

MEMORANDUM

December 4, 2009

TO: Transportation, Infrastructure, Energy and Environment Committee

FROM: <sup>GO</sup> Glenn Orlin, Deputy Council Staff Director

SUBJECT: Briefing—future transportation projects

Committee Chair Floreen has requested an overview of potential State and County transportation projects that would provide congestion relief or mobility improvement. The purpose is both to calculate the current shortfall of funds needed to construct projects already in planning or design phase and to identify other projects for which planning should be initiated in either the Maryland Department of Transportation's Consolidated Transportation Program or the County's Capital Improvements Program. For this exercise we will concentrate on master-planned roads and transitways, not the minor—but in the aggregate, important—efforts such as intersection improvements and additional local bus service.

***State projects in planning and design.*** The most recent Council/Executive State transportation priorities letter was transmitted in July 2008 (©1-3). Since then the State has updated its estimates of the unfunded costs of these projects, although since most have not yet been fully designed, these costs should be treated as order-of-magnitude estimates. The estimates by cost element for the State highway projects are on ©4.

Table 1 on the next page shows the estimate of unfunded cost for those projects in MDOT's Development & Evaluation (D&E) Program (its planning and design program), Council staff's characterization of whether the project would provide a major, moderate, or minor improvement to mobility or congestion relief, and the policy areas that would most experience this improvement. The PAMR mitigation percentages for the policy areas are also displayed as proxies for their need for improvements in mobility and congestion relief: policy areas with a 0% PAMR mitigation percentage do not need the improvements, while those with a 50% PAMR mitigation percentage need them the most. Table 1 also shows potential State projects in the Council/Executive letter for which project planning has not been initiated.

**Table 1: Future State Transportation Projects**

State Project	Unfunded Cost	Congestion Relief or Improved Mobility	Policy Area(s) (PAMR Mitigation %)
<b>In D&amp;E Program</b>			
Corridor Cities Transitway	\$950,000,000	Major	Derwood (20%), R&D Village (40%), Gaithersburg (50%), North Potomac (50%), Germantown West (0%), Germantown East (50%), Clarksburg (10%)
Purple Line <sup>1</sup>	1,400,000,000	Major	Bethesda-Chevy Chase (30%), Silver Spring/Takoma Park (10%)
I-270 improvements <sup>2</sup>	4,548,170,000	Major	Clarksburg (10%); Germantown East (50%), Germantown West (0%), Gaithersburg (50%)
Beltway widening <sup>3</sup>	5,101,900,000	Major	Bethesda-Chevy Chase (30%), Potomac (40%)
I-270/Watkins Mill interchange	237,300,000	Moderate	Gaithersburg (50%)
Montrose Pkwy, Phase II	80,100,000	Moderate	North Bethesda (35%)
MD 124, Midcounty-Airpark	56,900,000	Moderate	Derwood (20%), Montgomery Village/Airpark (5%), Rural East (0%)
Brookeville Bypass	20,900,000	Minor	Rural East (0%)
Georgia/Norbeck interchange	136,300,000	Moderate	Aspen Hill (20%), Olney (10%)
Clopper Road widening	56,985,000	Moderate	Gaithersburg (50%), North Potomac (50%)
MD 28/MD 198 widening	347,500,000	Major	Aspen Hill (20%), Olney (10%), Cloverly (0%), Fairland/White Oak (50%)
US 29/Fairland interchange	132,900,000	Moderate	Fairland/White Oak (50%)
MD 124, Fieldcrest-Warfield	29,210,000	Minor	Montgomery Village/Airpark (5%), Rural East (0%)
<b>Not Programmed</b>			
Veirs Mill Road BRT Line	N/A	Moderate	Aspen Hill (20%), Rockville (25%), Kensington/Wheaton (10%)
Forest Glen Metro ped tunnel	N/A	None	Kensington/Wheaton (10%)
Georgia Avenue Busway	N/A	Moderate	Kensington/Wheaton (10%), Aspen Hill (20%), Olney (10%)
North Bethesda Transitway	N/A	Minor	North Bethesda (35%)
MD 355/Cedar interchange	N/A	Moderate	Bethesda-Chevy Chase (30%)
Midcounty Hwy: ICC to SG Rd	N/A	Moderate	Derwood (20%)
MD 355/Gude interchange	N/A	Moderate	Rockville (25%), Derwood (20%)
ICC Bike Trail	N/A	None	Derwood (20%), Olney (10%), Cloverly (0%), Fairland/White Oak (50%)
Gt Seneca Hwy/Sam Eig intchg	N/A	Moderate	R&D Village (40%), Gaithersburg (50%)
MD 355 widening in Clarksburg	N/A	Moderate	Clarksburg (10%)
MD 355 reconstruct in Gaith	N/A	None	Gaithersburg (50%)
Veirs Mill/Randolph interchange	N/A	Moderate	Kensington/Wheaton (10%)
Veirs Mill widening	N/A	Moderate	Aspen Hill (20%), Kensington/Wheaton (10%)
I-270/Gude Drive interchange	N/A	Moderate	Rockville (25%)

<sup>1</sup> Cost covers both Montgomery and Prince George's County portions.

<sup>2</sup> Cost covers both Montgomery and Frederick County portions.

<sup>3</sup> Cost assumes widening the entire Maryland portion of the Beltway, but only the segment between Virginia and I-270 West Spur is master planned for widening.

Table 2 is a comparable display for road and transitway projects currently programmed for study under the County's Facility Planning-Transportation project (©5). Cost estimates are not available for these projects.

Attached are two other pieces of information developed by the Planning staff over the past year that can contribute to this discussion. On ©6 is a table displaying 21 intersections where traffic volumes have reached or exceeded capacity in each of the past six years. Congestion would be relieved at most of these intersections if the projects in Table 1 and 2 are built, but some others—such as Connecticut Avenue/Randolph Road—will not.

Also, as background for the 2009-2011 Growth Policy, the Planning staff developed a list of prioritized public facilities (including not only transportation projects but schools, parks, fire stations, etc.) according to a complex scoring system described on ©7-10. Their priority listing is on ©11-14.

Realistically, however, there is little opportunity to ramp up transportation construction in the next couple of years, due to the general revenue shortfall. For example: the State Transportation Participation project, which funds design and land acquisition for several State road improvements, currently has \$37,463,000 programmed in FYs11-14; nearly half this amount (\$18,272,000) is to be funded with transportation impact taxes. But as was reported to the Council earlier this fall, impact tax revenue estimates likely will be scaled back by two-thirds in the FY11-16 CIP, which means that about \$12 million-worth of *existing* commitments under State Transportation Participation will have to be deleted unless the project's funding is backfilled with general obligation bond proceeds. Similarly, reductions in the school impact tax and recordation tax revenues will put additional pressure on G.O. bond resources.

The most productive effort at this time would be to identify new sources of transportation revenue, particularly those that would not compete with other needs in the CIP or Operating Budget. This is not new ground; several suggestions were proposed by a 2007 Council task force, nearly all of which were not pursued.

**Table 2: Future County Transportation Projects**

<b>State Project</b>	<b>Congestion Relief or Improved Mobility</b>	<b>Policy Area(s) (PAMR Mitigation %)</b>
Goshen Road widening	Moderate	Montgomery Village/Airpark (5%)
Dorsey Mill Road Extended	Minor	Germantown West (0%), Germantown East (50%)
East Gude Drive widening	Moderate	Rockville (25%)
Midcounty Hwy Ext. (M-83)	Major	Montgomery Village/Airpark (5%), Clarksburg (10%); Germantown East (50%)
Observation Drive	Moderate	Clarksburg (10%); Germantown East (50%)
Robert's Tavern Road	Minor	Clarksburg (10%)
Seminary Road intersection	Minor	Silver Spring/Takoma Park (10%)
Countywide BRT Study	Major	(many policy areas – yet to be determined)
Arlington Road widening	Minor	Bethesda-Chevy Chase (30%)



## Montgomery County Government

ROCKVILLE, MARYLAND 20850

July 16, 2008

The Honorable Rona E. Kramer, Chair  
Montgomery County Senate Delegation  
214 James Senate Office Building  
Annapolis, Maryland 21401

The Honorable Brian J. Feldman, Chair  
Montgomery County House Delegation  
223 House Office Building  
Annapolis, Maryland 21401

Dear Senator Kramer and Delegate Feldman:

In light of the Approved FY2008-2013 Consolidated Transportation Program we have updated the State transportation priorities we transmitted to you on February 6, 2007. This letter describes our latest sets of priorities for currently unfunded State transportation projects and studies.

With respect to the unfunded projects of regional and statewide significance, Montgomery County is guided by its commitment to sustainable development and smart growth. Accordingly, the two major transitways (listed alphabetically), the Corridor Cities Transitway (CCT) from Shady Grove to Clarksburg, and the Purple Line from Bethesda to Langley Park, extending east in Prince George's County to New Carrollton, receive our highest priority.

Other regionally significant projects with high priority are: the Base Realignment and Closure (BRAC) transportation improvements for the National Naval Medical Center in Bethesda and the rehabilitation of the Metrorail system, as well as the I-270 widening for high-occupancy-toll (HOT) or high-occupancy-vehicle (HOV) lanes north of Shady Grove; and the I-495 widening for HOT or HOV lanes between the I-270 West Spur and Virginia. (Funding of these road projects must not delay these urgently needed mass transit projects, however.) While there are issues to be worked out on important aspects of some of these priorities, decisions must be made and funding must be identified promptly to move them forward to completion.

There are many projects of local importance which require significant changes from what is shown in the FY2008-2013 Consolidated Transportation Program (CTP). These are high priority projects that have been previously identified by the Executive and Council to the State and/or Federal Delegations. We have already taken the unusual step of dedicating millions of dollars in County funds to keep several of these projects on schedule, including:

- \$22,375,000 in FY07 thru FY09 to construct a 1,200-space garage at the Glenmont Metro Station.
- \$8,239,000 in FY07 towards design and right-of-way acquisition for the Georgia Avenue (MD 97)/Randolph Road grade-separated interchange. Furthermore, we expect to act in the next several weeks to approve another \$6,123,000 in FY09 towards the cost of this interchange.
- \$2,400,000 in FY07 towards the design of the I-270/Watkins Mill Road interchange.
- \$60,000,000 in FYs 08-14 towards the design and construction of a new southern entrance to the Bethesda Metro Station at the western terminus of the Purple Line.
- \$14,463,000 in FYs08-09 to forward fund the MD 355/Montrose interchange (to be reimbursed by the State in FY11 and FY12).

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For some of these projects, the County is ready to provide funding to the State, upon completion of MOU's. We have additional County funds which may be used for cost-sharing with the State to accelerate projects on our priority list.

Our priority rankings for projects that will be ready for construction funding during the next six years and are currently in the design or project-planning stages are listed below. The funding to be programmed to complete each project is indicated as well.

- |     |  |          |
|-----|--|----------|
| 1   | I-270/Watkins Mill Road Extended: build bridge over I-270  | (Note 1) |
| 2.  | Rockville Pike/Montrose Parkway (Phase 2): build segment from Chapman Ave. to Parklawn Drive, including a new bridge over CSX Railroad | \$53M    |
| 3.  | Woodfield Road: widen to 6 lanes, Midcounty Hwy to Snouffer School Road  | (Note 2) |
| 4.  | Georgia Avenue: build 2-lane bypass around Brookeville   | \$21M    |
| 5.  | Georgia Avenue/Norbeck Road: build grade-separated interchange   | \$91M    |
| 6.  | Clopper Road: improve intersections from I-270 to Seneca Creek State Park  | \$41M    |
| 7   | I-270/Watkins Mill Road Extended: complete interchange   | (Note 1) |
| 8.  | Spencerville Road: widen to 4 lanes from Old Columbia Pike to US 29  | \$30M    |
| 9.  | Norbeck Road: widen to 4 lanes from Georgia Avenue to Layhill Road   | \$95M    |
| 10. | I-270/Newcut Road: build grade separated interchange   | \$88M    |
| 11. | Woodfield Road: widen to 6 lanes from Snouffer School Road to Airpark Road and from Fieldcrest Road to Warfield Road                   | (Note 2) |
| 12. | US 29/Fairland Road/Musgrove Road: build grade-separated interchange   | \$68M    |
| 13. | MD 28/198: widen to 4 lanes from Layhill Rd to Old Columbia Pike   | \$135M   |

Note 1: The total cost of #1 and #7 is \$140M. Segmented cost estimates are not yet available.

Note 2: The total cost of #3 and #11 is \$63M. Segmented cost estimates are not yet available.

The total funding that needs to be programmed to complete these 13 projects is \$825 million. MDOT is already investing over \$42 million to plan, design and buy land for these projects.

Our priority rankings for transit projects to be added to the Development & Evaluation (D&E) Program are:

1. Veirs Mill Road (MD 586) Bus Rapid Transit: Rockville to Wheaton
2. Forest Glen Metro Station pedestrian tunnel under Georgia Avenue
3. Georgia Avenue (MD 97) Busway: Glenmont to Olney
4. University Blvd. (MD 193) Bus Rapid Transit: Wheaton to Langley Park
5. North Bethesda Transitway: Grosvenor to Montgomery Mall
6. Purple Line Connector: Langley Park to White Oak

Studies #1, #3 and #4 in this list would be coordinated between the State Highway Administration and the Maryland Transit Administration. For these studies, we also request that a continuous bikeway be planned throughout their entire lengths.

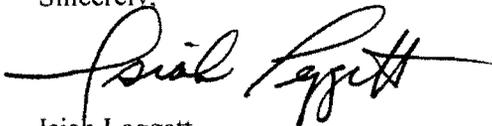
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Our priority rankings for highway and bikeway projects to be added to the D&E Program are:

1. Rockville Pike (MD 355): improvement from Woodmont Avenue to I-495, including a grade separated interchange at Cedar Lane
2. Midcounty Highway Extended: construction from Intercounty Connector to Shady Grove Road
3. Frederick Road (MD 355)/Gude Drive: grade-separated interchange
4. Intercounty Connector Hiker-Biker Trail: Shady Grove to Prince George's County
5. Great Seneca Highway (MD 119): flyover at Sam Eig Highway
6. Rockville Town Center intersection improvements
7. Frederick Road (MD 355): widening from 2000' south of Brink Road to future Frederick Road/Clarksburg Bypass
8. Frederick Road (MD 355): reconstruction in Old Town Gaithersburg
9. Veirs Mill Road (MD 586)/Randolph Road: grade-separated interchange
10. Veirs Mill Road (MD 586): widening from Twinbrook Parkway to Randolph Road
11. I-270/Gude Drive: grade-separated interchange
12. MD 108 Bypass around Laytonsville
13. Rockville Pike (MD 355)/Nicholson Lane: grade separated interchange

If you need any clarifications about our recommendations, please contact us.

Sincerely,



Isiah Leggett  
County Executive



Michael J. Knapp, President  
County Council

IL:MJK:go

cc: The Honorable Martin O'Malley, Governor, State of Maryland  
John Porcari, Secretary, Maryland Department of Transportation  
Royce Hanson, Chair, Montgomery County Planning Board

Montgomery County Projects**					
	Project Planning (PP)	Project Engineering (PE)	Right-of-Way (ROW)	Construction (CO)	TOTAL
I-270 Multi-Modal Study	\$17,460,000	\$0	\$0	\$0	\$17,460,000
	\$2,870,000	\$567,300,000	\$378,000,000	\$2,600,000,000	\$4,548,170,000
	\$20,330,000	\$567,300,000	\$378,000,000	\$3,600,000,000	\$4,565,630,000
I-270 @ Watkins Mill*	\$1,172,000	\$2,400,000	\$0	\$0	\$3,572,000
	\$0	\$7,900,000	\$98,300,000	\$139,000,000	\$248,800,000
	\$1,172,000	\$10,000,000	\$98,300,000	\$139,000,000	\$248,472,000
* County is offering an additional \$7.6 million for PE. A draft MOU is with the County.					
I-495 Capital Beltway Study	\$11,043,000	\$0	\$0	\$0	\$11,043,000
	\$3,900,000	\$624,000,000	\$274,000,000	\$4,200,000,000	\$5,101,900,000
	\$14,943,000	\$624,000,000	\$274,000,000	\$4,200,000,000	\$5,112,943,000
US 29 @ Musgrove/ Fairland Road*	\$0	\$1,001,000	\$8,641,000	\$0	\$7,642,000
	\$0	\$14,500,000	\$4,000,000	\$112,000,000	\$132,800,000
	\$0	\$17,901,000	\$10,641,000	\$112,000,000	\$140,542,000
* Project planning costs reflected in the US 29 @ Stewart Lane/ Tech Road/ Greencastle Road/ and Blackburn Road project					
US 29 @ Stewart Lane/ Tech Road/ Greencastle Road/ and Blackburn Road	\$2,488,000	\$4,718,000	\$545,000	\$0	\$7,751,000
	\$0	\$43,872,000	\$22,900,000	\$317,600,000	\$384,072,000
	\$2,488,000	\$48,590,000	\$23,145,000	\$317,600,000	\$391,823,000
MD 28/ MD 198	\$4,033,000	\$0	\$2,000	\$0	\$4,035,000
	\$0	\$35,200,000	\$77,702,000	\$234,600,000	\$347,600,000
	\$4,033,000	\$35,200,000	\$77,702,000	\$234,600,000	\$351,535,000
MD 97 @ MD 28	\$1,982,000	\$844,000	\$0	\$0	\$2,826,000
	\$0	\$1,200,000	\$19,700,000	\$118,400,000	\$139,300,000
	\$1,982,000	\$2,044,000	\$16,700,000	\$118,400,000	\$139,126,000
MD 97 Brookeville Bypass*	\$2,063,000	\$0	\$0	\$0	\$2,063,000
	\$0	\$3,700,000	\$8,300,000	\$20,900,000	\$32,900,000
	\$2,063,000	\$3,700,000	\$8,300,000	\$20,900,000	\$32,963,000
* County is proposing \$10 million in FY11 to complete PE and R/W. SHA is working with MDP to resolve Smart Growth issues.					
MD 117 Phase II (I-270 to Metropolitan Grove Road)*	\$1,030,000	\$1,044,000	\$0	\$0	\$2,074,000
	\$0	\$2,089,000	\$1,100,000	\$20,800,000	\$23,988,000
	\$1,030,000	\$3,132,000	\$1,100,000	\$20,800,000	\$26,062,000
*Project planning and design funded totals for MD 117 Phase II and III are reflected in MD 117 phase II totals.					
MD 117 Phase III (Seneca Creek State Park to Metropolitan Grove Road)*	\$0	\$879,000	\$0	\$0	\$879,000
	\$3,230,000	\$1,667,000	\$5,300,000	\$23,300,000	\$32,987,000
	\$3,230,000	\$2,046,000	\$5,300,000	\$23,300,000	\$33,876,000
*Project planning and design funded totals for MD 117 Phase II and III are reflected in MD 117 phase II totals.					
MD 124 Phase II (Midcounty Highway to Airpark Road)*	\$2,114,000	\$1,155,000	\$0	\$0	\$3,269,000
	\$0	\$7,600,000	\$54,800,000	\$82,400,000	\$144,800,000
	\$2,114,000	\$1,155,000	\$7,600,000	\$54,800,000	\$65,669,000
*Project planning and design funded totals for MD 124 Phase II and III are reflected in MD 124 phase II totals.					
MD 124 Phase III (North of Fieldcrest Road to Warfield Road)*	\$0	\$42,000	\$0	\$0	\$42,000
	\$0	\$610,000	\$5,300,000	\$23,300,000	\$29,210,000
	\$0	\$652,000	\$5,300,000	\$23,300,000	\$29,252,000
*Project planning and design funded totals for MD 124 Phase II and III are reflected in MD 124 phase II totals.					
MD 355 @ Randolph Phase II	\$1,860,000	\$0	\$0	\$0	\$1,860,000
	\$0	\$9,000,000	\$39,300,000	\$40,800,000	\$89,100,000
	\$1,860,000	\$9,000,000	\$39,300,000	\$40,800,000	\$90,960,000
* County is proposing \$9.0 million in FY10 for Phase 2 PE. The DRAFT MOU is with the County.					

\*\*These figures are an estimate and should be used for planning purposes only

Key
Funded *
Unfunded
Subtotal
TOTAL: Unfunded+Funded

**FACILITY PLANNING TRANSPORTATION – No. 509337**

**Studies Underway or to Start in FY09-10:**

**Road/Bridge Projects**

Dedicated but Unmaintained Roads Study  
 Dorsey Mill Road Extended and Bridge (over I-270)  
 East Deer Park Drive Bridge (over CSX Railroad)  
 East Gude Drive Widening (Crabbs Branch Way-MD28)  
 Midcounty Hwy Extended (Mont. Village Ave-MD27)  
 Observation Dr (Waters Discovery -1/4 mi. S. Stringtown)  
 Robert's Tavern Road/MD355 Bypass  
 Seminary Road Intersection  
 Road Code Production of Standards and Specifications

**Sidewalk/Bikeway Projects**

Bradley Boulevard Bikeway (Wilson La-Goldsboro Rd)  
 Central Avenue Sidewalk (MD355-MARC)  
 MD355 Sidewalk (Hyattstown Mill Rd-MC Line)  
 MacArthur Blvd Bike Path Seg #3 (Oberlin Ave-DC Line)  
 Oak Drive/MD27 Sidewalk  
 Seven Locks Road Sidewalk/Bikeway (Montrose-Bradley)  
 Sixteenth Street Sidewalk (Lytonsville Rd-Spring St)

**Mass Transit Projects**

Takoma/Langley Park Transit Center\*  
 County-wide Bus Rapid Transit Feasibility Study (BRT)

**Other Candidate Studies to Start in FY11-14:**

**Road/Bridge Projects**

Arlington Road Widening (Wilson La-Bradley Blvd)

**Sidewalk/Bikeway Projects**

Dale Drive Sidewalk (MD97-US29)  
 Falls Road Sidewalk-West Side (River Rd-Dunster Rd)  
 Franklin Avenue Sidewalk (US29-MD193)  
 Goldsboro Road Bikeway (MacArthur Blvd-River Rd)  
 Interim Capital Crescent Trail (Stewart Ave-SS Metro)  
 Jones Mill Rd Bikelanes (Beach Dr-Jones Bridge Rd)  
 MacArthur Blvd Bike Path Seg #1 (Stable La – I-495)  
 Midcounty Hwy BW/SW (Woodfield –Shady Grove)  
 NIH Circulation & North Bethesda Trail Extension  
 Tuckerman Lane Sidewalk (Gainsborough-Westlake)

**Mass Transit Projects**

Clarksburg Transit Center  
 New Transit Center/Park-and-Ride

**Other Candidate Studies Proposed after FY14:**

**Road/Bridge Projects**

N/A

**Sidewalk/Bikeway Projects**

Duffel Mill Sidewalk (MD28-Travilah Rd)  
 Forest Glen Bikeway (MD97-Sligo Creek Park)  
 Flower Ave Sidewalk (Piney Branch Rd –Carroll Ave)  
 Strathmore Ave SW (Stillwater Ave-Garrett Park)

**Mass Transit Projects**

Hillendale Transit Center  
 Lakeforest Transit Center Modernization  
 Olney Longwood Park & Ride  
 Olney Transit Center  
 University Boulevard BRT  
 UpCounty Park-and-Ride Expansion

\*State project – County consulting and staff time charged to Facility Planning

Montgomery County Planning Department  
 Intersection Database Excerpt  
 Intersections Exceeding Congestion Standard in All Six Years 2004-2009

INT_ID	Intersection Name	VC 2004	VC 2005	VC 2006	VC 2007	VC 2008	VC 2009
332	Colesville Rd at University Blvd (S)	1.01	1.13	1.13	1.05	1.05	1.05
289	Columbia Pike at Fairland Rd	1.13	1.03	1.03	1.16	1.11	1.09
473	Columbia Pike at Lockwood Dr	1.13	1.13	1.13	1.13	1.15	1.07
182	Columbia Pike at Southwood	1.21	1.26	1.26	1.26	1.00	1.00
183	Connecticut Ave at East West Hwy	1.09	1.14	1.14	1.14	1.14	1.06
179	Connecticut Ave at Jones Bridge Rd	1.23	1.23	1.23	1.26	1.26	1.11
166	Connecticut Ave at Randolph Rd	1.18	1.02	1.02	1.02	1.02	1.13
167	Connecticut Ave at Veirs Mill Rd	1.23	1.07	1.07	1.00	1.00	1.00
582	E Gude Dr at Southlawn Ln	1.04	1.03	1.03	1.03	1.03	1.13
1	Frederick Rd at Montgomery Village Ave	1.45	1.06	1.06	1.10	1.08	1.17
197	Georgia Ave at Columbia Blvd/Seminary Ln	1.10	1.08	1.02	1.02	1.02	1.01
370	Great Seneca Hwy at Muddy Branch Rd	1.09	1.34	1.43	1.43	1.50	1.14
18	Hungerford Ln (MD 355) at Gude Dr	1.35	1.10	1.10	1.10	1.10	1.15
136	Norbeck Rd at Bauer Dr	1.22	1.22	1.14	1.14	1.16	1.05
353	Randolph Rd at New Hampshire Ave	1.25	1.25	1.25	1.20	1.22	1.22
231	Rockville Pike at W Cedar Ln	1.49	1.31	1.31	1.31	1.25	1.18
412	Seven Locks Rd at Tuckerman Ln	1.05	1.05	1.05	1.02	1.03	1.02
80	Shady Grove Rd at Midcounty Hwy	1.33	1.33	1.33	1.33	1.28	1.28
122	Veirs Mill Rd at First St	1.14	1.21	1.21	1.18	1.18	1.07
62	Veirs Mill Rd at Twinbrook Pkwy	1.04	1.16	1.12	1.12	1.15	1.14
592	Woodfield Rd at Fieldcrest/Hadley Farms	1.07	1.12	1.12	1.12	1.15	1.05

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Notes:

VC = Volume to Capacity Ratio

Table reflects a "snapshot" of year-end data; one observation may be reflected in multiple year-end reports.

3-Dec-09

Growth Policy Study: Appendix G – Prioritization of Public Facilities  
(Resolution 16-376 F11)

Lead Staff: Larry Cole

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Summary:

A set of criteria are proposed for use in the prioritization of projects requiring capital funding.

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The identification and prioritization of new capital projects should reflect both the Growth Policy vision and the needs identified in Master Plans. Staff will use the following criteria in prioritizing projects for capital funding. The highest priority projects support Growth Policy principles for connectivity, design, diversity, and the environment as outlined below.

- Sustainability, in terms of cost, environmental impact, and social equity
  - giving higher priority to Metro Station Policy Areas, other urban areas, and State Priority Funding Areas
  - leveraged funds – where the County can maximize its investment by using developer, State, and/or Federal funds
  
- Master/Sector Plan Goals and Objectives
  - staging requirements
  - Constrained Long Range Plan (CLRP)
  
- Connectivity
  - meeting transportation serviceability goals
    - Highway Mobility Report (HMR)
    - traffic forecasts
    - emergency preparedness
  - coordinating public facilities with private development
  - linking jobs to housing
  - linking neighborhoods to services
  
- Design excellence
  - ensuring safety
  - giving higher priority to projects that serve more than one purpose
  - promoting neighborhood conservation and enhancing community identity
  - restoration of, or minimal impacts to, natural resources
  - promoting, directly or indirectly, the preservation of historic resources

- Diversity
  - promote travel other than SOV: pedestrian accommodation, bikeways, transit; multi-modal Quality of Service
  - provide community facilities that serve all types of neighborhoods and interests

The candidate projects have been evaluated in a matrix format that facilitates comparison across the evaluation criteria described above. For this first round of prioritization of projects for the CIP, the transportation projects shown generally reflect only County roads in the top ten of the HMR, the CLRP, and the candidate projects for Facility Planning-Transportation listed in the current CIP as beginning in FY11 or later. The only exceptions are bus priority projects that are already listed as candidate Facility Planning projects in the current CIP. The non-transportation projects are those the Vision team leaders see as most important to enter the CIP in the next few years.

The proposed scoring promotes the overall Growth Policy goals of prioritizing non-SOV transportation facilities that would enhance TOD and community connections and cohesiveness.

The chart is organized as follows:

**Project types:** Road, Pedestrian/Bicycle, Transit, Police, Fire and Rescue, School, Library, Parks and Recreation, or Other Community Facility

**Master Plan or School Cluster:** The appropriate Master or Sector Plan is noted; for schools, the school cluster name is noted with an asterisk.

**Priority area:**

1. Urban areas as defined in Chapter 49 (Grosvenor, Shady Grove, Twinbrook, White Flint, Silver Spring, Wheaton, Bethesda, Friendship Heights, and Glenmont Metro Station Policy Areas; Germantown Town Center; Clarksburg Town Center; Damascus Town Center; Olney Town Center; Flower/Arliss /Piney Branch commercial area; Montgomery Hills Parking Lot District; North Bethesda Commercial/Mixed-Use area, and Silver Spring Parking Lot District.) – 15 points
2. Areas within ½ mile of non-MSPA Metro Stations (Forest Glen, Medical Center, Takoma, and Shady Grove) – 10 pts
3. Areas within ½ mile of other existing or programmed transit stations – 5-8 points
4. MD Smart Growth Priority Funding Area other than the above – 3 points
5. Non- MD Smart Growth Priority Funding Area other than the above – 0 points

**Staging Requirement or School Capacity Test:**

1. Staging requirement – 5 pts
2. School clusters between 110% and 120% capacity – 15 pts
3. Schools clusters over 120% capacity – 25 pts

**Highway Mobility Report Corridor:** corridors with congestion levels most in excess of their policy standard

The purpose of this table is to provide a way to objectively prioritize different types of projects as to how they best achieve the County's objectives as outlined in the Growth Policy. This table is intended to be used in selecting projects to be entered into the County's CIP program. Therefore, projects already in the program are not shown, nor are projects that are expected to be the State's responsibility. The exceptions are BRT projects, for which the County has already begun Facility Planning on one specific project (University Boulevard) and is currently pursuing a larger County BRT system study.

The table reflects projects that are in already-accepted County priority lists such as the Constrained Long Range Plan and the Staging requirements established for some areas. The most congested corridors are identified in the County's Highway Mobility Report. The schools shown on the list are identified in MCPS's capital program in the areas where they have noted deficiencies. A small number of additional projects were identified by Vision/Community-Based Planning Team leaders as needed projects in their areas of responsibility.

Projects that are located in areas where the County's desire is to focus development are scored higher than those farther away from our Metro stations and urban centers. The scoring system is also intended to give projects that serve more than one function a higher score. Because the many factors related to mobility and connectivity do not generally relate to schools, projects intended to address capacity deficiencies in schools were given a higher point score in relation to other "staging" projects to reflect the greater impacts on development activity resulting from a school cluster moratorium.

Additional topics for discussion could include:

- Giving greater weight to downcounty projects that are just outside designated urban areas and/or the ½-mile radius of Metro stations
- Adding potential County/State intersection projects since the Council has expressed a willingness to at least partially fund such projects
- Using this methodology to determine the County's priorities for State projects

- The use of additional scoring factors for non-transportation projects, to reflect, for example, school clusters with the highest student teacher ratios and planning areas with the lowest park acreage per resident.
- Making more of the criteria tied to specific measurable values, such as using over-the-norm crime and traffic crash rates for "safety".

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Column1	Column2	Column3	Column4	Column5	Column6	Column7	Column8	Column9	Column10	Column11	Column12	Column13	Column14	Column15	Column16	Column17	Column18	Column19	Column20	Column21
Appendix G Project	Type	Master Plan area or School Cluster*	Sustainability - cost and social equity Priority area	Leveraged funds	Master/Sector Plan Goals and Objectives Staging requirement or School Capacity Test	Constrained Long Range Plan	Connectivity Highway Mobility Report Corridor	Traffic Forecasts	Emergency preparedness	Coordination with private or public development	Linking jobs to housing	Linking neighborhoods to services	Design Excellence Safety/Public Health	Multi-purpose	Neighborhood Conservation/Community Identity	Environmental protection	Historic preservation	Diversity Promotes Non-SOV Travel	Serves multiple neighborhoods and interests	Total
Maximum Points		Total Points	3-15 points	5 points	5-25 points	5 points	5 points	5 points	5 points	5 points	5 points	5 points	5 points	5 points	5 points	5 points	5 points	5 points	5 points	115
Column1	Column2	Column3	Column4	Column5	Column6	Column7	Column8	Column9	Column10	Column11	Column12	Column13	Column14	Column15	Column16	Column17	Column18	Column19	Column20	Column21
Georgia Ave. Busway	BRT	Glenmont	15	5	0	5	5	5	5	5	5	5	0	0	5	5	0	5	5	75
NIH/NNMC Circulation&NBTrail Ext	Road/Ped/Bike	Bethesda CBD & B-CC	15	5	5	0	0	0	5	5	5	5	5	5	5	0	0	5	5	70
Metropolitan Branch Trail	Ped/bike	Silver Spring CBD, East SS, & Tak Park	15	5	0	0	0	0	5	5	5	5	5	5	5	0	0	5	5	65
Valrs Mill Road bus enhancements	Transit	Kensington-Wheaton, Wheaton CBD	15	5	0	5	5	0	0	5	5	5	0	5	0	0	0	5	5	60
Bethesda ES	School	B-CC*	15	5	25	0	0	0	0	5	0	0	0	5	5	0	0	0	0	60
Clarksburg/Damascus MS	School	Clarksburg*	8	5	25	0	0	0	0	5	0	0	0	5	5	0	0	0	5	58
Glenmont Metro Bikeways	Bike/Pedestrian	Aspen Hill	8	5	0	0	0	0	0	5	5	5	5	5	5	0	5	5	5	58
University Blvd BRT	Transit	Kensington-Wheaton, Four Corners, Takoma	15	5	0	5	0	0	0	5	5	5	0	5	0	0	0	5	5	55
Clarksburg Transit Center	Transit	Clarksburg	15	0	0	0	0	0	0	5	5	5	5	5	5	0	0	5	5	55
Lake Seneca ES	School	Seneca Valley*	10	5	25	0	0	0	0	5	0	0	0	5	5	0	0	0	0	55
North Chevy Chase ES	School	B-CC*	10	5	25	0	0	0	0	5	0	0	0	5	5	0	0	0	0	55
Rosemary Hills ES	School	B-CC*	10	5	25	0	0	0	0	5	0	0	0	5	5	0	0	0	0	55
Clarksburg Library	Library	Clarksburg	15	5	0	0	0	0	0	5	0	5	5	5	5	0	0	5	5	55
Montrose Parkway East	Road	White Flint	8	0	0	5	0	5	5	5	5	5	0	5	5	0	0	0	5	53

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Randolph Rd bus enhan, MD355toUS 29	Transit	White Flint	15	0	0	5	0	0	0	5	5	5	0	5	0	0	0	5	5	50
Clarksburg HS	School	Clarksburg*	10	5	15	0	0	0	0	5	0	0	0	5	5	0	0	0	5	50
Georgia Ave/Forest Glen Rd Intersection Improvements	Road	Forest Glen	10	0	0	0	5	5	5	0	5	5	5	0	5	0	0	0	5	50
Observation Dr	Road	Germentown Sector	10	5	5	5	0	5	5	5			5						5	50
White Flint Stage 1 network improvmt	Road	White Flint	15	5	5	0	0	5	0	5	5	0	0	5	0	0	0	5	0	50
Forest Glen B/W (MD97-Sligo Creek Pk)	Ped/bike	Forest Glen	10	0	0	0	5	0	0	0	5	5	5	5	5	0	0	5	5	50
CapCrescentTrail(Stewart Av-SS Metro)	Ped/bike	N-W Silver Spring, Silver Spring CBD	15	0	0	0	0	0	0	0	5	5	5	5	5	0	0	5	5	50
Chevy Chase ES	School	B-CC*	3	5	25	0	0	0	0	5	0	0	0	5	5	0	0	0	0	48
Rock Creek Forest ES	School	Bethesda-Chevy Chase	3	5	25	0	0	0	0	5	0	0	0	5	5	0	0	0	0	48
Waters Landing ES	School	Seneca Valley*	3	5	25	0	0	0	0	5	0	0	0	5	5	0	0	0	0	48
Westbrook ES	School	B-CC*	3	5	25	0	0	0	0	5	0	0	0	5	5	0	0	0	0	48
Flower Ave S/W (Piney Branch-Carroll)	Ped/bike	East Silver Spring	15	0	0	0	0	0	0	0	5	5	5	5	5	0	0	5	0	45
Fields Road Local Park	Park	Shady Grove Study Area/G'burg West	15	0	0	0	0	0	0	5	0	5	5	0	5	5	0	0	5	45
Improve Battery Lane Park	Park	Woodmont Triangle	15	5	0	0	0	0	0	0	5	0	0	5	5	5	0	0	5	45
Mid-county fire station	Fire station	SG Sector Plan	15	0	0	0	0	0	5	5	0	5	5	5	0	0	0	0	5	45
Food Science Incubator	Community Facility	Takoma Park	10	5	5	0	0	0	0	5	0	0	0	5	5	5	0	0	5	45
Second District Police Station Relocation	Community Facility	Bethesda CBD	15	5	0	0	0	0	0	5	0	0	0	5	5	5	0	0	5	45
Hillandale Transit Center	Transit	White Oak	8	0	0	0	0	0	0	5	5	5	0	5	5	0	0	5	5	43
Olney Transit Center	Transit	Olney	8	0	0	0	0	0	0	5	5	5	0	5	5	0	0	5	5	43
Garrett Park	School	Walter Johnson*	8	5	15	0	0	0	0	5	0	0	0	5	5	0	0	0	0	43
East Gude Shared Use Bikepath	Ped/bike	Upper Rock Creek	3	0	0	0	0	0	0	5	5	5	5	5	5	0	0	5	5	43
Falls Road Bike Path	Ped/bike	Potomac	3	5	0	5	0	0	0	0	0	5	5	5	5	0	0	5	5	43
Travilah Road Bike Path	Ped/bike	Potomac	3	0	0	0	0	0	0	5	5	5	5	5	5	0	0	5	5	43
Improve Wayne Ave Intersections	Road Improvement	Silver Spring CBD	15	0	0	0	0	0	0	5	5	5	5	0	0	0	0	0	5	40
Provide intersection improvements within Sector plan boundary: Connecticut Ave and University Blvd at MD 320 (Piney Branch)	Road Improvement	Bethesda CBD	15	0	0	0	0	0	0	0	5	5	5	0	5	0	0	0	5	40
widen to proved right turn onto Washington Avenue streetscape/sidewalk improvements	Road Improvement	East Silver Spring	15	0	0	0	0	0	0	0	5	5	5	0	5	0	0	0	5	40
Washington Avenue streetscape/sidewalk improvements	Pedestrian Improvements	Twinbrook	15	0	0	0	0	0	0	5	0	5	5	0	5	0	0	5	0	40
StrathmoreAvSW(Stillwater-GarrettPk)	Ped/bike	North Bethesda-Garrett Park	10	0	0	0	0	0	0	0	5	5	5	5	5	0	0	5	0	40
pedestrian and bicycle crossing (subject to conditions and operational studies):	Bike/Ped Safety	Bethesda CBD	15	0	0	0	0	0	0	0	5	5	5	0	0	0	0	5	5	40
Additional Middle School Capacity	School	Richard Montgomery*	3	5	15	0	0	0	0	5	0	0	0	5	5	0	0	0	0	38

GoldsboroRd BW (MacArthurBlvd-RiverRd)	Ped/bike	Bethesda Chevy Chase	3	0	0	0	0	0	0	0	0	5	5	5	5	0	0	5	0	28
Midcounty Hwy BW/SW (Woodfield-Shady)	Ped/bike	Gaithersburg Vicinity	3	0	0	0	0	0	0	0	0	5	5	5	5	0	0	5	0	28
Tuckerman La SW (Gainsborough-Westlake)	Ped/bike	Potomac	3	0	0	0	0	0	0	0	0	5	5	5	5	0	0	5	0	28
Upcounty Park&Ride expansion	Transit	Germantown	15	0	0	0	0	0	0	0	5	0	0	0	0	0	0	5	0	25
Father Hurley Blvd widening	Road	Germantown	3	0	0	5	0	5	0	5	5	0	0	0	0	0	0	0	0	23
Middlebrook Rd Extended, widen	Road	Germantown	3	0	0	5	0	5	0	5	5	0	0	0	0	0	0	0	0	23
Shady Grove Rd /Midcounty Hwy	Road	Shady Grove	3	0	0	0	5	5	0	5	5	0	0	0	0	0	0	0	0	23
Shady Grove Rd/Epsilon/Tupelo	Road	Shady Grove	3	0	0	0	5	5	0	5	0	0	0	0	0	0	0	0	5	23
Upper Rock Creek Local Park	Park	Upper Rock Creek	3	0	0	0	0	0	0	0	0	0	5	5	5	0	0	0	5	23
Winters Run Local Park	Park	Upper Rock Creek	3	0	0	0	0	0	0	0	0	0	5	5	5	0	0	0	5	23
Arlington Rd widening	Road	Bethesda CBD	15	0	0	0	0	0	0	5	0	0	0	0	0	0	0	0	0	20
Olney Longwood Park & Ride	Transit	Olney	3	0	0	0	0	0	0	0	5	0	0	0	0	0	0	5	0	13

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Additional Middle School Capacity	School	B-CC*	3	5	15	0	0	0	0	5	0	0	0	5	5	0	0	0	0	38
Bradley Hills ES	School	Whitman*	3	5	15	0	0	0	0	5	0	0	0	5	5	0	0	0	0	38
Brown Station ES	School	Quince Orchard*	3	5	15	0	0	0	0	5	0	0	0	5	5	0	0	0	0	38
Carderock Springs ES	School	Whitman*	3	5	15	0	0	0	0	5	0	0	0	5	5	0	0	0	0	38
Clarksburg Cluster ES (Clarksburg Village Site #1)	School	Clarksburg*	3	5	15	0	0	0	0	5	0	0	0	5	5	0	0	0	0	38
Clarksburg ES #8	School	Clarksburg*	3	5	15	0	0	0	0	5	0	0	0	5	5	0	0	0	0	38
Darnestown ES	School	Northwest*	3	5	15	0	0	0	0	5	0	0	0	5	5	0	0	0	0	38
Downcounty Consortium ES #29	School	Wheaton*	3	5	15	0	0	0	0	5	0	0	0	5	5	0	0	0	0	38
Fairland ES	School	Northwood*	3	5	15	0	0	0	0	5	0	0	0	5	5	0	0	0	0	38
Farmland ES	School	Walter Johnson*	3	5	15	0	0	0	0	5	0	0	0	5	5	0	0	0	0	38
Fox Chapel ES	School	Clarksburg*	3	5	15	0	0	0	0	5	0	0	0	5	5	0	0	0	0	38
Jackson Road ES	School	Northwood*	3	5	15	0	0	0	0	5	0	0	0	5	5	0	0	0	0	38
Luxmanor ES	School	Walter Johnson*	3	5	15	0	0	0	0	5	0	0	0	5	5	0	0	0	0	38
Maryvale ES	School	Rockville*	3	5	15	0	0	0	0	5	0	0	0	5	5	0	0	0	0	38
Ritchie Park ES	School	Richard Montgomery*	3	5	15	0	0	0	0	5	0	0	0	5	5	0	0	0	0	38
Rock View ES	School	Wheaton*	3	5	15	0	0	0	0	5	0	0	0	5	5	0	0	0	0	38
Sherwood ES	School	Northwood/Palm Branch*	3	5	15	0	0	0	0	5	0	0	0	5	5	0	0	0	0	38
Wyngate ES	School	Walter Johnson*	3	5	15	0	0	0	0	5	0	0	0	5	5	0	0	0	0	38
Jones Mill Rd BikeLanes (Beach-Jones Bridge)	Ped/bike	Bethesda Chevy Chase	3	0	0	0	0	0	0	5	5	5	5	5	5	0	0	5	0	38
MacArthur Blvd 8W (Stable La-I-495)	Ped/bike	Potomac	3	0	0	0	0	0	0	0	5	5	5	5	5	0	0	5	5	38
Sligo Creek/Wheaton Regional Park Connection	Bike/Pedestrian	Kemp Mill	3	0	0	0	0	0	0	0	0	5	5	5	5	5	0	5	5	38
Lake Forest Transit ctr modernization	Transit	Gaithersburg Vicinity	8	0	0	0	0	0	0	0	5	0	0	5	5	0	0	5	5	33
Arcola & Georgia Intersection Improvement	Road	Wheaton (located in K/W)	3	0	0	0	0	5	5	0	5	5	5	0	0	0	0	0	5	33
Amity Drive Extended	Road	Shady Grove	15	0	0	0	0	0	0	5	5	5	0	0	0	0	0	0	0	30
Appomattox Avenue Extended	Road	Olney	8	0	0	0	5	0	0	5	5	5	0	0	0	0	0	0	0	28
Randolph Road widening	Road	White Flint	3	0	0	5	0	5	0	5	5	0	0	0	0	0	0	0	5	28
Dale Drive Sidewalk (MD97-US29)	Ped/bike	N-W Silver Spring	3	0	0	0	0	0	0	0	0	5	5	5	5	0	0	5	0	28
Duif Mill Sidewalk (MD28-Travilah Rd)	Ped/bike	Potomac	3	0	0	0	0	0	0	0	0	5	5	5	5	0	0	5	0	28
Falls Road SW (River Rd-Dunster Road)	Ped/bike	Potomac	3	0	0	0	0	0	0	0	0	5	5	5	5	0	0	5	0	28
Franklin Avenue SW (US29-MD193)	Ped/bike	N-W Silver Spring	3	0	0	0	0	0	0	0	0	5	5	5	5	0	0	5	0	28