/Rehabilitation Program, Maryland State Highway Administration, Maryland Department of the Environment, Montgomery County Department of Environmental Protection, Montgomery County Department of Permitting Services, Montgomery County Public School, Montgomery County Police Department, Montgomery County Fire and Rescue Services, Montgomery County Ride On Bus, Maryland-National Capital Park and Planning Commission, Utilities, and Wheaton Regional Dam Flooding Mitigation (CIP Project #801710).



Burtonsville Park and Ride Improvements

(P502203)

Category	Transportation	Date Last Modified	01/05/23
SubCategory	Mass Transit (MCG)	Administering Agency	Transportation
Planning Area	Fairland-Beltsville and Vicinity	Status	Planning Stage

Total	Thru FY22	Rem FY22	Total 6 Years	FY 23	FY 24	FY 25	FY 26	FY 27	FY 28	Beyond 6 Years
-------	-----------	----------	------------------	-------	-------	-------	-------	-------	-------	-------------------

EXPENDITURE SCHEDULE (\$000s)

Planning, Design and Supervision	5,000	-	500	4,500	-	4,500	-	-	-	-
TOTAL EXPENDITURES	5,000	-	500	4,500	-	4,500	-	-	-	-

FUNDING SCHEDULE (\$000s)

State Aid	5,000	-	500	4,500	-	4,500	-	-	-	-
TOTAL FUNDING SOURCES	5,000	-	500	4,500	-	4,500	-	-	-	-

APPROPRIATION AND EXPENDITURE DATA (\$000s)

Appropriation FY 24 Request	4,500	Year First Appropriation	FY22
Cumulative Appropriation	500	Last FY's Cost Estimate	500
Expenditure / Encumbrances	-		
Unencumbered Balance	500		

PROJECT DESCRIPTION

This project provides for planning, design, permitting, and construction of a parking garage and other improvements at the Burtonsville Park and Ride Lot in support of FLASH service on the US 29 corridor and to facilitate reactivation or redevelopment of the adjacent commercial property. The County is partnering with a private residential developer who will design and construct a 500 space garage which will be funded by the County. The Burtonsville Station is the northernmost FLASH station in Montgomery County and is well-situated for park-and-ride access with direct ramps to US 29 and strong east-west connections via Maryland 198. With this strategic location, the park-and-ride can serve residents of Montgomery, Prince George's and Howard County, increasing transit ridership and lowering traffic demands on US 29 through Montgomery County. Expansion of this park-and-ride is needed to accommodate future ridership at this station and is part of longer-term plans to extend FLASH service into Howard County and to provide all-day service in Burtonsville. The location can also serve as a hub for interconnecting local services to nearby communities like Cloverly, Ashton, Laurel and Maple Lawn. Expansion of public parking capacity at this location may also facilitate a more compelling development vision for County, State and privately owned properties in this part of Burtonsville. The developer will also reserve space for an additional 500 space garage to be constructed by the County at a later date.

ESTIMATED SCHEDULE

The Department of General Services issued an RFP for development of the site in FY21 and is in the process of working on a developer agreement. Design and permitting of the garage will start in FY23 and are expected to be completed in early FY24 with construction to start in FY24 and complete in FY26.

COST CHANGE

Cost increase to reflect additional State Aid funding.

PROJECT JUSTIFICATION

It is estimated that by 2040 there will be a need for 1,000 park-and-ride spaces at the Burtonsville Park-and-Ride to serve the FLASH service and the current capacity of the park-and-ride lot is only 475 spaces. This parking also serves Metrobus and MTA bus services and supports County employee commuting. The park and ride lot has strong access to US 29, but access from Old Columbia Pike and Maryland 198 relies upon connections through adjacent commercial development. The Burtonsville Crossing Shopping Center is immediately adjacent to the park-and-ride lot and the rear of the center faces the FLASH station. The Burtonsville Crossing Shopping Center has struggled to retain and attract tenants since the opening of the Burtonsville Town Center, directly across Old Columbia Pike, and the completion of the Burtonsville overpass on US 29. Due to low occupancy, the shopping center has become a source of community concern. Reconfiguration of the park-and-ride lot and its access routes, may be an important element of reactivating or redeveloping the Burtonsville Crossing Shopping Center and better integrating development on the approximately 36 acres of land between Old Columbia Pike, US 29, Maryland 198 and the Pepco transmission lines.

FISCAL NOTE

State aid reflects State grants for capital projects in Montgomery County programmed or preauthorized during the 2020 and 2021 State General Assembly Sessions.

DISCLOSURES

A pedestrian impact analysis will be performed during design or is in progress. The County Executive asserts that this project conforms to the requirement of relevant local plans, as required by the Maryland Economic Growth, Resource Protection and Planning Act.



New Transit Maintenance Depot (P502402)

Category	Transportation	Date Last Modified	01/05/23
SubCategory	Mass Transit (MCG)	Administering Agency	Transportation
Planning Area	Countywide	Status	Preliminary Design Stage

Total	Thru FY22	Rem FY22	Total 6 Years	FY 23	FY 24	FY 25	FY 26	FY 27	FY 28	Beyond 6 Years
-------	-----------	----------	------------------	-------	-------	-------	-------	-------	-------	-------------------

EXPENDITURE SCHEDULE (\$000s)

Planning, Design and Supervision	2,000	-	-	2,000	-	2,000	-	-	-	-
TOTAL EXPENDITURES	2,000	-	-	2,000	-	2,000	-	-	-	-

FUNDING SCHEDULE (\$000s)

Current Revenue: Mass Transit	2,000	-	-	2,000	-	2,000	-	-	-	-
TOTAL FUNDING SOURCES	2,000	-	-	2,000	-	2,000	-	-	-	-

APPROPRIATION AND EXPENDITURE DATA (\$000s)

Appropriation FY 24 Request	2,000	Year First Appropriation	FY24
Cumulative Appropriation	-	Last FY's Cost Estimate	-
Expenditure / Encumbrances	-		
Unencumbered Balance	-		

PROJECT DESCRIPTION

This project will fund land acquisition, planning, design and construction of a new transit bus depot to support growth of the Ride On bus fleet, and to continue the County's transition to a zero emission fleet. The new depot will accommodate up to 150 buses, and include capabilities for bus maintenance and repair, washing, vaulting, charging/fueling, storage and employee parking.

ESTIMATED SCHEDULE

Initial planning, including a Program of Requirements, was completed in FY23 as part of the County's Zero Emissions Bus Transition Plan. Preliminary design will begin in FY24.

PROJECT JUSTIFICATION

Ride On is experiencing significant fleet growth due to the introduction of Flex, Extra and Bus Rapid Transit (Flash) services. The Nicholson Court bus depot is in the last 5-year term of a multiyear lease, which expires in 2027. Extending the lease is not an option as the current site cannot accommodate projected fleet growth, nor can the facility accommodate the maintenance and refueling infrastructure necessary to meet the County's commitment to a zero emission bus fleet.

DISCLOSURES

A pedestrian impact analysis will be performed during design or is in progress.

COORDINATION

Department of General Services, Department of Transportation, Maryland-National Capital Park and Planning Commission, Department of Permitting Services, Department of Finance, Department of Technology and Enterprise Business Services, Office of Management and Budget, WSSC Water, PEPCO, Washington Gas

38



Goldsboro Road Sidewalk and Bikeway (P501917)

Category	Transportation	Date Last Modified	12/21/22
SubCategory	Pedestrian Facilities/Bikeways	Administering Agency	Transportation
Planning Area	Bethesda-Chevy Chase and Vicinity	Status	Preliminary Design Stage

Total	Thru FY22	Rem FY22	Total 6 Years	FY 23	FY 24	FY 25	FY 26	FY 27	FY 28	Beyond 6 Years
-------	-----------	----------	------------------	-------	-------	-------	-------	-------	-------	-------------------

EXPENDITURE SCHEDULE (\$000s)

Planning, Design and Supervision	3,769	-	-	1,294	-	-	-	-	364	930	2,475
Land	574	-	-	-	-	-	-	-	-	-	574
Site Improvements and Utilities	1,150	-	-	-	-	-	-	-	-	-	1,150
Construction	15,603	-	-	-	-	-	-	-	-	-	15,603
TOTAL EXPENDITURES	21,096	-	-	1,294	-	-	-	-	364	930	19,802

FUNDING SCHEDULE (\$000s)

G.O. Bonds	21,096	-	-	1,294	-	-	-	-	364	930	19,802
TOTAL FUNDING SOURCES	21,096	-	-	1,294	-	-	-	-	364	930	19,802

APPROPRIATION AND EXPENDITURE DATA (\$000s)

Appropriation FY 24 Request	-	Year First Appropriation	
Cumulative Appropriation	-	Last FY's Cost Estimate	21,096
Expenditure / Encumbrances	-		
Unencumbered Balance	-		

PROJECT DESCRIPTION

This project provides for the final design and construction of two 11-foot travel lanes for a one mile segment of Goldsboro Road (MD 614) from MacArthur Boulevard to River Road (MD 190), a shared use path along the north side, a 5-foot sidewalk on the south side at selected locations. Where feasible, drainage improvements are included in the scope of the project. The existing pedestrian bridge over Minnehaha Branch on the south side of Goldsboro Road near Wedgewood Road is proposed to be replaced.

LOCATION

Goldsboro Road (MD 614) from MacArthur Boulevard to River Road (MD 190)

ESTIMATED SCHEDULE

Design will start in FY27. Land acquisition is scheduled in FY29. Construction is scheduled to start in FY30.

PROJECT JUSTIFICATION

This project will comply with the 1990 Bethesda-Chevy Chase Master Plan and the 2018 Countywide Bikeways Master Plan to improve pedestrian and bicycle facilities, encourage usage and improve safety for all users. It will improve access to major destinations in and beyond the project area and ultimately connect to other sidewalk and bicycle facilities.

OTHER

The preliminary design costs for this project are covered in the "Facility Planning - Transportation" project (#509337). Right-of-way acquisition is required. The project will help the County achieve its Vision Zero goals to reduce deaths and serious injuries on County Roadways to zero.

FISCAL NOTE

Construction cost estimates will be updated during the final design phase.

DISCLOSURES

A pedestrian impact analysis has been completed for this project.

COORDINATION

Facility Planning - Transportation CIP No. 509337, U.S. Army Corps of Engineers, Maryland DOT State Highway Administration, Maryland Department of the Environment, National Park Service, Maryland-National Capital Park and Planning Commission, Montgomery County Department of Permitting Services, Montgomery County Department of Environmental Protection, Utilities



MONTGOMERY COUNTY COUNCIL
ROCKVILLE, MARYLAND

ANDREW FRIEDSON
COUNCILMEMBER
DISTRICT 1

MEMORANDUM

March 14, 2023

TO: Council President Evan Glass, Chair, T&E Committee
Councilmember Marilyn Balcombe
Councilmember Kate Stewart

FROM: Council Vice President Andrew Friedson *AF*

SUBJECT: Reversing Delays to Pedestrian & Bicyclist Safety Infrastructure Projects

I am writing to respectfully request your support to reverse the proposed delays to pedestrian and bicyclist safety infrastructure projects including the Capital Crescent Trail tunnel, Bradley Boulevard Improvements, Tuckerman Lane Sidewalk, Falls Road Bikeway and Pedestrian Facility, and Goldsboro Road Sidewalk and Bikeway. We must not continue to delay these pedestrian and bicyclist infrastructure investments, some of which have been planned for decades and all of which have been delayed to varying degrees. As we continue our work toward achieving Vision Zero, the Council must stand by its commitments to advancing these projects.

Capital Crescent Trail Tunnel (P501316)

The Capital Crescent Trail is a critical link in our east-west trail network used by over a million residents each year for commuting and recreation. The County took away this major piece of infrastructure with a promise to return it to our residents. The Council has now rejected multiple attempts to delay this crucial project and we cannot break that promise now.

As this Committee and the Council have done in the past, I hope you will keep this project on the approved schedule so we can deliver this project and avoid burdening the taxpayers with increased costs. If the Council keeps the tunnel on the FY23-28 approved schedule with construction beginning in FY25 and completion in FY27, the total cost of the project is estimated to be \$69 million. This is significantly lower than the estimated cost under the proposed delays, which is about \$82 million. The County has applied for a federal RAISE grant that would cover \$45 million of the \$69 million, helping to cover inflationary cost increases and reduce the County's share of the cost to \$24 million.

39A



MONTGOMERY COUNTY COUNCIL
ROCKVILLE, MARYLAND

ANDREW FRIEDSON
COUNCILMEMBER
DISTRICT 1

Bradley Boulevard Improvements (P501733)

The Bradley Boulevard Improvements project is envisioned in both the 1990 Bethesda-Chevy Chase Master Plan and the 2018 Bicycle Master Plan. Located in a predominately residential area with several schools, the project will likely generate bicycle trips for students in the area. The project will also close the gaps in sidewalks built near the Bethesda CBD over 20 years ago and accommodate recently increased service to the seventeen Ride On stops along the project area. The Council received testimony in strong support of this project from the South Bradley Hills Neighborhood Association at the CIP Public Hearings on February 7.

Tuckerman Lane Sidewalk (P502302)

I appreciate that County Executive programmed a portion of this project in the FY23-28 CIP. In FY27-28, it completes a continuous section of sidewalk on the south side of Tuckerman Lane near my alma mater, Winston Churchill High School. Unfortunately, the County Executive has delayed the planning, design, and supervision of Segments 1 and 2 (Falls Road to Angus Place) beyond the six-year period despite this Committee and the Council programming funding for this work last year. If approved as proposed, this project falls short of community expectations for a project that has been in facility planning for many years. Tuckerman Lane is a heavily traveled corridor in a largely residential area. There are several schools in the vicinity including Churchill High School and Hoover Middle School. Cabin John Village is a shopping destination that has added significant residential and retail capacity and Tuckerman Lane features numerous bus stops for transit users. The cherished parks and trails of Cabin John are just to the east. Access to schools, transit, and community amenities require safe transportation options for all residents and we cannot achieve that without advancing projects like this one.

Falls Road Bikeway and Pedestrian Facility (P500905)

The 2002 Potomac Subregion Master Plan has long planned for an off-road bike path, which this project provides. The path would complete the missing link between existing bicycle facilities in the City of Rockville and on Falls Road south of River Road. It would also provide safe access to numerous destinations along this corridor including bus stops, the Bullis School, Ritchie Park Elementary School, Potomac Community Center, Potomac Library, Potomac Village Shopping Center, Potomac Promenade Shopping Center, Heritage Farm Park, Falls Road Golf Club, Falls Road Park, and several religious facilities.

39B



MONTGOMERY COUNTY COUNCIL
ROCKVILLE, MARYLAND

ANDREW FRIEDSON
COUNCILMEMBER
DISTRICT 1

Goldsboro Road Sidewalk and Bikeway (P501917)

Similar to the Bradley Boulevard Improvements project, the Goldsboro Road Sidewalk and Bikeway is also contemplated in the 1990 Bethesda-Chevy Chase Master Plan and the 2018 Bicycle Master Plan and would provide a safe route for pedestrians along Goldsboro Road between MacArthur Boulevard in Glen Echo and River Road in Bethesda. This stretch currently lacks adequate facilities for pedestrian and bicyclists and the project would implement a shared use path on the north side to connect residents with the Glen Echo Center, the Goddard School, bus stops, and residential communities along Goldsboro Road.

CC: Glenn Orlin, Senior Analyst, Montgomery County Council

39C



Bradley Boulevard (MD 191) Improvements (P501733)

Category Transportation
SubCategory Pedestrian Facilities/Bikeways
Planning Area Bethesda-Chevy Chase and Vicinity

Date Last Modified 01/04/23
Administering Agency Transportation
Status Final Design Stage

Total	Thru FY22	Rem FY22	Total 6 Years	FY 23	FY 24	FY 25	FY 26	FY 27	FY 28	Beyond 6 Years
-------	-----------	----------	------------------	-------	-------	-------	-------	-------	-------	-------------------

EXPENDITURE SCHEDULE (\$000s)

Planning, Design and Supervision	3,036	352	392	1,334	583	5	-	-	48	698	958
Land	2,408	1	-	2,407	-	-	200	750	1,457	-	-
Site Improvements and Utilities	2,160	-	-	2,160	-	-	-	-	1,940	220	-
Construction	8,861	1	-	3,202	-	-	-	-	-	3,202	5,658
TOTAL EXPENDITURES	16,465	354	392	9,103	583	5	200	750	3,445	4,120	6,616

FUNDING SCHEDULE (\$000s)

G.O. Bonds	16,465	354	392	9,103	583	5	200	750	3,445	4,120	6,616
TOTAL FUNDING SOURCES	16,465	354	392	9,103	583	5	200	750	3,445	4,120	6,616

APPROPRIATION AND EXPENDITURE DATA (\$000s)

Appropriation FY 24 Request	-	Year First Appropriation	FY21
Cumulative Appropriation	1,529	Last FY's Cost Estimate	16,465
Expenditure / Encumbrances	1,297		
Unencumbered Balance	232		

PROJECT DESCRIPTION

This project provides for completing final design and construction for the master planned dual bikeway along Bradley Boulevard (MD 191) which includes two 11' traffic lanes, two 4' on-road bike lanes, a 10' off-road shared use path on the north side of the road, and a 5' sidewalk on the south side of the road. The project limits extend approximately one mile from about 450' south of Wilson Lane to Glenbrook Road. The project will coordinate with a separate MCDOT intersection improvement project to connect the existing sidewalk on Bradley Boulevard east of Goldsboro Road and an existing sidewalk on Wilson Lane to improve pedestrian safety and provide access to transit stops and the Bethesda Central Business District. The project also includes two additional un-signalized crosswalks across Bradley Boulevard at Durbin Road and Pembroke Road, drainage improvements, and pedestrian lighting. This project also includes the land acquisitions and utility relocations that support the roadway improvements.

ESTIMATED SCHEDULE

Final design began in FY21 and will finish in FY24. Land acquisition to begin in FY25. Site work to begin in FY27. Construction is scheduled to start in FY28 and be completed beyond six years due to fiscal constraints.

PROJECT JUSTIFICATION

The Montgomery County Bikeway Master Plan, adopted in November 2018, recommends a north-side sidepath and conventional bike lanes in this segment of Bradley Boulevard. The service area is predominantly residential with several schools (Landon, Whitman HS, and Pyle MS) that could potentially generate bike-trips. Bethesda Row and other shopping centers are located a half mile to the east. There are 17 Montgomery County Ride-On bus stops (8 westbound and 9 eastbound) within the project area. This project will comply with area master plans, improve bicycle and pedestrian facilities, encourage bicycle usage, and improve safety for all users. It will improve access to major destinations in and beyond the project area and ultimately connect to other sidewalk and bicycle facilities.

OTHER

The project will help the County achieve its Vision Zero goals to reduce deaths and serious injuries on County roadways to zero by 2030.

FISCAL NOTE

The cost estimate is based on preliminary design only. A more accurate cost estimate will be prepared upon completion of final design.

DISCLOSURES

A pedestrian impact analysis has been completed for this project.

40

**Testimony of Lee R. Keiser to Accelerate Action
on CIP #P501733, Bradley Blvd. (MD-191) Improvements Project**

Montgomery County Council Public Hearing, February 7, 2023 (1:30 p.m.)

Recommended FY24 Capital Budget & FY23-28 Capital Improvements Program (CIP) Amendments

Good afternoon President Glass, Vice President Friedson, and Councilmembers. I am Lee Keiser, and was a pre-pandemic president of the South Bradley Hills Neighborhood Association in District 1. My theme today is **ZOOM**, as I'm calling for accelerated action on the **Bradley Blvd. (MD-191) Improvements** CIP project, that's stuck in Final Design Stage. It's a prime case study in suburban "last-mile" challenges.

First, we need to **ZOOM** to start construction on this sidewalk/bikeway project, **P501733**, instead of delaying it until FY28 and beyond, per the County Executive's proposal. Here's why:

- This 1-mile stretch of Bradley Blvd. is a major commuting route; adding sidewalks and bikeways is referenced in the **1990** Bethesda-Chevy Chase Master Plan, and supported in the 2018 Bicycle Master Plan. Oddly, the project justification text omits the 1990 Master Plan.
- Zooming to construction would close the gap of a partial sidewalk along Bradley Blvd. that's closer to Bethesda's Central Business District, built nearly 30 years ago. This gap exists from Bradley at Barrett Lane (seen below), north to Wilson Lane (MD-188), which has sidewalks:



- Last month, RideOn Bus service was gratefully increased along Bradley Blvd. (Route 36), further evidence of this well-traveled transit route. Yet riders alighting onto Bradley Blvd. remain at increased risk without sidewalks.
- The County Executive/County Council's joint Transportation Priorities Letter (Feb. 7, 2023) to Maryland Dept. of Transportation Secretary Paul Wiedefeld cites as a top priority design and construction of "Pedestrian/Bicycle Safety Implementation on State Highways." The letter asks the State to "increase funding to address sidewalk gaps, crosswalk conditions and other issues in support of the County's Vision Zero Action Plan." Accelerating construction on CIP #P501733 aligns with this priority.

Second, we need to ZOOM In on the Bradley Blvd. Improvements project, and study concurrent efforts:

- Another CIP, #**P507017, *Intersection and Spot Improvements***, will add left-turn lanes to the MD-191/MD-188 (Bradley Blvd./Wilson Lane) intersection, a traffic safety enhancement also recommended in the 1990 B-CC Master Plan. But the intersection project scope regarding stormwater management falls one block short of where the State Highway Administration's research in 2017 (cover page, below) documented the worst-affected area for flooding.



Larry Hogan
Governor
Boyd K. Rutherford
Lt. Governor
Pete K. Rahn
Secretary
Gregory Slater
Administrator

MEMORANDUM

TO: MR. BRIAN YOUNG
DISTRICT ENGINEER, DISTRICT 3

ATTN: MR. TOM FOUNTAIN
ASSISTANT DISTRICT ENGINEER, DISTRICT 3

FROM: MS. DANA HAVLIK *Dana Havlik*
DIVISION CHIEF, HIGHWAY HYDRAULICS DIVISION

SUBJECT: MD 191 – HAZARDOUS CONDITIONS ALONG SOUTH BRADLEY HILLS
NEIGHBORHOOD
SHA REFERENCE NO.: 17-DM-MO-007

DATE: DECEMBER 14, 2017

Since then, interim fixes have been implemented here with limited success. Without Zooming In and coordinating these two CIP stormwater plans informed by SHA research, the worst-affected area will quickly deteriorate even further during this decade, exposing rainy-day Bradley Blvd. travelers to increased road hazards (see Bradley Blvd. photo, next page).



- ZOOMING In also reveals a new, adjacent, Kenwood Park Community Sidewalk request, whose first County DOT meeting will be March 1, 2023. This 600-home community's eastern border is MD-191/Bradley Blvd. Their sidewalk request covers multiple streets, one of which (Durbin Rd., 20817) intersects Bradley Blvd. (to the east), and leads almost directly to Walt Whitman High School (to the west). Until the Bradley Blvd. CIP is constructed, the proposed Community sidewalk on this critical East-West residential street would end at sidewalk-less Bradley Blvd.

Third, it's also important to ZOOM Out.

- Little Falls Parkway, and the Capital Crescent Trail, are both a stone's throw from Bradley Blvd. The Parkway is an evolving case study to optimize safety for multi-modal travelers. The Parks Dept.'s next Little Falls Parkway community meeting is Feb. 15.
- But Parkway and Trail users who travel along the no-sidewalks, no-bikeways section of Bradley Blvd. (seen below) do so at great risk.



Thus, the latest proposed construction delay for Bradley Blvd. safety enhancements – while advocacy and public resources are increasingly devoted to ensuring safety of Parkway and Trail users – is of great concern. Moreover, proximity of neither the Parkway nor the Trail is referenced in the Bradley Blvd. project justification.

Finally, across CIP Transportation projects, the Council's Government Operations (GO) Committee should ZOOM Out to examine why Project Description Forms' (PDFs) comprehensiveness is erratic: missing facts such as Master Plan years, specific community attributes, adjacent Community Sidewalk initiatives, and adjacent CIP project scopes. At last month's county demographic update, the Council learned that barely half of county households speak only English at home. Thus, PDFs should rely less on narratives, while featuring: (1) maps of both the main project scope and nearby community destinations, with simple icons; (2) public-meeting calendars for adjacent projects, and (3) historical timelines.

To help fulfill the County's Racial Equity and Social Justice Act, the Community Advocacy Institute; and perhaps Regional Services Centers' Advisory Boards, could integrate CIP transportation projects into teaching lessons and on-boarding, respectively. Empowering a broader swath of county residents to advocate for transportation safety infrastructure in their communities should go hand-in-hand with the Council's capital budget decisions.

In conclusion, Montgomery County state roads are often our communities' Main Streets, but long-standing CIP public-facing communication and evaluation processes may inadvertently silo state road projects. We need to ZOOM to accelerate construction on Bradley Blvd., per P501733; while also honoring ZOOM-In and ZOOM-Out policy mantras in multiple CIP evaluations. Thank you for your consideration.

February 7, 2023
Lee R. Keiser, MSPH
Sr. Leadership Montgomery (2019)
PO Box 31224, Bethesda MD 20824



North Bethesda Metro Station Northern Entrance (P501914)

Category	Transportation	Date Last Modified	01/04/23
SubCategory	Mass Transit (MCG)	Administering Agency	Transportation
Planning Area	North Bethesda-Garrett Park	Status	Preliminary Design Stage

Total	Thru FY22	Rem FY22	Total 6 Years	FY 23	FY 24	FY 25	FY 26	FY 27	FY 28	Beyond 6 Years
-------	-----------	----------	------------------	-------	-------	-------	-------	-------	-------	-------------------

EXPENDITURE SCHEDULE (\$000s)

Planning, Design and Supervision	5,220	-	-	5,220	-	2,000	3,108	112	-	-	-
Construction	7,395	-	-	7,134	-	-	-	-	3,219	3,915	261
TOTAL EXPENDITURES	12,615	-	-	12,354	-	2,000	3,108	112	3,219	3,915	261

FUNDING SCHEDULE (\$000s)

G.O. Bonds	8,115	-	-	7,854	-	-	608	112	3,219	3,915	261
State Aid	4,500	-	-	4,500	-	2,000	2,500	-	-	-	-
TOTAL FUNDING SOURCES	12,615	-	-	12,354	-	2,000	3,108	112	3,219	3,915	261

OPERATING BUDGET IMPACT (\$000s)

Maintenance	5	-	-	-	-	-	-	-	-	5
Energy	5	-	-	-	-	-	-	-	-	5
NET IMPACT	10	-	-	-	-	-	-	-	-	10

APPROPRIATION AND EXPENDITURE DATA (\$000s)

Appropriation FY 24 Request	5,220	Year First Appropriation	
Cumulative Appropriation	-	Last FY's Cost Estimate	12,615
Expenditure / Encumbrances	-		
Unencumbered Balance	-		

PROJECT DESCRIPTION

This project provides for planning and preliminary engineering of access improvements to the North Bethesda Metro Station (formerly known as the White Flint Metro Station). Access is currently limited to the southern end of the platform. Metro has conducted a feasibility study of providing additional access at the northern end of the platform, including potential pedestrian underpass connections of MD 355 (Rockville Pike). Construction of northern access to the station will reduce walk times to the Metro Platform. If included, the pedestrian underpasses will reduce conflicts with motor vehicle traffic at the intersection of Old Georgetown Road and MD 355.

LOCATION

MD355 (Rockville Pike) at Old Georgetown Road/North Bethesda Metro Station.

ESTIMATED SCHEDULE

Fully funded design will start in FY24. Construction will begin in FY27. The schedule is adjusted to allow time to explore a partnership with a private partner consistent with WMATA's redevelopment plan schedule.

PROJECT JUSTIFICATION

This project is needed to improve the mobility, and safety for all facility users within the project area by reducing walking distances and times to the Metro station platforms. The project may also reduce existing conflicts between pedestrians and vehicles. Currently, transit users, pedestrians, and bicyclists cross MD 355 (Rockville Pike) and Old Georgetown Road to access the Metro Station. If the underpasses are included, this project reduces the need for at-grade pedestrian crossings. Traffic volumes and speeds on MD 355 can be high and pedestrians must cross over seven lanes of traffic.

FISCAL NOTE

Total cost is expected to be approximately \$34.8 million. The remaining funds will be solicited from WMATA, MDOT, and developer contributions. Local share adjusted due to affordability. State aid in FY24-25 reflects State grants for capital projects in Montgomery County preauthorized during the 2022 State General Assembly Session.

DISCLOSURES

A pedestrian impact analysis will be performed during design or is in progress. The County Executive asserts that this project conforms to the requirement of relevant local plans, as required by the Maryland Economic Growth, Resource Protection and Planning Act.

COORDINATION



MONTGOMERY COUNTY COUNCIL
ROCKVILLE, MARYLAND

MEMORANDUM

March 14, 2023

TO: Council President Evan Glass, Chair, T&E Committee
Councilmember Marilyn Balcombe

FROM: Council Vice President Andrew Friedson
Councilmember Kate Stewart

SUBJECT: North Bethesda Metro Station Northern Entrance (P501914)

We are writing to respectfully request the T&E Committee reject the proposed one-year delay to the North Bethesda Metro Station Northern Entrance capital improvement project.

The North Bethesda Metro Station Northern Entrance is a critical driver of economic development in one of the fastest growing areas of Montgomery County. We know we have one of the most diverse and highly trained talent pools in the nation. We know our talent is complemented by world-class institutes of higher education and the fourth largest hub of biohealth innovation in the country. We know our County is a desirable place to start a family and send kids to school. If we want to continue to build on our efforts to grow North Bethesda's economy and attract transformational employers like ARPA-H, we must provide the funding for the infrastructure to accommodate our growth and get our workforce to and from their workplace efficiently and conveniently.

In the 2022 legislative session, the Maryland General Assembly pre-authorized funding for the design of the Northern Entrance in fiscal years 2024 and 2025. In doing so our State representatives demonstrated to the public and everyone else watching that they are onboard with advancing this priority. What kind of signal does it send if the County delays this project when we should be putting our money where our mouth is?

In addition to being an economic driver, the Northern Entrance contributes to the transformation of North Bethesda into a more walkable, transit-oriented community – the kind that draws people to live, work, and play in Montgomery County. We recently attended a press conference to celebrate the completion of the White Flint West Workaround project, which helped transform this area into more navigable city blocks equipped with new sidewalks, bike lanes, paths, trails, public use space, mixed-use development, and an enhanced streetscape. A convenient, efficient transportation ecosystem where residents are encouraged and enabled to take transit is crucial to achieving the County's vision for North Bethesda. The Northern Entrance is a key piece of this vision.

45A



MONTGOMERY COUNTY COUNCIL
ROCKVILLE, MARYLAND

Let's keep this project on schedule so this improvement to North Bethesda can pay economic, social, and transportation dividends to residents throughout our county. Thank you for your consideration.

CC: Glenn Orlin, Senior Analyst, Montgomery County Council

45B



Falls Road Bikeway and Pedestrian Facility (P500905)

Category	Transportation	Date Last Modified	12/21/22
SubCategory	Pedestrian Facilities/Bikeways	Administering Agency	Transportation
Planning Area	Potomac-Cabin John and Vicinity	Status	Preliminary Design Stage

Total	Thru FY22	Rem FY22	Total 6 Years	FY 23	FY 24	FY 25	FY 26	FY 27	FY 28	Beyond 6 Years
-------	-----------	----------	------------------	-------	-------	-------	-------	-------	-------	-------------------

EXPENDITURE SCHEDULE (\$000s)

Planning, Design and Supervision	3,426	-	1,640	-	-	-	-	-	-	1,786
Land	2,700	-	-	-	-	-	-	-	-	2,700
Site Improvements and Utilities	3,000	-	-	-	-	-	-	-	-	3,000
Construction	17,985	-	-	-	-	-	-	-	-	17,985
TOTAL EXPENDITURES	27,111	-	1,640	-	-	-	-	-	-	25,471

FUNDING SCHEDULE (\$000s)

Federal Aid	1,230	-	1,230	-	-	-	-	-	-	-
G.O. Bonds	25,881	-	410	-	-	-	-	-	-	25,471
TOTAL FUNDING SOURCES	27,111	-	1,640	-	-	-	-	-	-	25,471

APPROPRIATION AND EXPENDITURE DATA (\$000s)

Appropriation FY 24 Request	-	Year First Appropriation	FY16
Cumulative Appropriation	1,640	Last FY's Cost Estimate	27,111
Expenditure / Encumbrances	-		
Unencumbered Balance	1,640		

PROJECT DESCRIPTION

This project provides funds to develop final design plans, acquire right-of-way, and construct approximately 4 miles of an 8-10 foot bituminous hiker/biker path along the east side of Falls Road from River Road to Dunster Road. Falls Road is classified as a major highway and has a number of side street connections along the project corridor. The path will provide pedestrians and cyclists safe access to communities along this project corridor, and will provide a connection to existing pedestrian facilities to the north (Rockville) and to the south (Potomac).

LOCATION

Falls Road from River Road to Dunster Road

ESTIMATED SCHEDULE

Final design to occur in FY22. Land acquisition, utilities, and construction costs are phased to occur once final design is completed beginning beyond six years.

PROJECT JUSTIFICATION

This path provides access to public transportation along Falls Road. The path will provide pedestrian access to the following destinations: bus stops along Falls Road, Bullis School, Ritchie Park Elementary School, Potomac Community Center, Potomac Library, Potomac Village Shopping Center, Potomac Promenade Shopping Center, Heritage Farm Park, Falls Road Golf Club, Falls Road Park, and a number of religious facilities along Falls Road. The 2002 Potomac Subregion Master Plan calls for a Class I (off-road) bike path along Falls Road from the Rockville City limit to MacArthur Boulevard. The path is a missing link between existing bicycle facilities within the City of Rockville and existing path along Falls Road south of River Road.

OTHER

Montgomery County Department of Transportation has completed Phase 2 facility planning, preliminary design, with funds from the annual bikeway program. The project will help the County achieve its Vision Zero goals to reduce deaths and serious injuries on County roadways to zero.

FISCAL NOTE

Construction cost estimate is based on design that was completed in 2009. Final construction cost will be determined after final design is completed. Federal Aid in FY22 includes the Transportation Alternative Program (TAP) grant in the amount of \$1.23M.

DISCLOSURES

A pedestrian impact analysis has been completed for this project.

COORDINATION

Maryland-National Capital Park and Planning Commission (M-NCPPC), State Highway Administration, Utility Companies, Department of Environmental



Falls Road Bikeway and Pedestrian Facility (P500905)

Category	Transportation	Date Last Modified	12/21/22
SubCategory	Pedestrian Facilities/Bikeways	Administering Agency	Transportation
Planning Area	Potomac-Cabin John and Vicinity	Status	Preliminary Design Stage

EXPENDITURE SCHEDULE (\$000s)

Cost Elements	Total	Thru FY22	Rem FY22	Total 6 Years	FY 23	FY 24	FY 25	FY 26	FY 27	FY 28	Beyond 6 Years
Planning, Design and Supervision	3,426	-	1,640	2,515	240	1400	-	-	-	975	1,786
Land	2,700	-	-	2700	-	-	-	-	1619	1081	2,700
Site Improvements and Utilities	3,000	-	-	1500	-	-	-	-	-	1500	3,000
Construction	17,985	-	-	5890	-	-	-	-	-	5890	17,985
TOTAL EXPENDITURES	27,111	-	1,640	12705	240	1400	-	-	1619	9446	25,471

FUNDING SCHEDULE (\$000s)

Funding Source	Total	Thru FY22	Rem FY22	Total 6 Years	FY 23	FY 24	FY 25	FY 26	FY 27	FY 28	Beyond 6 Years
Federal Aid	1,230	-	1,230	1230	200	1030	-	-	-	-	-
G.O. Bonds	25,881	-	410	11475	40	370	-	-	1619	9446	25,471
TOTAL FUNDING SOURCES	27,111	-	1,640	12705	240	1400	-	-	1619	9446	25,471

APPROPRIATION AND EXPENDITURE DATA (\$000s)

Appropriation FY 24 Request	-	Year First Appropriation	FY16
Cumulative Appropriation	1,640	Last FY's Cost Estimate	27,111
Expenditure / Encumbrances	-		
Unencumbered Balance	1,640		

PROJECT DESCRIPTION

This project provides funds to develop final design plans, acquire right-of-way, and construct approximately 4 miles of an 8-10 foot bituminous hiker/biker path along the east side of Falls Road from River Road to Dunster Road. Falls Road is classified as a major highway and has a number of side street connections along the project corridor. The path will provide pedestrians and cyclists safe access to communities along this project corridor, and will provide a connection to existing pedestrian facilities to the north (Rockville) and to the south (Potomac).

LOCATION

Falls Road from River Road to Dunster Road

ESTIMATED SCHEDULE

Final design to occur in ~~FY22~~ ^{FYs 23-24}. Land acquisition, utilities, and construction costs are phased to occur once final design is completed beginning ~~beyond six years~~ ^{in FY27}.

PROJECT JUSTIFICATION

This path provides access to public transportation along Falls Road. The path will provide pedestrian access to the following destinations: bus stops along Falls Road, Bullis School, Ritchie Park Elementary School, Potomac Community Center, Potomac Library, Potomac Village Shopping Center, Potomac Promenade Shopping Center, Heritage Farm Park, Falls Road Golf Club, Falls Road Park, and a number of religious facilities along Falls Road. The 2002 Potomac Subregion Master Plan calls for a Class I (off-road) bike path along Falls Road from the Rockville City limit to MacArthur Boulevard. The path is a missing link between existing bicycle facilities within the City of Rockville and existing path along Falls Road south of River Road.

OTHER

Montgomery County Department of Transportation has completed Phase 2 facility planning, preliminary design, with funds from the annual bikeway program. The project will help the County achieve its Vision Zero goals to reduce deaths and serious injuries on County roadways to zero.

FISCAL NOTE

Construction cost estimate is based on design that was completed in 2009. Final construction cost will be determined after final design is completed. Federal Aid in ~~FY22~~ ^{FYs 23-24} includes the Transportation Alternative Program (TAP) grant in the amount of \$1.23M.

DISCLOSURES

A pedestrian impact analysis has been completed for this project.

COORDINATION

Maryland-National Capital Park and Planning Commission (M-NCPPC), State Highway Administration, Utility Companies, Department of Environmental Protection, Department of Permitting Services, Washington Gas, Pepco, Verizon, Maryland Department of Natural Resources; Special Capital Projects Legislation will be proposed by the County Executive.



Forest Glen Passageway (P501911)

Category	Transportation	Date Last Modified	01/04/23
SubCategory	Pedestrian Facilities/Bikeways	Administering Agency	Transportation
Planning Area	Kemp Mill-Four Corners and Vicinity	Status	Preliminary Design Stage

Total	Thru FY22	Rem FY22	Total 6 Years	FY 23	FY 24	FY 25	FY 26	FY 27	FY 28	Beyond 6 Years
-------	-----------	----------	------------------	-------	-------	-------	-------	-------	-------	-------------------

EXPENDITURE SCHEDULE (\$000s)

Planning, Design and Supervision	6,127	364	888	4,875	1,500	-	-	1,125	1,125	1,125	-
Land	1,000	-	-	1,000	-	200	800	-	-	-	-
Site Improvements and Utilities	3,250	-	-	3,250	-	-	-	1,625	1,625	-	-
Construction	30,175	-	-	30,175	-	-	-	7,675	11,250	11,250	-
TOTAL EXPENDITURES	40,552	364	888	39,300	1,500	200	800	10,425	14,000	12,375	-

FUNDING SCHEDULE (\$000s)

G.O. Bonds	40,552	364	888	39,300	1,500	200	800	10,425	14,000	12,375	-
TOTAL FUNDING SOURCES	40,552	364	888	39,300	1,500	200	800	10,425	14,000	12,375	-

APPROPRIATION AND EXPENDITURE DATA (\$000s)

Appropriation FY 24 Request	1,000	Year First Appropriation	FY21
Cumulative Appropriation	2,752	Last FY's Cost Estimate	40,552
Expenditure / Encumbrances	1,262		
Unencumbered Balance	1,490		

PROJECT DESCRIPTION

This project provides for design, right-of-way acquisition, utility relocations, and construction of a new grade separated connection under Georgia Avenue to improve access to the Forest Glen Metro Station from neighborhoods and institutions located on the east side of Georgia Avenue. There is currently an underground walkway from the parking and bus area on the northwest quadrant of the intersection to the southwest quadrant. A new connection would be made to this passageway connecting the southwest quadrant to the northeast quadrant. A ramp connection and elevators bring the underground connection to grade on the northeast corner of the intersection.

LOCATION

MD97 (Georgia Avenue) at Forest Glen Road/Forest Glen Metro Station.

ESTIMATED SCHEDULE

Design started in FY22, utility relocations and construction will begin in FY26.

PROJECT JUSTIFICATION

This project is needed to improve the mobility and safety for all facility users within the project area by reducing existing conflicts between pedestrians and vehicles. Currently, transit users, pedestrians, and bicyclists cross MD 97 (Georgia Avenue) and Forest Glen Road to access the Metro Station. This project will eliminate the need for these at-grade pedestrian crossings and will also facilitate crossing of the road for community members who are not using Metro. Traffic volumes and speeds on MD 97 can be very high and pedestrians must cross over eight lanes of traffic. These crossings can be very intimidating, reducing community connectivity and use of the Forest Glen Metro Station. The project will help the County achieve its Vision Zero goals to reduce deaths and serious injuries on County roadways to zero.

OTHER

Site improvements and utilities funding has been adjusted to FY25 on the front end of construction because the utility relocations will need to come early on to allow for excavation.

FISCAL NOTE

Construction costs are based on conceptual plans and will be updated as design progresses.

DISCLOSURES

A pedestrian impact analysis will be performed during design or is in progress.

COORDINATION

Maryland-National Capital Park and Planning Commission, Maryland State Highway Administration, Washington Metropolitan Area Transit Authority.



Tuckerman Lane Sidewalk (P502302)

Category	Transportation	Date Last Modified	01/03/23
SubCategory	Pedestrian Facilities/Bikeways	Administering Agency	Transportation
Planning Area	Potomac-Cabin John and Vicinity	Status	Preliminary Design Stage

Total	Thru FY22	Rem FY22	Total 6 Years	FY 23	FY 24	FY 25	FY 26	FY 27	FY 28	Beyond 6 Years
-------	-----------	----------	------------------	-------	-------	-------	-------	-------	-------	-------------------

EXPENDITURE SCHEDULE (\$000s)

Planning, Design and Supervision	3,676	-	-	39	-	-	-	-	39	-	3,637
Land	2,037	-	-	81	-	-	-	-	81	-	1,956
Site Improvements and Utilities	525	-	-	-	-	-	-	-	-	-	525
Construction	10,397	-	-	417	-	-	-	-	149	268	9,980
TOTAL EXPENDITURES	16,635	-	-	537	-	-	-	-	269	268	16,098

FUNDING SCHEDULE (\$000s)

G.O. Bonds	16,635	-	-	537	-	-	-	-	269	268	16,098
TOTAL FUNDING SOURCES	16,635	-	-	537	-	-	-	-	269	268	16,098

APPROPRIATION AND EXPENDITURE DATA (\$000s)

Appropriation FY 24 Request	-	Year First Appropriation	
Cumulative Appropriation	-	Last FY's Cost Estimate	16,635
Expenditure / Encumbrances	-		
Unencumbered Balance	-		

PROJECT DESCRIPTION

This project provides for the design and construction of pedestrian and bicycle safety improvements along the 3.8-mile section of Tuckerman Lane between Falls Road (MD 189) to Old Georgetown Road (MD 187). The corridor improvements have been broken into four buildable segments so that projects can be initiated as funding becomes available. The four segments include: 1) Falls Road to Seven Locks Road, 2) Seven Locks Road to Angus Place, 3) Angus Place to Whisperwood Lane and 4) Whisperwood Lane to Old Georgetown Road. The potential improvements differ for each segment and were developed based on an effort to minimize potential impacts by remaining within the existing right-of-way (ROW), while optimizing pedestrian and on/off-road cyclist safety and connectivity along the corridor.

LOCATION

Potomac-Cabin John Vicinity

ESTIMATED SCHEDULE

The first phase of this project provides for design and construction of a sidewalk along the south side of Tuckerman Lane from Gainsborough Road to the end of the existing sidewalk approximately 380 feet west of Potomac Crest Drive. The first phase of segment one will start construction in FY27 and finish in FY28. The second phase of this project provides for design and construction of a ten-foot wide sidepath on the north side of Tuckerman Lane and a new five-foot wide sidewalk on the south side of Tuckerman Lane for Segment 1. The limits are between Falls Road to Seven Locks Road, approximately 1.7 miles. The project also provides resurfacing and restriping of the existing roadway to maintain 11-foot travel lanes in both directions, an 8-foot parking lane on one side of Tuckerman Lane, a new 6.5-foot and a new 5.5-foot bike lanes in both directions of Tuckerman Lane, as well as minor safety intersection improvements and crosswalks within the project limits.

PROJECT JUSTIFICATION

The purpose of the project is to improve pedestrian and bicyclist safety along Tuckerman Lane. There are no pedestrian facilities on the south side of Tuckerman Lane within the project limits. This segment of Tuckerman Lane is mainly residential where several schools are located, including Herbert Hoover Middle School and Winston Churchill High School.

OTHER

This project supports the County Executive's Vision Zero initiative which aims to reduce injuries and fatalities on all roads.

DISCLOSURES

A pedestrian impact analysis has been completed for this project.



Summit Avenue Extension (P502311)

Category	Transportation	Date Last Modified	12/22/22
SubCategory	Roads	Administering Agency	Transportation
Planning Area	Kensington-Wheaton	Status	Preliminary Design Stage

Total	Thru FY22	Rem FY22	Total 6 Years	FY 23	FY 24	FY 25	FY 26	FY 27	FY 28	Beyond 6 Years
-------	-----------	----------	------------------	-------	-------	-------	-------	-------	-------	-------------------

EXPENDITURE SCHEDULE (\$000s)

Planning, Design and Supervision	1,898	-	-	808	-	-	-	-	-	808	1,090
Land	18,150	-	-	-	-	-	-	-	-	-	18,150
Construction	7,062	-	-	-	-	-	-	-	-	-	7,062
TOTAL EXPENDITURES	27,110	-	-	808	-	-	-	-	-	808	26,302

FUNDING SCHEDULE (\$000s)

G.O. Bonds	27,110	-	-	808	-	-	-	-	-	808	26,302
TOTAL FUNDING SOURCES	27,110	-	-	808	-	-	-	-	-	808	26,302

APPROPRIATION AND EXPENDITURE DATA (\$000s)

Appropriation FY 24 Request	-	Year First Appropriation	
Cumulative Appropriation	-	Last FY's Cost Estimate	27,110
Expenditure / Encumbrances	-		
Unencumbered Balance	-		

PROJECT DESCRIPTION

This project provides for the extension of Summit Avenue in Kensington from Plyers Mill Road to Farragut Road, improvement of Farragut Road, and reconfiguration of the intersection of Connecticut Ave (MD 185)/University Blvd (MD 193)/Farragut Road.

ESTIMATED SCHEDULE

Final design will begin in FY28. Land acquisition will begin in FY29 and construction will be completed in FY32.

PROJECT JUSTIFICATION

This project will provide an alternate route and improve mobility along Connecticut Ave, University Blvd and Plyers Mill Rd. The new roadway will provide easier access to local businesses, add bicycle and pedestrian facilities, and enhance community character.

DISCLOSURES

A pedestrian impact analysis will be performed during design or is in progress.

COORDINATION

Maryland-National Capital Park and Planning Commission, Maryland DOT State Highway Administration, Maryland Department of the Environment, Maryland Department of Natural Resources, U.S. Army Corps of Engineers, Department of Permitting Services, Utilities, Municipalities, affected communities, Commission on Aging, Commission on People with Disabilities, Montgomery County Pedestrian Safety Advisory Committee

51



Capital Crescent Trail (P501316)

Category	Transportation	Date Last Modified	01/12/23
SubCategory	Pedestrian Facilities/Bikeways	Administering Agency	Transportation
Planning Area	Countywide	Status	Under Construction

Total	Thru FY22	Rem FY22	Total 6 Years	FY 23	FY 24	FY 25	FY 26	FY 27	FY 28	Beyond 6 Years
-------	-----------	----------	------------------	-------	-------	-------	-------	-------	-------	-------------------

EXPENDITURE SCHEDULE (\$000s)

Planning, Design and Supervision	15,539	3,148	753	380	40	210	130	-	-	-	11,258
Land	1,190	1,190	-	-	-	-	-	-	-	-	-
Site Improvements and Utilities	3,382	8	-	100	-	100	-	-	-	-	3,274
Construction	121,054	33,721	10,541	8,821	4,813	4,008	-	-	-	-	67,971
Other	3,000	-	-	3,000	3,000	-	-	-	-	-	-
TOTAL EXPENDITURES	144,165	38,067	11,294	12,301	7,853	4,318	130	-	-	-	82,503

FUNDING SCHEDULE (\$000s)

G.O. Bonds	115,699	16,923	9,688	6,585	2,137	4,318	130	-	-	-	82,503
Impact Tax	27,292	21,144	1,606	4,542	4,542	-	-	-	-	-	-
Recordation Tax Premium (MCG)	1,174	-	-	1,174	1,174	-	-	-	-	-	-
TOTAL FUNDING SOURCES	144,165	38,067	11,294	12,301	7,853	4,318	130	-	-	-	82,503

APPROPRIATION AND EXPENDITURE DATA (\$000s)

Appropriation FY 24 Request	4,448	Year First Appropriation	FY15
Cumulative Appropriation	57,214	Last FY's Cost Estimate	116,097
Expenditure / Encumbrances	39,720		
Unencumbered Balance	17,494		

PROJECT DESCRIPTION

This project provides for the funding of the Capital Crescent trail, including the main trail from Woodmont Avenue in Bethesda to Silver Spring as a largely 12-foot-wide hard surface hiker-biker path, connector paths at several locations, a new bridge over Connecticut Avenue, a new underpass beneath Jones Mill Road, a new tunnel beneath Wisconsin Avenue, Phase 2 of the Capital Crescent Surface Trail Project along 47th Street which was previously included in CIP No. 500119, supplemental landscaping and amenities, and lighting at trail junctions, underpasses, and other critical locations.

ESTIMATED SCHEDULE

Construction of the tunnel under Wisconsin to start Beyond 6 Years.

COST CHANGE

Increased PDS costs due to delayed Purple Line construction schedule by MTA and life/safety design for tunnel. Additionally, increased PDS, SIU and Construction costs due to escalation/inflation of the FY20 cost estimates for the CCT Tunnel through FY29.

PROJECT JUSTIFICATION

This trail will be part of a larger system to enable non-motorized traffic in the Washington, DC region. This trail will connect to the existing Capital Crescent Trail from Bethesda to Georgetown, the Metropolitan Branch Trail from Silver Spring to Union Station, and the Rock Creek Bike Trail from northern Montgomery County to Georgetown. The trail will serve pedestrians, bicyclists, joggers, and skaters, and will be compliant with the Americans with Disabilities Act of 1990 (ADA), the Bethesda CBD Sector Plan, and the Purple Line Functional Master Plan. The project will help the County achieve its Vision Zero goals to reduce deaths and serious injuries on County roadways to zero.

FISCAL NOTE

In March of 2021, the schedule was adjusted to shift funding from each year to the next year from FY21 through FY25 to further reflect the expected construction progress and estimated billing schedule based on the Purple Line's plan to re-solicit a new general contractor to complete the project. Previously, tunnel costs were based on estimates developed in FY20. In FY21 and FY22, construction markets experienced approximately 10% escalation annually. Historically, escalation has been at 3% annually. Due to escalation/inflation, prior tunnel project costs would increase on the order of \$20M (FY26) to \$27M (FY29) depending on the construction start date.

DISCLOSURES

A pedestrian impact analysis has been completed for this project. The County Executive asserts that this project conforms to the requirement of relevant local plans, as required by the Maryland Economic Growth, Resource Protection and Planning Act.

COORDINATION

Maryland Transit Administration, Maryland Department of Transportation, State Highway Administration, Maryland-National Capital Park and Planning Commission, Bethesda Bikeway and Pedestrian Facilities, Coalition for the Capital Crescent Trail, CSX Transportation, Washington Metropolitan Area Transit Authority. Special Capital Projects Legislation [Bill No. 32-14] was adopted by Council by June 17, 2014.

53



OFFICE OF THE COUNTY EXECUTIVE

Marc Elrich
County Executive

MEMORANDUM

February 17, 2023

TO: Evan Glass, President
Montgomery County Council

FROM: Marc Elrich, County Executive *Marc Elrich*

SUBJECT: Council Notification of Montgomery County's application to the United States Department of Transportation's (USDOT) Rebuilding American Infrastructure with Sustainability and Equity (RAISE) grant program

The Montgomery County Department of Transportation intends to apply for RAISE discretionary grant program funds for the Capital Crescent Trail (CCT) Passageway project. With the estimated cost of this project skyrocketing to nearly five times the initial estimate, the only way we can move forward on this tunnel will be with substantial support from outside sources such as the Federal government. This is an opportunity to modernize infrastructure and improve safety. If we succeed, the project has the potential to benefit the pedestrians and cyclists who use this route daily at an affordable cost to the County.

With a grade-separated crossing of MD 355 (Wisconsin Avenue), this project will complete the last 1,100 feet of the CCT, an 11-mile shared-use off-road trail from Georgetown in Washington, D.C., to Silver Spring. The project will help achieve the County's Vision Zero safety goals and make the trail more convenient and appealing.

MCDOT is requesting \$45,000,000 from USDOT to implement the \$82,000,000 project. The project in the grant application is cited at \$69,000,000 in FY21 dollars as required by the grant application. The County would provide the remainder in matching funds. The application is due Tuesday, February 21, 2023.

For your benefit, a summary of the project is attached. If you have any questions, please contact Tim Cupples at 240-777-7214.

54

COMPLETING THE TRAIL

CAPITAL CRESCENT PASSAGEWAY AT WISCONSIN AVENUE

OVERVIEW

The Montgomery County Department of Transportation (MCDOT) is applying for discretionary funding from the U.S. Department of Transportation's (USDOT) Rebuilding American Infrastructure with Sustainability and Equity (RAISE) program to implement the Capital Crescent Passageway in Bethesda.

PROJECT DETAILS

This project completes the last 1,100 feet of the Capital Crescent Trail (CCT), an 11-mile shared-use off-road trail from Georgetown in Washington, D.C. to Silver Spring. The new accessible, grade-separated crossing of Wisconsin Avenue (MD 355) will directly connect a public park to a central transit hub, allowing people to move safely, quickly, and unimpeded across one of the busiest arterial roadways in Maryland.

BENEFITS

Safer Streets

A direct, grade-separated crossing for thousands of pedestrians and bicyclists, including the 2,000 average daily users of the CCT. Safety benefits extend to all roadway users, including pedestrians, bicyclists, drivers, and passengers.

Better Access

Completes the CCT and connects the heart of downtown Bethesda to the Purple Line Bethesda light rail station, the WMATA Bethesda Metro rail station, secure bicycle parking, and a new park.

Sustainable Travel

Advances the goals of the County's Climate Action Plan by providing safe and convenient alternatives to personal automobile use.

Good Jobs

Creates jobs during construction and opens doors to fulfilling careers through job training and apprenticeships.

Budget

Project Cost: \$69 million

Funding Request: \$45 million

Local Match: \$24 million

About the Grant Program

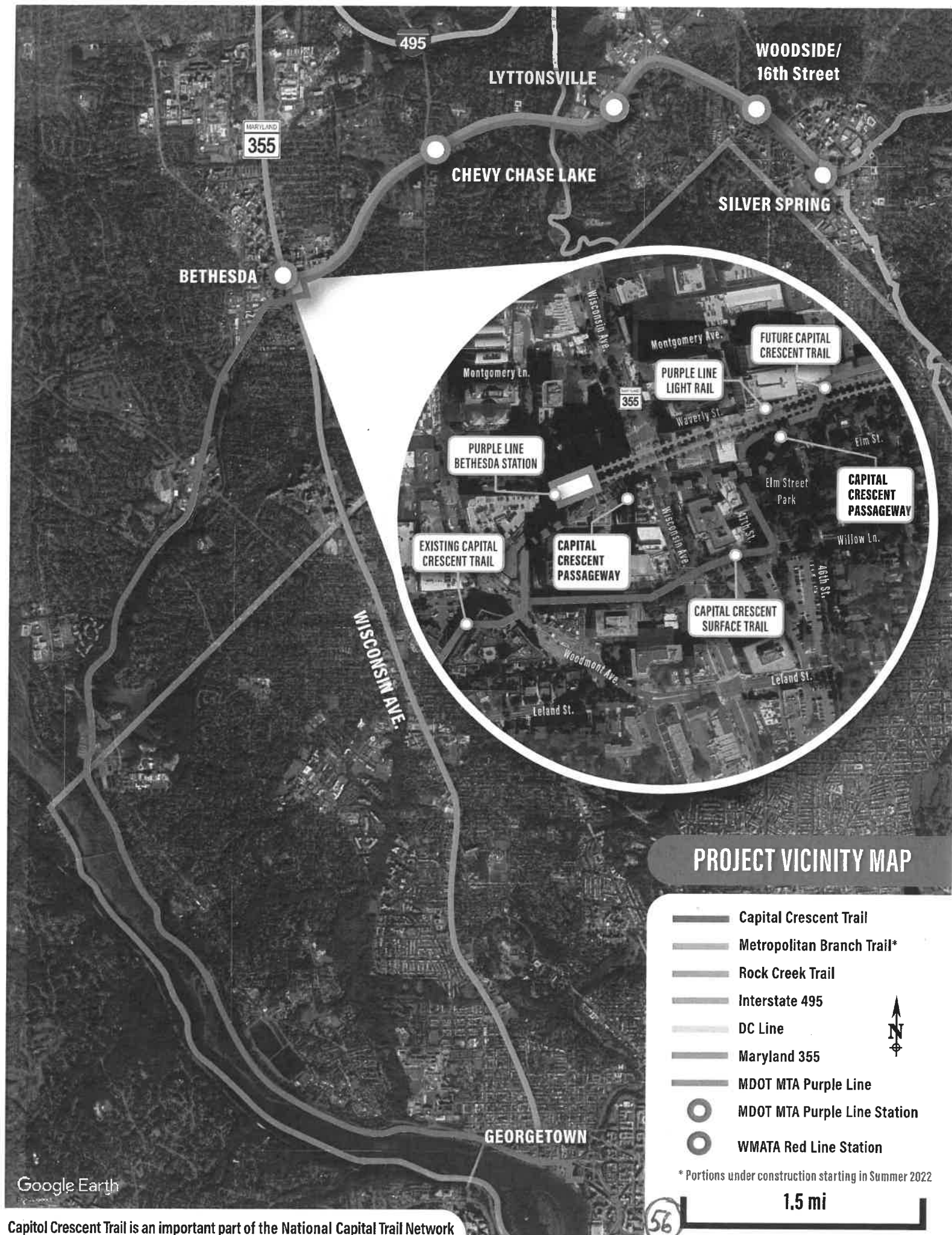
USDOT's Rebuilding American Infrastructure with Sustainability and Equity (RAISE) is a competitive grant program that helps communities build transportation projects that have significant local or regional impact and improve safety and equity. This program is funded through the Bipartisan Infrastructure Law and the FY 2023 Appropriations Act.



PROJECT PARTNERS

Key stakeholders include Montgomery Parks, the Maryland Department of Transportation (MDOT), the Washington Metropolitan Area Transit Administration (WMATA), the Town of Chevy Chase, the Coalition for the Capital Crescent Trail, and the Washington Area Bicyclist Association.

The project includes the redevelopment of Elm Street Urban Park into a fully accessible park and playground for users of all ages.



Google Earth

Capitol Crescent Trail is an important part of the National Capital Trail Network

PROJECT VICINITY MAP

- Capital Crescent Trail
- Metropolitan Branch Trail*
- Rock Creek Trail
- Interstate 495
- DC Line
- Maryland 355
- MDOT MTA Purple Line
- MDOT MTA Purple Line Station
- WMATA Red Line Station

* Portions under construction starting in Summer 2022

1.5 mi





Capital Crescent Trail (P501316)

Category	Transportation	Date Last Modified	01/12/23
SubCategory	Pedestrian Facilities/Bikeways	Administering Agency	Transportation
Planning Area	Countywide	Status	Under Construction

EXPENDITURE SCHEDULE (\$000s)

Cost Elements	Total	Thru FY22	Rem FY22	Total 6 Years	FY 23	FY 24	FY 25	FY 26	FY 27	FY 28	Beyond 6 Years	
Planning, Design and Supervision	130815.639	3,148	753	9180.300	40	210	1890	430	3520	3520	-	11,250
Land	1,190	1,190	-	-	-	-	-	-	-	-	-	-
Site Improvements and Utilities	2908.300	8	-	2900.00	-	100	500	1300	1000	-	-	3,274
Construction	110,483.121,054	33,721	10,541	66,721	4,813	4,008	11400	23000	23000	-	-	67,971
Other	3,000	-	-	3,000	3,000	-	-	-	-	-	-	-
TOTAL EXPENDITURES	144,465	38,067	11,294	12,301	7,853	4,318	430	27820	27520	-	-	82,503
	130,662			81,301			13790					

FUNDING SCHEDULE (\$000s)

Funding Source	Total	Thru FY22	Rem FY22	Total 6 Years	FY 23	FY 24	FY 25	FY 26	FY 27	FY 28	Beyond 6 Years	
G.O. Bonds	57196.45,699	16,923	9,688	30,585	2,137	4,318	4761	430	9737	9632	-	82,503
Impact Tax	27,292	21,144	1,606	4,542	4,542	-	-	-	-	-	-	-
Recordation Tax Premium (MCG)	1,174	-	-	1,174	1,174	-	-	-	-	-	-	-
TOTAL FUNDING SOURCES	130,662 144,465	38,067	11,294	81,301 12,301	7,853	4,318	13790 430	27820	27520	-	82,503	
Federal Aid	45000			45000			9029	18083	17888			

APPROPRIATION AND EXPENDITURE DATA (\$000s)

Appropriation FY 24 Request	4,448	Year First Appropriation	FY15
Cumulative Appropriation	57,214	Last FY's Cost Estimate	116,097
Expenditure / Encumbrances	39,720		
Unencumbered Balance	17,494		

PROJECT DESCRIPTION

This project provides for the funding of the Capital Crescent trail, including the main trail from Woodmont Avenue in Bethesda to Silver Spring as a largely 12-foot-wide hard surface hiker-biker path, connector paths at several locations, a new bridge over Connecticut Avenue, a new underpass beneath Jones Mill Road, a new tunnel beneath Wisconsin Avenue, Phase 2 of the Capital Crescent Surface Trail Project along 47th Street which was previously included in CIP No. 500119, supplemental landscaping and amenities, and lighting at trail junctions, underpasses, and other critical locations.

ESTIMATED SCHEDULE

Construction of the tunnel under Wisconsin to start ~~Beyond 6 Years~~ in FY25 and be completed in FY27.

COST CHANGE

Increased PDS costs due to delayed Purple Line construction schedule by MTA and life/safety design for tunnel. Additionally, increased PDS, SIU and Construction costs due to escalation/inflation of the FY20 cost estimates for the CCT Tunnel, through FY29.

PROJECT JUSTIFICATION

This trail will be part of a larger system to enable non-motorized traffic in the Washington, DC region. This trail will connect to the existing Capital Crescent Trail from Bethesda to Georgetown, the Metropolitan Branch Trail from Silver Spring to Union Station, and the Rock Creek Bike Trail from northern Montgomery County to Georgetown. The trail will serve pedestrians, bicyclists, joggers, and skaters, and will be compliant with the Americans with Disabilities Act of 1990 (ADA), the Bethesda CBD Sector Plan, and the Purple Line Functional Master Plan. The project will help the County achieve its Vision Zero goals to reduce deaths and serious injuries on County roadways to zero.

FISCAL NOTE

In March of 2021, the schedule was adjusted to shift funding from each year to the next year from FY21 through FY25 to further reflect the expected construction progress and estimated billing schedule based on the Purple Line's plan to re-solicit a new general contractor to complete the project. Previously, tunnel costs were based on estimates developed in FY20. In FY21 and FY22, construction markets experienced approximately 10% escalation annually. Historically, escalation has been at 3% annually. ~~Due to escalation/inflation, prior tunnel project costs would increase on the order of \$20M (FY20) to \$27M (FY29) depending on the construction start date.~~

DISCLOSURES

The County has applied to the federal government for a Rebuilding American Infrastructure for Sustainability and Equity (RAISE) grant of \$45 million, which requires a non-federal match of \$24 million. If this grant is not secured, the schedule for the tunnel will be reevaluated.

A pedestrian impact analysis has been completed for this project. The County Executive asserts that this project conforms to the requirement of relevant local plans, as required by the Maryland Economic Growth, Resource Protection and Planning Act.

COORDINATION

Maryland Transit Administration, Maryland Department of Transportation, State Highway Administration, Maryland-National Capital Park and Planning Commission, Bethesda Bikeway and Pedestrian Facilities, Coalition for the Capital Crescent Trail, CSX Transportation, Washington Metropolitan Area Transit Authority. Special Capital Projects Legislation [Bill No. 32-14] was adopted by Council by June 17, 2014.



Observation Drive Extended (P501507)

Category	Transportation	Date Last Modified	12/27/22
SubCategory	Roads	Administering Agency	Transportation
Planning Area	Clarksburg and Vicinity	Status	Planning Stage

Total	Thru FY22	Rem FY22	Total 6 Years	FY 23	FY 24	FY 25	FY 26	FY 27	FY 28	Beyond 6 Years
-------	-----------	----------	------------------	-------	-------	-------	-------	-------	-------	-------------------

EXPENDITURE SCHEDULE (\$000s)

Planning, Design and Supervision	10,054	1	521	8,337	1,478	1,500	759	2,000	2,000	600	1,195
Land	26,452	-	-	1,652	-	-	500	1,152	-	-	24,800
Site Improvements and Utilities	2,240	-	-	1,540	-	-	-	-	1,200	340	700
Construction	76,847	-	-	42,500	-	-	-	-	19,500	23,000	34,347
TOTAL EXPENDITURES	115,593	1	521	54,029	1,478	1,500	1,259	3,152	22,700	23,940	61,042

FUNDING SCHEDULE (\$000s)

G.O. Bonds	115,593	1	521	54,029	1,478	1,500	1,259	3,152	22,700	23,940	61,042
TOTAL FUNDING SOURCES	115,593	1	521	54,029	1,478	1,500	1,259	3,152	22,700	23,940	61,042

APPROPRIATION AND EXPENDITURE DATA (\$000s)

Appropriation FY 24 Request	-	Year First Appropriation	FY16
Cumulative Appropriation	4,894	Last FY's Cost Estimate	115,593
Expenditure / Encumbrances	1		
Unencumbered Balance	4,893		

PROJECT DESCRIPTION

The project provides for the design and construction of a 2.2 mile long roadway within a minimum 150-foot right-of-way. The work will be constructed in 2 Phases. Phase 1 includes a 4-lane divided roadway (two lanes in each direction) starting at existing Observation Drive near Waters Discovery Lane and continuing north beyond West Old Baltimore Road to the point where it meets the planned extension of Little Seneca Parkway, along with a ten-foot wide shared-use path on the west side and a bike path on the east side to provide Greenway connectivity. Phase 1 will also include the widening of Little Seneca Parkway to four lanes west of MD 355 and construction of its extension west to Observation Drive. A bridge approximately 550 feet in length will be constructed near Waters Discovery Lane, ending at West Old Baltimore Road near the future MTA Comsat Station. A traffic signal will be provided at the West Old Baltimore Road intersection. In Phase 2, between Little Seneca Parkway and existing Observation Drive near Stringtown Road, the scope includes a two-lane roadway, along with an eight-foot wide shared-use path on the west side, with space for the two additional master-planned lanes and a five-foot wide sidewalk on the east side to be built in the future. Traffic signals will be provided at the Shawnee Lane and Little Seneca Parkway intersections.

LOCATION

Clarksburg and Germantown

ESTIMATED SCHEDULE

Final design began in FY22. Land acquisition for Phase 1 will occur in FY25 and FY26, and construction will be completed in FY29. Land acquisition and construction for Phase 2 will occur beyond FY28.

PROJECT JUSTIFICATION

This project is needed to provide a north-south corridor that links the existing Observation Drive to Stringtown Road, providing multi-modal access to a rapidly developing residential and business area between the I-270 and MD 355 corridors. The project improves mobility and safety for local travel and pedestrian, bicycle and vehicular access to residential, employment, commercial and recreational areas. It also provides a facility for implementation by Maryland Transit Administration (MTA) for the Corridor Cities Transitway (CCT) including two stations. The transitway will be Bus Rapid Transit (BRT) and will be located in the median area of Observation Drive.

OTHER

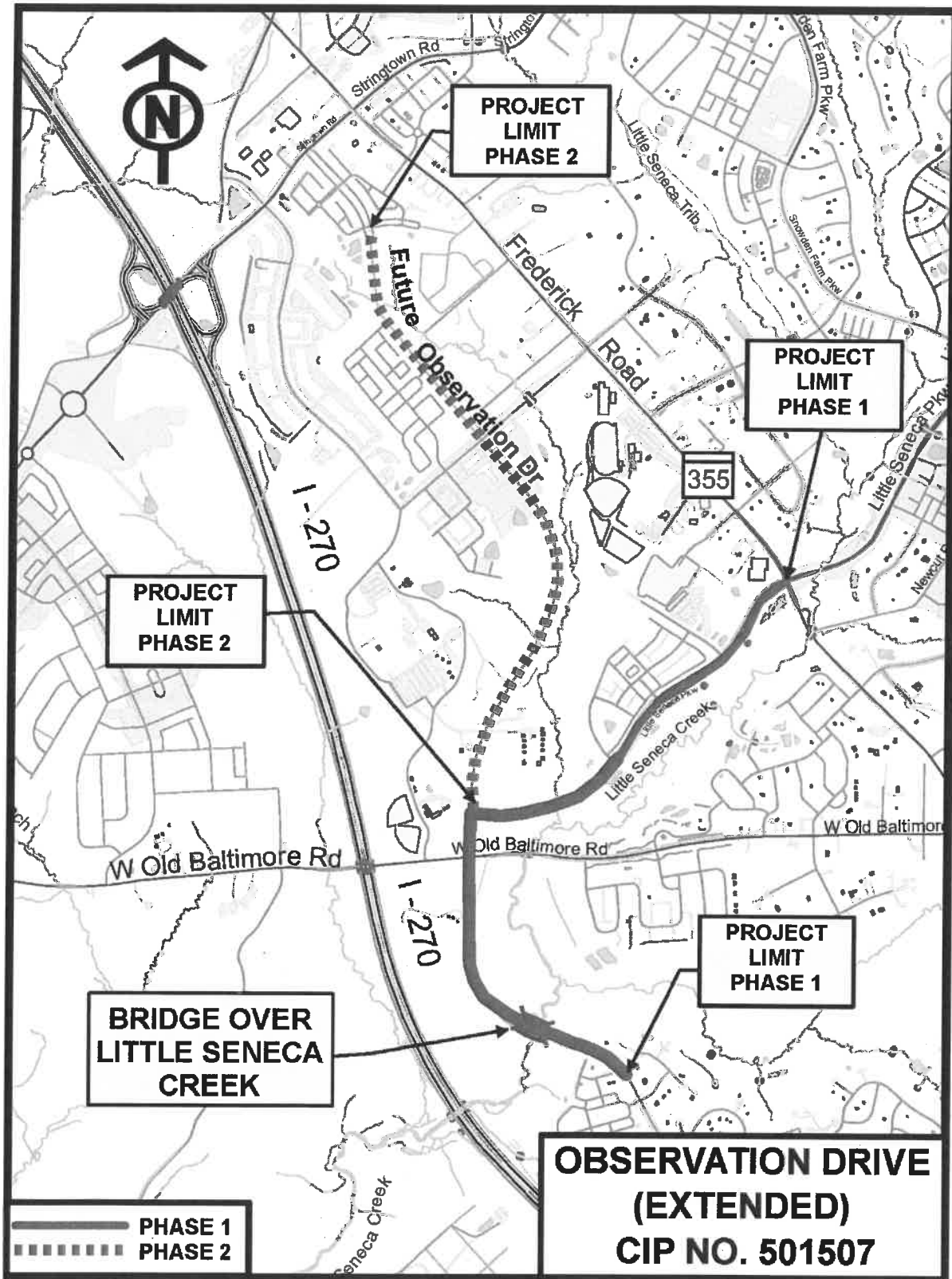
Land costs are based on preliminary design.

FISCAL NOTE

The cost estimate is based on preliminary design only. A more accurate cost estimate will be prepared upon the completion of final design.

DISCLOSURES

A pedestrian impact analysis will be performed during design or is in progress.



60

Montgomery County Council CIP Hearing
FY2024 Capital Budget and the Amended FY23-28 CIP
February 7, 2023
Written Testimony of Melissa McKenna

Good evening. My name is Melissa McKenna. I'm delighted to see more municipal representation and more up-county representation. Hopefully, many of the issues I raise will resonate with you.

As the County focuses on Equity and Access, I am compelled to stress looking beyond skin color and the rainbow and remember our differently abled residents. Mobility and vision challenges abound. ADA Compliance should not be a use it or lose it funding category. I strongly disagree with the County Executive; there should never be a "savings" on ADA modifications because the money wasn't spent. Please return to the approved FY23 budget of \$4.4M. I feel Ms. Koenick's pain, as I did that of Pat O'Neill, Dr. Judy Docca, and Dr. Seth Morgan, in easily accessing our county government and schools. At the very least, the money could be used to help the City of Rockville with sidewalk ADA access to County buildings. Or that \$1.5M could go to MCPS specifically earmarked for Burning Tree Elementary School or Wootton High School ADA improvements.

With Equity there also needs to be Fairness. This is an off year for the CIP and many new projects are introduced. In the zero sum game that is the CIP budget, with constrained Spending Affordability Guidelines, something will have to give to finance these projects. The challenge right now is coming up with the money to meet escalating costs on projects already underway. The MCPS FACT queue existed for a reason, to prevent new projects from jumping ahead of those waiting patiently in line.

Please press pause on new projects and instead consider the many unfulfilled promises that have waited too long already:

- Rockville Fire Station #3
- Eastern Middle School- new middle school holding facility
- Clarksburg Library
- Observation Drive extended

February 2014 was my first council CIP testimony, it included support of a paltry \$500,000 from the County for partial funding towards the renovation of Rockville Fire Station #3. Time check: it's a decade later and this is still deferred? Please, work with the City of Rockville to make sure this most important adequate public facility is funded without delay. (NB: That would be the responding station should anything happen here or in the Executive Office Building.)

Eastern Middle School has been "TBD" for as long as I can remember, that too is at least 10 years. Farquhar, Odessa Shannon (the old Lee Middle School), and now Neelsville Middle Schools could proceed because they had neighboring land on which to build the new school while "holding" in their old school. The old Woodward High School had been serving as the middle school holding school for Tilden. Now, it will be a high school holding school for Northwood High School. Long story short—MCPS needs a middle school holding facility and it does not have one. Until it does, Eastern will continue to languish. Those students and staff have suffered long enough in their Nixon-era buildings. Instead of adding another project into MCPS major capital projects, recognizing that all are worthy and desperately needed, please deliver on broken promises first. That means a new middle school holding school for the entire county, providing space to house Eastern and Banneker Middle School students during construction.

61

When I testified in 2020, I tried to say “Yay, the Clarksburg Library is in the CIP,” but planning money wasn’t allocated until FY24 and construction money in FY26, making the project a “pretty promise.” Here we are in 2023, and those FY24 and FY26 funding dates remain. I urge you to keep them on schedule. As Mr. Guan remarked earlier this afternoon, it is well past time that the Clarksburg Master Plan be implemented. Clarksburg has been patient; yet, over a decade later the community remains incomplete.

Which naturally brings me to Observation Drive Extended. We are not all commuters, and the suburbs still require personal transportation. Road infrastructure in the Upcounty has been neglected for too long. Please accelerate this schedule. That should include the completion of MidCounty Highway. I echo Mr. Nelson’s testimony of this afternoon and can hear Rosemary Arkoian’s, persistent, playful, pestering to get Midcounty Highway completed.

The six-year CIP is a funny creature. It’s a really big scary number to handle all at once. It includes immediate projects and long-range planning. When the money is tight, the magic to making the numbers work is to shift funding into the “out years,” or years 3 through 6. This delays projects while still being able to say they are in the six-year CIP. Truth is, only the first 2 years matter. Those of us involved with schools know not to count on school funding until there’s a shovel in the ground.

As far as schools go, the new batch of elephants—the three new high schools—never had a chance of being on schedule in the same 6-year CIP. Too many big ticket items in too little time.

How much do you think a new high school costs? Nope. Not even close. I used to call Seneca Valley High School the Tesla Model X. That now pales in comparison with **Northwood, Woodward, and Crown High Schools**. All **exceed \$194M EACH**. Northwood High School tops out at \$203M. The County Executive mentions leveraging state aid from the Built to Learn Act... keep in mind that Montgomery forward funds our school construction, receiving state aid **AFTER** project completion. And then only about 37% of the total cost.

It’s not only about fully funding the MCPS CIP, which has actually happened in the past. It’s just that the CIP has not been fully funded for 6 years in a row to allow for all projects to be completed.

My greatest concern after the cost of MCPS projects is **how** facilities are being built. We don’t need architectural masterpieces and grand edifices for schools. We need safe, healthy, functional, up-to-date, technologically modern, and environmentally responsible buildings. MCPS should **ONLY** be planning and building Net Zero Energy schools.

Something incredible happened in March 2021—a record opening of seven new schools!! The last of the rev/ex series: Three ES, one MS, one HS, and two co-located special education schools. Sadly, COVID-19 delayed their opening and erased the significance of the occasion. With LEED-Gold certified schools dating back to 2007, that last rev/ex class of 2021 were **only barely** built to LEED-Silver certification 12 years later! Why?

How many of them had solar on the roof? **ZERO**. Having attended the virtual design meetings for both the new Woodward and Crown High Schools, I can report that **NEITHER** has solar included in the preliminary design. Why not?

There are many choices to make in constructing schools. New building techniques reduce embodied carbon, yield incredible energy savings, use solar and geothermal energy, and most importantly can be built at a cost similar to traditional construction. Graceland Park Middle School and Holabird Elementary

School in Baltimore City were built at a cost comparable to the MCPS average at the time. (pre-pandemic pricing of course, and also pre-prevailing wage pricing).

The Council and County Executive have been very clear about our County's commitment to using renewable energy and reducing greenhouse gas emissions, even planning new County buildings to be net zero energy, such as the new White Flint Fire Station #23.

Net Zero Energy schools should be mandatory, as should Building Energy Performance Standards reporting for MCPS. Renewable energy must be incorporated in new school designs from the beginning. "Net Zero Ready" begins at the foundation; it's not an aftermarket add on.

As I always ask the Board of Education, spend wisely, and please, show your work.

Thank you.

Melissa McKenna

63

Observation Drive Extended (P501507)

Category	Transportation	Date Last Modified	03/13/23
SubCategory	Roads	Administering Agency	Transportation
Planning Area	Clarksburg and Vicinity	Status	Planning Stage

	Total	Thru FY22	Rem FY22	Total 6 Years	FY 23	FY 24	FY 25	FY 26	FY 27	FY 28	Beyond 6 Years
EXPENDITURE SCHEDULE (\$000s)							1,500	1,000		2,000	1,787
Planning, Design and Supervision	10,054	1	521	8,337	1,478	1,500	759	2,000	2,000	600	1,195
Land	26,452	-	-	1,652	-	-	500	1,152	-	-	24,800
Site Improvements and Utilities	2,240	-	-	1,540	-	-	-	1,652	1,200	340	700
Construction	76,847	-	48,500	42,500	-	-	-	-	19,500	23,000	34,347
TOTAL EXPENDITURES	115,593	1	521	54,029	1,478	1,500	1,259	3,152	22,700	23,940	61,042
FUNDING SCHEDULE (\$000s)							1,500	2,652		31,340	55,364
G.O. Bonds	115,593	1	521	54,029	1,478	1,500	1,259	3,152	22,700	23,940	61,042
TOTAL FUNDING SOURCES	115,593	1	521	54,029	1,478	1,500	1,259	3,152	22,700	23,940	61,042

APPROPRIATION AND EXPENDITURE DATA (\$000s)

Appropriation FY 24 Request	-	Year First Appropriation	FY16
Cumulative Appropriation	4,894	Last FY's Cost Estimate	115,593
Expenditure / Encumbrances	1		
Unencumbered Balance	4,893		

PROJECT DESCRIPTION

The project provides for the design and construction of a 2.2 mile long roadway within a minimum 150-foot right-of-way. The work will be constructed in 2 Phases. Phase 1 includes a 4-lane divided roadway (two lanes in each direction) starting at existing Observation Drive near Waters Discovery Lane and continuing north beyond West Old Baltimore Road to the point where it meets the planned extension of Little Seneca Parkway, along with a ten-foot wide shared-use path on the west side and a bike path on the east side to provide Greenway connectivity. Phase 1 will also include the widening of Little Seneca Parkway to four lanes west of MD 355 and construction of its extension west to Observation Drive. A bridge approximately 550 feet in length will be constructed near Waters Discovery Lane, ending at West Old Baltimore Road near the future MTA Comsat Station. A traffic signal will be provided at the West Old Baltimore Road intersection. In Phase 2, between Little Seneca Parkway and existing Observation Drive near Stringtown Road, the scope includes a two-lane roadway, along with an eight-foot wide shared-use path on the west side, with space for the two additional master-planned lanes and a five-foot wide sidewalk on the east side to be built in the future. Traffic signals will be provided at the Shawnee Lane and Little Seneca Parkway intersections.

LOCATION

Clarksburg and Germantown

ESTIMATED SCHEDULE

Final design began in FY22. Land acquisition for Phase 1 will occur in FY25 and FY26, and construction will be completed in FY29. Land acquisition and construction for Phase 2 will occur beyond FY28.

PROJECT JUSTIFICATION

This project is needed to provide a north-south corridor that links the existing Observation Drive to Stringtown Road, providing multi-modal access to a rapidly developing residential and business area between the I-270 and MD 355 corridors. The project improves mobility and safety for local travel and pedestrian, bicycle and vehicular access to residential, employment, commercial and recreational areas. It also provides a facility for implementation by Maryland Transit Administration (MTA) for the Corridor Cities Transitway (CCT) including two stations. The transitway will be Bus Rapid Transit (BRT) and will be located in the median area of Observation Drive.

OTHER

Land costs are based on preliminary design.

FISCAL NOTE

The cost estimate is based on preliminary design only. A more accurate cost estimate will be prepared upon the completion of final design.

DISCLOSURES

A pedestrian impact analysis will be performed during design or is in progress.

Observation Drive – Production schedule Phase 1A and Phase 1B

Project Description:

The project provides for the design and construction of a 2.2 mile long roadway within a minimum 150 foot right of way. The work will be conducted in 2 main phases, with Phase 1 occurring in two simultaneous sub-phases (1A & 1B). Phase 1A includes a 4-lane divided roadway (2 lanes in each direction) starting at existing Observation Drive near Waters Discovery Lane and continuing to West Old Baltimore Road along with a shared use path on the west side and a bike path on the east side to provide Greenway connectivity. A bridge approximately 550 feet long will be constructed near Waters Discovery Lane ending near West Old Baltimore Road.. A traffic signal will be provided at the West Old Baltimore Road intersection. Phase 1B includes 4 lanes of Observation Drive from West Old Baltimore Road to the point where it meets the extension of Little Seneca Parkway, with a shared use path on the west side and bike path on the east side. Phase 1B also includes the widening and extension of Little Seneca Parkway to 4 lanes from MD 355—including its bike path and sidewalk—and the extension of Observation Drive north of West Old Baltimore Road. The feasibility of Little Seneca Parkway cross section has not been validated with regulatory agencies and will be refined during preliminary design. In Phase 2, between Little Seneca Parkway and existing Observation Drive near Stringtown Road, the scope includes a two-lane roadway, along with a shared-use path on the west side, with space for the two additional master-planned lanes and a sidewalk on the east side to be built in the future. Traffic signals will be provided at the Shawnee Lane and Little Seneca Parkway intersections.

Estimated Schedule:

Final design of Phase 1A and preliminary design of Phase 1B began in FY23. Final design for Phase 1A ends in FY26. Final design for Phase 1B ends in FY27. Land acquisition for Phase 1A is in FY26. Construction for Phase 1A starts in FY27 and finishes in FY29. Land acquisition for Phase 1B is in FY28. Construction for Phase 1B starts in FY28 and finishes in FY29. All work for Phase 2 will occur beyond FY29.

Other:

The cost estimate is based on preliminary design only. Costs have not been updated since FY19. A more accurate cost estimate will be prepared during final design and value engineering will be utilized to partially offset anticipated cost increases.



Bowie Mill Road Bikeway (P502108)

Category	Transportation	Date Last Modified	12/15/22
SubCategory	Pedestrian Facilities/Bikeways	Administering Agency	Transportation
Planning Area	Darnestown and Vicinity	Status	Preliminary Design Stage

EXPENDITURE SCHEDULE (\$000s)

Cost Elements	Total	Thru FY22	Rem FY22	Total 6 Years	FY 23	FY 24	FY 25	FY 26	FY 27	FY 28	Beyond 6 Years
Planning, Design and Supervision	4,395	-	-	3,317	750	1,120	375	-	-	1,072	1,078
Land	1,091	-	-	1,091	-	-	160	465	466	-	-
Site Improvements and Utilities	3,146	-	-	2,696	-	-	-	200	179	2,317	450
Construction	12,074	-	-	5,801	-	-	-	-	-	5,801	6,273
TOTAL EXPENDITURES	20,706	-	-	12,905	750	1,120	535	665	645	9,190	7,801

FUNDING SCHEDULE (\$000s)

Funding Source	Total	Thru FY22	Rem FY22	Total 6 Years	FY 23	FY 24	FY 25	FY 26	FY 27	FY 28	Beyond 6 Years
G.O. Bonds	19,206	-	-	11,405	-	370	535	665	645	9,190	7,801
State Aid	1,500	-	-	1,500	750	750	-	-	-	-	-
TOTAL FUNDING SOURCES	20,706	-	-	12,905	750	1,120	535	665	645	9,190	7,801

APPROPRIATION AND EXPENDITURE DATA (\$000s)

Appropriation FY 24 Request	-	Year First Appropriation	FY23
Cumulative Appropriation	2,245	Last FY's Cost Estimate	20,706
Expenditure / Encumbrances	-		
Unencumbered Balance	2,245		

PROJECT DESCRIPTION

This project provides for the design and construction of a new eight to ten-foot wide sidepath for 3.3 miles along Bowie Mill Road from Olney Laytonsville Road (MD 108) to Muncaster Mill Road (MD 115) and continues along Muncaster Mill Road to Needwood Road. The project also provides a new pedestrian bridge over Rock Creek North Branch for continuation of the sidepath along Bowie Mill Road.

LOCATION

Olney and Upper Rock Creek Planning Areas

ESTIMATED SCHEDULE

Design to start in FY23 and be completed in FY25. Land acquisition to start in FY25 and be completed in FY27. Utility relocation and site improvements to start in FY26 and be completed in FY29. Construction to start in FY28 and be completed in FY29. The schedules for land acquisition, utility relocation, site improvements, and construction will be reconsidered in the spring of FY23 based on how design proceeds and whether there is the fiscal capacity at that time to accelerate them, given competing capital projects.

PROJECT JUSTIFICATION

The Montgomery County Bicycle Master Plan, approved in November 2018, recommends a sidepath along Bowie Mill Road. The project is a critical connection in the existing bicycle network between the existing trails and important destinations including Needwood Road Bike Path, North Branch Trail, the Inter-County Connector (ICC) Trail, Shady Grove Metro Station, Sequoyah Elementary School, Colonel Zadok Magruder High School, and Olney Town Center.

OTHER

This project also supports the County Executive's Vision Zero initiative which aims to reduce injuries and fatalities on all roads.

FISCAL NOTE

Substitute \$1,500,000 in GO Bonds with State Aid.

FY23 supplemental in G.O. Bonds for the amount of \$745,000, State Aid for the amount of \$1,500,000.

DISCLOSURES

A pedestrian impact analysis has been completed for this project. The County Executive asserts that this project conforms to the requirement of relevant local plans, as required by the Maryland Economic Growth, Resource Protection and Planning Act.

COORDINATION

Maryland State Highway Administration, Maryland-National Capital Park and Planning Commission, Department of Permitting Services, Greater Olney Civic Association (GOCA), and utility companies



Bus Rapid Transit: MD 355 Central (P502005)

Category	Transportation	Date Last Modified	05/03/22
SubCategory	Mass Transit (MCG)	Administering Agency	Transportation
Planning Area	Countywide	Status	Preliminary Design Stage

EXPENDITURE SCHEDULE (\$000s)

Cost Elements	Total	Thru FY21	Est FY22	Total 6 Years	FY 23	FY 24	FY 25	FY 26	FY 27	FY 28	Beyond 6 Years
Planning, Design and Supervision	61,370	2,111	9,389	49,870	15,700	13,200	6,130	7,190	5,140	2,510	-
Land	93,528	-	-	93,528	10,728	5,000	17,500	42,800	17,500	-	-
Site Improvements and Utilities	35,572	-	-	35,572	-	8,472	8,100	17,000	2,000	-	-
Construction	147,100	-	-	147,100	-	10,000	18,500	50,100	50,000	18,500	-
Other	21,000	-	-	21,000	-	-	-	-	10,000	11,000	-
TOTAL EXPENDITURES	358,570	2,111	9,389	347,070	26,428	36,672	50,230	117,090	84,640	32,010	-

FUNDING SCHEDULE (\$000s)

Funding Source	Total	Thru FY21	Est FY22	Total 6 Years	FY 23	FY 24	FY 25	FY 26	FY 27	FY 28	Beyond 6 Years
Current Revenue: Mass Transit	2,550	-	750	1,800	-	-	-	-	-	1,800	-
Federal Aid	158,863	-	-	158,863	-	-	28,129	65,570	47,398	17,766	-
Impact Tax	3,064	925	2,139	-	-	-	-	-	-	-	-
Op Lanes Maryland Transit Funding	159,979	-	-	159,979	-	36,672	22,101	51,520	37,242	12,444	-
Recordation Tax Premium (MCG)	4,186	1,186	3,000	-	-	-	-	-	-	-	-
State Aid	29,928	-	3,500	26,428	26,428	-	-	-	-	-	-
TOTAL FUNDING SOURCES	358,570	2,111	9,389	347,070	26,428	36,672	50,230	117,090	84,640	32,010	-

APPROPRIATION AND EXPENDITURE DATA (\$000s)

Appropriation FY 23 Request	22,928	Year First Appropriation	FY20
Appropriation FY 24 Request	36,672	Last FY's Cost Estimate	24,000
Cumulative Appropriation	15,000		
Expenditure / Encumbrances	4,667		
Unencumbered Balance	10,333		

PROJECT DESCRIPTION

This project will design and construct a new Bus Rapid Transit (BRT) line on MD 355 between Rockville and Germantown from Montgomery College - Rockville to Montgomery College - Germantown. The project includes dedicated BRT lanes, new BRT stations with level boarding and off-board payment, Transit Signal Priority (TSP), purchase of new zero-emission BRT buses, and other associated pedestrian and bicycle improvements along the corridor. In addition, the project includes the construction of a new transit center near Montgomery College-Rockville, a relocated and expanded Lakeforest Transit Center, and a new operations and maintenance

facility to support the project. Planning conducted by the Maryland Department of Transportation Maryland Transit Administration (MDOT MTA) resulted in several alternatives retained for detailed study in 2017 for BRT along MD 355 from Bethesda to Clarksburg. In 2019, MCDOT completed the planning phase. MCDOT has been working on preliminary engineering and project phasing since 2020. Preliminary engineering of the full corridor from Bethesda to Clarksburg is being completed and then final design and construction for the Central segment will occur. Final design and construction of the North and South segments will occur as a separate project.

LOCATION

The MD 355 BRT corridor spans Clarksburg to Bethesda. The Central phase of this project will include the master plan areas of Shady Grove and Germantown, as well as the cities of Rockville and Gaithersburg. A subsequent phase will provide service to the master plan areas of Bethesda, North Bethesda, Garrett Park, White Flint and Clarksburg.

ESTIMATED SCHEDULE

Project planning was completed in FY19. Preliminary engineering began in FY20 and will be completed in FY23. Final design will immediately follow and will be completed in FY25. Construction activities, including right of way acquisition and utility relocations, may begin as early as FY23. Construction will be completed in FY28.

COST CHANGE

Increased funding to complete final design of the Central phase from Rockville to Germantown, acquire right of way, relocate utilities, complete construction, and purchase buses. Additional funding increase for design of a new transit center near Montgomery College-Rockville, a relocated and expanded Lakeforest Transit Center, and a new operations and maintenance facility to support the project.

PROJECT JUSTIFICATION

MD 355 FLASH will transform mobility options with the implementation of a 22-mile, premium, branded, limited-stop BRT service along MD 355 between Clarksburg and Bethesda. This new service will improve transit travel time and increase opportunity for a broad range of users along a highly congested corridor. MD 355 FLASH will improve passenger transit mobility by connecting riders to high density housing and employment centers. MD 355 FLASH is being phased to accelerate delivery. This phase will implement BRT between Rockville and Germantown. Extensions to Bethesda and Clarksburg will follow.

A new transit center near Montgomery College-Rockville will provide increased space to accommodate both the MD 355 BRT and Veirs Mill Road BRT operations as well as improve overall transit access and operations at this location. The Lakeforest Transit Center is currently undersized for existing operations. Relocation of the transit center closer to MD 355 will allow the critical connection between MD 355 BRT and the numerous local bus routes that stop there, while reducing the diversion for MD 355 BRT and saving passengers travel time. Redevelopment of the former Lakeforest Mall creates an opportunity for joint development considerations that should be explored in the near-term. This project will also address operations and maintenance capacity requirements associated with the fleet expansion and new services by funding the construction of a new BRT-focused transit depot.

FISCAL NOTE

Programming of funds through final design and construction improves the project's eligibility for earlier entry into the Federal Transit Administration's Capital Investment Grant program. This project will utilize Op Lanes Maryland revenue proceeds, which have been pledged by the Maryland Department of Transportation to fund high priority public transit projects in Montgomery County. The amended FY21-26 CIP added \$6 M in State grants. Additional State aid in FY23 includes State grants for capital projects in Montgomery County programmed during the 2022 State General Assembly Session.

DISCLOSURES

A pedestrian impact analysis will be performed during design or is in progress. The County Executive asserts that this project conforms to the requirement of relevant local plans, as required by the Maryland Economic Growth, Resource Protection and Planning Act.

COORDINATION

Maryland-National Capital Park and Planning Commission (M-NCPPC), Maryland DOT State Highway Administration & Maryland Transit Administration, Department of Environmental Protection, Department of Permitting Services, Washington Gas, Pepco, Verizon, Comcast, Maryland Department of Natural Resources, Federal Transit Administration, City of Gaithersburg, City of Rockville, Washington Metropolitan Area Transit Authority, Commission on People with Disabilities, Transit Advisory Group, Neighborhood and Civic Associations, MD 355 BRT Corridor Advisory Committee



Bus Rapid Transit: MD 355 South/North (P502309)

Category	Transportation	Date Last Modified	01/09/22
SubCategory	Mass Transit (MCG)	Administering Agency	Transportation
Planning Area	Countywide	Status	Preliminary Design Stage

EXPENDITURE SCHEDULE (\$000s)

Cost Elements	Total	Thru FY21	Est FY22	Total 6 Years	FY 23	FY 24	FY 25	FY 26	FY 27	FY 28	Beyond 6 Years
Planning, Design and Supervision	9,700	-	-	9,700	4,850	4,850	-	-	-	-	-
TOTAL EXPENDITURES	9,700	-	-	9,700	4,850	4,850	-	-	-	-	-

FUNDING SCHEDULE (\$000s)

Funding Source	Total	Thru FY21	Est FY22	Total 6 Years	FY 23	FY 24	FY 25	FY 26	FY 27	FY 28	Beyond 6 Years
Op Lanes Maryland Transit Funding	9,700	-	-	9,700	4,850	4,850	-	-	-	-	-
TOTAL FUNDING SOURCES	9,700	-	-	9,700	4,850	4,850	-	-	-	-	-

APPROPRIATION AND EXPENDITURE DATA (\$000s)

Appropriation FY 23 Request	4,850	Year First Appropriation	FY23
Appropriation FY 24 Request	4,850	Last FY's Cost Estimate	-
Cumulative Appropriation	-		
Expenditure / Encumbrances	-		
Unencumbered Balance	-		

PROJECT DESCRIPTION

This project will complete design for the Southern and Northern segments of the MD 355 Bus Rapid Transit (BRT) corridor. The Southern segment is from Montgomery College - Rockville to Bethesda Metro station. The Northern segment is from Montgomery College - Germantown to Clarksburg. This is part of the larger MD 355 BRT corridor that extends from Bethesda to Clarksburg. The Central segment will be designed and constructed as a separate project. Planning conducted by the Maryland Department of Transportation Maryland Transit Administration (MDOT MTA) resulted in several alternatives retained for detailed study in 2017. In 2019, MCDOT completed the planning phase. MCDOT has been working on preliminary engineering and project phasing since 2020. The project includes dedicated BRT lanes, new BRT stations with level boarding and off-board payment, Transit Signal Priority (TSP), purchase of new zero-emission BRT buses, and other associated pedestrian and bicycle improvements along the corridor. Preliminary engineering of the project is currently being completed.

LOCATION

MD 355 between Rockville and Bethesda in the south and Germantown and Clarksburg in the north. Master plan areas include: Bethesda, North Bethesda, Garrett Park, White Flint, Germantown, and Clarksburg. The project also includes the city of Rockville.

ESTIMATED SCHEDULE

Preliminary engineering will be completed in FY23 (see fiscal note). Final design will begin in FY24 and complete in FY25. The construction schedule is unknown at this time.

PROJECT JUSTIFICATION

The project will transform mobility options with the completed implementation of a 22-mile, premium, branded, limited-stop BRT service along MD 355 between Clarksburg and Bethesda. This new service will improve transit travel time and increase opportunity for a broad range of users along a highly congested corridor. The project will improve passenger transit mobility by connecting riders to high density housing and employment centers. The project is being phased to accelerate delivery. The first phase will implement BRT between Rockville and Germantown. Extensions to Bethesda and Clarksburg will be completed as a second phase.

FISCAL NOTE

Programming of funds through final design improves the project's eligibility for potential entry into the Federal Transit Administration's Capital Investment Grant program. Preliminary engineering for this phase is funded in the MD 355 Central project (P502005). This project will utilize Op Lanes Maryland revenue proceeds, which have been pledged by the Maryland Department of Transportation to fund high priority public transit projects in Montgomery County.

DISCLOSURES

A pedestrian impact analysis will be performed during design or is in progress. The County Executive asserts that this project conforms to the requirement of relevant local plans, as required by the Maryland Economic Growth, Resource Protection and Planning Act.

COORDINATION

Maryland-National Capital Park and Planning Commission (M-NCPPC), Maryland DOT State Highway Administration & Maryland Transit Administration, Department of Environmental Protection, Department of Permitting Services, Washington Gas, Pepco, Verizon, Comcast, Maryland Department of Natural Resources, and Federal Transit Administration (FTA), City of Rockville, Washington Metropolitan Area Transit Authority, Commission on People with Disabilities, Transit Advisory Group, Neighborhood and Civic Associations, and MD 355 BRT Corridor Advisory Committee