



Pedestrian Facilities/Bikeways

PROGRAM DESCRIPTION AND OBJECTIVES

The Department of Transportation (DOT) Pedestrian Facilities Program provides safe and convenient new pedestrian walkways for County citizens. Sidewalks reduce the risks associated with walking on the roadway, provide an alternative means of transportation for short trips, and provide access to public transit. Two projects, ADA Compliance: Transportation and the Sidewalk Program - Minor Projects, are a part of the Renew Montgomery effort. Renew Montgomery is a comprehensive program that coordinates DOT services to improve the infrastructure of older neighborhoods assuring effective, safe, and attractive vehicular and pedestrian access.

ADA Compliance: Transportation and Sidewalk Program - Minor Program are focused on improving pedestrian walkability by creating a safer walking environment utilizing selected engineering technologies, and on ensuring ADA compliance.

The DOT Bikeways Program provides for the construction of bike paths and implementation of other bikeways to provide residents, employees, commuters, and visitors the opportunity to ride bicycles safely to their destinations as an alternative to driving automobiles. The program contributes to energy conservation and improved air quality, as well as to the health and safety of the users. Bikeways provide an additional option in the County's balanced transportation system and reduce congestion. DOT also works in conjunction with the Maryland-National Capital Park and Planning Commission (M-NCPPC) to provide connections to recreational hiker/biker trails in parks, which is integrated into an overall Countywide system of recreational trails.

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

HIGHLIGHTS

- Construct new protected bicycle lanes in Downtown Bethesda to be known as the "Bethesda Circle."
- Construct a new sidewalk along Good Hope Road including a pedestrian bridge at the intersection of Hopefield Road.
- Construct a new sidewalk along Oak Drive from the southern intersection with MD 27 to John T. Baker Middle School.
- Increase funding for the Bikeway Program to provide more substantial construction improvements.
- Contribute to Vision Zero with new sidewalks along Good Hope Road and Oak Drive, new protected bicycle lanes in Downtown Bethesda, and increased funding for the Bikeway Program.
- Maintain increased funding for Bicycle-Pedestrian Priority Area Improvements and Bicycle-Pedestrian Priority Area Improvements - Veirs Mill/Randolph.
- Add funding to Bicycle-Pedestrian Priority Area Improvements - Wheaton CBD to construct the Amherst Avenue Bikeway.
- Significantly increase funding to Bicycle-Pedestrian Area Improvements - Purple Line for the design and construction of improvements in areas adjacent to future Purple Line Stations.
- Continue funding of two Purple Line-related projects: Capital Crescent Trail and the Silver Spring Green Trail.
- Continue funding of the Metropolitan Branch Trail, including a grade-separated bridge over Georgia Avenue.
- Continue funding of MD 355 Crossing (BRAC) and MD 355-Clarksburg Shared Use Path.
- Complete the construction of the Frederick Road Bike Path, the Franklin Avenue Sidewalk, and MacArthur Blvd Bikeway Improvements

PROGRAM CONTACTS

Contact Sogand Seirafi of the Department of Transportation at 240.777.7260 or Brady Goldsmith of the Office of Management and Budget at 240.777.2793 for more information regarding this department's capital budget.

CAPITAL PROGRAM REVIEW

The recommended DOT Pedestrian Facilities and Bikeways Program for FY21-26 totals \$181.2 million and includes 26 ongoing projects. The recommended six-year expenditure total represents a decrease of \$32.8 million, or 15.3 percent, over the Amended FY19-24 six-year program of \$214.0 million. The decrease is primarily due to the substantial completion of the MD 355 Crossing (BRAC) project.

VISION ZERO

The initial Two-Year Vision Zero Action Plan primarily focused on identifying projects along County and State roads that reduce serious injury and fatal crashes. The County has maintained focus on County roads while working with the Maryland Department of Transportation State Highway Administration to identify and implement projects on State roads as well. While the engineering action items in the Two-Year plan are completed or on-schedule and on-going, the County Executive plans to release a One-Year Vision Zero plan in early 2020 that will expand upon those items and introduce new goals. The Pedestrian Facilities/Bikeways Program will continue on with the work in the One-Year plan. The Ten-Year plan for eliminating serious injury and fatal crashes by 2030 is still anticipated after the interim One-Year plan.

PEDESTRIAN SAFETY

DOT continues to evaluate existing infrastructure, build necessary enhancements, and add to the County's existing infrastructure to increase the safety and comfort level of pedestrians and ensure ADA compliance. DOT conducts regular meetings with the Montgomery County Pedestrian, Bicycle, and Traffic Safety Advisory Committee (PTBSAC) to obtain input and recommendations on pedestrian safety issues. Pedestrian safety initiatives will continue to be supported through efforts in the Public Services Program and will continue drawing support from the following ongoing projects: Sidewalk Program - Minor Projects, Bus Stop Improvements, Intersection and Spot Improvements, Neighborhood Traffic Calming, Pedestrian Safety Program, Transportation Improvements for Schools, ADA Compliance: Transportation, Resurfacing: Residential/Rural, Sidewalk and Infrastructure Revitalization, Streetlighting, Traffic Signals, and Advanced Transportation Management System.

PEDESTRIAN FACILITIES AND BIKEWAYS IN TRANSPORTATION PROJECTS

In accordance with the Road Code (also known as Context Sensitive Road Design Standards) last adopted in December 2008, all transportation projects are designed and built in a "context sensitive manner," taking into consideration the balance between the provision of new road capacity, pedestrian and bicycling needs, and minimization of impacts to the environment. For this reason, all road projects provide pedestrian and bicycling facilities, unless there are environmental or community impacts that may outweigh the benefits of providing those facilities or there are Master Planned bikeways in the immediate vicinity of the project being undertaken. Furthermore, in some instances the inclusion of pedestrian and/or bicyclist facilities may go beyond the limits of the road project in order to fill in gaps in the pedestrian or bikeway networks. Also, bridge projects typically include pedestrian and/or bikeway enhancements, such as expanded shoulders, to allow for safe on-road bicycling, sidewalks, or bike paths.

The following list presents all road and bridge projects included in the Recommended FY21-26 CIP for which pedestrian and bicyclist facilities are an integral part of the project.

TRANSPORTATION PROJECTS THAT INCLUDE PEDESTRIAN FACILITIES OR BIKEWAYS

Project #	Project Name	Sidewalk	Bike Path	Shared Use Path	Expanded Shoulder
P500102	Bethesda CBD Streetscape	X			
P500500	Burtonsville Access Road	X			
P501109	Snouffer School Road	X	X		
P501119	Snouffer School Road North [Webb Tract]	X		X	
P501116	White Flint District West: Transportation	X	X	X	
P501506	White Flint West Workaround	X	X	X	
P501307	Seminary Road Intersection Improvements			X	
P501309	East Gude Drive Roadway Improvements	X			
P501507	Observation Drive Extended	X	X	X	
P509036	Transportation Improvements for Schools	X			
P509337	Facility Planning: Transportation	X	X	X	
P501903	Beach Drive Bridge		X		X
P501701	Dennis Avenue Bridge	X		X	
P501906	Dorsey Mill Road Bridge	X	X	X	
P502104	Brink Road Bridge				X
P502105	Garrett Park Road Bridge			X	X
	<i>Total Projects with Pedestrian Facilities and/or Bikeways</i>	12	7	3	3



ADA Compliance: Transportation

(P509325)

Category	Transportation	Date Last Modified	01/03/20
SubCategory	Pedestrian Facilities/Bikeways	Administering Agency	Transportation
Planning Area	Countywide	Status	Ongoing

EXPENDITURE SCHEDULE (\$000s)

Cost Elements	Total	Thru FY19	Est FY20	Total 6 Years	FY 21	FY 22	FY 23	FY 24	FY 25	FY 26	Beyond 6 Years
Planning, Design and Supervision	5,430	3,346	974	1,110	185	185	185	185	185	185	-
Land	583	583	-	-	-	-	-	-	-	-	-
Site Improvements and Utilities	175	-	25	150	25	25	25	25	25	25	-
Construction	7,324	1,439	645	5,240	990	1,090	790	790	790	790	-
TOTAL EXPENDITURES	13,512	5,368	1,644	6,500	1,200	1,300	1,000	1,000	1,000	1,000	-

FUNDING SCHEDULE (\$000s)

Funding Source	Total	Thru FY19	Est FY20	Total 6 Years	FY 21	FY 22	FY 23	FY 24	FY 25	FY 26	Beyond 6 Years
Developer Payments	300	-	-	300	150	150	-	-	-	-	-
G.O. Bonds	13,212	5,368	1,644	6,200	1,050	1,150	1,000	1,000	1,000	1,000	-
TOTAL FUNDING SOURCES	13,512	5,368	1,644	6,500	1,200	1,300	1,000	1,000	1,000	1,000	-

APPROPRIATION AND EXPENDITURE DATA (\$000s)

Appropriation FY 21 Request	700	Year First Appropriation	FY93
Appropriation FY 22 Request	1,300	Last FY's Cost Estimate	11,512
Cumulative Appropriation	7,512		
Expenditure / Encumbrances	5,584		
Unencumbered Balance	1,928		

PROJECT DESCRIPTION

This project provides for both curb ramps for sidewalks and new transportation accessibility construction in compliance with the requirements of the Americans with Disabilities Act of 1991 (ADA). This improvement program provides for planning, design, and reconstruction of existing Countywide infrastructure to enable obstruction-free access to public facilities, public transportation, Central Business Districts (CBDs), health facilities, shopping centers, and recreation. Curb ramp installation at intersections along residential roads will be constructed based on population density. Funds are provided for the removal of barriers to wheelchair users such as signs, poles, and fences, and for intersection improvements such as the reconstruction of median breaks and new curb ramps, crosswalks, and sidewalk connectors to bus stops. Curb ramps are needed to enable mobility for physically-impaired citizens, for the on-call transit program Accessible Ride On, and for County-owned and leased facilities. A portion of this project will support the Renew Montgomery program. One aspect of this project will focus on improving pedestrian walkability by creating a safer walking environment, utilizing selected engineering technologies, and ensuring ADA compliance.

COST CHANGE

Cost change due the addition of FY25 and FY26 to this level of effort project.

PROJECT JUSTIFICATION

Areas served by Metrorail and other densely populated areas have existing infrastructure which was constructed without adequate consideration of the specialized needs of persons with disabilities or impaired mobility. This project improves access to public facilities and services throughout the County in compliance with ADA.

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

Additional funds earmarked from developers (\$150k per year in FY21-FY22).

DISCLOSURES

A pedestrian impact analysis has been completed for this project. Expenditures will continue indefinitely.

COORDINATION

Maryland Department of Transportation, Washington Metropolitan Area Transit Authority, Department of Housing and Community Affairs, Department of Health and Human Services, Commission on People with Disabilities, Pedestrian Safety Advisory Committee, Commission on Aging, Maryland State Highway Administration, MARC Rail, Sidewalk and Infrastructure Revitalization Project, Sidewalk Program - Minor Projects, U.S. Department of Justice, BIPPA



Bethesda Bikeway and Pedestrian Facilities

(P500119)

Category	Transportation	Date Last Modified	12/31/19
SubCategory	Pedestrian Facilities/Bikeways	Administering Agency	Transportation
Planning Area	Bethesda-Chevy Chase and Vicinity	Status	Ongoing
Required Adequate Public Facility	Yes		

EXPENDITURE SCHEDULE (\$000s)

Cost Elements	Total	Thru FY19	Est FY20	Total 6 Years	FY 21	FY 22	FY 23	FY 24	FY 25	FY 26	Beyond 6 Years
Planning, Design and Supervision	2,884	2,289	204	391	391	-	-	-	-	-	-
Land	360	2	358	-	-	-	-	-	-	-	-
Site Improvements and Utilities	305	80	85	140	140	-	-	-	-	-	-
Construction	4,680	1,267	2,944	469	469	-	-	-	-	-	-
Other	1	1	-	-	-	-	-	-	-	-	-
TOTAL EXPENDITURES	8,230	3,639	3,591	1,000	1,000	-	-	-	-	-	-

FUNDING SCHEDULE (\$000s)

Funding Source	Total	Thru FY19	Est FY20	Total 6 Years	FY 21	FY 22	FY 23	FY 24	FY 25	FY 26	Beyond 6 Years
Developer Payments	272	-	-	272	272	-	-	-	-	-	-
G.O. Bonds	7,958	3,639	3,591	728	728	-	-	-	-	-	-
TOTAL FUNDING SOURCES	8,230	3,639	3,591	1,000	1,000	-	-	-	-	-	-

OPERATING BUDGET IMPACT (\$000s)

Impact Type	Total 6 Years	FY 21	FY 22	FY 23	FY 24	FY 25	FY 26
Maintenance	10	-	2	2	2	2	2
Energy	5	-	1	1	1	1	1
NET IMPACT	15	-	3	3	3	3	3

APPROPRIATION AND EXPENDITURE DATA (\$000s)

Appropriation FY 21 Request	165	Year First Appropriation	FY04
Appropriation FY 22 Request	-	Last FY's Cost Estimate	8,230
Cumulative Appropriation	8,065		
Expenditure / Encumbrances	4,120		
Unencumbered Balance	3,945		

PROJECT DESCRIPTION

This project provides bikeway network improvements and pedestrian intersection improvements as specified in the 2017 Bethesda Downtown Plan.

LOCATION

Bethesda Central Business District

ESTIMATED SCHEDULE

Design for the Capital Crescent Surface trail will be completed in FY 20 and design on the Woodmont Avenue Cycletrack and Montgomery Lane/Avenue Cycletrack will be completed in FY 20. All three projects will be constructed in FY 20 - FY 21.

PROJECT JUSTIFICATION

The project implements improvements recommended in the Bethesda Downtown Plan (2017). Additionally, it will help the County achieve its non-auto-driver mode share (NADMS) goals and the goals under Vision Zero to reduce roadway crashes with severe injury and death to zero by 2030.

OTHER

The scope of work was planned and coordinated with local communities, property owners, and the Bethesda Urban Partnership before cost estimates for final design and construction were developed. Costs could be further refined and amended once feasibility is determined during the design process. This project also supports the County Executive's Vision Zero initiative which aims to reduce injuries and fatalities on all roads.

FISCAL NOTE

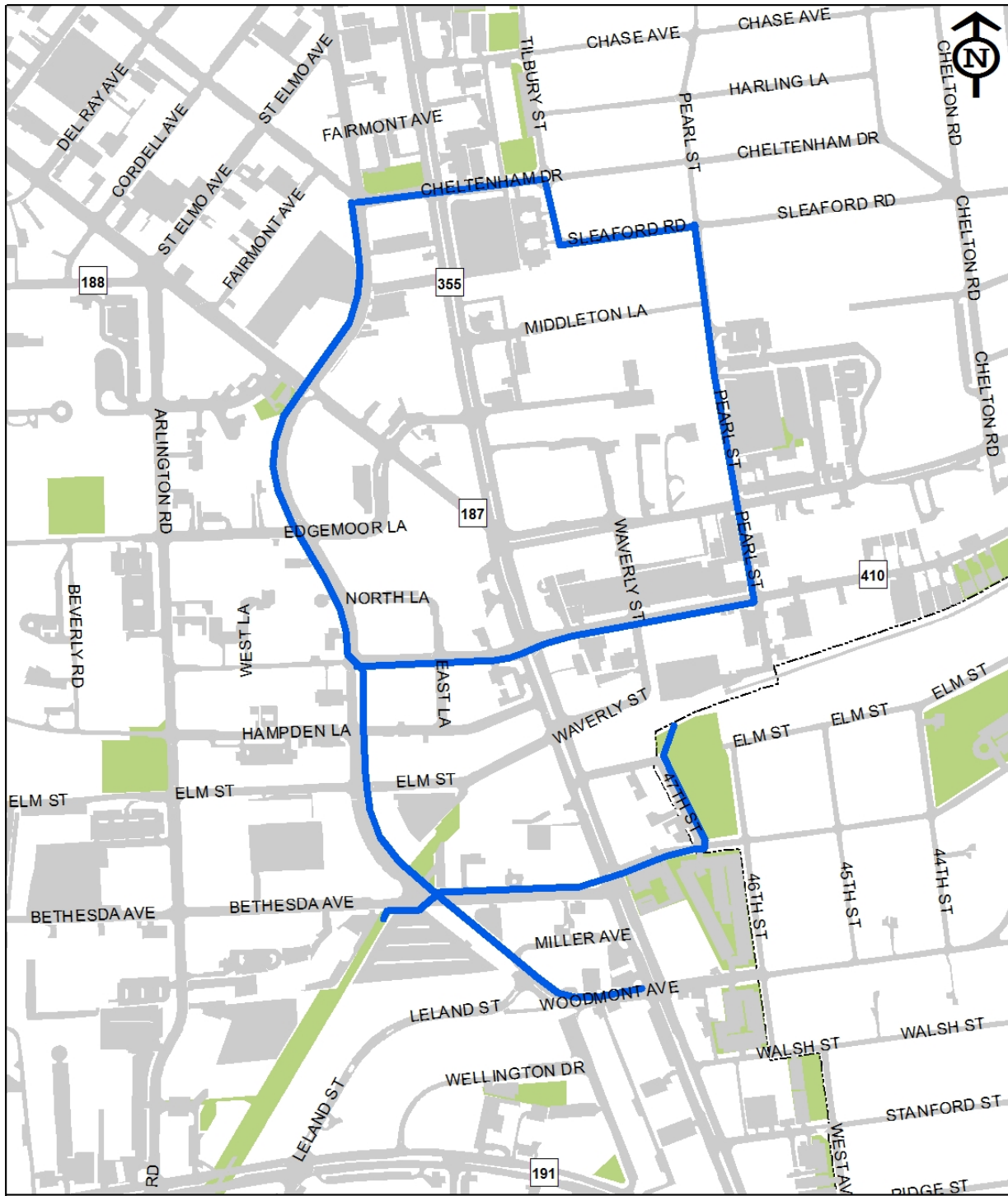
Funding is included for high priority projects only.

DISCLOSURES


A pedestrian impact analysis has been completed for this project.

COORDINATION

Bethesda Chevy Chase Regional Services Center, Bethesda Urban Partnership, Montgomery Bicycle Action Group, Maryland-National Capital Park and Planning Commission, Maryland State Highway Administration, Bethesda CBD Streetscape (CIP #501102), Trails: Hard Surface Design and Construction (CIP #768673), Resurfacing Park Roads - Bridges , Maryland Transit Administration, Washington Metropolitan Area Transit Authority, and Capital Crescent Trail (CIP #501316).



Legend

 Bicycle Improvements

**BETHESDA BIKEWAYS & PEDESTRIAN FACILITIES
CIP NO. 500119**



Bicycle-Pedestrian Priority Area Improvements (P501532)

Category	Transportation	Date Last Modified	01/03/20
SubCategory	Pedestrian Facilities/Bikeways	Administering Agency	Transportation
Planning Area	Countywide	Status	Ongoing

EXPENDITURE SCHEDULE (\$000s)

Cost Elements	Total	Thru FY19	Est FY20	Total 6 Years	FY 21	FY 22	FY 23	FY 24	FY 25	FY 26	Beyond 6 Years
Planning, Design and Supervision	6,354	2,304	1,406	2,644	158	675	414	374	538	485	-
Land	25	-	25	-	-	-	-	-	-	-	-
Site Improvements and Utilities	707	95	612	-	-	-	-	-	-	-	-
Construction	8,998	2,230	2,823	3,945	253	691	1,220	744	492	545	-
TOTAL EXPENDITURES	16,084	4,629	4,866	6,589	411	1,366	1,634	1,118	1,030	1,030	-

FUNDING SCHEDULE (\$000s)

Funding Source	Total	Thru FY19	Est FY20	Total 6 Years	FY 21	FY 22	FY 23	FY 24	FY 25	FY 26	Beyond 6 Years
Current Revenue: General	375	309	66	-	-	-	-	-	-	-	-
G.O. Bonds	15,709	4,320	4,800	6,589	411	1,366	1,634	1,118	1,030	1,030	-
TOTAL FUNDING SOURCES	16,084	4,629	4,866	6,589	411	1,366	1,634	1,118	1,030	1,030	-

OPERATING BUDGET IMPACT (\$000s)

Impact Type	Total 6 Years	FY 21	FY 22	FY 23	FY 24	FY 25	FY 26
Maintenance	5	-	-	-	-	-	5
NET IMPACT	5	-	-	-	-	-	5

APPROPRIATION AND EXPENDITURE DATA (\$000s)

Appropriation FY 21 Request	11	Year First Appropriation	FY16
Appropriation FY 22 Request	1,366	Last FY's Cost Estimate	14,324
Cumulative Appropriation	9,895		
Expenditure / Encumbrances	6,788		
Unencumbered Balance	3,107		

PROJECT DESCRIPTION

This project provides for the design and construction of pedestrian and bicyclist capital improvements across the County's Bicycle and Pedestrian Priority Areas (BiPPAs) identified in County master plans. Examples of such improvements include, but are not limited to: sidewalk, curb, and curb ramp reconstruction to meet ADA best practices, bulb-outs, cycle tracks, street lighting, and relocation of

utility poles. This project specifically funds improvements in the following BiPPAs, in addition to general BiPPA spending: Silver Spring CBD, Grosvenor, and Glenmont.

LOCATION

This project will fund improvements in Silver Spring CBD, Grosvenor, and Glenmont in addition to improvements in other designated BiPPA areas.

ESTIMATED SCHEDULE

Design and construction of projects in Silver Spring CBD began in FY 16 and will continue into FY 23. Design of projects in the Grosvenor BiPPA began in FY 17 and will extend into FY 21. Design of projects in Glenmont is expected to begin in FY 21 and continue into FY 24. Design and construction of projects in other BiPPA areas will continue beyond FY 24 as a level of effort project.

COST CHANGE

Funds were added to this project for FY 25 and FY 26 to complete projects identified in the BiPPA study.

PROJECT JUSTIFICATION

This project will enhance efforts in other projects to improve pedestrian and bicyclist mobility, safety, and access in those areas of the County where walking and biking are most prevalent. These efforts will also help meet master plan non-auto-driver mode share (NADMS) goals. 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 of this project is based on concept level estimates. The cost will be updated as design progresses.

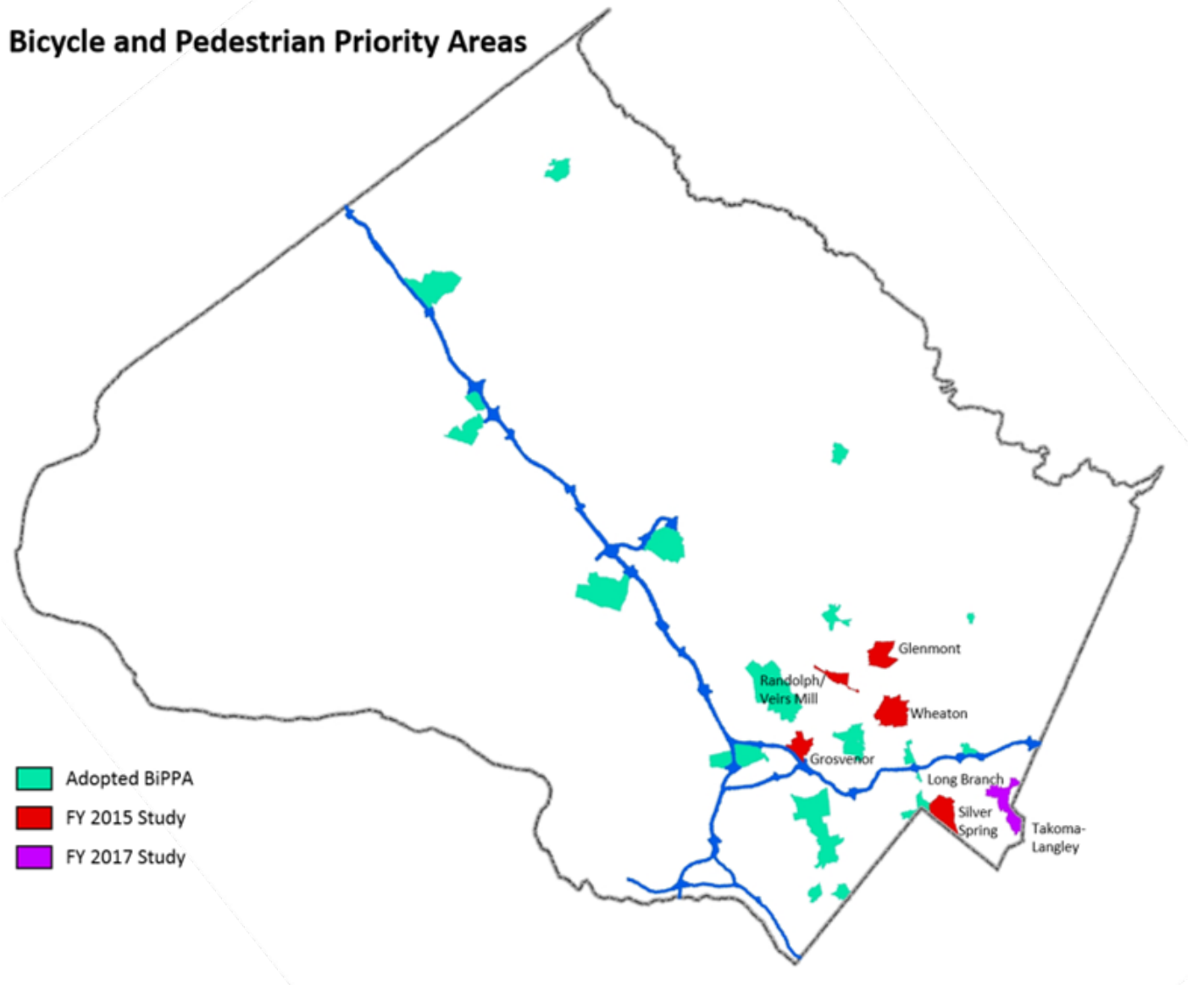
DISCLOSURES

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

COORDINATION

Chambers of Commerce, Department of Permitting Services, Maryland-National Capital Park and Planning Commission, Maryland DOT State Highway Administration, Regional Service Centers, Urban Districts, Utility companies, Washington Metropolitan Area Transit Authority

Bicycle and Pedestrian Priority Areas





Bicycle-Pedestrian Priority Area Improvements - Purple Line (P502004)

Category	Transportation	Date Last Modified	01/03/20
SubCategory	Pedestrian Facilities/Bikeways	Administering Agency	Transportation
Planning Area	Silver Spring and Vicinity	Status	Preliminary Design Stage

EXPENDITURE SCHEDULE (\$000s)

Cost Elements	Total	Thru FY19	Est FY20	Total 6 Years	FY 21	FY 22	FY 23	FY 24	FY 25	FY 26	Beyond 6 Years
Planning, Design and Supervision	2,206	-	-	2,206	250	104	792	660	200	200	-
Site Improvements and Utilities	238	-	-	238	-	38	50	50	50	50	-
Construction	5,773	-	-	5,773	-	780	1,169	2,324	750	750	-
TOTAL EXPENDITURES	8,217	-	-	8,217	250	922	2,011	3,034	1,000	1,000	-

FUNDING SCHEDULE (\$000s)

Funding Source	Total	Thru FY19	Est FY20	Total 6 Years	FY 21	FY 22	FY 23	FY 24	FY 25	FY 26	Beyond 6 Years
G.O. Bonds	8,217	-	-	8,217	250	922	2,011	3,034	1,000	1,000	-
TOTAL FUNDING SOURCES	8,217	-	-	8,217	250	922	2,011	3,034	1,000	1,000	-

OPERATING BUDGET IMPACT (\$000s)

Impact Type	Total 6 Years	FY 21	FY 22	FY 23	FY 24	FY 25	FY 26
Maintenance	5	-	-	-	-	-	5
NET IMPACT	5	-	-	-	-	-	5

APPROPRIATION AND EXPENDITURE DATA (\$000s)

Appropriation FY 21 Request	250	Year First Appropriation	
Appropriation FY 22 Request	922	Last FY's Cost Estimate	3,717
Cumulative Appropriation	-		
Expenditure / Encumbrances	-		
Unencumbered Balance	-		

PROJECT DESCRIPTION

This project provides for the design and construction of high priority bicycle and pedestrian capital improvements in areas adjacent to future Purple Line Stations including the Silver Spring CBD, Takoma / Langley Park, Long Branch, and Piney Branch / University Avenue Bicycle and Pedestrian Priority Areas (BiPPA). Proposed projects include:

- Area-wide improvements;

-
- Bicycle lanes on Piney Branch Avenue (MD 320), Carroll Avenue (MD 195), and Flower Avenue;
 - Signage and wayfinding improvements on Wildwood Dr, Kirklynn Ave, Holton Ln, Glenside Dr, and Anne Street to create neighborhood greenways
 - Sidewalk gap closure near Purple Line Stations
 - Improved trail connections between the Northwest Branch Trail, Sligo Creek Trail, and Long Branch Trail;
 - And additional improvements to enhance purple line accessibility.

LOCATION

Silver Spring CBD, Takoma / Langley Park, Long Branch, and Piney Branch / University Avenue BiPPAs

ESTIMATED SCHEDULE

Throughout the Purple Line BiPPAs, area-wide improvements are scheduled to begin in FY21 and continue on an annual basis for design and construction through FY26.

COST CHANGE

Cost increase due to addition of design and construction of multiple subprojects aimed to improve safety, mobility and accessibility for people walking and biking near Purple Line Stations. These subprojects include ADA improvements, bicycle lanes, separated bikeways, trail connections, sidewalk construction, signage, and more.

PROJECT JUSTIFICATION

This project will enhance efforts to improve pedestrian and bicyclist mobility, safety, and access in the Takoma / Langley Park, Long Branch, and Piney Branch / University Avenue Bicycle and Pedestrian Priority Areas (BiPPA) and within one mile of Purple Line Stations. Efforts include the design and construction of cycle tracks, bicycle lanes, trail connections, and neighborhood greenways as well as pedestrian improvements including sidewalks and ADA-upgrades. These improvements will help improve connectivity for people walking and biking to important community amenities such as the Long Branch Community Center, schools, retail, and commercial centers. These efforts will also meet master plan non-auto-driver mode share (NADMS) goals. The project will help the County achieve its Vision Zero goals to reduce deaths and serious injuries on County roadways to zero.

FISCAL NOTE

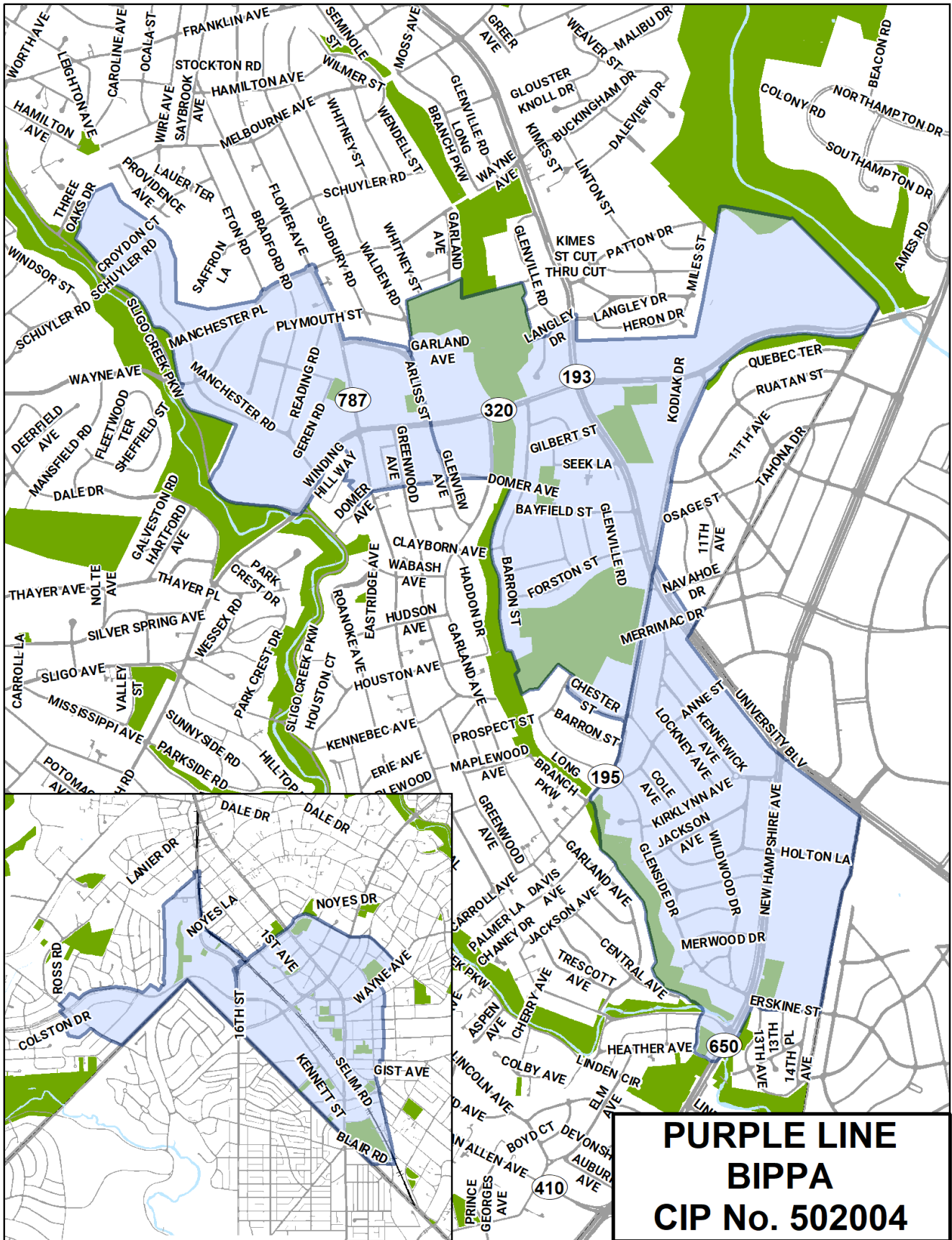
The cost of this project is based on concept level estimates. The cost will be updated as design progresses.

DISCLOSURES

A pedestrian impact analysis has been completed for this project.

COORDINATION

Department of Permitting Services, Maryland-National Capital Park and Planning Commission, Maryland DOT State Highway Administration, Regional Service Centers, Urban Districts, Utility companies, Washington Metropolitan Area Transit Authority





Bicycle-Pedestrian Priority Area Improvements - Veirs Mill/Randolph (P502003)

Category	Transportation	Date Last Modified	01/03/20
SubCategory	Pedestrian Facilities/Bikeways	Administering Agency	Transportation
Planning Area	Kensington-Wheaton	Status	Preliminary Design Stage

EXPENDITURE SCHEDULE (\$000s)

Cost Elements	Total	Thru FY19	Est FY20	Total 6 Years	FY 21	FY 22	FY 23	FY 24	FY 25	FY 26	Beyond 6 Years
Planning, Design and Supervision	1,497	-	161	1,336	334	336	34	352	141	139	-
Construction	1,877	-	-	1,877	-	-	213	874	394	396	-
TOTAL EXPENDITURES	3,374	-	161	3,213	334	336	247	1,226	535	535	-

FUNDING SCHEDULE (\$000s)

Funding Source	Total	Thru FY19	Est FY20	Total 6 Years	FY 21	FY 22	FY 23	FY 24	FY 25	FY 26	Beyond 6 Years
G.O. Bonds	3,374	-	161	3,213	334	336	247	1,226	535	535	-
TOTAL FUNDING SOURCES	3,374	-	161	3,213	334	336	247	1,226	535	535	-

OPERATING BUDGET IMPACT (\$000s)

Impact Type	Total 6 Years	FY 21	FY 22	FY 23	FY 24	FY 25	FY 26
Maintenance	5	-	-	-	-	-	5
NET IMPACT	5	-	-	-	-	-	5

APPROPRIATION AND EXPENDITURE DATA (\$000s)

Appropriation FY 21 Request	334	Year First Appropriation	FY20
Appropriation FY 22 Request	336	Last FY's Cost Estimate	2,304
Cumulative Appropriation	161		
Expenditure / Encumbrances	-		
Unencumbered Balance	161		

PROJECT DESCRIPTION

This project provides for the design and construction of bicycle and pedestrian capital improvements in the Veirs Mill Road/Randolph Road Bicycle-Pedestrian Priority Area (BiPPA) identified in County master plans.

LOCATION

ESTIMATED SCHEDULE

Construction of projects is anticipated to begin in FY 23.

COST CHANGE

The project's cost has been increased due to the addition of funds in FY 25 and FY 26.

PROJECT JUSTIFICATION

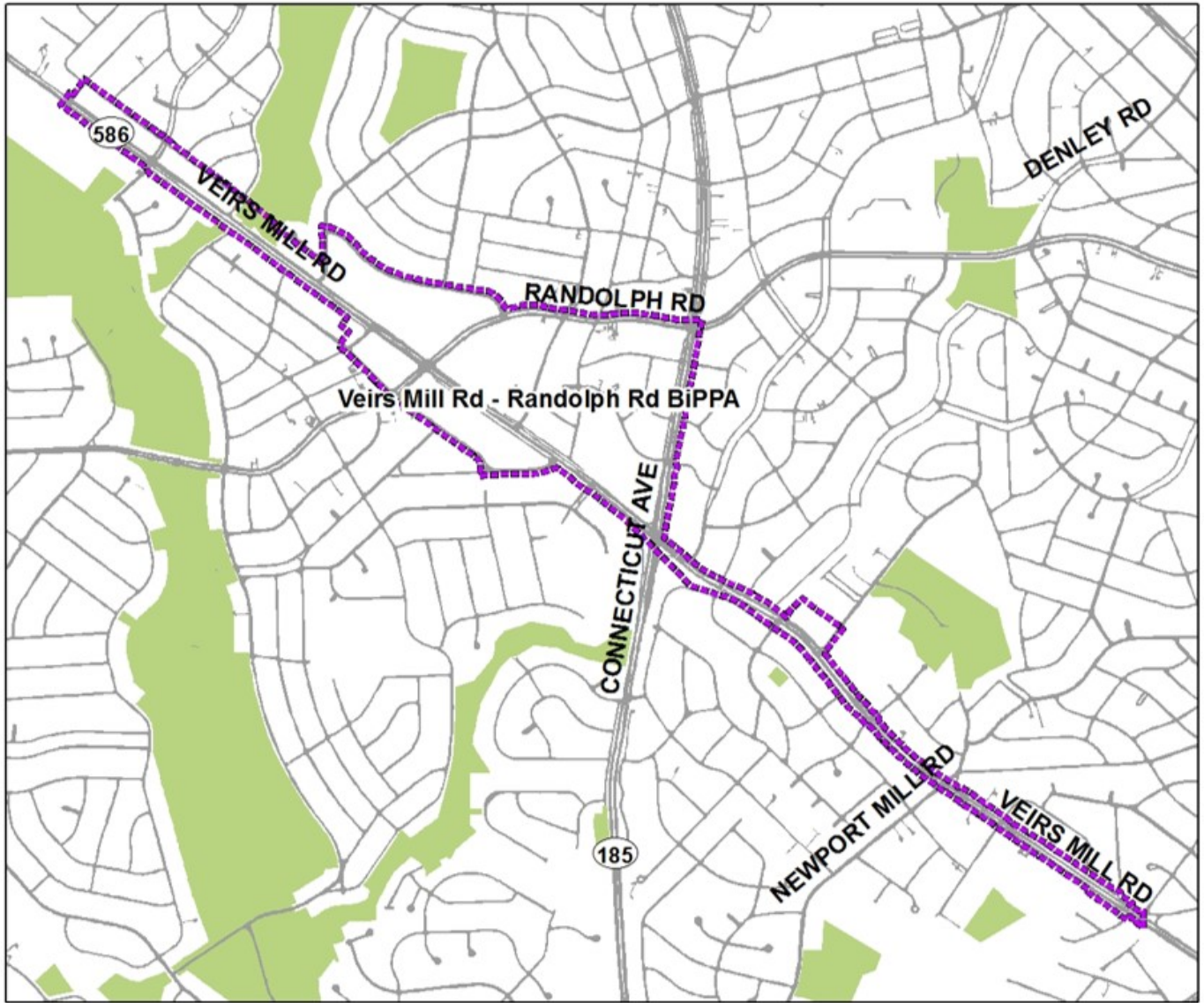
This project will enhance efforts in other projects to improve pedestrian and bicyclist mobility, safety, and access in the Randolph/Veirs Mill BiPPA. These efforts will also help to meet master plan non-auto-driver mode share (NADMS) goals. The project will help the County achieve its Vision Zero goals to reduce deaths and serious injuries on County Roadways to zero by 2030.

FISCAL NOTE

The cost of this project is based on concept level estimates. The cost will be updated as design progresses. In FY20, an \$84,000 supplemental appropriation was approved.

DISCLOSURES

A pedestrian impact analysis has been completed for this project.





Bicycle-Pedestrian Priority Area Improvements - Wheaton CBD (P502002)

Category	Transportation	Date Last Modified	01/03/20
SubCategory	Pedestrian Facilities/Bikeways	Administering Agency	Transportation
Planning Area	Kensington-Wheaton	Status	Preliminary Design Stage

EXPENDITURE SCHEDULE (\$000s)

Cost Elements	Total	Thru FY19	Est FY20	Total 6 Years	FY 21	FY 22	FY 23	FY 24	FY 25	FY 26	Beyond 6 Years
Planning, Design and Supervision	1,696	-	704	992	268	89	28	16	185	406	-
Construction	2,858	-	815	2,043	267	295	67	37	431	946	-
TOTAL EXPENDITURES	4,554	-	1,519	3,035	535	384	95	53	616	1,352	-

FUNDING SCHEDULE (\$000s)

Funding Source	Total	Thru FY19	Est FY20	Total 6 Years	FY 21	FY 22	FY 23	FY 24	FY 25	FY 26	Beyond 6 Years
G.O. Bonds	4,554	-	1,519	3,035	535	384	95	53	616	1,352	-
TOTAL FUNDING SOURCES	4,554	-	1,519	3,035	535	384	95	53	616	1,352	-

OPERATING BUDGET IMPACT (\$000s)

Impact Type	Total 6 Years	FY 21	FY 22	FY 23	FY 24	FY 25	FY 26
Maintenance	5	-	-	-	-	-	5
NET IMPACT	5	-	-	-	-	-	5

APPROPRIATION AND EXPENDITURE DATA (\$000s)

Appropriation FY 21 Request	902	Year First Appropriation	FY20
Appropriation FY 22 Request	384	Last FY's Cost Estimate	2,586
Cumulative Appropriation	1,519		
Expenditure / Encumbrances	-		
Unencumbered Balance	1,519		

PROJECT DESCRIPTION

This project funds the design and construction of bicycle and pedestrian capital infrastructure in the Wheaton Central Business District (CBD) Bicycle and Pedestrian Priority Area (BiPPA) and identified in the Wheaton Central Business District (CBD) and Vicinity Sector Plan. Recommended improvements will include new sidewalks, separated bikeways, shared-use paths, streetscape improvements, lighting, signal and accessibility upgrades, intersection safety improvements, bike parking, bicyclist and pedestrian wayfinding, and other treatments intended to improve safety and mobility for cyclists and pedestrians. Future projects include

intersection safety improvements identified as high priority and near-term in the Wheaton BiPPA Study.

LOCATION

Wheaton CBD and Vicinity

ESTIMATED SCHEDULE

Construction of the first Wheaton BiPPA project, the two-way separated bikeway on the west side of Amherst Avenue from Arcola Avenue to Windham Lane, is anticipated to begin in FY 25. Design for the Amherst bikeway and design and construction of area-wide pedestrian intersection improvements is ongoing.

COST CHANGE

Costs increased to fully fund Amherst Avenue Bikeway.

PROJECT JUSTIFICATION

This project will enhance and promote accessibility, safety, mobility and comfort for people walking and biking in the Wheaton CBD. The primary purpose of this project is to build better and safer facilities. In urban areas, walking and bicycling are among the most affordable forms of transportation, providing safe and efficient access to transit. Providing safe, convenient and attractive bicycle and pedestrian access, along with modernizing aging infrastructure is essential to ensure equity for all and provide access to jobs, education, public services and the social network. The Wheaton CBD and Vicinity includes the Wheaton Metro Station and Bus Transfer Center, the Wheaton CBD, town square and adjacent public park and government office building, high-density housing, commercial and retail uses including small businesses and Westfield Wheaton (mall), employment areas, entertainment venues, Wheaton Regional Park, connections to the Sligo Creek Trail, Wheaton Library, Recreation and Community Center, fire and police stations, the Mid-County Regional Services Center, MNCPPC and multiple County agencies, Proyecto Salud Clinic, the Gilchrist Immigration Resource Center, and the Adult Behavioral Health Program. This project supports the ongoing redevelopment of the Wheaton CBD, and will help meet master planned Non-Auto Driver Mode Share (NADMS) goals.

FISCAL NOTE

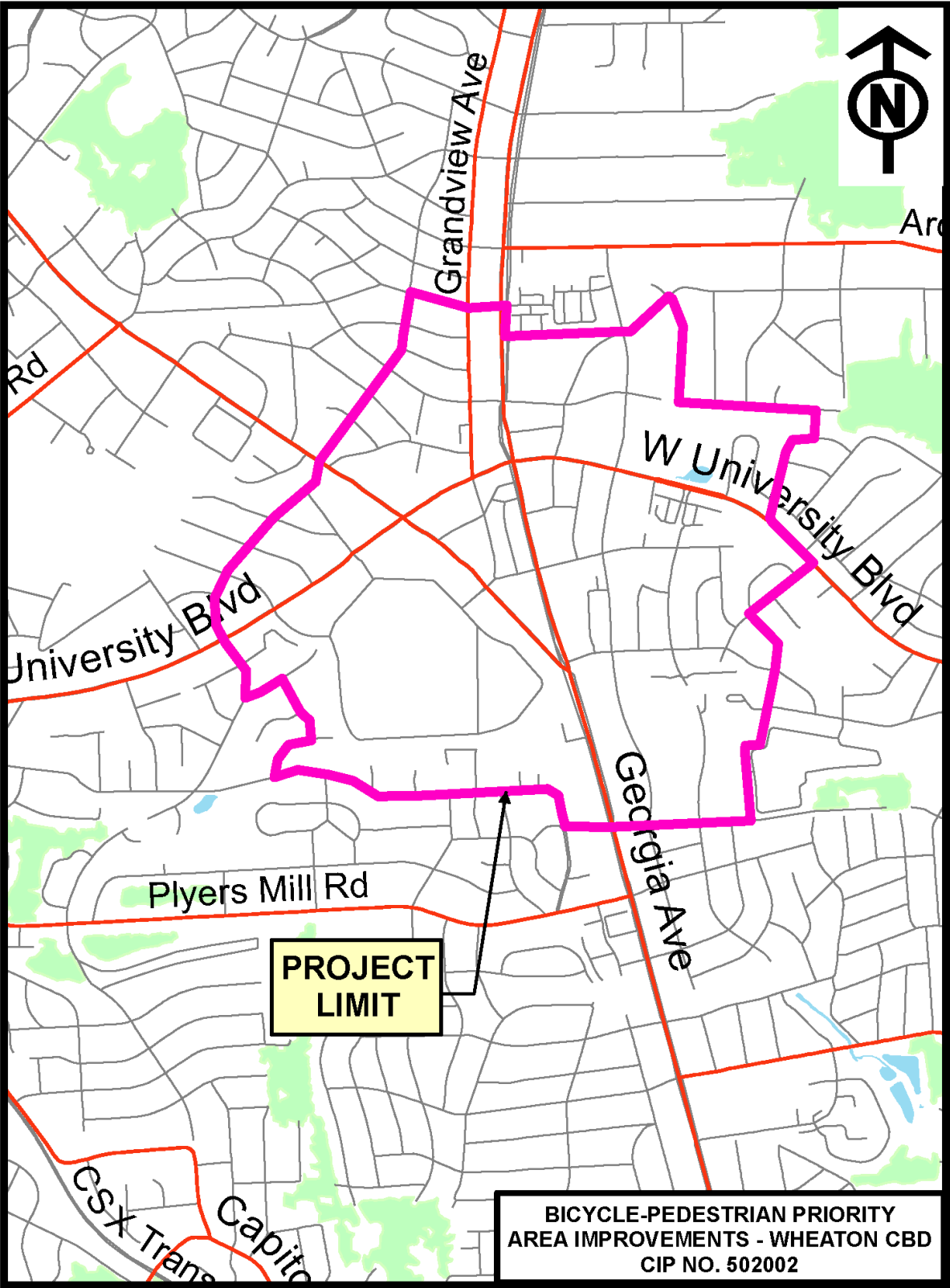
In FY20, a \$367,000 supplemental appropriation was approved.

DISCLOSURES

A pedestrian impact analysis has been completed for this project.

COORDINATION

Maryland National Capital Park and Planning Commission (M-NCPPC), Wheaton Urban District Advisory Committee, Maryland DOT State Highway Administration, WMATA, Department of Permitting Services and utilities.





Bikeway Program Minor Projects

(P507596)

Category	Transportation	Date Last Modified	12/31/19
SubCategory	Pedestrian Facilities/Bikeways	Administering Agency	Transportation
Planning Area	Countywide	Status	Ongoing

EXPENDITURE SCHEDULE (\$000s)

Cost Elements	Total	Thru FY19	Est FY20	Total 6 Years	FY 21	FY 22	FY 23	FY 24	FY 25	FY 26	Beyond 6 Years
Planning, Design and Supervision	7,124	2,304	1,475	3,345	495	375	530	510	935	500	-
Land	573	151	172	250	-	150	-	100	-	-	-
Site Improvements and Utilities	95	95	-	-	-	-	-	-	-	-	-
Construction	9,249	629	1,955	6,665	635	1,045	2,040	960	705	1,280	-
TOTAL EXPENDITURES	17,041	3,179	3,602	10,260	1,130	1,570	2,570	1,570	1,640	1,780	-

FUNDING SCHEDULE (\$000s)

Funding Source	Total	Thru FY19	Est FY20	Total 6 Years	FY 21	FY 22	FY 23	FY 24	FY 25	FY 26	Beyond 6 Years
Contributions	200	-	200	-	-	-	-	-	-	-	-
G.O. Bonds	15,029	1,876	2,993	10,160	1,030	1,570	2,570	1,570	1,640	1,780	-
Impact Tax	1,034	1,017	17	-	-	-	-	-	-	-	-
State Aid	778	286	392	100	100	-	-	-	-	-	-
TOTAL FUNDING SOURCES	17,041	3,179	3,602	10,260	1,130	1,570	2,570	1,570	1,640	1,780	-

OPERATING BUDGET IMPACT (\$000s)

Impact Type	Total 6 Years	FY 21	FY 22	FY 23	FY 24	FY 25	FY 26
Maintenance	6	1	1	1	1	1	1
NET IMPACT	6	1	1	1	1	1	1

APPROPRIATION AND EXPENDITURE DATA (\$000s)

Appropriation FY 21 Request	1,230	Year First Appropriation	FY75
Appropriation FY 22 Request	1,570	Last FY's Cost Estimate	12,621
Cumulative Appropriation	6,781		
Expenditure / Encumbrances	4,266		
Unencumbered Balance	2,515		

PROJECT DESCRIPTION

This program provides for the planning, design, and construction of bikeways, trails, neighborhood greenways and directional route

signs throughout the County to develop the bikeway network specified by master plans and those requested by the community to provide access to commuter rail, mass transit, major employment centers, recreational and educational facilities, and other major attractions. The program will construct bicycle facilities that typically cost less than \$1,000,000 including shared use paths, on-road bicycle facilities, wayfinding, and signed shared routes.

COST CHANGE

\$1 million added in FY23. Funds also added in FY25 and FY26 to this level of effort project.

PROJECT JUSTIFICATION

There is a continuing and increasing need to develop a viable and effective bikeway and trail network throughout the County to increase bicyclist safety and mobility, provide an alternative to the use of automobiles, reduce traffic congestion, reduce air pollution, conserve energy, enhance quality of life, provide recreational opportunities, and encourage healthy life styles. This program implements the bikeways recommended in local area master plans, in the November 2018 Approved and Adopted Montgomery County Bicycle Master Plan, and those identified by individuals, communities, the Montgomery County Bicycle Action Group, and bikeway segments and connectors necessitated by the subdivision process. Projects identified by individuals and communities will be used as an ongoing project guide which will be implemented in accordance with the funds available in each fiscal year. This program also complements and augments the bikeways that are included in road projects and supports the County Executive's Vision Zero initiative which aims to reduce injuries and fatalities to zero on all roads by 2030.

FISCAL NOTE

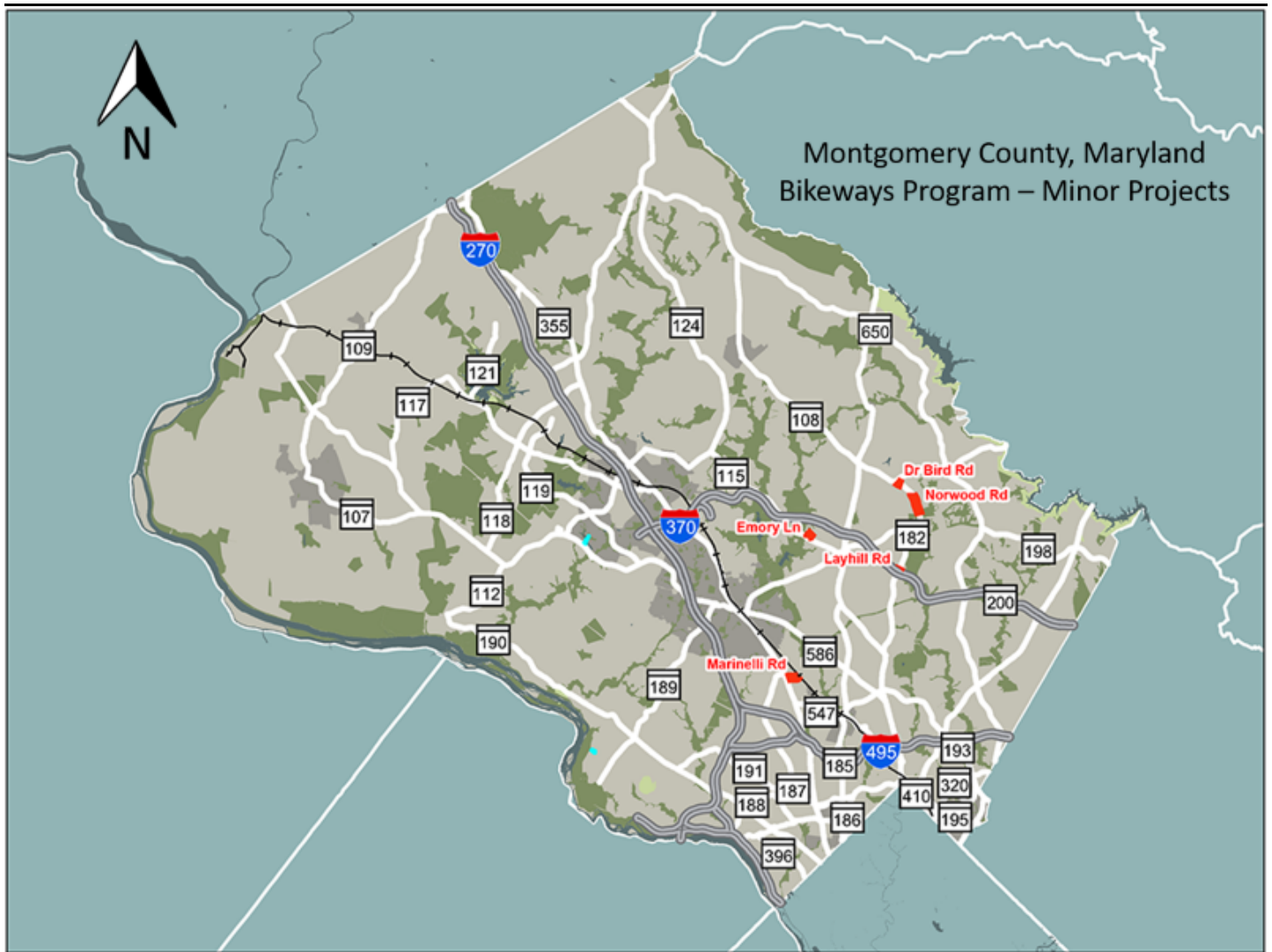
In FY20 an additional funding switch from GO Bonds to State Aid will be realized.

DISCLOSURES

A pedestrian impact analysis has been completed for this project. Expenditures will continue indefinitely. 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 Department of Transportation State Highway Administration, Maryland-National Capital Park and Planning Commission, Department of Police, Citizen Advisory Boards, Montgomery County Bicycle Action Group, Coalition for the Capital Crescent Trail, Montgomery Bicycle Advocates, Washington Area Bicyclist Association, Washington Metropolitan Area Transit Authority, Department of Permitting Services and Utility Companies.





Bradley Boulevard (MD 191) Improvements (P501733)

Category	Transportation	Date Last Modified	01/03/20
SubCategory	Pedestrian Facilities/Bikeways	Administering Agency	Transportation
Planning Area	Bethesda-Chevy Chase and Vicinity	Status	Final Design Stage

EXPENDITURE SCHEDULE (\$000s)

Cost Elements	Total	Thru FY19	Est FY20	Total 6 Years	FY 21	FY 22	FY 23	FY 24	FY 25	FY 26	Beyond 6 Years
Planning, Design and Supervision	2,759	-	-	2,080	633	691	5	5	48	698	679
Land	2,407	-	-	2,407	-	-	1,339	857	211	-	-
Site Improvements and Utilities	2,160	-	-	2,160	-	-	-	-	1,940	220	-
Construction	6,498	-	-	3,202	-	-	-	-	-	3,202	3,296
TOTAL EXPENDITURES	13,824	-	-	9,849	633	691	1,344	862	2,199	4,120	3,975

FUNDING SCHEDULE (\$000s)

Funding Source	Total	Thru FY19	Est FY20	Total 6 Years	FY 21	FY 22	FY 23	FY 24	FY 25	FY 26	Beyond 6 Years
G.O. Bonds	13,824	-	-	9,849	633	691	1,344	862	2,199	4,120	3,975
TOTAL FUNDING SOURCES	13,824	-	-	9,849	633	691	1,344	862	2,199	4,120	3,975

APPROPRIATION AND EXPENDITURE DATA (\$000s)

Appropriation FY 21 Request	1,324	Year First Appropriation	
Appropriation FY 22 Request	-	Last FY's Cost Estimate	16,516
Cumulative Appropriation	-		
Expenditure / Encumbrances	-		
Unencumbered Balance	-		

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 5' on-road bike lanes, an 8' 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. The project is broken down into phases. Phase I includes everything except for the shared-use path, which is assumed in Phase II.

ESTIMATED SCHEDULE

Phase I: Final design to start in FY21 and finish in FY22. Land acquisition to begin in FY23. Construction is scheduled to begin in FY26.

COST CHANGE

Cost reduction due to the expedited planned completion of Bradley Boulevard intersection at Wilson Lane improvements in the Intersection and Spot Improvements project (#507017).

PROJECT JUSTIFICATION

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

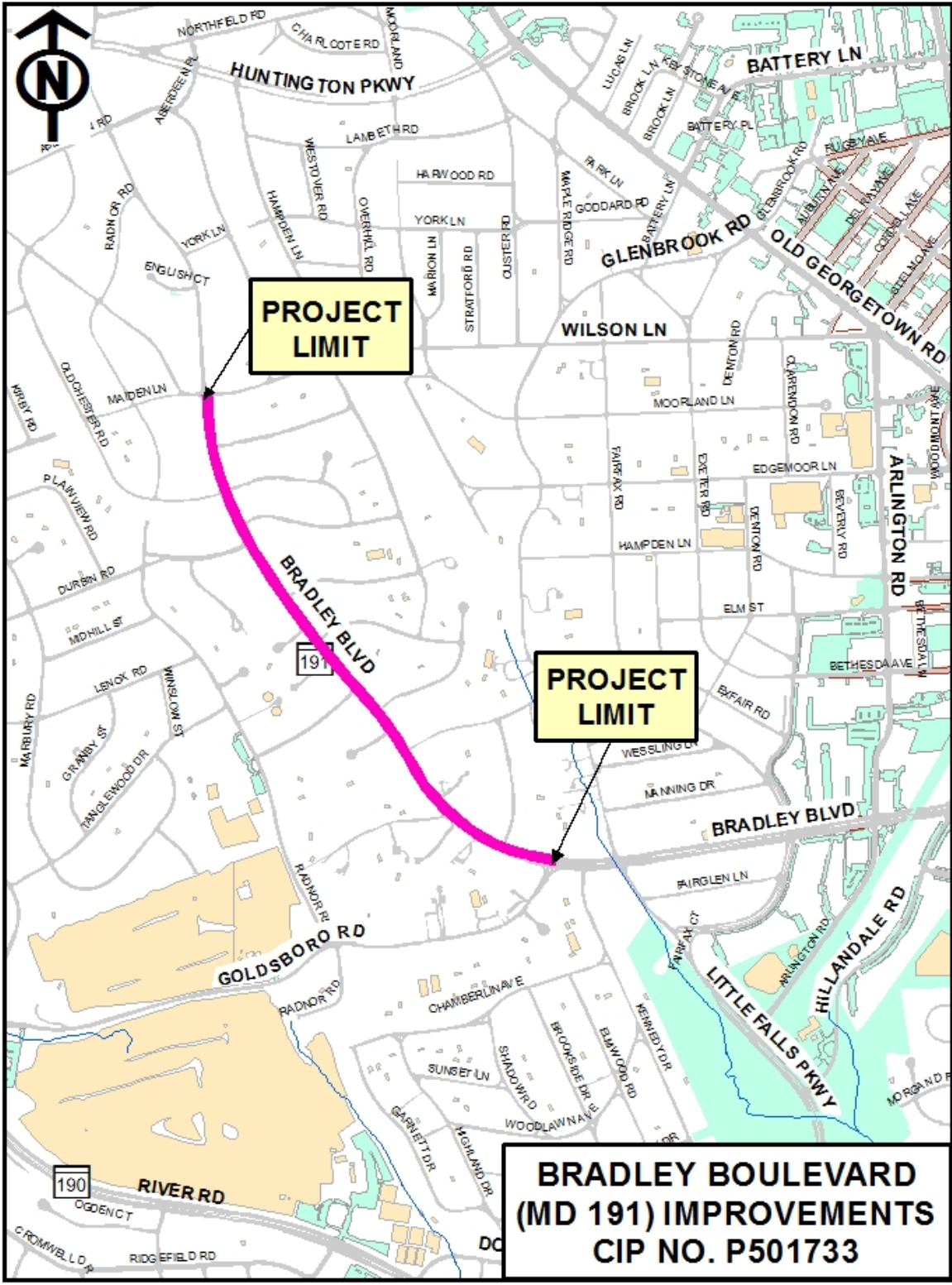
The project will help the County achieve its Vision Zero goals to reduce deaths and serious injuries on County roadways to zero by 2030.

FISCAL NOTE

The project can be built in phases to better absorb cost and fiscal constraints. 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.





Capital Crescent Trail

(P501316)

Category	Transportation	Date Last Modified	01/05/20
SubCategory	Pedestrian Facilities/Bikeways	Administering Agency	Transportation
Planning Area	Countywide	Status	Under Construction

EXPENDITURE SCHEDULE (\$000s)

Cost Elements	Total	Thru FY19	Est FY20	Total 6 Years	FY 21	FY 22	FY 23	FY 24	FY 25	FY 26	Beyond 6 Years
Planning, Design and Supervision	3,941	1,090	2,731	120	40	40	40	-	-	-	-
Land	873	415	458	-	-	-	-	-	-	-	-
Site Improvements and Utilities	8	8	-	-	-	-	-	-	-	-	-
Construction	52,025	33,576	14,375	4,074	2,848	1,167	59	-	-	-	-
Other	4,350	-	-	4,350	1,350	3,000	-	-	-	-	-
TOTAL EXPENDITURES	61,197	35,089	17,564	8,544	4,238	4,207	99	-	-	-	-

FUNDING SCHEDULE (\$000s)

Funding Source	Total	Thru FY19	Est FY20	Total 6 Years	FY 21	FY 22	FY 23	FY 24	FY 25	FY 26	Beyond 6 Years
G.O. Bonds	50,099	27,470	14,085	8,544	4,238	4,207	99	-	-	-	-
Impact Tax	11,098	7,619	3,479	-	-	-	-	-	-	-	-
TOTAL FUNDING SOURCES	61,197	35,089	17,564	8,544	4,238	4,207	99	-	-	-	-

OPERATING BUDGET IMPACT (\$000s)

Impact Type	Total 6 Years	FY 21	FY 22	FY 23	FY 24	FY 25	FY 26
Maintenance	35	-	-	5	10	10	10
Energy	35	-	-	5	10	10	10
NET IMPACT	70	-	-	10	20	20	20

APPROPRIATION AND EXPENDITURE DATA (\$000s)

Appropriation FY 21 Request	4,238	Year First Appropriation	FY15
Appropriation FY 22 Request	4,207	Last FY's Cost Estimate	61,197
Cumulative Appropriation	52,653		
Expenditure / Encumbrances	44,926		
Unencumbered Balance	7,727		

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, supplemental landscaping and amenities, and lighting at trail junctions, underpasses, and other critical locations.

ESTIMATED SCHEDULE

The surface trail is scheduled for construction in FY21.

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 by 2030.

OTHER

The County will continue to coordinate with the Maryland Transit Administration (MTA) to identify options to build a sidewalk or path alongside the Purple Line beneath Wisconsin Avenue and the Air Rights and Apex buildings in Bethesda. If the County and the MTA identify feasible options, the County will consider adding them to the scope of this project in the future. However, no funding for a tunnel under Wisconsin Avenue is included as cost estimates continue to increase significantly.

FISCAL NOTE

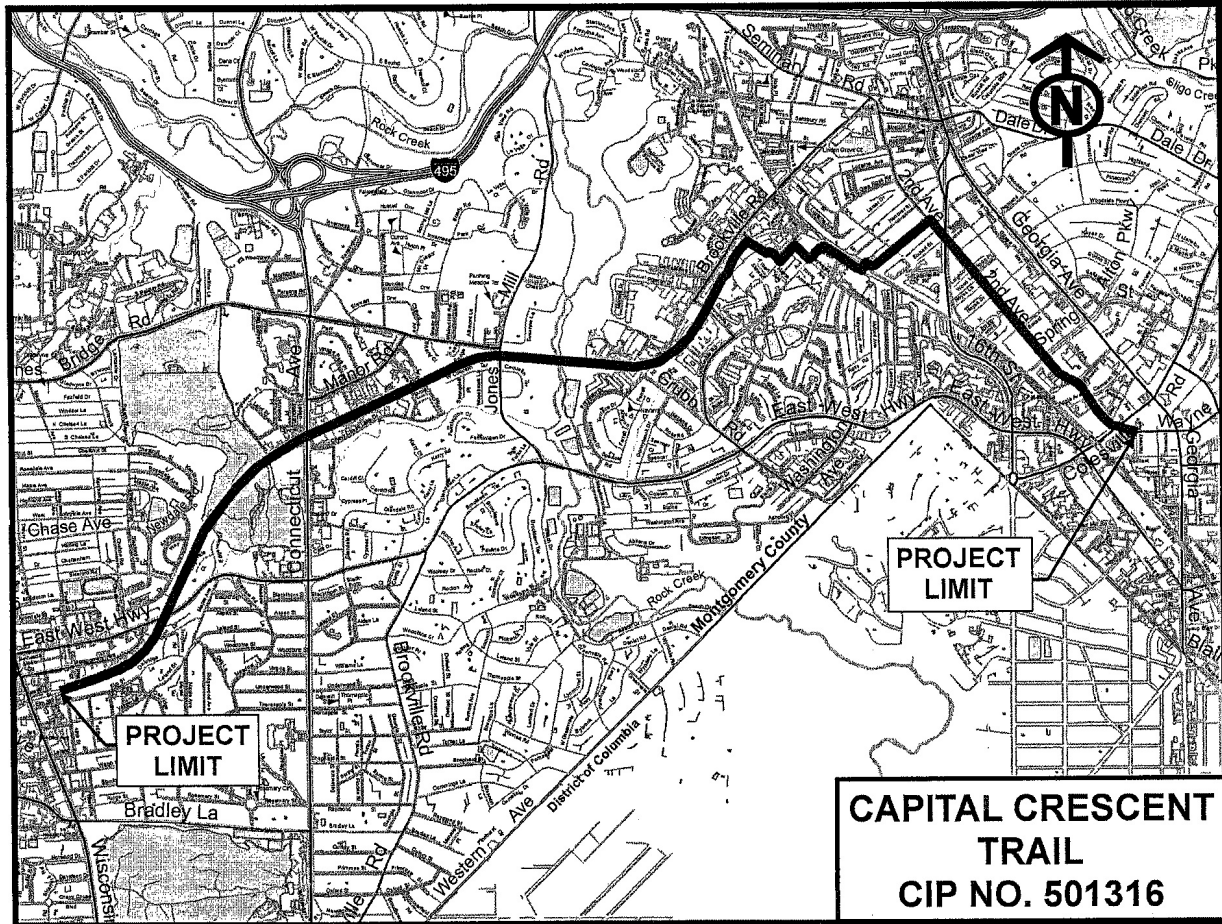
The project schedule and cost estimates were updated in FY17 as a result of the MTA's proposed public-private partnership for the Purple Line and reflects the actual bid by the Concessionaire.

DISCLOSURES

A pedestrian impact analysis has been completed for this project.

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.





Falls Road East Side Hiker/ Biker Path

(P500905)

Category	Transportation	Date Last Modified	12/31/19
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 FY19	Est FY20	Total 6 Years	FY 21	FY 22	FY 23	FY 24	FY 25	FY 26	Beyond 6 Years
Planning, Design and Supervision	1,786	-	-	1,786	937	-	-	-	380	469	-
Land	2,700	-	-	2,700	-	990	990	720	-	-	-
Site Improvements and Utilities	3,000	-	-	3,000	-	-	-	3,000	-	-	-
Construction	17,985	-	-	17,985	-	-	-	-	8,611	9,374	-
TOTAL EXPENDITURES	25,471	-	-	25,471	937	990	990	3,720	8,991	9,843	-

FUNDING SCHEDULE (\$000s)

Funding Source	Total	Thru FY19	Est FY20	Total 6 Years	FY 21	FY 22	FY 23	FY 24	FY 25	FY 26	Beyond 6 Years
Federal Aid	1,230	-	-	1,230	500	730	-	-	-	-	-
G.O. Bonds	24,241	-	-	24,241	437	260	990	3,720	8,991	9,843	-
TOTAL FUNDING SOURCES	25,471	-	-	25,471	937	990	990	3,720	8,991	9,843	-

APPROPRIATION AND EXPENDITURE DATA (\$000s)

Appropriation FY 21 Request	937	Year First Appropriation	FY16
Appropriation FY 22 Request	990	Last FY's Cost Estimate	24,830
Cumulative Appropriation	-		
Expenditure / Encumbrances	-		
Unencumbered Balance	-		

PROJECT DESCRIPTION

This project provides funds to develop final design plans, acquire right-of-way, and construct approximately 4 miles of an 8-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 start in FY21. Property acquisition to start in FY22 and take approximately three years to complete. Utility relocations will start in FY24, and construction will start in FY25 with completion in FY26.

COST CHANGE

Cost increase necessary to update design.

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 by 2030.

FISCAL NOTE

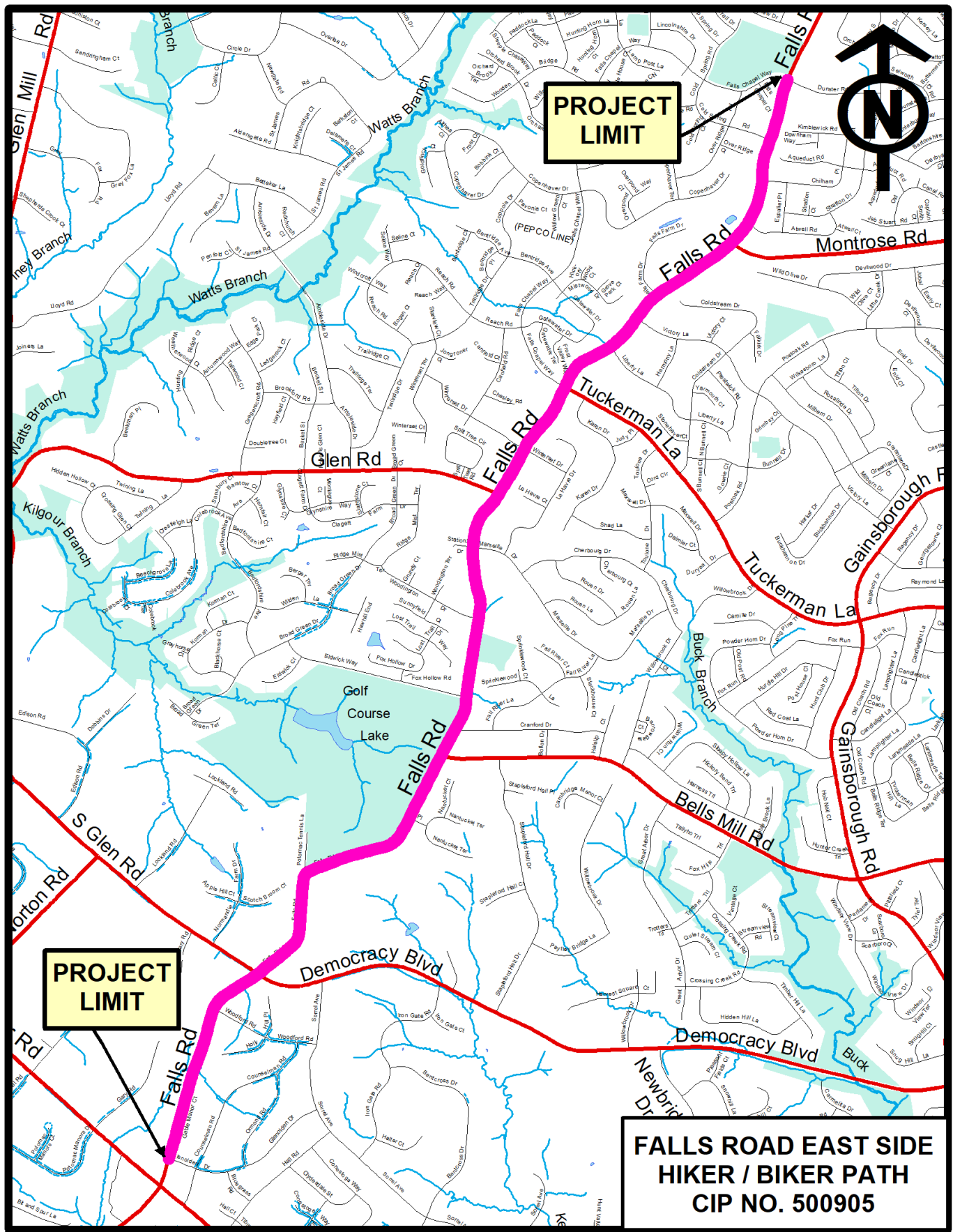
Construction cost estimate is based on design that was completed in 2009. Final construction cost will be determined after final design is completed. Federal Aid in FY21-22 includes the Transportation Alternative Program (TAP) grant in the amount of \$1.23M.

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.





Fenton Street Cycletrack

(P502001)

Category	Transportation	Date Last Modified	01/03/20
SubCategory	Pedestrian Facilities/Bikeways	Administering Agency	Transportation
Planning Area	Silver Spring and Vicinity	Status	Preliminary Design Stage

EXPENDITURE SCHEDULE (\$000s)

Cost Elements	Total	Thru FY19	Est FY20	Total 6 Years	FY 21	FY 22	FY 23	FY 24	FY 25	FY 26	Beyond 6 Years
Planning, Design and Supervision	1,393	-	654	739	66	355	308	10	-	-	-
Site Improvements and Utilities	633	-	-	633	633	-	-	-	-	-	-
Construction	2,834	-	61	2,773	-	-	2,708	65	-	-	-
TOTAL EXPENDITURES	4,860	-	715	4,145	699	355	3,016	75	-	-	-

FUNDING SCHEDULE (\$000s)

Funding Source	Total	Thru FY19	Est FY20	Total 6 Years	FY 21	FY 22	FY 23	FY 24	FY 25	FY 26	Beyond 6 Years
G.O. Bonds	4,860	-	715	4,145	699	355	3,016	75	-	-	-
TOTAL FUNDING SOURCES	4,860	-	715	4,145	699	355	3,016	75	-	-	-

OPERATING BUDGET IMPACT (\$000s)

Impact Type	Total 6 Years	FY 21	FY 22	FY 23	FY 24	FY 25	FY 26
Maintenance	10	-	-	-	-	5	5
NET IMPACT	10	-	-	-	-	5	5

APPROPRIATION AND EXPENDITURE DATA (\$000s)

Appropriation FY 21 Request	1,104	Year First Appropriation	FY20
Appropriation FY 22 Request	355	Last FY's Cost Estimate	4,860
Cumulative Appropriation	715		
Expenditure / Encumbrances	-		
Unencumbered Balance	715		

PROJECT DESCRIPTION

This project provides for the design and construction of the Fenton Street Bikeway in the Silver Spring CBD Bicycle and Pedestrian Priority Area (BiPPA). Recommended improvements include the construction of a separated bikeway between King Street and Planning Place along Fenton Street and will include wayfinding, ADA-improvements, and other treatments intended to improve safety and mobility for people walking and biking.

LOCATION

Silver Spring CBD BiPPA

ESTIMATED SCHEDULE

Design of the Fenton Street Bikeway started in FY20 with construction starting in FY23. Construction is currently scheduled to be completed in FY24. The project will be constructed in four phases. Design for Phase I (Planning Place to Cameron Street) was funded by P501532 and was completed in FY20 with construction starting in FY21. Design for Phase II (Cameron Street to Wayne Avenue), Phase III (Wayne Avenue to Silver Spring Avenue), and Phase IV (Silver Spring Avenue to King Street) is scheduled to begin in FY21 with construction scheduled to begin in FY23. The construction schedule has been delayed to accommodate updated concepts, additional design review and public outreach.

PROJECT JUSTIFICATION

This project will create a low-stress bicycle route along Fenton Street from King Street to Planning Place, connecting the future purple line station with businesses, restaurants, and residential development along Fenton Street. The Bicycle Master Plan calls for separated bike lanes which will provide a high-quality low-stress route which connects to the Green Trail, Wayne Ave / Second Avenue, and Spring Street / Cedar Street separated bikeway. These efforts will also meet master planned non-auto-driver mode share (NADMS) goals. 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

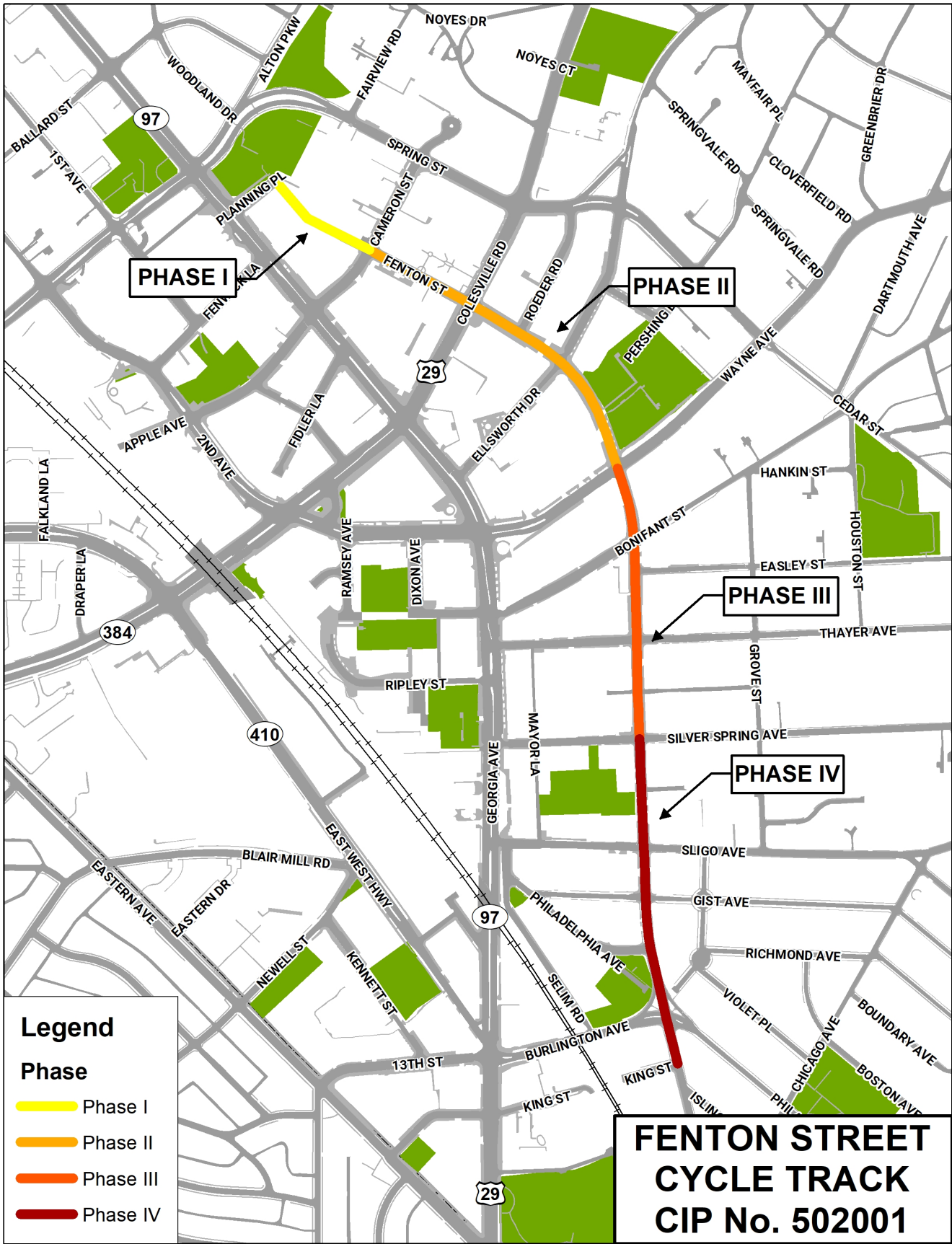
The cost of this project is based on concept level estimates. The cost will be updated as design progresses. In FY20, a \$405,000 supplemental appropriation was approved.

DISCLOSURES

A pedestrian impact analysis has been completed for this project.

COORDINATION

Department of Permitting Services, Maryland-National Capital Park and Planning Commission, Maryland DOT State Highway Administration, Regional Service Centers, Urban Districts, Utility companies, Washington Metropolitan Area Transit Authority





Forest Glen Passageway (P501911)

Category	Transportation	Date Last Modified	01/05/20
SubCategory	Pedestrian Facilities/Bikeways	Administering Agency	Transportation
Planning Area	Kemp Mill-Four Corners and Vicinity	Status	Preliminary Design Stage

EXPENDITURE SCHEDULE (\$000s)

Cost Elements	Total	Thru FY19	Est FY20	Total 6 Years	FY 21	FY 22	FY 23	FY 24	FY 25	FY 26	Beyond 6 Years
Planning, Design and Supervision	4,102	-	-	4,102	1,252	1,500	450	450	450	-	-
Land	1,000	-	-	1,000	-	1,000	-	-	-	-	-
Site Improvements and Utilities	1,300	-	-	1,300	-	-	650	650	-	-	-
Construction	12,070	-	-	12,070	-	-	3,070	4,500	4,500	-	-
TOTAL EXPENDITURES	18,472	-	-	18,472	1,252	2,500	4,170	5,600	4,950	-	-

FUNDING SCHEDULE (\$000s)

Funding Source	Total	Thru FY19	Est FY20	Total 6 Years	FY 21	FY 22	FY 23	FY 24	FY 25	FY 26	Beyond 6 Years
G.O. Bonds	18,472	-	-	18,472	1,252	2,500	4,170	5,600	4,950	-	-
TOTAL FUNDING SOURCES	18,472	-	-	18,472	1,252	2,500	4,170	5,600	4,950	-	-

APPROPRIATION AND EXPENDITURE DATA (\$000s)

Appropriation FY 21 Request	2,752	Year First Appropriation	
Appropriation FY 22 Request	1,000	Last FY's Cost Estimate	18,472
Cumulative Appropriation	-		
Expenditure / Encumbrances	-		
Unencumbered Balance	-		

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. Associated sidewalk improvements would also be made to Forest Glen Road to complete the walking connection on the north side of the road to Holy Cross Hospital.

LOCATION

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

ESTIMATED SCHEDULE

Design will begin in FY21 and construction will begin in FY23.

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 by 2030.

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 & Planning Commission, Maryland State Highway Administration, Washington Metropolitan Area Transit Authority.



Franklin Avenue Sidewalk (P501734)

Category	Transportation	Date Last Modified	12/31/19
SubCategory	Pedestrian Facilities/Bikeways	Administering Agency	Transportation
Planning Area	Kemp Mill-Four Corners and Vicinity	Status	Final Design Stage

EXPENDITURE SCHEDULE (\$000s)

Cost Elements	Total	Thru FY19	Est FY20	Total 6 Years	FY 21	FY 22	FY 23	FY 24	FY 25	FY 26	Beyond 6 Years
Planning, Design and Supervision	914	-	346	568	355	213	-	-	-	-	-
Land	865	-	-	865	412	453	-	-	-	-	-
Construction	1,521	-	-	1,521	-	1,521	-	-	-	-	-
TOTAL EXPENDITURES	3,300	-	346	2,954	767	2,187	-	-	-	-	-

FUNDING SCHEDULE (\$000s)

Funding Source	Total	Thru FY19	Est FY20	Total 6 Years	FY 21	FY 22	FY 23	FY 24	FY 25	FY 26	Beyond 6 Years
G.O. Bonds	3,300	-	346	2,954	767	2,187	-	-	-	-	-
TOTAL FUNDING SOURCES	3,300	-	346	2,954	767	2,187	-	-	-	-	-

APPROPRIATION AND EXPENDITURE DATA (\$000s)

Appropriation FY 21 Request	1,220	Year First Appropriation	FY20
Appropriation FY 22 Request	1,734	Last FY's Cost Estimate	3,300
Cumulative Appropriation	346		
Expenditure / Encumbrances	-		
Unencumbered Balance	346		

PROJECT DESCRIPTION

This project provides for a continuous sidewalk along the north side of Franklin Ave from Colesville Rd (US 29) to University Blvd (MD 193). The project includes 4,600 linear feet of sidewalk, new curb and gutter, and storm drains.

LOCATION

Silver Spring

ESTIMATED SCHEDULE

Final design will begin in FY20, land acquisition will begin in FY21, and construction will begin in FY22.

PROJECT JUSTIFICATION

This project is needed to construct a missing segment of sidewalk along the north side of Franklin Ave. Continuous and safe pedestrian access will be provided to existing sidewalks and bikeways, transit stops, churches, schools and public facilities in the Silver Spring area. This project conforms to the 2000 East Silver Spring Master Plan.

OTHER

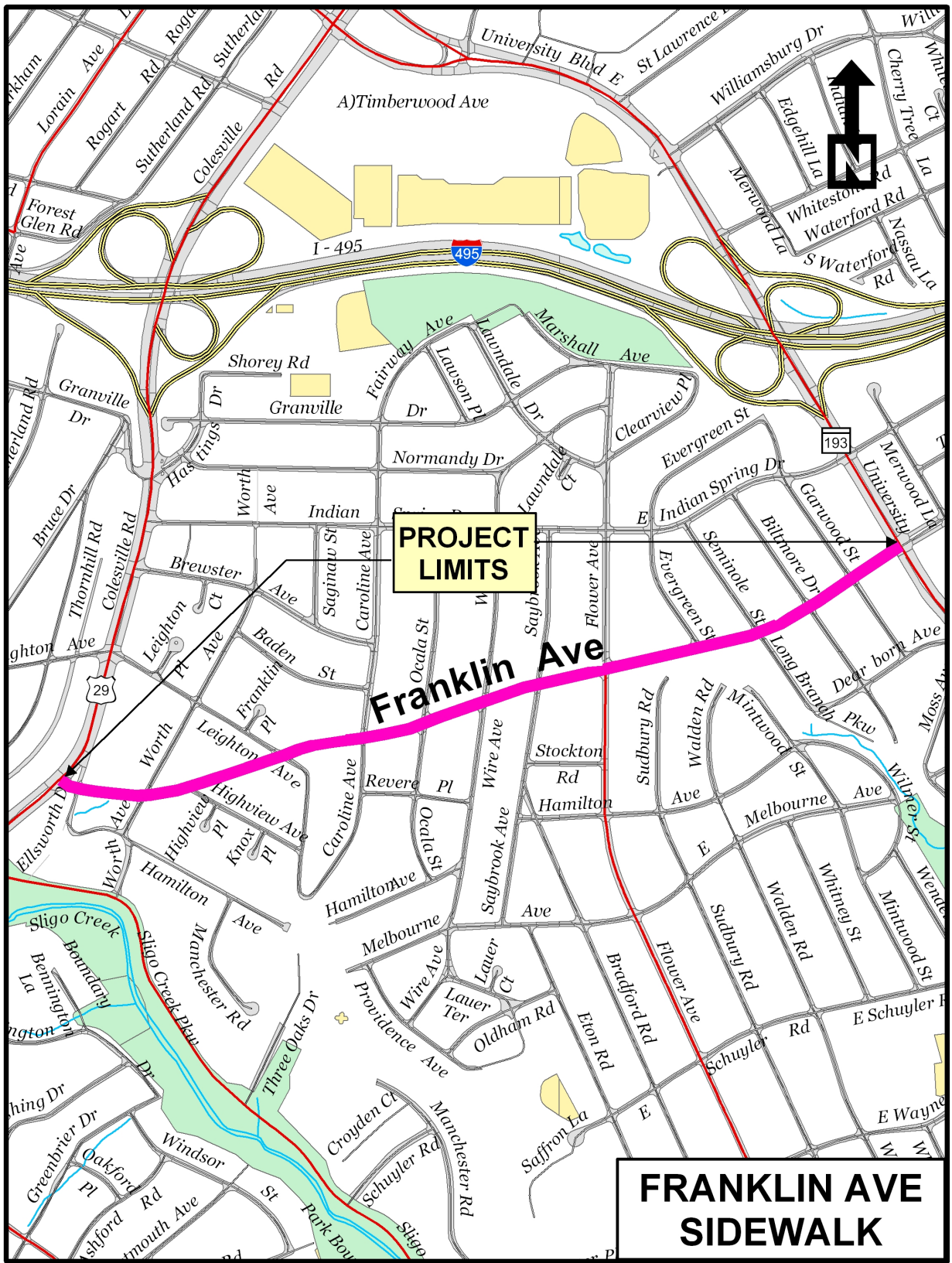
Preliminary Design was completed in the Facility Planning - Transportation project in FY15. The project will help the County achieve its Vision Zero goals to reduce deaths and serious injuries on County Roadways to zero by 2030.

DISCLOSURES

A pedestrian impact analysis has been completed for this project.

COORDINATION

Maryland Transit Administration, Maryland Department of Transportation, State Highway Administration, Office of the County Executive, Maryland-National Capital Park and Planning Commission, Department of General Services, Department of Permitting Services, Silver Spring Transportation Management District, Silver Spring Chamber of Commerce.





Frederick Road Bike Path

(P501118)

Category	Transportation	Date Last Modified	12/31/19
SubCategory	Pedestrian Facilities/Bikeways	Administering Agency	Transportation
Planning Area	Clarksburg and Vicinity	Status	Final Design Stage

EXPENDITURE SCHEDULE (\$000s)

Cost Elements	Total	Thru FY19	Est FY20	Total 6 Years	FY 21	FY 22	FY 23	FY 24	FY 25	FY 26	Beyond 6 Years
Planning, Design and Supervision	2,362	1,741	571	50	50	-	-	-	-	-	-
Land	569	569	-	-	-	-	-	-	-	-	-
Site Improvements and Utilities	464	-	464	-	-	-	-	-	-	-	-
Construction	3,979	98	3,381	500	500	-	-	-	-	-	-
Other	28	-	28	-	-	-	-	-	-	-	-
TOTAL EXPENDITURES	7,402	2,408	4,444	550	550	-	-	-	-	-	-

FUNDING SCHEDULE (\$000s)

Funding Source	Total	Thru FY19	Est FY20	Total 6 Years	FY 21	FY 22	FY 23	FY 24	FY 25	FY 26	Beyond 6 Years
G.O. Bonds	6,438	1,444	4,444	550	550	-	-	-	-	-	-
Impact Tax	964	964	-	-	-	-	-	-	-	-	-
TOTAL FUNDING SOURCES	7,402	2,408	4,444	550	550	-	-	-	-	-	-

OPERATING BUDGET IMPACT (\$000s)

Impact Type	Total 6 Years	FY 21	FY 22	FY 23	FY 24	FY 25	FY 26
Maintenance	90	15	15	15	15	15	15
Energy	24	4	4	4	4	4	4
NET IMPACT	114	19	19	19	19	19	19

APPROPRIATION AND EXPENDITURE DATA (\$000s)

Appropriation FY 21 Request	-	Year First Appropriation	FY11
Appropriation FY 22 Request	-	Last FY's Cost Estimate	7,402
Cumulative Appropriation	7,402		
Expenditure / Encumbrances	4,517		
Unencumbered Balance	2,885		

PROJECT DESCRIPTION

This project provides for the design, land acquisition, and construction of a new 10-foot wide shared use path along the west side of

Frederick Road (MD 355) between Stringtown Road and the existing shared use path near Milestone Manor Lane, a distance of approximately 2.5 miles. The entire project will replace about 0.9 miles of existing sidewalk segments in order to provide a continuous route serving two schools, two parks, and a church. The project includes streetlights and street trees.

LOCATION

Frederick Road between Stringtown Road and Milestone Manor Lane

ESTIMATED SCHEDULE

Final design is currently underway. Utility relocations started in FY18 and will be completed in FY20. Construction started in FY19 and will be completed in FY21.

PROJECT JUSTIFICATION

This project will provide the first shared use path connection between Clarksburg and north Germantown.

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

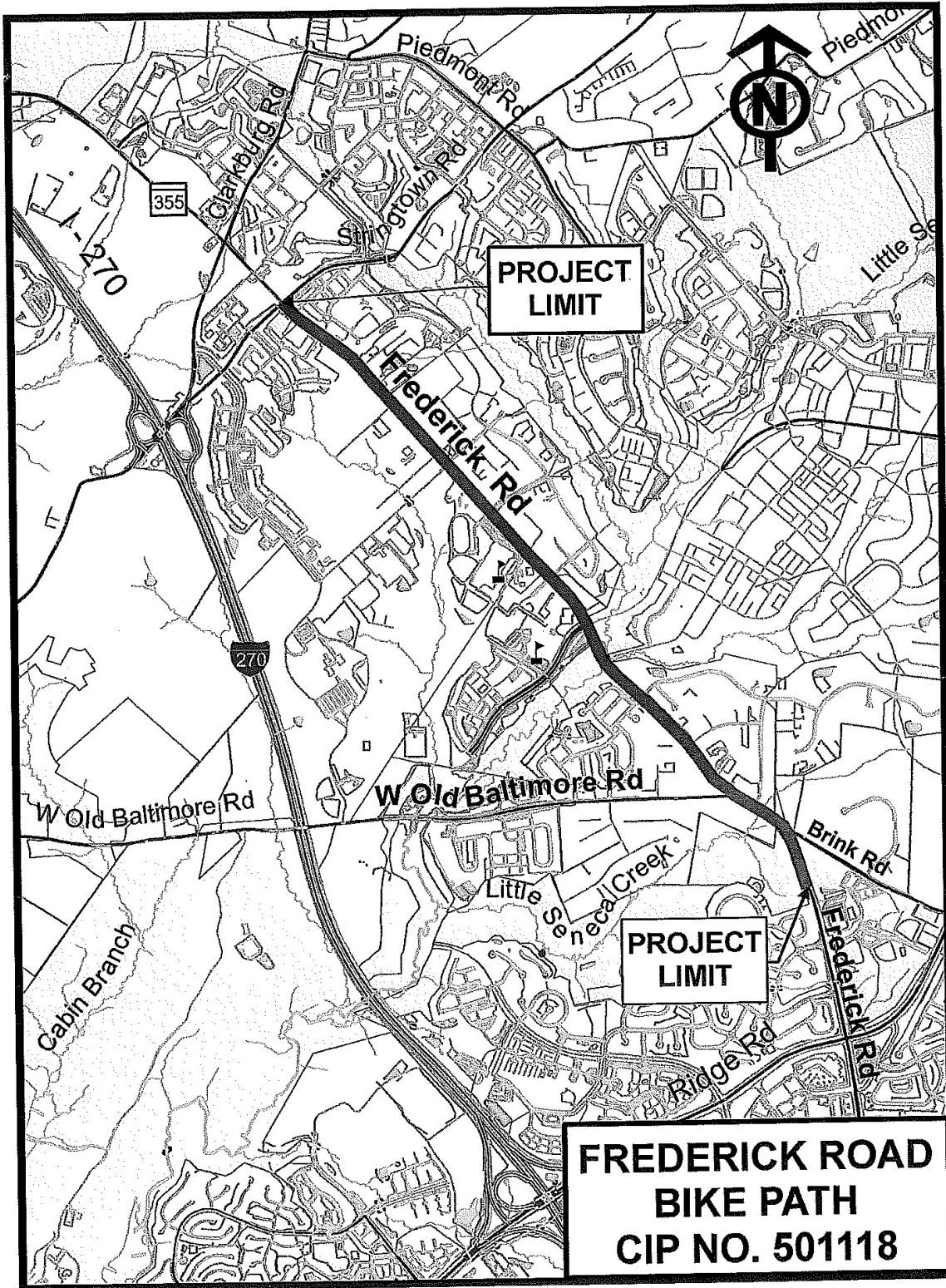
Funds for this project were originally programmed through Public Facilities Roads (CIP #507310). The project schedule is adjusted to reflect latest implementation.

DISCLOSURES

A pedestrian impact analysis has been completed for this project.

COORDINATION

Maryland State Highway Administration, Maryland-National Capital Park and Planning Commission, Utility Companies





Goldsboro Road Sidewalk and Bikeway (P501917)

Category	Transportation	Date Last Modified	01/04/20
SubCategory	Pedestrian Facilities/Bikeways	Administering Agency	Transportation
Planning Area	Bethesda-Chevy Chase and Vicinity	Status	Preliminary Design Stage

EXPENDITURE SCHEDULE (\$000s)

Cost Elements	Total	Thru FY19	Est FY20	Total 6 Years	FY 21	FY 22	FY 23	FY 24	FY 25	FY 26	Beyond 6 Years
Planning, Design and Supervision	3,769	-	-	1,822	-	-	-	364	930	528	1,947
Land	574	-	-	574	-	-	-	-	-	574	-
Site Improvements and Utilities	1,150	-	-	-	-	-	-	-	-	-	1,150
Construction	15,603	-	-	-	-	-	-	-	-	-	15,603
TOTAL EXPENDITURES	21,096	-	-	2,396	-	-	-	364	930	1,102	18,700

FUNDING SCHEDULE (\$000s)

Funding Source	Total	Thru FY19	Est FY20	Total 6 Years	FY 21	FY 22	FY 23	FY 24	FY 25	FY 26	Beyond 6 Years
G.O. Bonds	21,096	-	-	2,396	-	-	-	364	930	1,102	18,700
TOTAL FUNDING SOURCES	21,096	-	-	2,396	-	-	-	364	930	1,102	18,700

APPROPRIATION AND EXPENDITURE DATA (\$000s)

Appropriation FY 21 Request	-	Year First Appropriation	
Appropriation FY 22 Request	-	Last FY's Cost Estimate	21,096
Cumulative Appropriation	-		
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 FY24. Land acquisition is projected in FY26. Construction is projected to begin beyond the 6 year period.

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 by 2030.

FISCAL NOTE

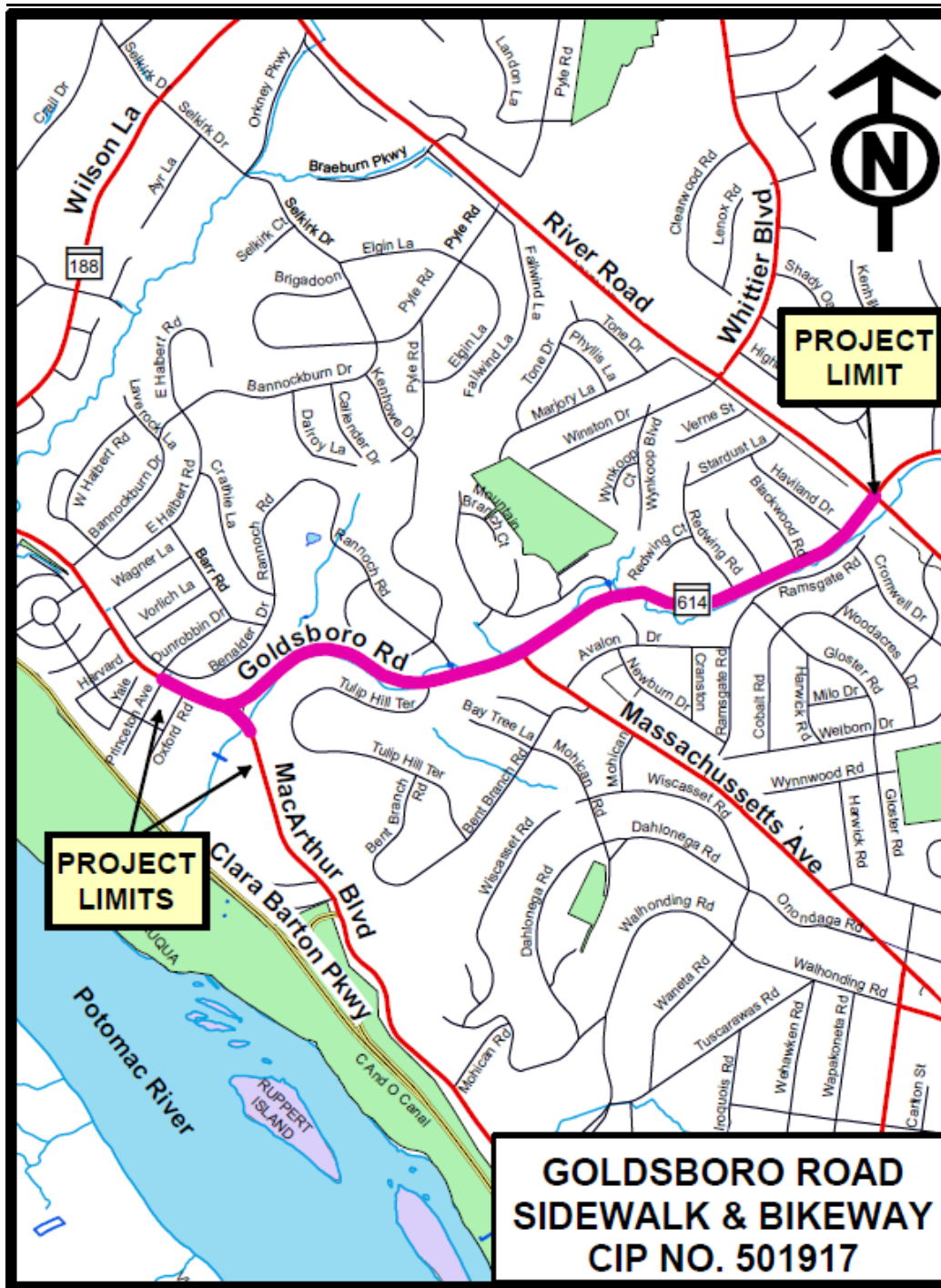
Construction cost estimates will be updated during the final design.

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





Good Hope Road Sidewalk (P501902)

Category	Transportation	Date Last Modified	12/31/19
SubCategory	Pedestrian Facilities/Bikeways	Administering Agency	Transportation
Planning Area	Cloverly-Norwood	Status	Final Design Stage

EXPENDITURE SCHEDULE (\$000s)

Cost Elements	Total	Thru FY19	Est FY20	Total 6 Years	FY 21	FY 22	FY 23	FY 24	FY 25	FY 26	Beyond 6 Years
Planning, Design and Supervision	1,839	299	480	1,060	459	294	307	-	-	-	-
Land	559	-	-	559	355	204	-	-	-	-	-
Site Improvements and Utilities	50	-	-	50	50	-	-	-	-	-	-
Construction	2,282	-	-	2,282	-	1,471	811	-	-	-	-
TOTAL EXPENDITURES	4,730	299	480	3,951	864	1,969	1,118	-	-	-	-

FUNDING SCHEDULE (\$000s)

Funding Source	Total	Thru FY19	Est FY20	Total 6 Years	FY 21	FY 22	FY 23	FY 24	FY 25	FY 26	Beyond 6 Years
G.O. Bonds	4,730	299	480	3,951	864	1,969	1,118	-	-	-	-
TOTAL FUNDING SOURCES	4,730	299	480	3,951	864	1,969	1,118	-	-	-	-

OPERATING BUDGET IMPACT (\$000s)

Impact Type	Total 6 Years	FY 21	FY 22	FY 23	FY 24	FY 25	FY 26
Maintenance	15	-	-	-	5	5	5
Energy	3	-	-	-	1	1	1
NET IMPACT	18	-	-	-	6	6	6

APPROPRIATION AND EXPENDITURE DATA (\$000s)

Appropriation FY 21 Request	1,068	Year First Appropriation	FY19
Appropriation FY 22 Request	2,883	Last FY's Cost Estimate	4,065
Cumulative Appropriation	779		
Expenditure / Encumbrances	750		
Unencumbered Balance	29		

PROJECT DESCRIPTION

This project provides for the design and construction of a new eight-foot wide sidepath along the west side of Good Hope Road over 4,500 feet of length from Windmill Lane to Rainbow Drive in Cloverly. The project also provides a pedestrian bridge that is 40-foot long and eight-foot wide at the intersection of Good Hope Road and Hopefield Road. The project site is located within the Upper

LOCATION

Cloverly

ESTIMATED SCHEDULE

Design, land acquisition, and construction will be completed in FY21, FY22, and FY23 respectively. The construction will have a duration of 18 months.

COST CHANGE

The cost increase is due to the change from a five feet wide sidewalk to an eight feet wide sidepath.

PROJECT JUSTIFICATION

The project enhances the pedestrian safety along Good Hope Road from Windmill Lane to Rainbow Drive. The pedestrian bridge addresses a section of the road where there is no sidewalk or shoulder for pedestrians. The Cloverly Master Plan, adopted in July 1997, recommends a sidewalk along Good Hope Road. The project was also requested by the Good Hope Estates Civic Association.

OTHER

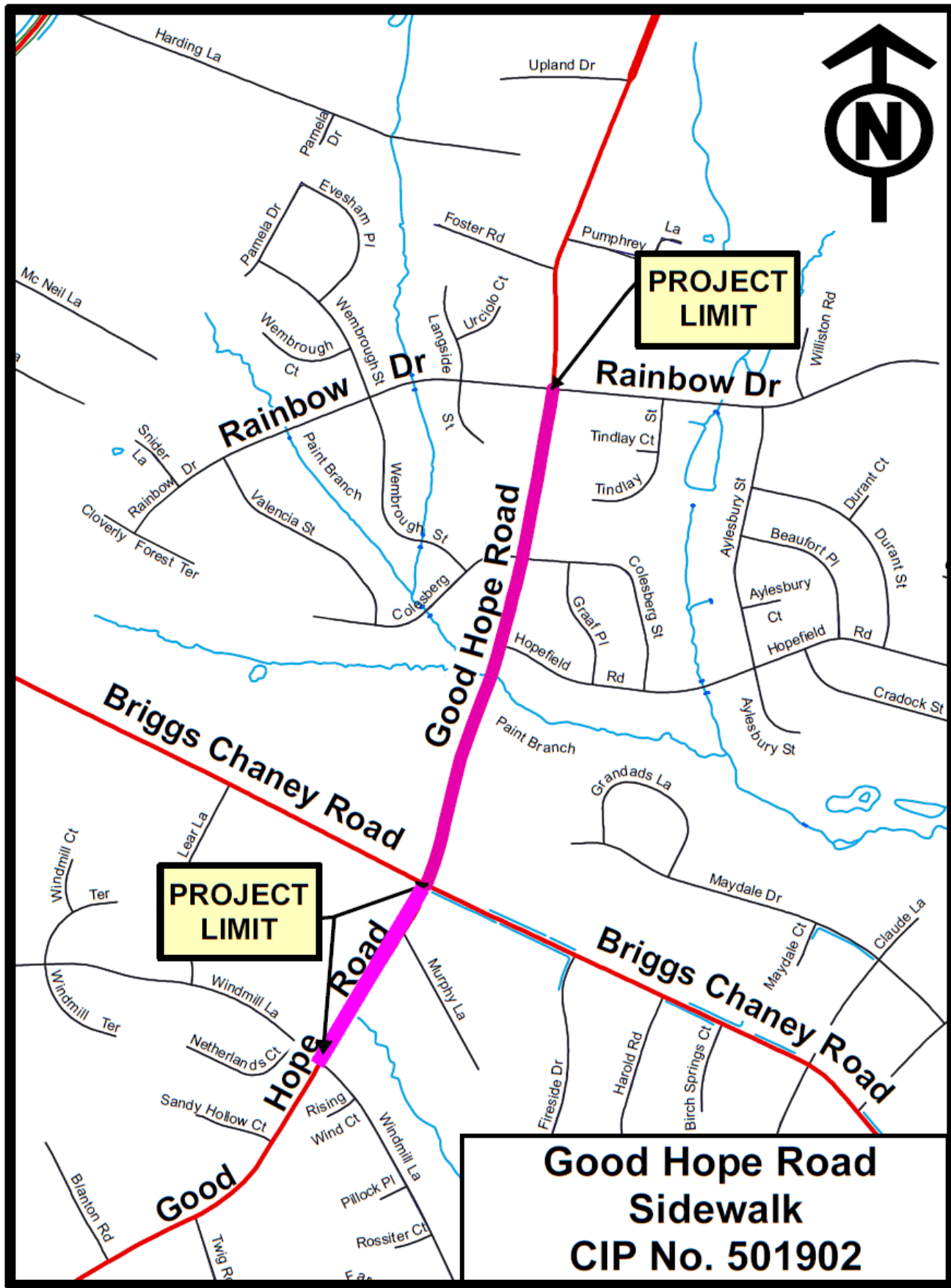
The project will help the County achieve its Vision Zero goals to reduce deaths and serious injuries on County Roadways to zero by 2030.

DISCLOSURES

A pedestrian impact analysis has been completed for this project.

COORDINATION

Maryland-National Capital Park and Planning Commission, Department of Permitting Services





Life Sciences Center Loop Trail

(P501742)

Category	Transportation	Date Last Modified	01/03/20
SubCategory	Pedestrian Facilities/Bikeways	Administering Agency	Transportation
Planning Area	Gaithersburg and Vicinity	Status	Planning Stage

EXPENDITURE SCHEDULE (\$000s)

Cost Elements	Total	Thru FY19	Est FY20	Total 6 Years	FY 21	FY 22	FY 23	FY 24	FY 25	FY 26	Beyond 6 Years
Planning, Design and Supervision	2,329	335	64	1,030	-	-	375	655	-	-	900
Land	1,200	-	-	-	-	-	-	-	-	-	1,200
Construction	9,371	1	-	-	-	-	-	-	-	-	9,370
TOTAL EXPENDITURES	12,900	336	64	1,030	-	-	375	655	-	-	11,470

FUNDING SCHEDULE (\$000s)

Funding Source	Total	Thru FY19	Est FY20	Total 6 Years	FY 21	FY 22	FY 23	FY 24	FY 25	FY 26	Beyond 6 Years
Current Revenue: General	400	336	64	-	-	-	-	-	-	-	-
G.O. Bonds	12,500	-	-	1,030	-	-	375	655	-	-	11,470
TOTAL FUNDING SOURCES	12,900	336	64	1,030	-	-	375	655	-	-	11,470

APPROPRIATION AND EXPENDITURE DATA (\$000s)

Appropriation FY 21 Request	-	Year First Appropriation	FY17
Appropriation FY 22 Request	-	Last FY's Cost Estimate	12,900
Cumulative Appropriation	400		
Expenditure / Encumbrances	400		
Unencumbered Balance	-		

PROJECT DESCRIPTION

The project provides for the planning of the of 3.5 mile Life Sciences Center Loop Trail, a 8 to 12-foot wide shared use path that is a central feature of the Life Sciences Center (LSC) area of the Great Seneca Science Corridor Master Plan. The Life Sciences Center Loop Trail is a critical staging element to increasing the non-auto driver mode share (NADMS) prior to the expansion of stage 2 of the master plan's development. The shared use path will widen existing sidewalks along certain existing or planned streets in the Life Science Center (Omega Drive, Medical Center Drive, Johns Hopkins Drive, Belward Campus Drive, Discoverly Drive) as well as new roadways through the Public Safety Training Academy (PSTA) property and Crown Farm. The planning and design will create a trail design that is able to respond to varying right-of-way widths and other local conditions while providing a trail system that is recognizable and will attract walkers, runners and bicycle riders and will contribute to the LSC's sense of place. The design will enable both private developers and the county to build their respective pieces of the LSC loop in a consistent manner.

ESTIMATED SCHEDULE

Preliminary design began in FY17 and was completed in FY18. Final design will occur in FY23-24 with construction beyond FY26. Construction is beyond 6 years due to developer coordination and potential development requirements.

PROJECT JUSTIFICATION

This project will enhance and improve pedestrian and bicycle mobility, help meet master plan non-auto-driver mode share (NADMS) goals and support the critical staging element to advance to stage 2 of the master plan's development.

OTHER

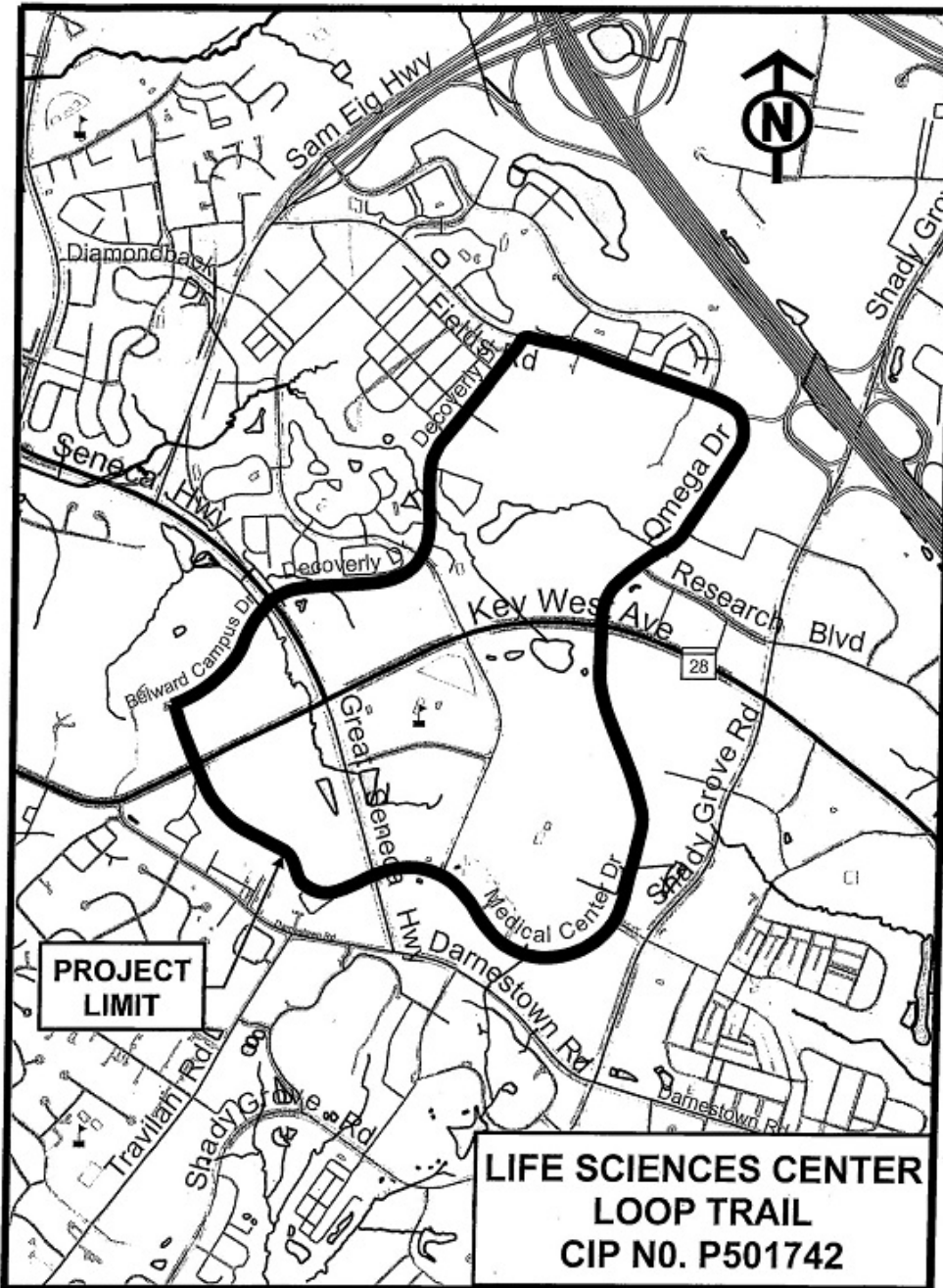
The project will help the County achieve its Vision Zero goals to reduce deaths and serious injuries on County Roadways to zero by 2030.

DISCLOSURES

A pedestrian impact analysis has been completed for this project.

COORDINATION

Chambers of Commerce, City of Gaithersburg, City of Rockville, Department of General Services, Department of Permitting Services, Maryland-National Capital Park and Planning Commission, Maryland (MDOT) State Highway Administration, MDOT Maryland Transit Administration, Regional Service Centers, Universities at Shady Grove, Urban Districts, Utility Companies, Washington Metropolitan Area Transit Authority





MacArthur Blvd Bikeway Improvements (P500718)

Category	Transportation	Date Last Modified	01/05/20
SubCategory	Pedestrian Facilities/Bikeways	Administering Agency	Transportation
Planning Area	Bethesda-Chevy Chase and Vicinity	Status	Final Design Stage

EXPENDITURE SCHEDULE (\$000s)

Cost Elements	Total	Thru FY19	Est FY20	Total 6 Years	FY 21	FY 22	FY 23	FY 24	FY 25	FY 26	Beyond 6 Years
Planning, Design and Supervision	5,492	2,993	353	2,146	-	694	357	493	602	-	-
Land	257	180	-	77	-	46	31	-	-	-	-
Site Improvements and Utilities	204	8	2	194	-	2	132	20	40	-	-
Construction	12,945	5,563	-	7,382	-	-	2,534	2,500	2,348	-	-
Other	3	3	-	-	-	-	-	-	-	-	-
TOTAL EXPENDITURES	18,901	8,747	355	9,799	-	742	3,054	3,013	2,990	-	-

FUNDING SCHEDULE (\$000s)

Funding Source	Total	Thru FY19	Est FY20	Total 6 Years	FY 21	FY 22	FY 23	FY 24	FY 25	FY 26	Beyond 6 Years
G.O. Bonds	18,901	8,747	355	9,799	-	742	3,054	3,013	2,990	-	-
TOTAL FUNDING SOURCES	18,901	8,747	355	9,799	-	742	3,054	3,013	2,990	-	-

OPERATING BUDGET IMPACT (\$000s)

Impact Type	Total 6 Years	FY 21	FY 22	FY 23	FY 24	FY 25	FY 26
Maintenance	44	-	-	-	-	22	22
NET IMPACT	44	-	-	-	-	22	22

APPROPRIATION AND EXPENDITURE DATA (\$000s)

Appropriation FY 21 Request	-	Year First Appropriation	FY07
Appropriation FY 22 Request	742	Last FY's Cost Estimate	17,654
Cumulative Appropriation	9,102		
Expenditure / Encumbrances	8,788		
Unencumbered Balance	314		

PROJECT DESCRIPTION

This project provides shared use path improvements along 4.7 miles of MacArthur Boulevard from I-495 to the District of Columbia. To increase capacity and enhance safety for users, the existing shared-use path along the south side of MacArthur Boulevard will be widened, wherever feasible, to an eight-foot paved width with a five-foot wide grass buffer provided between the path and the

roadway. In addition, to encourage alternate modes of travel and to accommodate the needs of on-road commuters and experienced bicyclists, the roadway itself will be widened, wherever feasible, to a consistent 26-foot pavement width, essentially adding a three-foot wide shoulder to each side of the existing 20-foot pavement width. The project will also provide safety improvements along MacArthur Boulevard to enhance overall safety for pedestrians, cyclists and motorists alike.

LOCATION

MacArthur Boulevard between I-495 and the District of Columbia

ESTIMATED SCHEDULE

I-495 to Oberlin Avenue: Construction of approximately 2.6 miles of shared use path completed in FY15. Oberlin Avenue to the District line: Design started in FY20. Construction to start in FY23 and be completed in FY25.

COST CHANGE

Increased cost due to design, construction, land, and utilities relocation.

PROJECT JUSTIFICATION

This project improves safety and accessibility for pedestrians and bicyclists of all experience levels and enhances connectivity with other bikeways in the vicinity. In addition, spot improvements will improve deficiencies and immediate safety on MacArthur Boulevard. The Department of Transportation (DOT) prepared a Transportation Facility Planning Study document entitled "MacArthur Boulevard Bike Path/Lane Improvements". Project Prospectus in February 2004, is consistent with the October 2004 Potomac Subregion Master Plan and the 2018 Bicycle Master Plan.

OTHER

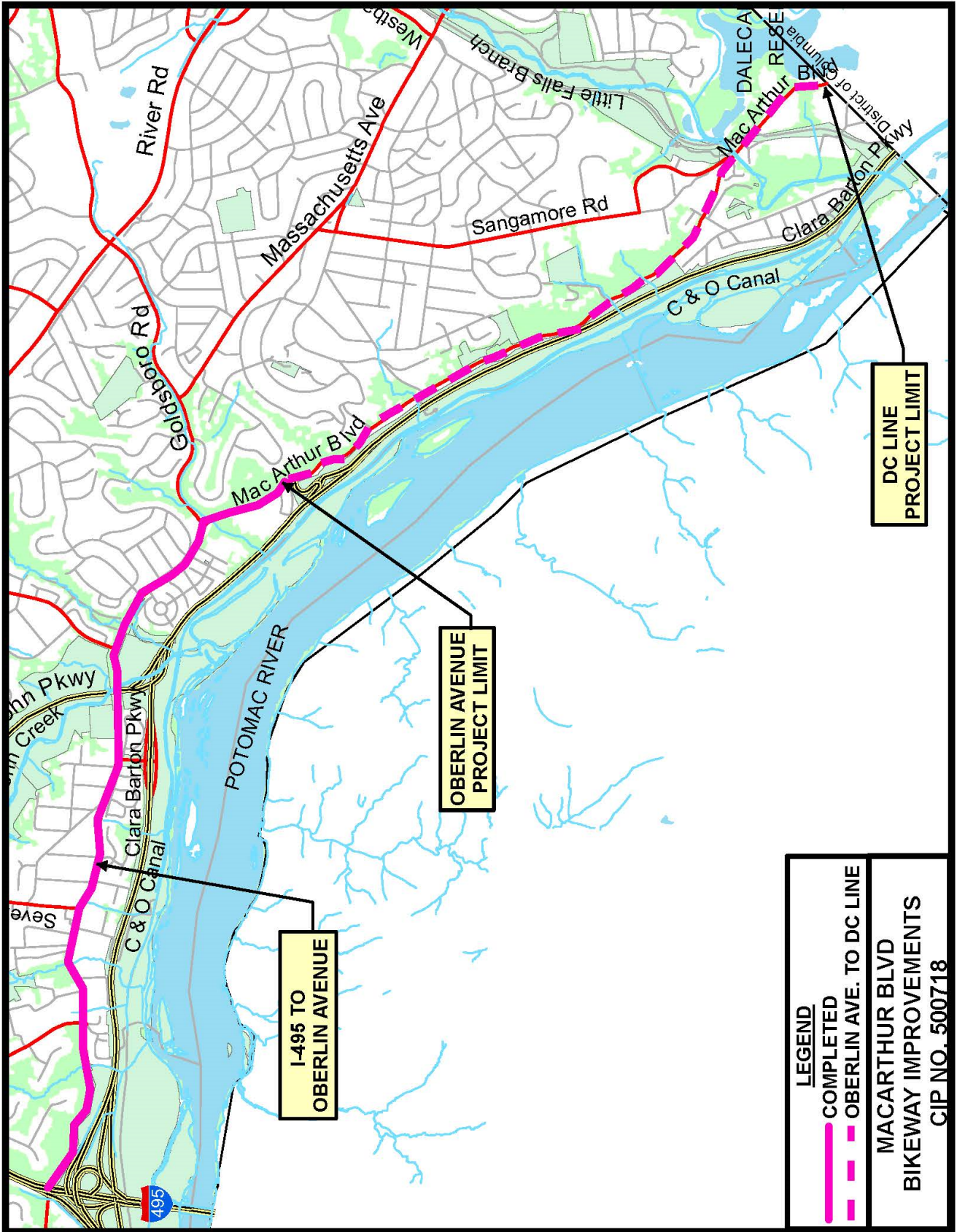
Preliminary design costs were funded through Facility Planning: Transportation (CIP #509337). The project will help the County achieve its Vision Zero goals to reduce deaths and serious injuries on County Roadways to zero by 2030.

DISCLOSURES

A pedestrian impact analysis has been completed for this project.

COORDINATION

U.S. Army Corps of Engineers (Washington Aqueduct Division), National Park Service (NPS), Maryland Department Of Natural Resources (DNR), Maryland-National Capital Park and Planning Commission, Town Of Glen Echo, Washington Suburban Sanitary Commission, PEPCO, Verizon, Comcast; Special Capital Projects Legislation will be proposed by the County Executive.





MD 355 Crossing (BRAC)

(P501209)

Category	Transportation	Date Last Modified	12/31/19
SubCategory	Pedestrian Facilities/Bikeways	Administering Agency	Transportation
Planning Area	Bethesda-Chevy Chase and Vicinity	Status	Bids Let

EXPENDITURE SCHEDULE (\$000s)

Cost Elements	Total	Thru FY19	Est FY20	Total 6 Years	FY 21	FY 22	FY 23	FY 24	FY 25	FY 26	Beyond 6 Years
Planning, Design and Supervision	18,240	14,804	2,913	523	523	-	-	-	-	-	-
Land	330	-	330	-	-	-	-	-	-	-	-
Site Improvements and Utilities	11,190	309	10,881	-	-	-	-	-	-	-	-
Construction	79,220	67,466	7,754	4,000	4,000	-	-	-	-	-	-
TOTAL EXPENDITURES	108,980	82,579	21,878	4,523	4,523	-	-	-	-	-	-

FUNDING SCHEDULE (\$000s)

Funding Source	Total	Thru FY19	Est FY20	Total 6 Years	FY 21	FY 22	FY 23	FY 24	FY 25	FY 26	Beyond 6 Years
Federal Aid	104,174	82,073	17,578	4,523	4,523	-	-	-	-	-	-
State Aid	4,806	506	4,300	-	-	-	-	-	-	-	-
TOTAL FUNDING SOURCES	108,980	82,579	21,878	4,523	4,523	-	-	-	-	-	-

OPERATING BUDGET IMPACT (\$000s)

Impact Type	Total 6 Years	FY 21	FY 22	FY 23	FY 24	FY 25	FY 26
Energy	25	-	5	5	5	5	5
NET IMPACT	25	-	5	5	5	5	5

APPROPRIATION AND EXPENDITURE DATA (\$000s)

Appropriation FY 21 Request	-	Year First Appropriation	FY12
Appropriation FY 22 Request	-	Last FY's Cost Estimate	108,980
Cumulative Appropriation	108,980		
Expenditure / Encumbrances	99,830		
Unencumbered Balance	9,150		

PROJECT DESCRIPTION

This design-build project provides for right-of-way negotiations, utility relocations, and the design and construction of a multi-modal grade separated connection between the Walter Reed National Military Medical Center (WRNMMC) and the Medical Center Metrorail station. The project consists of two major elements: (1) a shallow pedestrian and bicycle underpass below MD

355/Rockville Pike just south of the South Wood Road/South Drive intersection; access to the underpass will be provided by elevators, escalators and stairs; and (2) a bank of three high-speed elevators on the eastern side of MD 355 that will provide a direct connection from the WRNMMC to the existing Metro station mezzanine, about 120 feet below the elevation of MD 355. Canopies will cover the stairs and escalators. The project also includes extension of the southbound MD 355 left turn lane in the existing median to provide additional queuing for vehicles turning into the WRNMC hospital entrance at South Wood Road; expansion of the curb radius at the northwestern corner of MD 355/South Drive to improve bus access to the Metrorail station; and stormwater management. The scope of the work is included in the NEPA document prepared by the County Department of Transportation (DOT) and approved by the Federal Highway Administration. This project also provides for the construction of the MD 355 and Jones Bridge Road/Center Drive (BRAC) intersection improvements, which are intended to increase the capacity and operations of the intersection to support the mission of the new WRNMMC. The westbound lanes of Jones Bridge Road will have modified lane configurations to provide a double left-turn lane onto southbound MD 355. Eastbound Center Drive will be widened to the south to provide an exclusive left-turn lane onto northbound MD 355. A dynamic lane control will be implemented between Wood Road/South Drive and Jones Bridge Road/Center Drive. Pedestrian safety improvements include upgrading the intersections and sidewalks to comply with the Americans with Disabilities Act (ADA). Improvements and connections to existing hiker/biker trails are also included with this project. Other improvements include reconstruction of traffic signals and improved drainage facilities.

LOCATION

MD355 between Walter Reed Military Medical Center and Medical Center Metrorail station

ESTIMATED SCHEDULE

This project started design in FY12 and will complete construction in FY21.

PROJECT JUSTIFICATION

This project is needed to improve the mobility, traffic operations, and safety for all facility users within the project area by reducing existing conflicts between pedestrians and vehicles. Currently, transit users, pedestrians, and bicyclists crossing MD 355 between WRNMMC, the Medical Center Metrorail station, and the National Institutes of Health (NIH) must compete for traffic signal time and space with very high traffic volumes along the 6 lanes of MD 355 and with the traffic turning to and from South Wood Road and from South Drive onto MD 355. With the implementation of the 2005 Base Realignment and Closure Act (BRAC), the existing conflicts will increase as the number of visitors to the Hospital is expected to double from the current 500,000 visitors per year to 1,000,000 visitors per year. It is also expected that a majority of visitors will rely on public transportation which requires them to cross MD 355 since parking availability at the site has been significantly reduced. The MD 355 and Jones Bridge Road intersection improvements are needed to improve the capacity and operations of the intersection to support the mission of the new WRNMMC and provide safe pedestrian and bicycle facilities. To reduce disruption and improve coordination, the County will perform the intersection improvements and will be fully reimbursed by the State Highway Administration.

OTHER

This project will be constructed through a design-build contract, where a single contractor will perform both design and construction of the project, resulting in cost and time savings compared to design-bid-build contracts. 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 is funded entirely with Federal Aid and State Aid. Preliminary design and environmental analysis (NEPA Study) funding was included in the State Transportation Participation project (500722) in the amount of \$880,000. The additional FY13 appropriation

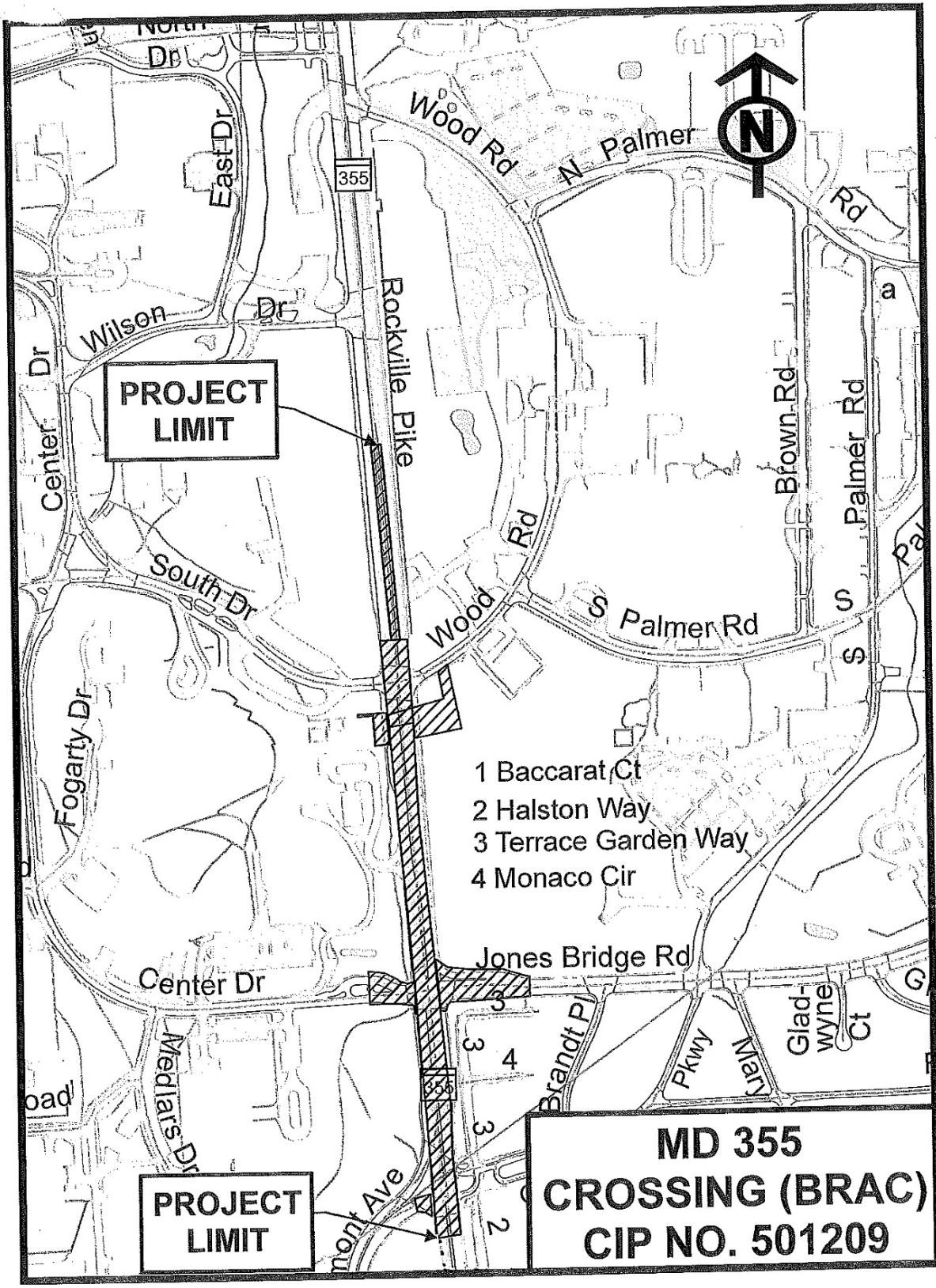
in the amount of \$40 million is for a competitive Federal Grant under the U.S. Office of Economic Adjustment (OEA). The SHA will provide reimbursement for the MD 355/Jones Bridge Road intersection improvements. In FY16, \$36 million in additional Federal Aid applied to the project. In FY18, \$12,619,000 in Federal Aid was accelerated from FY19,

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-National Capital Park & Planning Commission, Maryland State Highway Administration, Maryland Department of the Environment, Maryland Department of Planning/Maryland Historical Trust, Washington Metropolitan Area Transit Authority, Federal Highway Administration, Naval Support Activity Bethesda, National Institutes of Health





MD355-Clarksburg Shared Use Path (P501744)

Category	Transportation	Date Last Modified	01/03/20
SubCategory	Pedestrian Facilities/Bikeways	Administering Agency	Transportation
Planning Area	Clarksburg and Vicinity	Status	Final Design Stage

EXPENDITURE SCHEDULE (\$000s)

Cost Elements	Total	Thru FY19	Est FY20	Total 6 Years	FY 21	FY 22	FY 23	FY 24	FY 25	FY 26	Beyond 6 Years
Planning, Design and Supervision	2,099	702	574	823	-	-	-	18	538	267	-
Land	874	1	-	873	-	-	-	663	210	-	-
Site Improvements and Utilities	130	-	-	130	-	-	-	130	-	-	-
Construction	3,295	-	-	3,295	-	-	-	-	2,560	735	-
TOTAL EXPENDITURES	6,398	703	574	5,121	-	-	-	811	3,308	1,002	-

FUNDING SCHEDULE (\$000s)

Funding Source	Total	Thru FY19	Est FY20	Total 6 Years	FY 21	FY 22	FY 23	FY 24	FY 25	FY 26	Beyond 6 Years
G.O. Bonds	5,412	319	172	4,921	-	-	-	684	3,308	929	-
Impact Tax	191	-	191	-	-	-	-	-	-	-	-
Intergovernmental	145	-	72	73	-	-	-	-	-	73	-
State Aid	650	384	139	127	-	-	-	127	-	-	-
TOTAL FUNDING SOURCES	6,398	703	574	5,121	-	-	-	811	3,308	1,002	-

APPROPRIATION AND EXPENDITURE DATA (\$000s)

Appropriation FY 21 Request	-	Year First Appropriation	FY17
Appropriation FY 22 Request	-	Last FY's Cost Estimate	8,539
Cumulative Appropriation	1,277		
Expenditure / Encumbrances	933		
Unencumbered Balance	344		

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 will be completed in FY20. Construction is to start in FY25.

COST CHANGE

Cost decrease is due to design changes eliminating some of the retaining walls, reduced WSSC impacts, and reduced utility pole relocations. The reduced construction cost based on more detailed cost estimate.

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

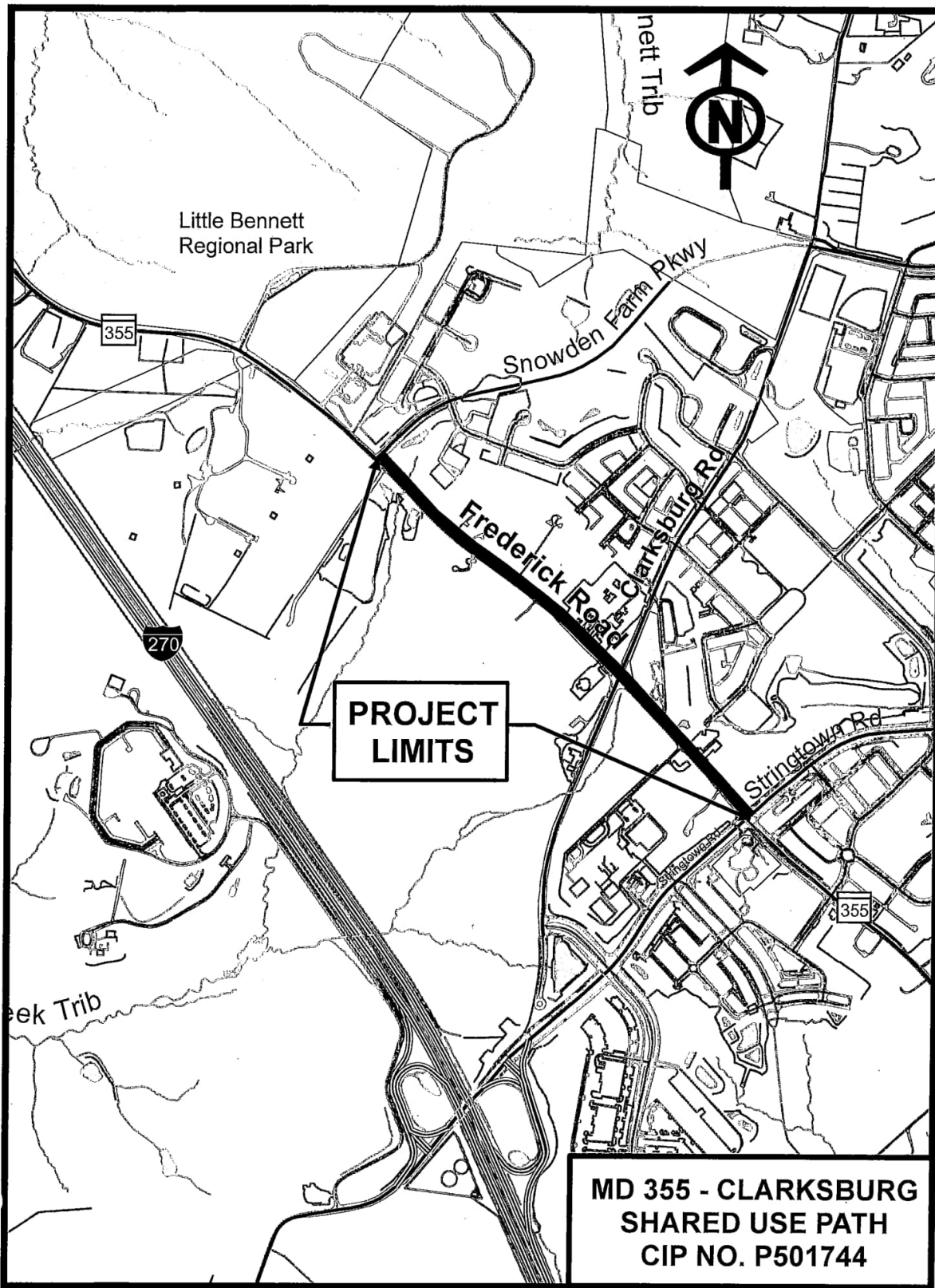
This project was awarded \$523,000 in State Aid in FY19 and an additional \$127,000 in FY21 to fund design. Funds for this project were originally programmed in Public Facilities Roads CIP # 5071310. It is anticipated that State/Federal grants will be pursued to partially fund construction.

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.





Metropolitan Branch Trail

(P501110)

Category	Transportation	Date Last Modified	12/31/19
SubCategory	Pedestrian Facilities/Bikeways	Administering Agency	Transportation
Planning Area	Silver Spring and Vicinity	Status	Final Design Stage

EXPENDITURE SCHEDULE (\$000s)

Cost Elements	Total	Thru FY19	Est FY20	Total 6 Years	FY 21	FY 22	FY 23	FY 24	FY 25	FY 26	Beyond 6 Years
Planning, Design and Supervision	7,491	3,398	657	3,436	1,396	1,312	728	-	-	-	-
Land	1,475	30	1,445	-	-	-	-	-	-	-	-
Site Improvements and Utilities	475	9	-	466	466	-	-	-	-	-	-
Construction	11,221	437	-	10,784	5,344	3,625	1,815	-	-	-	-
TOTAL EXPENDITURES	20,662	3,874	2,102	14,686	7,206	4,937	2,543	-	-	-	-

FUNDING SCHEDULE (\$000s)

Funding Source	Total	Thru FY19	Est FY20	Total 6 Years	FY 21	FY 22	FY 23	FY 24	FY 25	FY 26	Beyond 6 Years
G.O. Bonds	19,509	2,722	2,101	14,686	7,206	4,937	2,543	-	-	-	-
Impact Tax	1,153	1,152	1	-	-	-	-	-	-	-	-
TOTAL FUNDING SOURCES	20,662	3,874	2,102	14,686	7,206	4,937	2,543	-	-	-	-

APPROPRIATION AND EXPENDITURE DATA (\$000s)

Appropriation FY 21 Request	-	Year First Appropriation	FY11
Appropriation FY 22 Request	-	Last FY's Cost Estimate	20,662
Cumulative Appropriation	20,662		
Expenditure / Encumbrances	4,008		
Unencumbered Balance	16,654		

PROJECT DESCRIPTION

This project provides for the design, land acquisition, utility relocations, and construction of the 0.6 mile segment of the trail in Montgomery County between the end of the existing trail in Takoma Park and the Silver Spring Transit Center. The trail will be designed to be 8 feet to 12 feet in width. The construction will be performed in three phases: the initial phase will construct the trail segment along Fenton Street and King Street; the second phase will extend the trail to Georgia Avenue; the final phase will construct a new bridge over Georgia Avenue and extend the trail to Ripley Street. The design for the second phase will include a grade-separated crossing of Burlington Avenue, the narrowing of Selim Road, and the construction of retaining walls. Two sections of the trail north of the B&O train station will be constructed by a developer during the development of the new Progress Place and the redevelopment of the existing Progress Place sites. This project's scope of work includes connecting the two developer installed trail segments and widening the existing section at Ripley Street.

ESTIMATED SCHEDULE

Schedule delays due to delayed approval from WMATA, CSX, and MPI. Phase I construction was completed in 2018. Phase II design and property acquisition will be completed in FY20. Utility relocations will start and end in FY20. Construction to start in FY21 and be completed in 36 months.

PROJECT JUSTIFICATION

The Metropolitan Branch Trail is to be part of a larger system of trails to enable non-motorized travel around the Washington region. The overall goal for these trails is to create a bicycle beltway that links Union Station and the Mall in Washington, D.C. to Takoma Park, Silver Spring, and Bethesda in Maryland. The trail will serve pedestrians, bicyclists, joggers, and skaters, and will be Americans with Disabilities Act of 1990 (ADA) accessible. Plans & Studies: 2000 Silver Spring Central Business District Sector Plan. Disabilities Act of 1990 (ADA) accessible.

OTHER

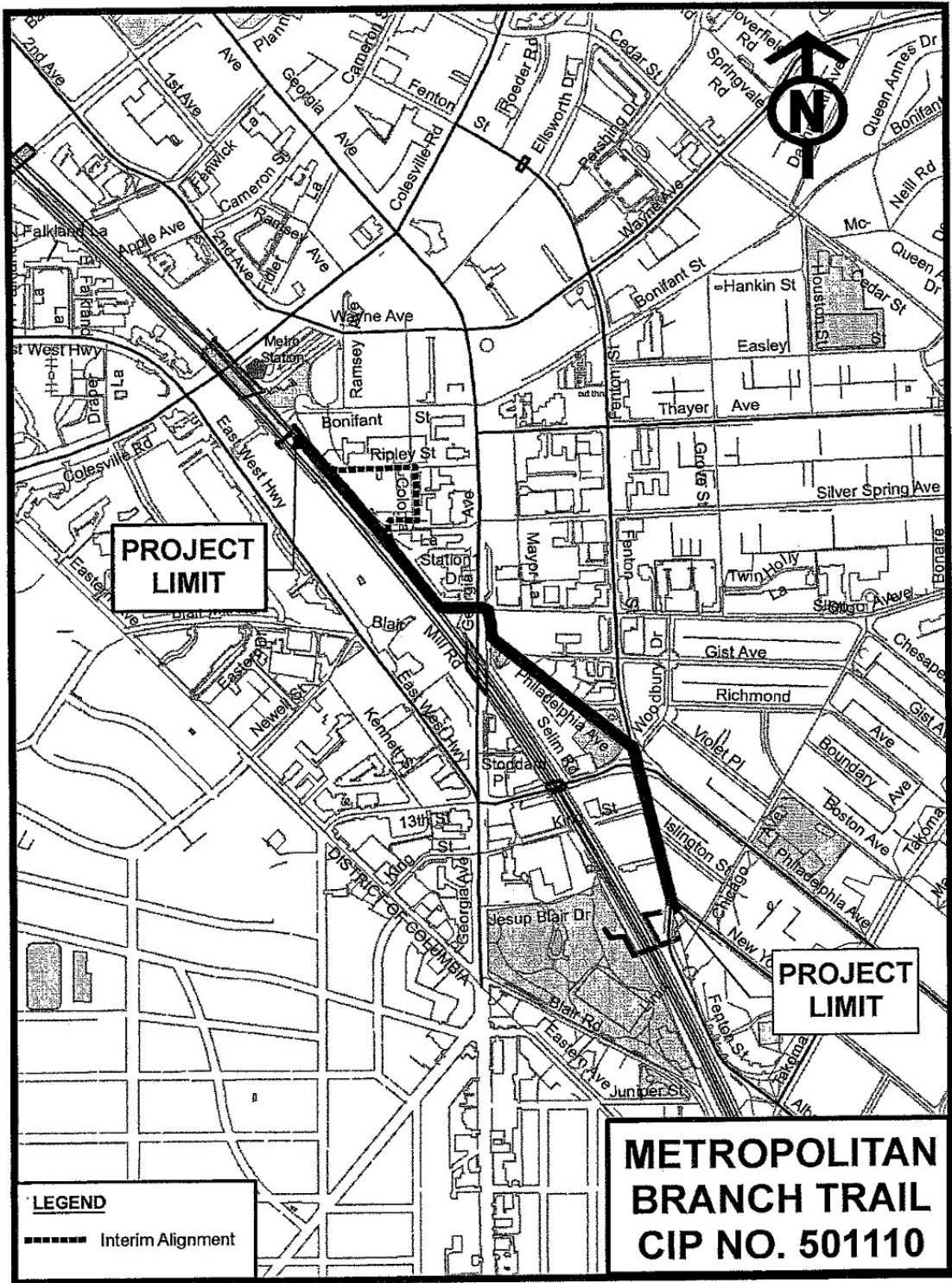
The initial design for the project was funded through Facility Planning: Transportation (CIP#509337). The expenditures reflect the previously approved FY13-18 alignment over Georgia Avenue, which provides a crossing that is safe, cost-effective, and has a more limited visual impact than other proposed alternatives. This project will be coordinated with the redevelopment of Progress Place and other construction activity in the Ripley district of Silver Spring to minimize impacts to surrounding property owners. The project will help the County achieve its Vision Zero goals to reduce deaths and serious injuries on County Roadways to zero by 2030.

DISCLOSURES

A pedestrian impact analysis has been completed for this project.

COORDINATION

Washington Metropolitan Area Transit Authority, CSX-Transportation, Maryland DOT State Highway Administration, Montgomery College, Maryland Historical Trust, Purple Line Project, Maryland-National Capital Park and Planning Commission, Montgomery County Department of Health and Human Services . Special Capital Projects Legislation was enacted on June 23, 2015 and signed into law on July 6, 2015 (Bill No. 29-15).





Oak Drive/MD 27 Sidewalk (P501908)

Category	Transportation	Date Last Modified	12/31/19
SubCategory	Pedestrian Facilities/Bikeways	Administering Agency	Transportation
Planning Area	Damascus and Vicinity	Status	Preliminary Design Stage

EXPENDITURE SCHEDULE (\$000s)

Cost Elements	Total	Thru FY19	Est FY20	Total 6 Years	FY 21	FY 22	FY 23	FY 24	FY 25	FY 26	Beyond 6 Years
Planning, Design and Supervision	3,243	33	36	2,962	66	-	-	-	1,461	1,435	212
Land	2,616	28	632	61	61	-	-	-	-	-	1,895
Site Improvements and Utilities	1,579	-	13	10	10	-	-	-	-	-	1,556
Construction	5,073	-	-	537	537	-	-	-	-	-	4,536
TOTAL EXPENDITURES	12,511	61	681	3,570	674	-	-	-	1,461	1,435	8,199

FUNDING SCHEDULE (\$000s)

Funding Source	Total	Thru FY19	Est FY20	Total 6 Years	FY 21	FY 22	FY 23	FY 24	FY 25	FY 26	Beyond 6 Years
G.O. Bonds	12,511	61	681	3,570	674	-	-	-	1,461	1,435	8,199
TOTAL FUNDING SOURCES	12,511	61	681	3,570	674	-	-	-	1,461	1,435	8,199

APPROPRIATION AND EXPENDITURE DATA (\$000s)

Appropriation FY 21 Request	-	Year First Appropriation	FY19
Appropriation FY 22 Request	-	Last FY's Cost Estimate	12,511
Cumulative Appropriation	1,416		
Expenditure / Encumbrances	61		
Unencumbered Balance	1,355		

PROJECT DESCRIPTION

The total project is comprised of 3 phases. Phase I includes a 4,200 foot segment of Oak Drive and a 350 foot segment of Kingstead road. This phase provides a 5' concrete sidewalk with green buffer along the west side of Oak Drive from its southern intersection with MD 27 to the John T. Baker Middle School. A 5' sidewalk is also provided along the south side of Kingstead Road from Oak Drive to the John Haines park. Phase II will include a 2,300 foot segment of MD 27 (Ridge Road) starting at the northern intersection with Oak Drive and ending at the existing sidewalk at Damascus High School. Phase III will include a 2,500 foot segment of MD 27 (Ridge Road) starting at the southern intersection with Oak Drive and ending at the existing sidewalk at Ridge Landing Place.

ESTIMATED SCHEDULE

Phase I started in FY19 and will be complete in FY21. Phases II and III Final Design will start in FY25.

PROJECT JUSTIFICATION

The project is needed to address the lack of continuous and safe pedestrian access to existing sidewalks and bikeways, transit stops, commercial areas, and community and public facilities in the Damascus area. The 2006 Damascus master plan and 2018 Countywide Bikeways Master Plan recommends sidewalk in the project area.

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

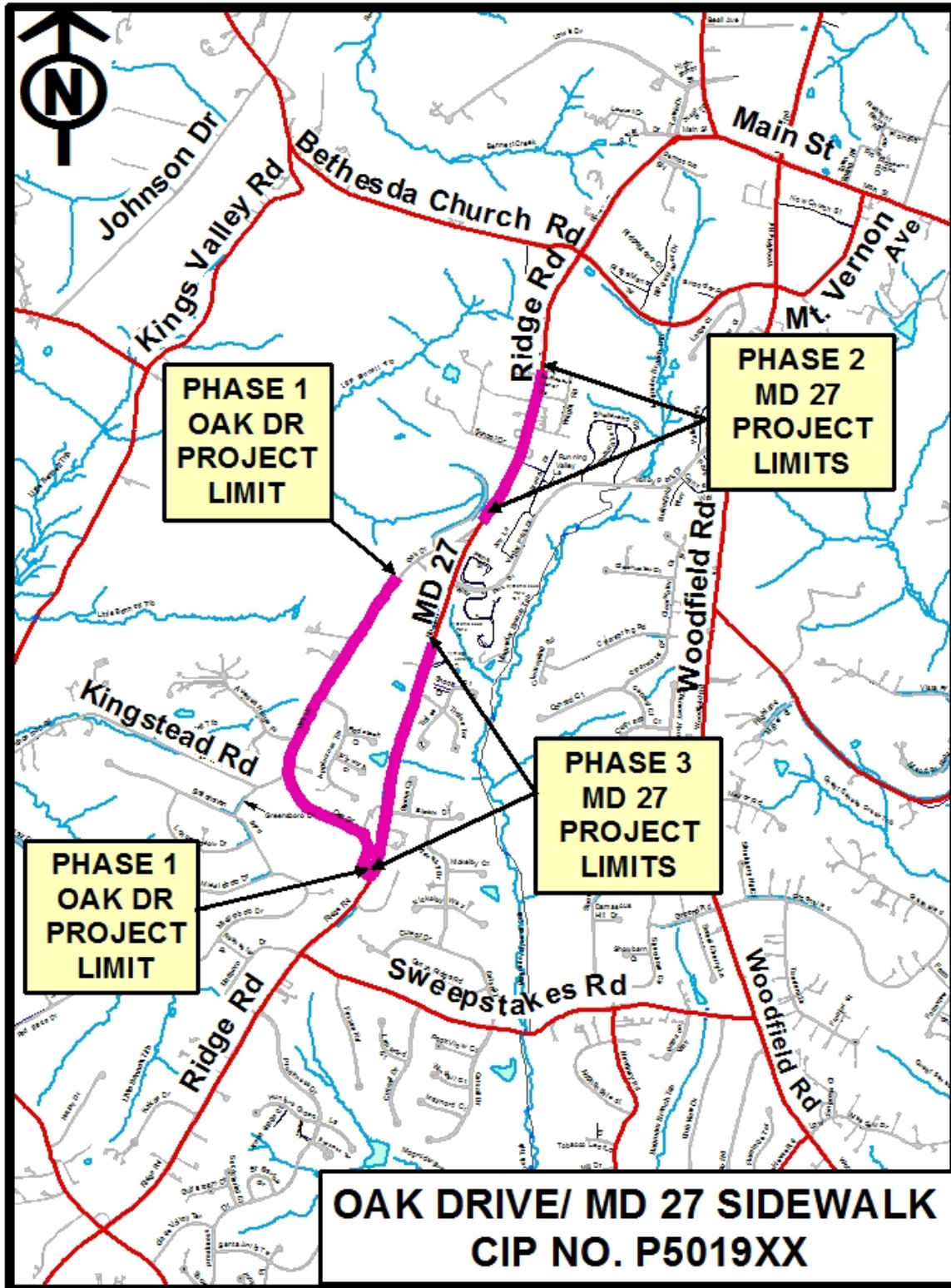
Construction cost estimates for Phase II and Phase III will be updated during the final design.

DISCLOSURES

A pedestrian impact analysis has been completed for this project.

COORDINATION

DPS, DEP, SHA, M-NCPPC, PEPCO, Washington Gas, WSSC, Verizon





Seven Locks Bikeway and Safety Improvements

(P501303)

Category	Transportation	Date Last Modified	01/03/20
SubCategory	Pedestrian Facilities/Bikeways	Administering Agency	Transportation
Planning Area	Travilah and Vicinity	Status	Preliminary Design Stage

EXPENDITURE SCHEDULE (\$000s)

Cost Elements	Total	Thru FY19	Est FY20	Total 6 Years	FY 21	FY 22	FY 23	FY 24	FY 25	FY 26	Beyond 6 Years
Planning, Design and Supervision	3,972	-	-	1,929	-	900	725	304	-	-	2,043
Land	4,766	-	-	3,835	-	-	-	1,795	1,500	540	931
Site Improvements and Utilities	378	-	-	-	-	-	-	-	-	-	378
Construction	17,644	-	-	-	-	-	-	-	-	-	17,644
TOTAL EXPENDITURES	26,760	-	-	5,764	-	900	725	2,099	1,500	540	20,996

FUNDING SCHEDULE (\$000s)

Funding Source	Total	Thru FY19	Est FY20	Total 6 Years	FY 21	FY 22	FY 23	FY 24	FY 25	FY 26	Beyond 6 Years
G.O. Bonds	26,760	-	-	5,764	-	900	725	2,099	1,500	540	20,996
TOTAL FUNDING SOURCES	26,760	-	-	5,764	-	900	725	2,099	1,500	540	20,996

APPROPRIATION AND EXPENDITURE DATA (\$000s)

Appropriation FY 21 Request	-	Year First Appropriation	
Appropriation FY 22 Request	1,625	Last FY's Cost Estimate	24,855
Cumulative Appropriation	-		
Expenditure / Encumbrances	-		
Unencumbered Balance	-		

PROJECT DESCRIPTION

This project provides for pedestrian and bicycle improvements for dual bicycle facilities (on-road and off-road) and enhanced, continuous pedestrian facilities along Seven Locks Road from Montrose Road to Bradley Boulevard (3.3 miles) plus a bike path on Montrose Road between Seven Locks Road and the I-270 ramp, plus northbound and eastbound auxiliary through lanes with on-road bike lanes at the intersection of Seven Locks Road and Tuckerman Lane. The project is broken down into three phases: Phase I provides dual bikeway and pedestrian facilities for the segment of Seven Locks Road from Montrose Road to Tuckerman Lane including the bike path on Montrose and the improvements to the Tuckerman Lane intersection. Phase II provides a dual bikeway and pedestrian facilities for the segment of Seven Locks Road from Tuckerman Lane to Democracy Boulevard. Phase III provides a dual bikeway and pedestrian facilities for the segment of Seven Locks Road from Democracy Boulevard to Bradley Boulevard.

LOCATION

Potomac-Travilah

ESTIMATED SCHEDULE

Design is scheduled to start in FY22 with construction to start in FY27.

COST CHANGE

The project cost has increased due to the addition of lighting and construction cost escalation.

PROJECT JUSTIFICATION

This project is needed to address bicycle facility disconnects along Seven Locks Road. The roadway lacks adequate north-south, on-road/off-road bicycle facilities necessary to provide continuity and connection between existing and future bike facilities. Continuous bicycle and pedestrian facilities are needed to allow safe access to residential, retail and commercial destinations, as well as existing religious and educational and facilities. Plans and studies include: 2002 Potomac Sub-Region Master Plan; 2018 Countywide Bikeways Master Plan and MCDOT Facility Planning Phase I & II

OTHER

Costs are based on preliminary design. This project currently provides funding for Phase I improvements only. 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

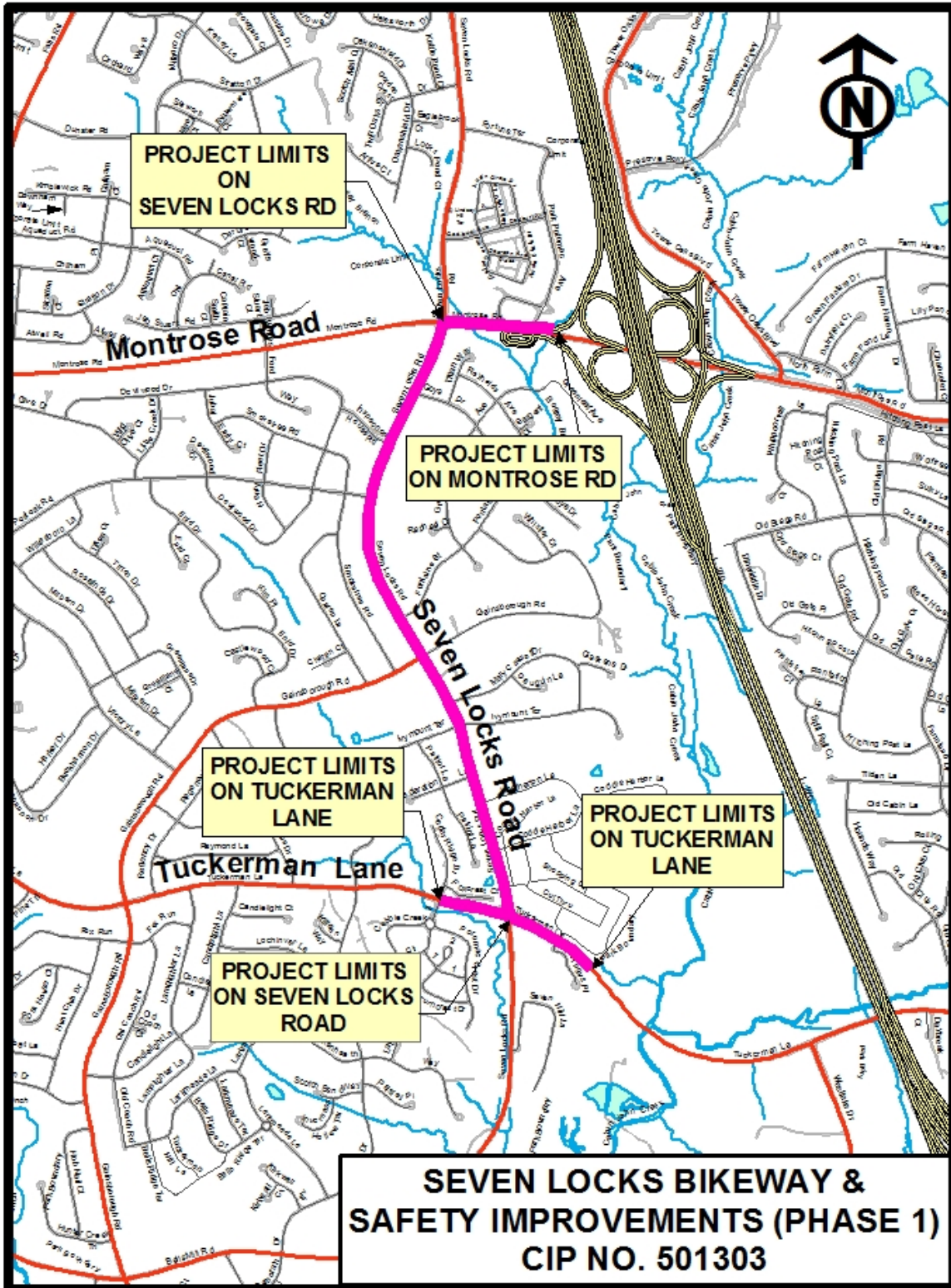
The total estimated cost of the project for all three phases is in the \$50 to \$60 million range, including design, land acquisition, site improvements, utility relocation, and construction. The project can be built in phases to better absorb cost and financial constraints.

DISCLOSURES

A pedestrian impact analysis has been completed for this project.

COORDINATION

Maryland-National Capital Park and Planning Commission, Department of Permitting Services, Pepco, Verizon, Washington Gas, Washington Suburban Sanitary Commission; Special Capital Projects Legislation will be proposed by the County Executive.





Sidewalk Program Minor Projects

(P506747)

Category	Transportation	Date Last Modified	01/03/20
SubCategory	Pedestrian Facilities/Bikeways	Administering Agency	Transportation
Planning Area	Countywide	Status	Ongoing

EXPENDITURE SCHEDULE (\$000s)

Cost Elements	Total	Thru FY19	Est FY20	Total 6 Years	FY 21	FY 22	FY 23	FY 24	FY 25	FY 26	Beyond 6 Years
Planning, Design and Supervision	10,749	5,478	878	4,393	520	735	1,017	520	761	840	-
Land	2,284	2,198	6	80	6	8	10	6	25	25	-
Site Improvements and Utilities	173	66	14	93	14	17	20	14	14	14	-
Construction	23,586	5,727	2,339	15,520	1,874	2,654	3,797	1,874	2,200	3,121	-
TOTAL EXPENDITURES	36,792	13,469	3,237	20,086	2,414	3,414	4,844	2,414	3,000	4,000	-

FUNDING SCHEDULE (\$000s)

Funding Source	Total	Thru FY19	Est FY20	Total 6 Years	FY 21	FY 22	FY 23	FY 24	FY 25	FY 26	Beyond 6 Years
G.O. Bonds	36,716	13,469	3,161	20,086	2,414	3,414	4,844	2,414	3,000	4,000	-
State Aid	76	-	76	-	-	-	-	-	-	-	-
TOTAL FUNDING SOURCES	36,792	13,469	3,237	20,086	2,414	3,414	4,844	2,414	3,000	4,000	-

APPROPRIATION AND EXPENDITURE DATA (\$000s)

Appropriation FY 21 Request	2,414	Year First Appropriation	FY67
Appropriation FY 22 Request	3,414	Last FY's Cost Estimate	27,792
Cumulative Appropriation	16,706		
Expenditure / Encumbrances	13,954		
Unencumbered Balance	2,752		

PROJECT DESCRIPTION

This pedestrian access improvement program provides sidewalks on County-owned roads and some State-maintained roadways. Some funds from this project will go to support the Renew Montgomery program. The Department of Transportation maintains an official list of all outstanding sidewalk requests. Future projects are evaluated and selected from this list, which is continually updated with new requests. In addition, projects identified by the Citizens' Advisory Boards are placed on the list. One aspect of this project will focus on improving pedestrian walkability by creating a safer walking environment, utilizing selected engineering technologies, and ensuring Americans with Disabilities Act of 1990 (ADA) compliance.

COST CHANGE

Increase in scope of \$1 million in FY23 and FY24. Also, added funding in FY25 and FY26 for this level of effort project.

PROJECT JUSTIFICATION

In addition to connecting existing sidewalks, these projects increase pedestrian safety and facilitate walking to: Metrorail stations, bus stops, shopping and medical centers, employment, recreational, and school sites. This program also complements and augments the bikeways that are included in road projects.

OTHER

Projects originate from private citizens, citizen associations, and public agencies. Projects are evaluated and scheduled using sidewalk prioritization procedures. The project will help the County achieve its Vision Zero goals to reduce deaths and serious injuries on County Roadways to zero by 2030.

DISCLOSURES

A pedestrian impact analysis has been completed for this project. Expenditures will continue indefinitely. 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

Renew Montgomery Program, Maryland-National Capital Park and Planning Commission, Maryland DOT State Highway Administration, Montgomery County Public Schools, Washington Metropolitan Area Transit Authority, Sidewalk and Infrastructure Revitalization , Maryland Mass Transit Administration, Montgomery County Pedestrian Safety Advisory Committee, Commission on People with Disabilities



Silver Spring Green Trail

(P509975)

Category	Transportation	Date Last Modified	10/20/19
SubCategory	Pedestrian Facilities/Bikeways	Administering Agency	Transportation
Planning Area	Silver Spring and Vicinity	Status	Under Construction

EXPENDITURE SCHEDULE (\$000s)

Cost Elements	Total	Thru FY19	Est FY20	Total 6 Years	FY 21	FY 22	FY 23	FY 24	FY 25	FY 26	Beyond 6 Years
Planning, Design and Supervision	1,426	1,207	119	100	50	50	-	-	-	-	-
Land	7	7	-	-	-	-	-	-	-	-	-
Site Improvements and Utilities	5	5	-	-	-	-	-	-	-	-	-
Construction	536	354	91	91	77	14	-	-	-	-	-
Other	1	1	-	-	-	-	-	-	-	-	-
TOTAL EXPENDITURES	1,975	1,574	210	191	127	64	-	-	-	-	-

FUNDING SCHEDULE (\$000s)

Funding Source	Total	Thru FY19	Est FY20	Total 6 Years	FY 21	FY 22	FY 23	FY 24	FY 25	FY 26	Beyond 6 Years
Current Revenue: General	265	265	-	-	-	-	-	-	-	-	-
G.O. Bonds	862	461	210	191	127	64	-	-	-	-	-
PAYGO	848	848	-	-	-	-	-	-	-	-	-
TOTAL FUNDING SOURCES	1,975	1,574	210	191	127	64	-	-	-	-	-

APPROPRIATION AND EXPENDITURE DATA (\$000s)

Appropriation FY 21 Request	127	Year First Appropriation	FY99
Appropriation FY 22 Request	64	Last FY's Cost Estimate	1,975
Cumulative Appropriation	1,784		
Expenditure / Encumbrances	1,661		
Unencumbered Balance	123		

PROJECT DESCRIPTION

This project provides for an urban trail along the selected Purple Line alignment along Wayne Avenue in Silver Spring. A Memorandum of Understanding (MOU) will be established between the County and the Maryland Transit Administration (MTA) to incorporate the design and construction of the trail as a part of the design and construction of the Purple Line. The pedestrian and bicycle use along this trail supplements the County transportation program. The funding provided for the trail includes the design, property acquisition, and construction of the trail through the Silver Spring Central Business District (CBD), along the northern side of Wayne Avenue from Fenton Street to the Sligo Creek Hiker-Biker Trail. This trail is part of a transportation corridor and is not a recreation area of State or local significance. The trail will include an 8 to 10 foot wide bituminous shared use path, lighting, and landscaping. The trail will provide access to the Silver Spring Transit Station via the Metropolitan Branch and the future Capital Crescent Trail.

PROJECT JUSTIFICATION

This project will create an important link through Silver Spring to the Silver Spring Transit Center and will provide connectivity to other trails and mitigate congestion on area roads.

OTHER

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

FISCAL NOTE

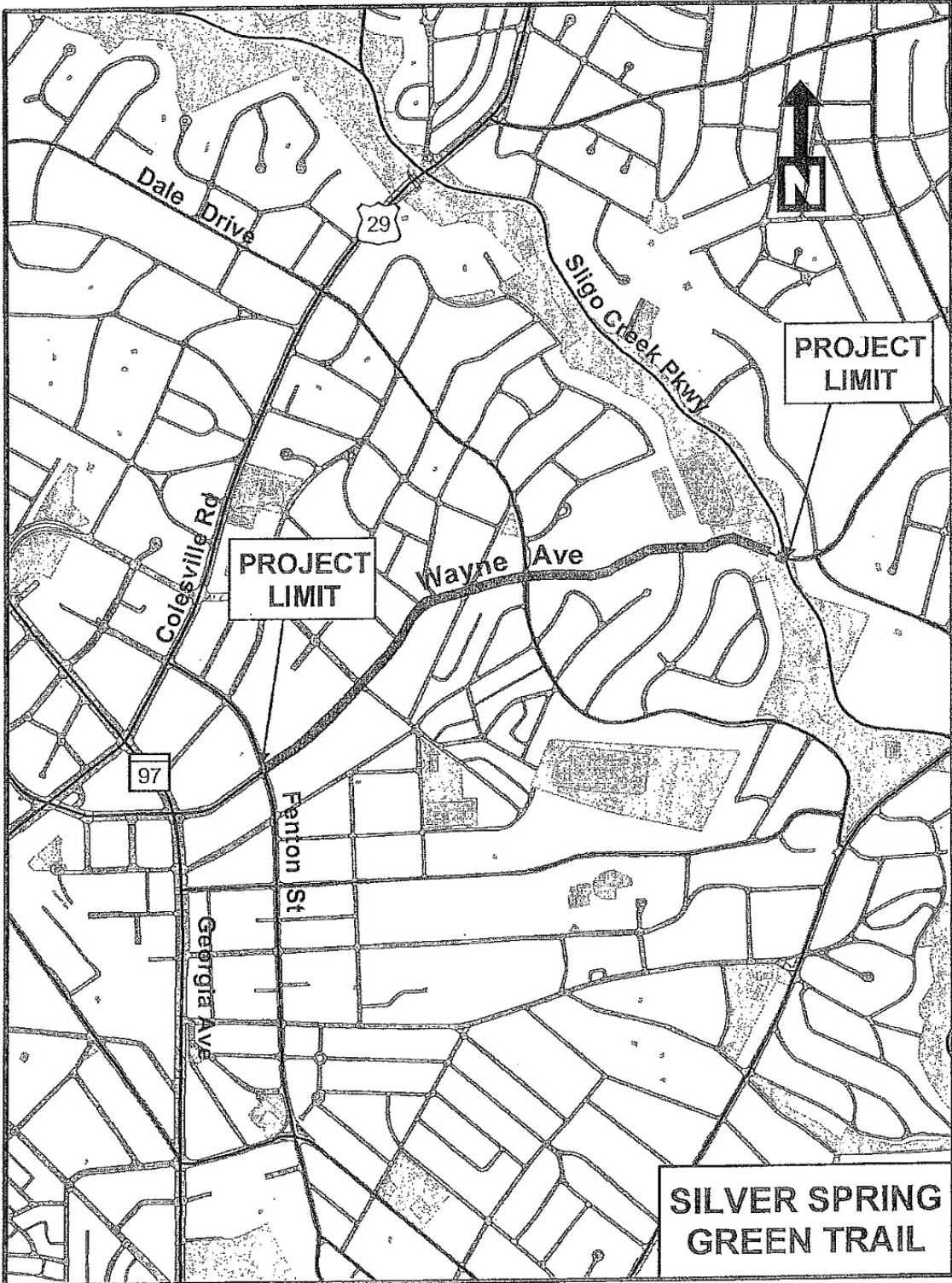
The project schedule and cost estimate were updated in FY17 as a result of the MTA's proposed Public Private Partnership for the Purple Line and reflect the actual bid by the Concessionaire.

DISCLOSURES

A pedestrian impact analysis has been completed for this project.

COORDINATION

Maryland-National Capital Park and Planning Commission, Maryland State Highway Administration, Washington Metropolitan Area Transit Authority, Utility Companies, Silver Spring Chamber of Commerce, Silver Spring Transportation Management District, Maryland Transit Administration





Transportation Improvements For Schools (P509036)

Category	Transportation	Date Last Modified	01/03/20
SubCategory	Pedestrian Facilities/Bikeways	Administering Agency	Transportation
Planning Area	Countywide	Status	Ongoing

EXPENDITURE SCHEDULE (\$000s)

Cost Elements	Total	Thru FY19	Est FY20	Total 6 Years	FY 21	FY 22	FY 23	FY 24	FY 25	FY 26	Beyond 6 Years
Planning, Design and Supervision	831	210	207	414	69	69	69	69	69	69	-
Land	651	651	-	-	-	-	-	-	-	-	-
Site Improvements and Utilities	247	22	75	150	25	25	25	25	25	25	-
Construction	1,041	136	215	690	115	115	115	115	115	115	-
TOTAL EXPENDITURES	2,770	1,019	497	1,254	209	209	209	209	209	209	-

FUNDING SCHEDULE (\$000s)

Funding Source	Total	Thru FY19	Est FY20	Total 6 Years	FY 21	FY 22	FY 23	FY 24	FY 25	FY 26	Beyond 6 Years
G.O. Bonds	2,770	1,019	497	1,254	209	209	209	209	209	209	-
TOTAL FUNDING SOURCES	2,770	1,019	497	1,254	209	209	209	209	209	209	-

APPROPRIATION AND EXPENDITURE DATA (\$000s)

Appropriation FY 21 Request	209	Year First Appropriation	FY89
Appropriation FY 22 Request	209	Last FY's Cost Estimate	2,352
Cumulative Appropriation	1,516		
Expenditure / Encumbrances	1,124		
Unencumbered Balance	392		

PROJECT DESCRIPTION

This project provides for transportation improvements such as intersection modifications, sidewalks, traffic signals, streetlights, etc., necessary for safe pedestrian and vehicular circulation for schools identified in the Montgomery County Public Schools (MCPS) Capital Program. One aspect of this project will focus on improving pedestrian walkability by creating a safer walking environment, utilizing selected engineering technologies, and ensuring ADA compliance.

COST CHANGE

Cost change due to the addition of FY25 and FY26 to this ongoing project.

PROJECT JUSTIFICATION

This project is the result of a task force which included representatives from the County Executive, County Council, MCPS, Maryland-National Capital Park and Planning Commission (M-NCPPC), and the Maryland State Highway Administration (MSHA). The construction of schools in the County must be supported by off-site transportation improvements to provide safe access. An individual study has been undertaken to identify requirements related to each new school.

OTHER

Projects included in this program are subject to Council-approved changes in the MCPS program. Safety assessments and studies as part of the Safe Routes to Schools Program are funded in the Department of Transportation's (DOT) operating budget. Recommendations from those studies can result in the need for capital improvements that are beyond the scope of the operating budget. Current/Planned Projects: William B. Gibbs Jr Elementary School, Northwest High School, Jones Lane Elementary School and Bradley Hills Elementary School.

DISCLOSURES

A pedestrian impact analysis has been completed for this project. Expenditures will continue indefinitely.

COORDINATION

Montgomery County Public Schools, Maryland-National Capital Park and Planning Commission, Department of Permitting Services, Maryland State Highway Administration, Montgomery County Pedestrian Safety Advisory Committee