



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 Projects 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

- DOT was awarded federal funding to construct secure bike parking facilities in Silver Spring and Bethesda. As the County builds out its low-stress bike network, providing convenient and secure bike parking facilities is critical. This project will add secure bike parking facilities at the Silver Spring Transit Center and the Bethesda Metro Station, both of which are served by the Metro Red Line and will soon be served by the Purple Line light rail.
- Funding for Level-of-Effort projects was escalated for inflation and funding was added for FY29 and FY30. This increase in funding will allow DOT to maintain their efforts to improve pedestrian and bikeway accessibility throughout the County given the contractual and material cost increases.
- Increases in funding for multiple projects due to inflationary factors, or updated design are included in the FY25 Recommended Budget, including Fenton Street CycleTrack, Good Hope Road Shared Use Path, Bowie Mill Road Bikeway, Falls Road Bikeway and Pedestrian Facility, Forest Glen Passageway, Bicycle Pedestrian Priority Area Improvements - Purple Line, MD355-Clarksburg Shared Use Path, Tuckerman Lane Sidewalk, and Dale Drive Shared Use Path and Safety Improvements. These projects will help improve the County's overall accessibility for pedestrians and bikeways as well as contribute to the Vision Zero goal of reducing deaths and serious injuries on County roads.
- Add funding to Bicycle-Pedestrian Priority Area Improvements - Wheaton CBD to construct additional sub projects.
- Continue funding for two Purple Line-related projects: Capital Crescent Trail and the Silver Spring Green Trail.
- Continue funding for the Metropolitan Branch Trail.

PROGRAM CONTACTS

Contact Brady Goldsmith of the Department of Transportation at 240.777.2793 or Gregory Bruno of the Office of Management and Budget at 240.777.2773 for more information regarding this department's capital budget.

CAPITAL PROGRAM REVIEW

The recommended DOT Pedestrian Facilities and Bikeways Program for FY25-30 totals \$274.1 million and includes 30 ongoing projects. The recommended six-year expenditure total represents a decrease of \$59.6 million, or 17.9 percent, over the Amended FY23-28 six-year program of \$333.7 million. While there was a decrease in the six year period from FY25-FY30, overall, there was nearly a \$96 million increase in the total budget due to updated design estimates and inflationary increases for construction materials and labor costs. Cost increases in some Pedestrian/Bikeways projects, and other CIP cost pressures, particularly for schools, led to deferral of a number of projects to beyond six years.

VISION ZERO

Vision Zero is the County's comprehensive plan to eliminate serious and fatal injuries for our roadways. The Vision Zero 2030 Action Plan has 45 action items to move from plan to action. The majority of action items are implemented through Capital Improvement Projects to remake our roads into complete streets with sidewalks, bikeways, new signals, and safe driving speeds. 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. Learn more about Vision Zero and see the latest action plan at montgomerycountymd.gov/visionzero. Pedestrian Facilities and Bikeways projects comprise \$274.1 million of the total estimated Vision Zero CIP budget of \$493.8 million for Vision Zero projects in the FY25-30 period.

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. In addition to the projects in the Pedestrian Facilities and Bikeways sub-category, 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: Guardrails, Bus Stop Improvements, Intersection and Spot Improvements, Neighborhood Traffic Calming, Pedestrian Safety Program, Streetlight Enhancements - CBD, Transportation Improvements for Schools, ADA Compliance: Transportation, Resurfacing: Residential/Rural, Sidewalk and Curb Replacement, Streetlighting, Traffic Signals, Advanced Transportation Management System, MCPS - Improved Safe Access to Schools and MNCPPC - Vision Zero.

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 FY25-30 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		X	
P508000	Subdivision Roads Participation	X	X		
P501116	White Flint District West: Transportation	X	X	X	
P501507	Observation Drive Extended	X	X	X	
P509036	Transportation Improvements for Schools	X			
P509337	Facility Planning: Transportation	X	X	X	
P501701	Dennis Avenue Bridge	X		X	
P501906	Dorsey Mill Road Bridge	X	X	X	
P502104	Brink Road Bridge				X
P502105	Garrett Park Bridge			X	X
P502505	Auth Lane Pedestrian Bridge	X			
P502503	Brookville Road Bridge	X		X	
P502507	Redland Road Bridge				X
Total Projects with Pedestrian Facilities and/or Bikeways		11	5	8	3



ADA Compliance: Transportation

(P509325)

Category	Transportation	Date Last Modified	01/11/24
SubCategory	Pedestrian Facilities/Bikeways	Administering Agency	Transportation
Planning Area	Countywide	Status	Ongoing

EXPENDITURE SCHEDULE (\$000s)

Cost Elements	Total	Thru FY23	Est FY24	Total 6 Years	FY 25	FY 26	FY 27	FY 28	FY 29	FY 30	Beyond 6 Years
Planning, Design and Supervision	6,258	4,913	235	1,110	185	185	185	185	185	185	-
Land	597	597	-	-	-	-	-	-	-	-	-
Site Improvements and Utilities	263	88	25	150	25	25	25	25	25	25	-
Construction	10,686	3,463	1,991	5,232	872	872	872	872	872	872	-
TOTAL EXPENDITURES	17,804	9,061	2,251	6,492	1,082	1,082	1,082	1,082	1,082	1,082	-

FUNDING SCHEDULE (\$000s)

Funding Source	Total	Thru FY23	Est FY24	Total 6 Years	FY 25	FY 26	FY 27	FY 28	FY 29	FY 30	Beyond 6 Years
Developer Payments	300	-	300	-	-	-	-	-	-	-	-
G.O. Bonds	17,504	9,061	1,951	6,492	1,082	1,082	1,082	1,082	1,082	1,082	-
TOTAL FUNDING SOURCES	17,804	9,061	2,251	6,492	1,082	1,082	1,082	1,082	1,082	1,082	-

APPROPRIATION AND EXPENDITURE DATA (\$000s)

Appropriation FY 25 Request	1,082	Year First Appropriation	FY93
Appropriation FY 26 Request	1,082	Last FY's Cost Estimate	15,312
Cumulative Appropriation	11,312		
Expenditure / Encumbrances	10,105		
Unencumbered Balance	1,207		

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 increase due to inflation in FY25-28. Funding for FY29 and FY30 was added.

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	09/08/23
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 FY23	Est FY24	Total 6 Years	FY 25	FY 26	FY 27	FY 28	FY 29	FY 30	Beyond 6 Years
Planning, Design and Supervision	4,665	3,861	739	65	65	-	-	-	-	-	-
Land	189	189	-	-	-	-	-	-	-	-	-
Site Improvements and Utilities	109	109	-	-	-	-	-	-	-	-	-
Construction	7,484	3,704	3,480	300	300	-	-	-	-	-	-
Other	1	1	-	-	-	-	-	-	-	-	-
TOTAL EXPENDITURES	12,448	7,864	4,219	365	365	-	-	-	-	-	-

FUNDING SCHEDULE (\$000s)

Funding Source	Total	Thru FY23	Est FY24	Total 6 Years	FY 25	FY 26	FY 27	FY 28	FY 29	FY 30	Beyond 6 Years
Developer Payments	372	10	362	-	-	-	-	-	-	-	-
G.O. Bonds	12,076	7,854	3,857	365	365	-	-	-	-	-	-
TOTAL FUNDING SOURCES	12,448	7,864	4,219	365	365	-	-	-	-	-	-

OPERATING BUDGET IMPACT (\$000s)

Impact Type	Total 6 Years	FY 25	FY 26	FY 27	FY 28	FY 29	FY 30
Maintenance	12	2	2	2	2	2	2
Energy	6	1	1	1	1	1	1
NET IMPACT	18	3	3	3	3	3	3

APPROPRIATION AND EXPENDITURE DATA (\$000s)

Appropriation FY 25 Request	365	Year First Appropriation	FY04
Appropriation FY 26 Request	-	Last FY's Cost Estimate	12,448
Cumulative Appropriation	12,083		
Expenditure / Encumbrances	9,386		
Unencumbered Balance	2,697		

PROJECT DESCRIPTION

This project includes construction of separated bike facilities on several roadways in downtown Bethesda as planned in the 2017 Bethesda Downtown Plan and the 2018 Bicycle Master Plan. Included is the Capital Crescent Surface Trail Phase 1; the Woodmont Avenue Cycletrack Phases 1, 2A, 2B, and 2C ; the Montgomery Lane/Montgomery Avenue Cycletrack Phases 1, 2A, 2B, and 2C; and the Norfolk/Cheltenham Bikeway.

LOCATION

Bethesda Central Business District

ESTIMATED SCHEDULE

Construction on the Capital Crescent Surface Trail - Phase 1, and the Woodmont Avenue Cycletrack - Phase 1 was completed in FY23. Construction of the Montgomery Ave Cycletrack - Phases 1, 2A, and 2B will be completed in FY24. Design and construction of Phase 2 of the Woodmont Avenue Cycletrack and Phase 2C of the Montgomery Avenue Cycletrack will be completed in FY24 and construction is expected in FY25. The design of the Norfolk/Cheltenham Bikeway will be completed in FY24 with construction expected in FY25.

PROJECT JUSTIFICATION

The project implements improvements recommended in the Bethesda Downtown Plan (2017) and Bicycle Master Plan (2018). Additionally, it will help the County achieve its non-auto-driver mode share (NADMS) goals and the goals under the County Executive's Vision Zero initiative to reduce roadway crashes with severe injury and death to zero by 2030. These pedestrian and bike facilities will also help the County address the climate action plan.

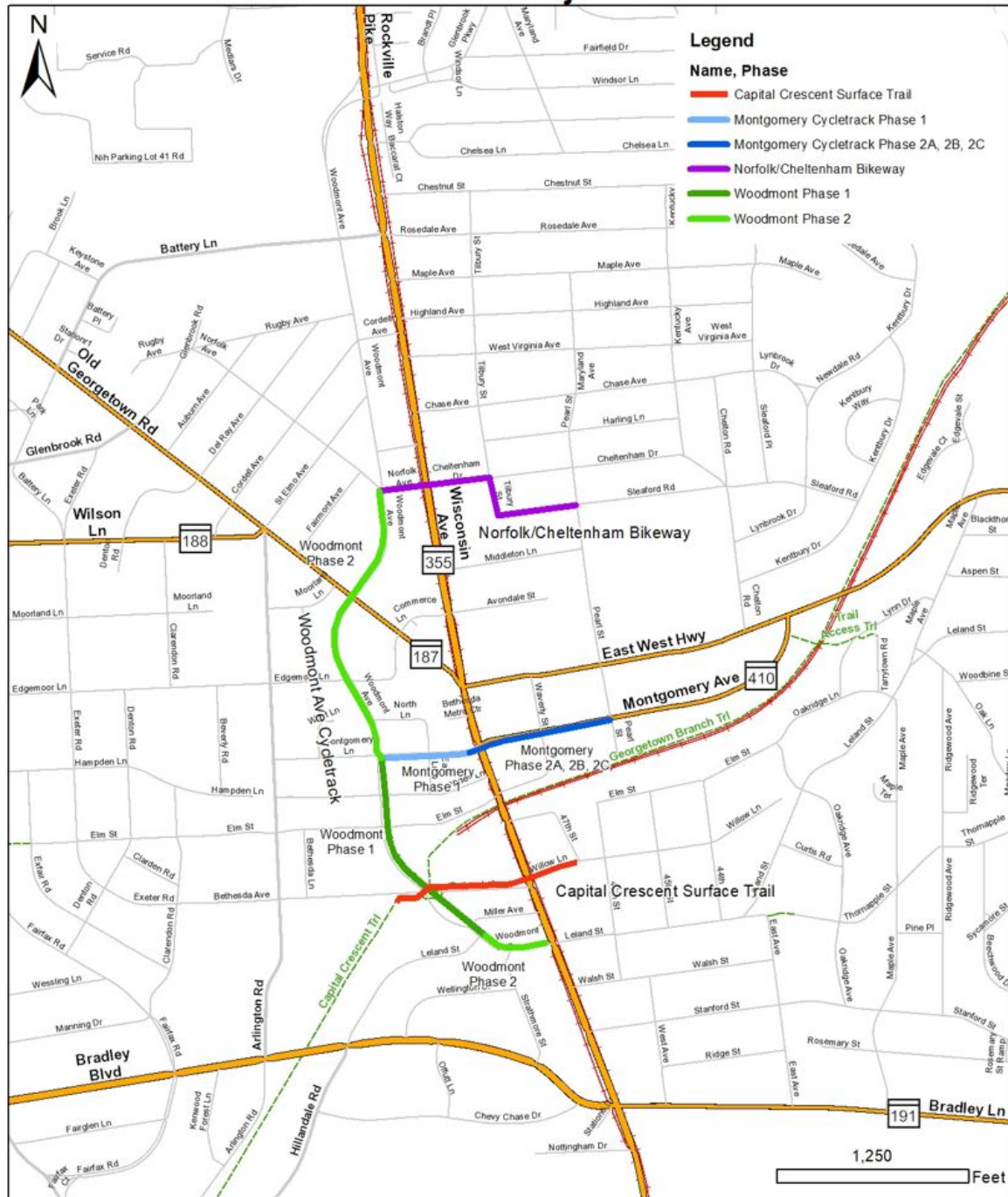
DISCLOSURES

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).

Bethesda Bikeways 500119 Funded Projects





Bicycle-Pedestrian Priority Area Improvements (P501532)

Category	Transportation	Date Last Modified	01/11/24
SubCategory	Pedestrian Facilities/Bikeways	Administering Agency	Transportation
Planning Area	Countywide	Status	Ongoing

EXPENDITURE SCHEDULE (\$000s)

Cost Elements	Total	Thru FY23	Est FY24	Total 6 Years	FY 25	FY 26	FY 27	FY 28	FY 29	FY 30	Beyond 6 Years
Planning, Design and Supervision	8,863	5,418	1,138	2,307	195	306	282	573	456	495	-
Land	13	13	-	-	-	-	-	-	-	-	-
Site Improvements and Utilities	95	95	-	-	-	-	-	-	-	-	-
Construction	12,314	4,140	4,020	4,154	917	1,071	488	463	611	604	-
TOTAL EXPENDITURES	21,285	9,666	5,158	6,461	1,112	1,377	770	1,036	1,067	1,099	-

FUNDING SCHEDULE (\$000s)

Funding Source	Total	Thru FY23	Est FY24	Total 6 Years	FY 25	FY 26	FY 27	FY 28	FY 29	FY 30	Beyond 6 Years
Current Revenue: General	375	309	66	-	-	-	-	-	-	-	-
G.O. Bonds	20,910	9,357	5,092	6,461	1,112	1,377	770	1,036	1,067	1,099	-
TOTAL FUNDING SOURCES	21,285	9,666	5,158	6,461	1,112	1,377	770	1,036	1,067	1,099	-

OPERATING BUDGET IMPACT (\$000s)

Impact Type	Total 6 Years	FY 25	FY 26	FY 27	FY 28	FY 29	FY 30
Maintenance	30	5	5	5	5	5	5
NET IMPACT	30	5	5	5	5	5	5

APPROPRIATION AND EXPENDITURE DATA (\$000s)

Appropriation FY 25 Request	2,489	Year First Appropriation	FY16
Appropriation FY 26 Request	-	Last FY's Cost Estimate	18,945
Cumulative Appropriation	14,824		
Expenditure / Encumbrances	11,042		
Unencumbered Balance	3,782		

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 FY16 and will continue into FY27. Design of projects in the Grosvenor BiPPA began in FY17 and will extend into FY24. Design of projects in Glenmont will occur in FY25-28.

COST CHANGE

Cost increase due to inflation in FY25-28. Funding for FY29 and FY30 was added.

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.

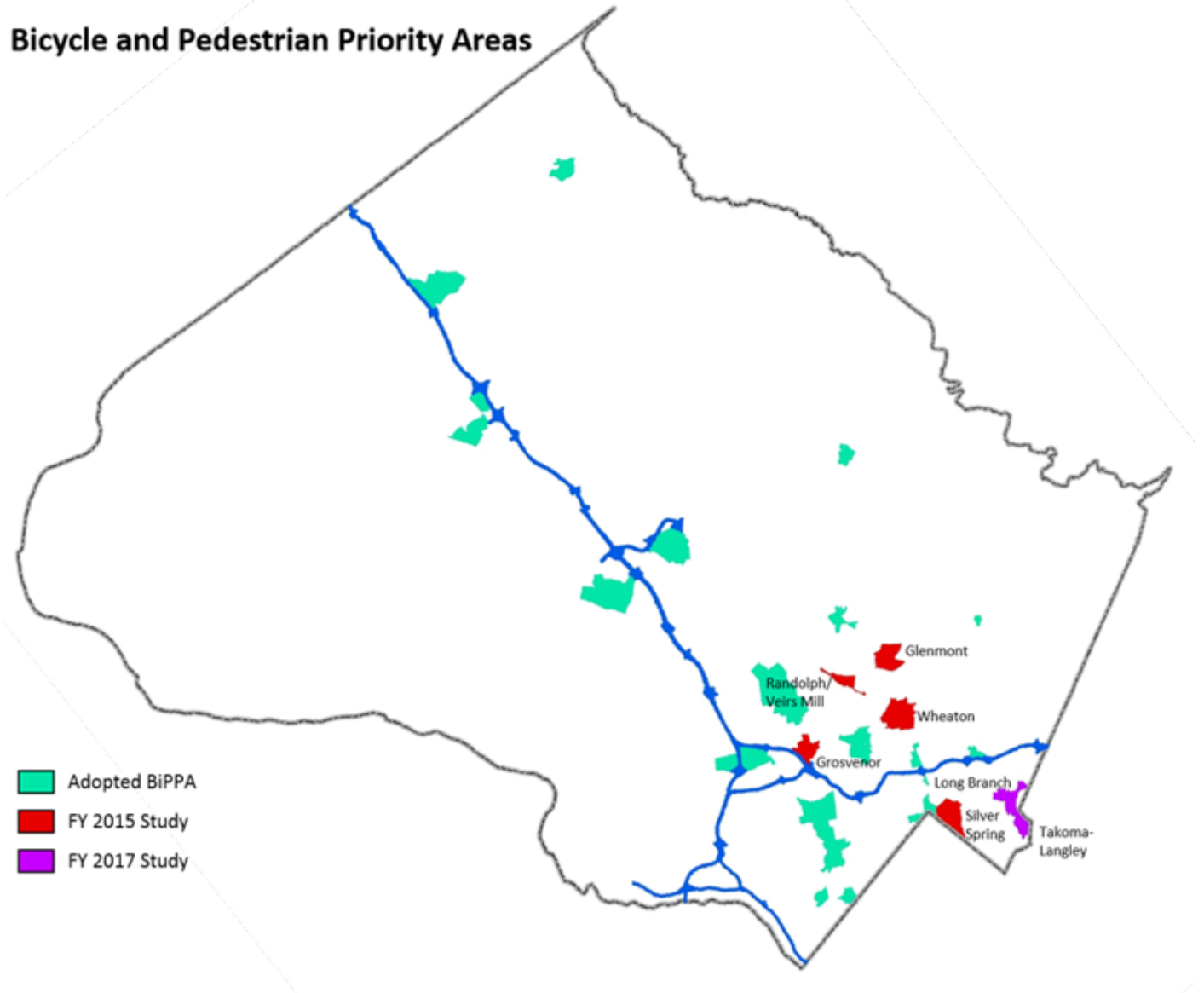
DISCLOSURES

A pedestrian impact analysis has been completed for this project. 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	01/07/24
SubCategory	Pedestrian Facilities/Bikeways	Administering Agency	Transportation
Planning Area	Silver Spring and Vicinity	Status	Preliminary Design Stage

EXPENDITURE SCHEDULE (\$000s)

Cost Elements	Total	Thru FY23	Est FY24	Total 6 Years	FY 25	FY 26	FY 27	FY 28	FY 29	FY 30	Beyond 6 Years
Planning, Design and Supervision	4,677	773	1,248	2,656	974	1,297	237	148	-	-	-
Land	700	-	-	700	350	350	-	-	-	-	-
Site Improvements and Utilities	395	-	138	257	50	107	50	50	-	-	-
Construction	9,845	1,157	813	7,875	1,795	3,556	1,311	1,213	-	-	-
TOTAL EXPENDITURES	15,617	1,930	2,199	11,488	3,169	5,310	1,598	1,411	-	-	-

FUNDING SCHEDULE (\$000s)

Funding Source	Total	Thru FY23	Est FY24	Total 6 Years	FY 25	FY 26	FY 27	FY 28	FY 29	FY 30	Beyond 6 Years
G.O. Bonds	14,452	765	2,199	11,488	3,169	5,310	1,598	1,411	-	-	-
Impact Tax	1,165	1,165	-	-	-	-	-	-	-	-	-
TOTAL FUNDING SOURCES	15,617	1,930	2,199	11,488	3,169	5,310	1,598	1,411	-	-	-

OPERATING BUDGET IMPACT (\$000s)

Impact Type	Total 6 Years	FY 25	FY 26	FY 27	FY 28	FY 29	FY 30
Maintenance	20	-	-	-	-	10	10
Energy	4	-	-	-	-	2	2
NET IMPACT	24	-	-	-	-	12	12

APPROPRIATION AND EXPENDITURE DATA (\$000s)

Appropriation FY 25 Request	8,479	Year First Appropriation	FY21
Appropriation FY 26 Request	-	Last FY's Cost Estimate	12,617
Cumulative Appropriation	6,217		
Expenditure / Encumbrances	2,935		
Unencumbered Balance	3,282		

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 from Bethesda to Takoma Park within 1/2-mile radius of each station. Proposed projects include: 1) Area-wide improvements; 2) Bicycle lanes, cycle tracks, sidepath, or sharrows as needed and appropriate for each station's 1/2-mile area; 3) Signage and wayfinding improvements; 4) Sidewalk gap closure near Purple Line Stations; 5) Improved trail connections; 6) Construction of a neighborhood greenway; and 7) Additional improvements to enhance purple line accessibility.

LOCATION

Purple Line corridor within 1/2-mile of each station

ESTIMATED SCHEDULE

Throughout the Purple Line BiPPAs, area-wide improvements began in FY22 and continue on an annual basis for design and construction through FY28.

COST CHANGE

Increase due to inflation.

PROJECT JUSTIFICATION

This project will enhance efforts to improve pedestrian and bicyclist mobility, safety, and access within 1/2-mile of all 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 schools, retail, and commercial centers as well as accessibility to each of the Purple Line stations. 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

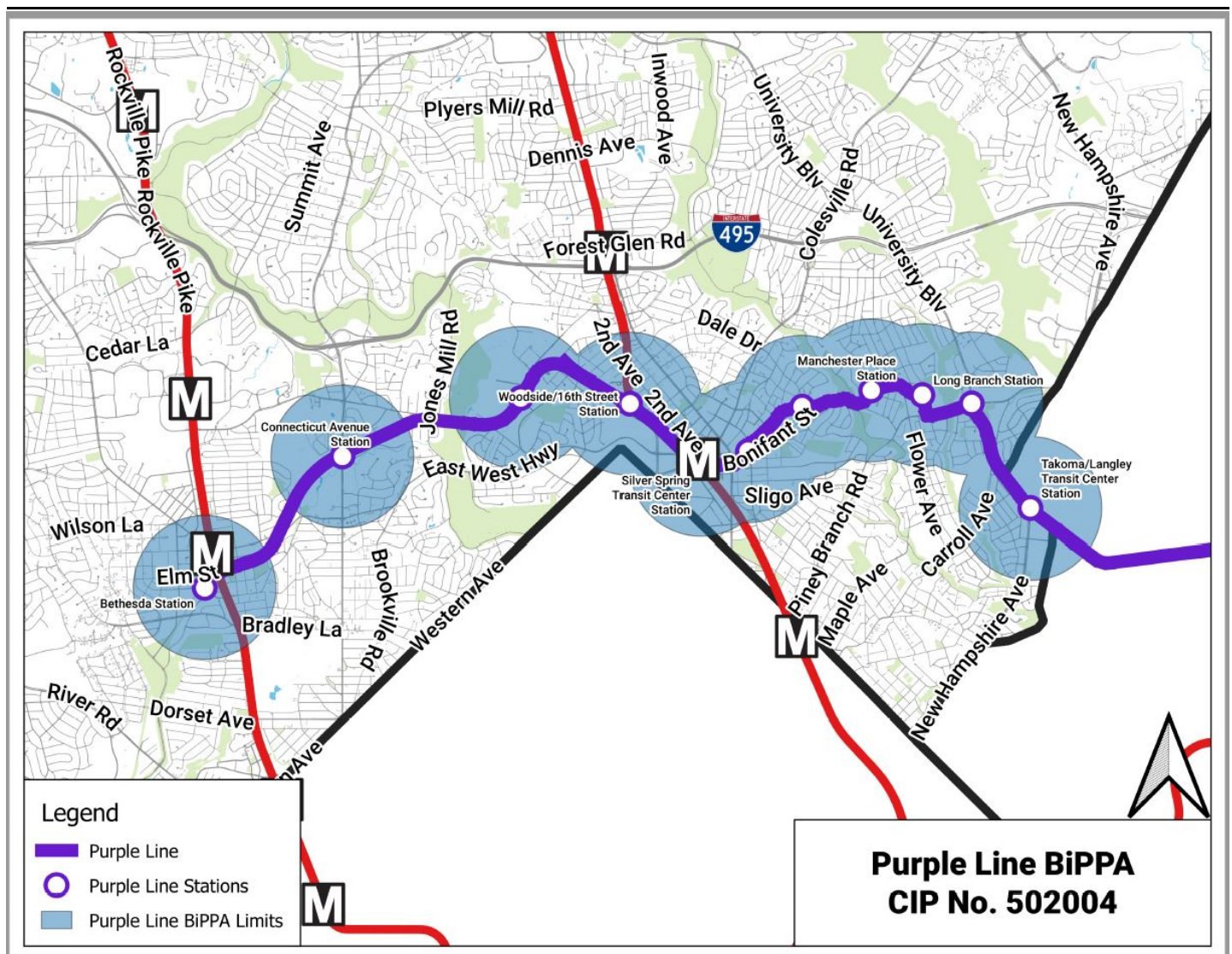
The cost of this project is based on concept level estimates. The cost will be updated as design progresses. The list of projects have not been fully costed.

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 - Wheaton CBD (P502002)

Category	Transportation	Date Last Modified	01/11/24
SubCategory	Pedestrian Facilities/Bikeways	Administering Agency	Transportation
Planning Area	Kensington-Wheaton	Status	Ongoing

EXPENDITURE SCHEDULE (\$000s)

Cost Elements	Total	Thru FY23	Est FY24	Total 6 Years	FY 25	FY 26	FY 27	FY 28	FY 29	FY 30	Beyond 6 Years
Planning, Design and Supervision	3,161	868	543	1,750	431	632	168	213	202	104	-
Land	692	-	692	-	-	-	-	-	-	-	-
Construction	7,698	91	802	6,805	2,648	2,649	367	322	355	464	-
TOTAL EXPENDITURES	11,551	959	2,037	8,555	3,079	3,281	535	535	557	568	-

FUNDING SCHEDULE (\$000s)

Funding Source	Total	Thru FY23	Est FY24	Total 6 Years	FY 25	FY 26	FY 27	FY 28	FY 29	FY 30	Beyond 6 Years
G.O. Bonds	10,998	406	2,037	8,555	3,079	3,281	535	535	557	568	-
Impact Tax	553	553	-	-	-	-	-	-	-	-	-
TOTAL FUNDING SOURCES	11,551	959	2,037	8,555	3,079	3,281	535	535	557	568	-

OPERATING BUDGET IMPACT (\$000s)

Impact Type	Total 6 Years	FY 25	FY 26	FY 27	FY 28	FY 29	FY 30
Maintenance	20	-	-	5	5	5	5
Energy	4	-	-	1	1	1	1
NET IMPACT	24	-	-	6	6	6	6

APPROPRIATION AND EXPENDITURE DATA (\$000s)

Appropriation FY 25 Request	1,483	Year First Appropriation	FY20
Appropriation FY 26 Request	-	Last FY's Cost Estimate	9,995
Cumulative Appropriation	7,873		
Expenditure / Encumbrances	1,628		
Unencumbered Balance	6,245		

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

Final Design for Amherst Avenue Bikeway, a two-way separated bikeway on the west side of Amherst Avenue from Arcola Avenue to Windham Lane, is currently underway and anticipated to be completed in FY24. Construction of Amherst Avenue Bikeway is anticipated to begin in FY25. Design of the Upton Drive Neighborhood Greenway will be completed in FY24, and construction is anticipated to be completed in FY25. Design of the McComas Avenue Neighborhood Greenway will be completed in FY24, and construction is anticipated to be completed in FY25.

COST CHANGE

Cost increase due to inflation in FY25-28. Funding for FY29 and FY30 was added.

PROJECT JUSTIFICATION

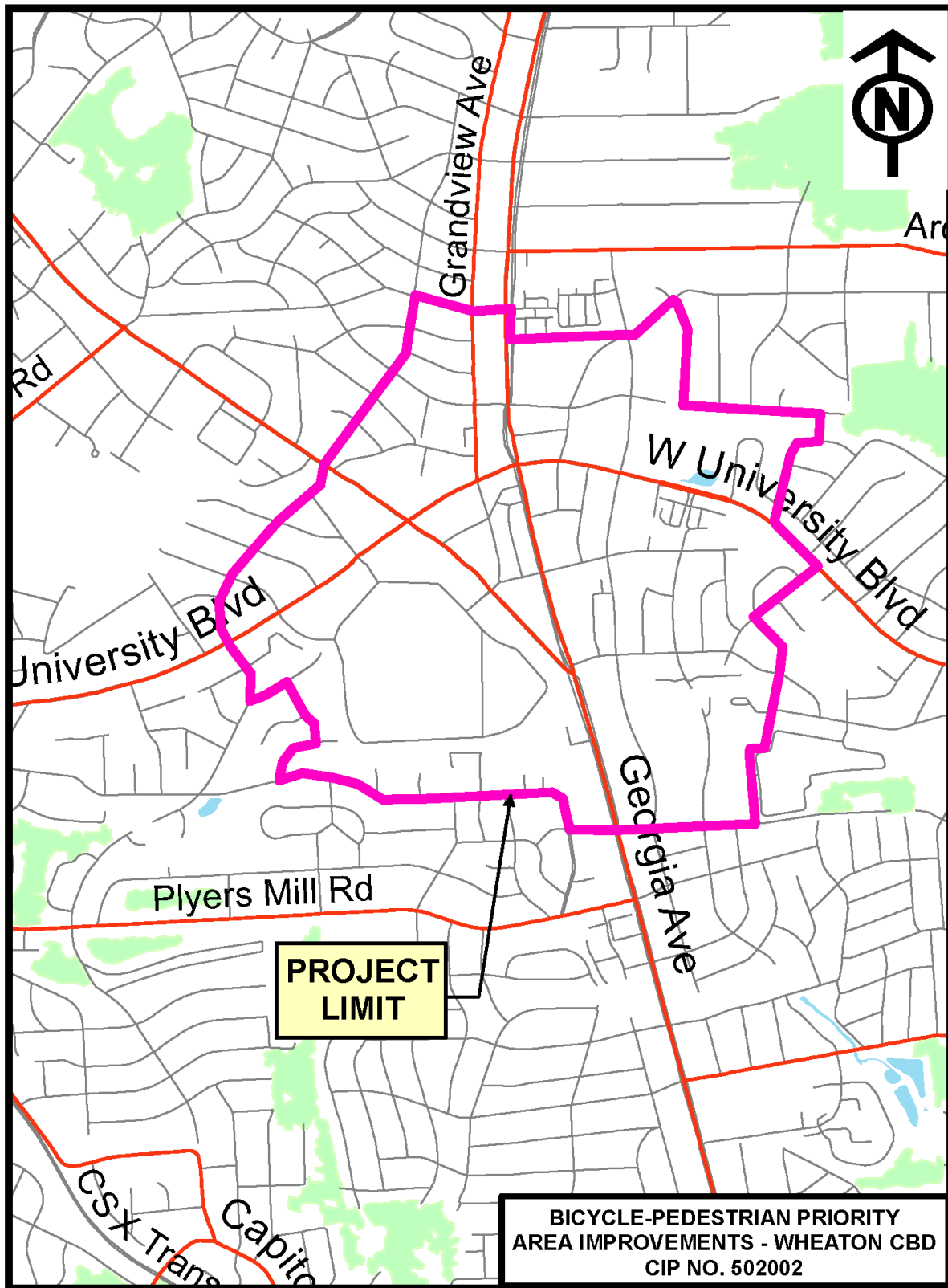
This project will enhance and promote accessibility, safety, mobility and comfort for people walking and biking in the Wheaton CBD. The primary purpose of this project is to build better and safer facilities. In urban areas, walking and bicycling are among the most affordable forms of transportation, 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.

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, Washington Metropolitan Area Transit Authority (WMATA), Department of Permitting Services and utilities.





Bikeway Program Minor Projects

(P507596)

Category	Transportation	Date Last Modified	01/11/24
SubCategory	Pedestrian Facilities/Bikeways	Administering Agency	Transportation
Planning Area	Countywide	Status	Ongoing

EXPENDITURE SCHEDULE (\$000s)

Cost Elements	Total	Thru FY23	Est FY24	Total 6 Years	FY 25	FY 26	FY 27	FY 28	FY 29	FY 30	Beyond 6 Years
Planning, Design and Supervision	10,998	5,012	2,377	3,609	651	262	496	1,036	550	614	-
Land	500	195	202	103	-	-	-	-	103	-	-
Site Improvements and Utilities	890	734	156	-	-	-	-	-	-	-	-
Construction	15,470	2,746	4,498	8,226	1,336	1,571	1,255	1,024	1,469	1,571	-
TOTAL EXPENDITURES	27,858	8,687	7,233	11,938	1,987	1,833	1,751	2,060	2,122	2,185	-

FUNDING SCHEDULE (\$000s)

Funding Source	Total	Thru FY23	Est FY24	Total 6 Years	FY 25	FY 26	FY 27	FY 28	FY 29	FY 30	Beyond 6 Years
Contributions	200	200	-	-	-	-	-	-	-	-	-
G.O. Bonds	20,430	3,059	5,433	11,938	1,987	1,833	1,751	2,060	2,122	2,185	-
Impact Tax	4,650	4,650	-	-	-	-	-	-	-	-	-
State Aid	2,578	778	1,800	-	-	-	-	-	-	-	-
TOTAL FUNDING SOURCES	27,858	8,687	7,233	11,938	1,987	1,833	1,751	2,060	2,122	2,185	-

OPERATING BUDGET IMPACT (\$000s)

Impact Type	Total 6 Years	FY 25	FY 26	FY 27	FY 28	FY 29	FY 30
Maintenance	6	1	1	1	1	1	1
Energy	6	1	1	1	1	1	1
NET IMPACT	12	2	2	2	2	2	2

APPROPRIATION AND EXPENDITURE DATA (\$000s)

Appropriation FY 25 Request	1,986	Year First Appropriation	FY75
Appropriation FY 26 Request	1,833	Last FY's Cost Estimate	23,241
Cumulative Appropriation	15,921		
Expenditure / Encumbrances	10,957		
Unencumbered Balance	4,964		

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

Cost increase due to inflation in FY25-28. Funding for FY29 and FY30 was added.

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

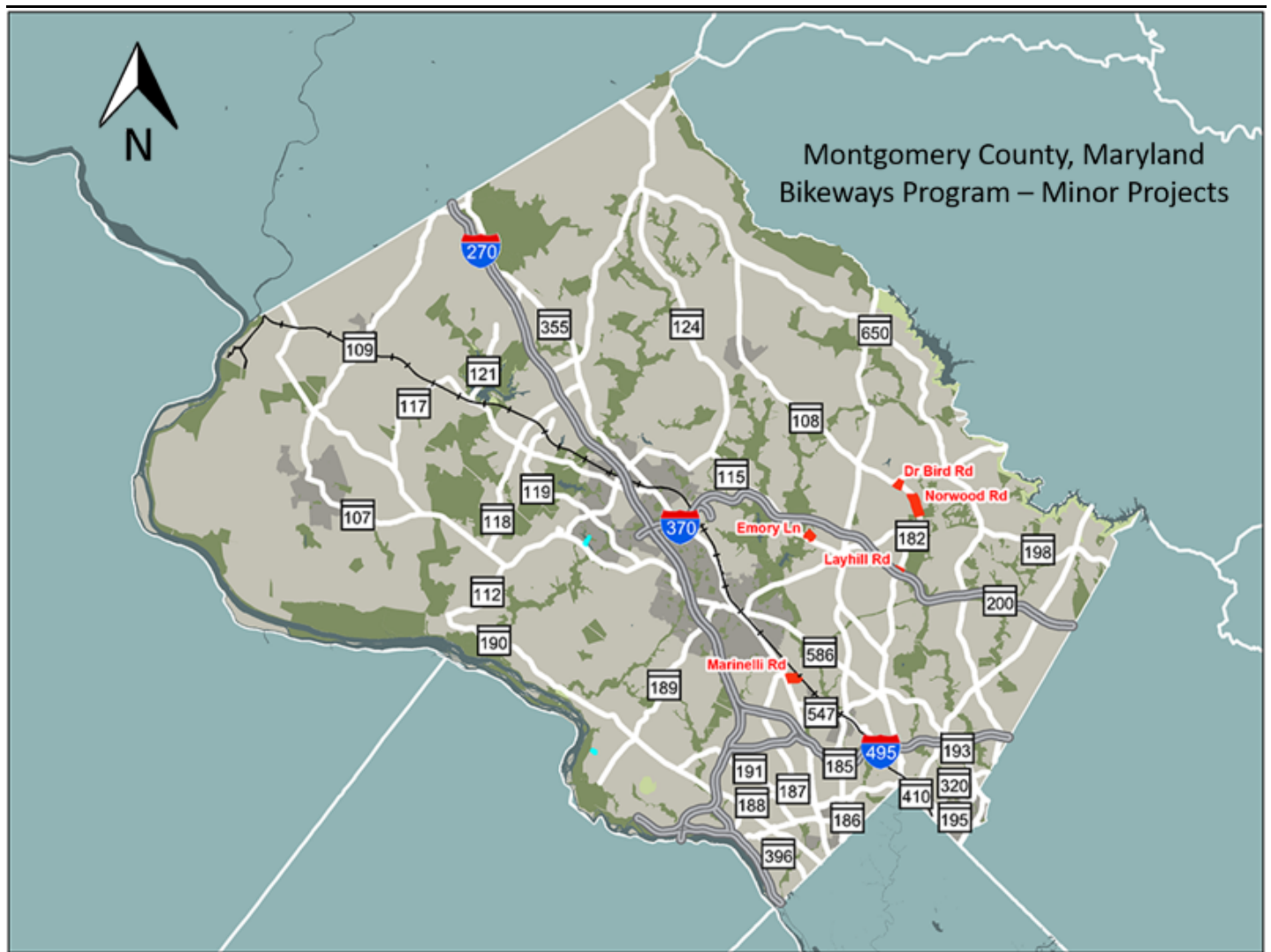
In FY23, FY24, and FY25, \$2 million of the State Aid reflects state grants for capital projects in Montgomery County programmed during the 2022 State General Assembly Session. The remainder of the State Aid reflects competitive grants from various funding sources.

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.





Bowie Mill Road Bikeway

(P502108)

Category	Transportation	Date Last Modified	01/07/24
SubCategory	Pedestrian Facilities/Bikeways	Administering Agency	Transportation
Planning Area	Darnestown and Vicinity	Status	Preliminary Design Stage

EXPENDITURE SCHEDULE (\$000s)

Cost Elements	Total	Thru FY23	Est FY24	Total 6 Years	FY 25	FY 26	FY 27	FY 28	FY 29	FY 30	Beyond 6 Years
Planning, Design and Supervision	5,082	162	1,708	3,212	831	-	236	1,059	1,086	-	-
Land	1,753	-	-	1,753	379	1,063	311	-	-	-	-
Site Improvements and Utilities	3,146	-	-	3,146	-	200	179	2,317	450	-	-
Construction	20,347	-	-	20,347	-	-	500	10,000	9,847	-	-
TOTAL EXPENDITURES	30,328	162	1,708	28,458	1,210	1,263	1,226	13,376	11,383	-	-

FUNDING SCHEDULE (\$000s)

Funding Source	Total	Thru FY23	Est FY24	Total 6 Years	FY 25	FY 26	FY 27	FY 28	FY 29	FY 30	Beyond 6 Years
G.O. Bonds	20,528	-	-	20,528	-	835	1,103	9,617	8,973	-	-
State Aid	9,800	162	1,708	7,930	1,210	428	123	3,759	2,410	-	-
TOTAL FUNDING SOURCES	30,328	162	1,708	28,458	1,210	1,263	1,226	13,376	11,383	-	-

OPERATING BUDGET IMPACT (\$000s)

Impact Type	Total 6 Years	FY 25	FY 26	FY 27	FY 28	FY 29	FY 30
Maintenance	5	-	-	-	-	-	5
Energy	1	-	-	-	-	-	1
NET IMPACT	6	-	-	-	-	-	6

APPROPRIATION AND EXPENDITURE DATA (\$000s)

Appropriation FY 25 Request	835	Year First Appropriation	FY23
Appropriation FY 26 Request	1,263	Last FY's Cost Estimate	20,706
Cumulative Appropriation	2,245		
Expenditure / Encumbrances	1,691		
Unencumbered Balance	554		

PROJECT DESCRIPTION

This project provides for the design and construction of a new eight to ten-foot wide sidepath for 3.3 miles along Bowie Mill Road from Olney Laytonsville Road (MD 108) to Muncaster Mill Road (MD 115) and continues along Muncaster Mill Road to Needwood

Road. The project also provides a new pedestrian bridge over Rock Creek North Branch for continuation of the sidepath along Bowie Mill Road.

LOCATION

Olney and Upper Rock Creek Planning Areas

ESTIMATED SCHEDULE

Design started in FY23 and will be completed in FY25. Land acquisition will be completed in FY27 and utility relocation and construction will be completed in FY29 assuming additional State Aid is available.

COST CHANGE

Cost increase due to inflation for construction materials and land.

PROJECT JUSTIFICATION

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

OTHER

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

FISCAL NOTE

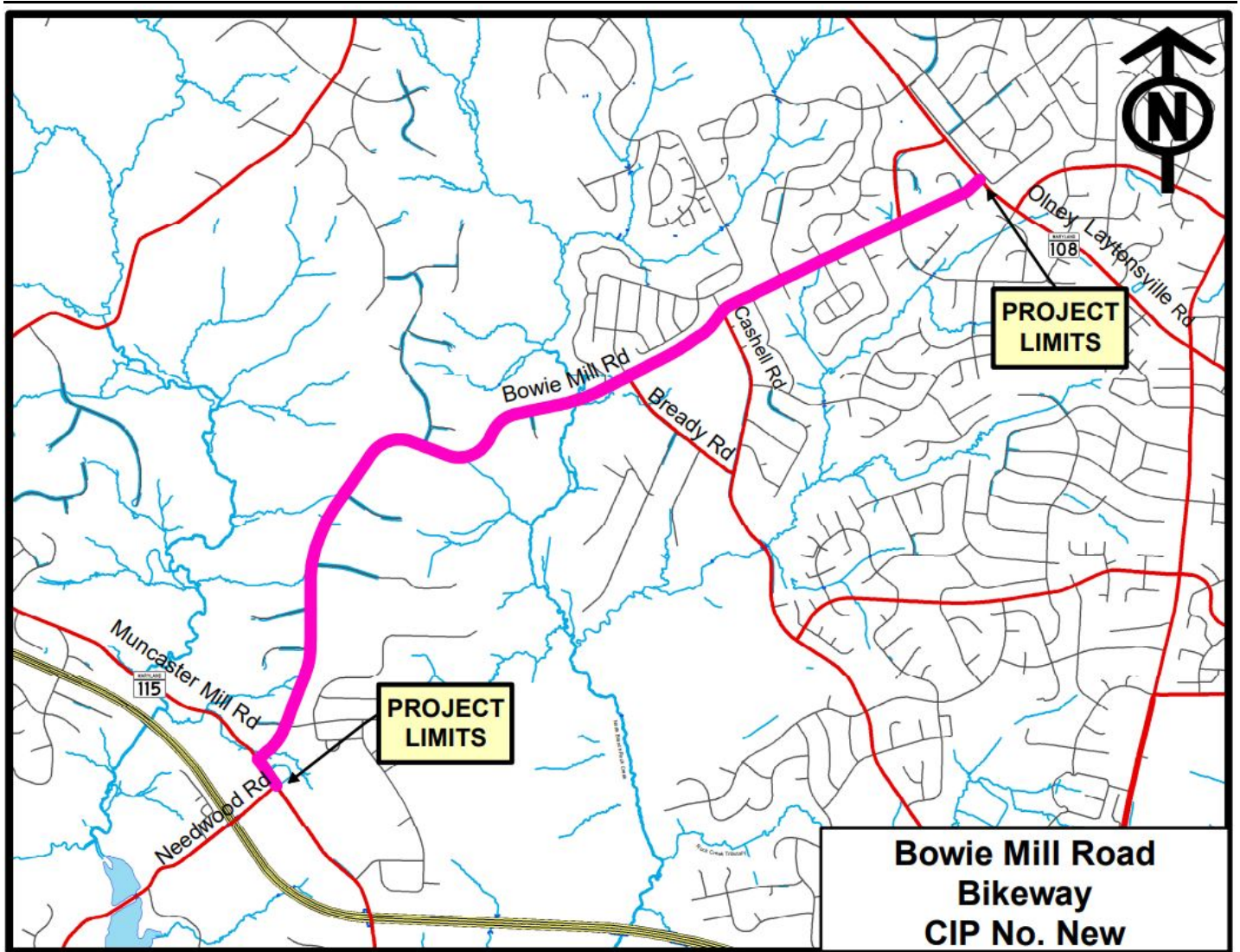
\$1.5M was approved in the FY22 Maryland General Assembly. State Aid of \$6.3M substituted for GO Bonds in FY24-FY28 reflects State grants for capital projects obtained during the 2023 Maryland General Assembly Session, which allowed for acceleration for construction of the project by 6 months (completion in FY29). The \$6.3M includes \$2.1M awarded in FY24, and \$2.1M pre-authorized (\$4.2M total) in FY25 and FY26. An additional \$2M in State Aid is being pursued through the 2024 Maryland General Assembly session.

DISCLOSURES

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

COORDINATION

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





Bradley Boulevard (MD 191) Improvements (P501733)

Category	Transportation	Date Last Modified	12/15/23
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 FY23	Est FY24	Total 6 Years	FY 25	FY 26	FY 27	FY 28	FY 29	FY 30	Beyond 6 Years
Planning, Design and Supervision	3,883	407	572	-	-	-	-	-	-	-	2,904
Land	1,686	1	-	-	-	-	-	-	-	-	1,685
Site Improvements and Utilities	2,580	-	-	-	-	-	-	-	-	-	2,580
Construction	10,105	1	-	-	-	-	-	-	-	-	10,104
TOTAL EXPENDITURES	18,254	409	572	-	-	-	-	-	-	-	17,273

FUNDING SCHEDULE (\$000s)

Funding Source	Total	Thru FY23	Est FY24	Total 6 Years	FY 25	FY 26	FY 27	FY 28	FY 29	FY 30	Beyond 6 Years
G.O. Bonds	18,254	409	572	-	-	-	-	-	-	-	17,273
TOTAL FUNDING SOURCES	18,254	409	572	-	-	-	-	-	-	-	17,273

APPROPRIATION AND EXPENDITURE DATA (\$000s)

Appropriation FY 25 Request	(2,760)	Year First Appropriation	FY21
Appropriation FY 26 Request	-	Last FY's Cost Estimate	16,465
Cumulative Appropriation	3,741		
Expenditure / Encumbrances	1,303		
Unencumbered Balance	2,438		

PROJECT DESCRIPTION

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

ESTIMATED SCHEDULE

Design, land acquisition, site utilities and improvements, and construction are expected to be completed beyond six years.

COST CHANGE

Cost increases due to inflation in construction materials and increases in the cost of utility relocations.

PROJECT JUSTIFICATION

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

OTHER

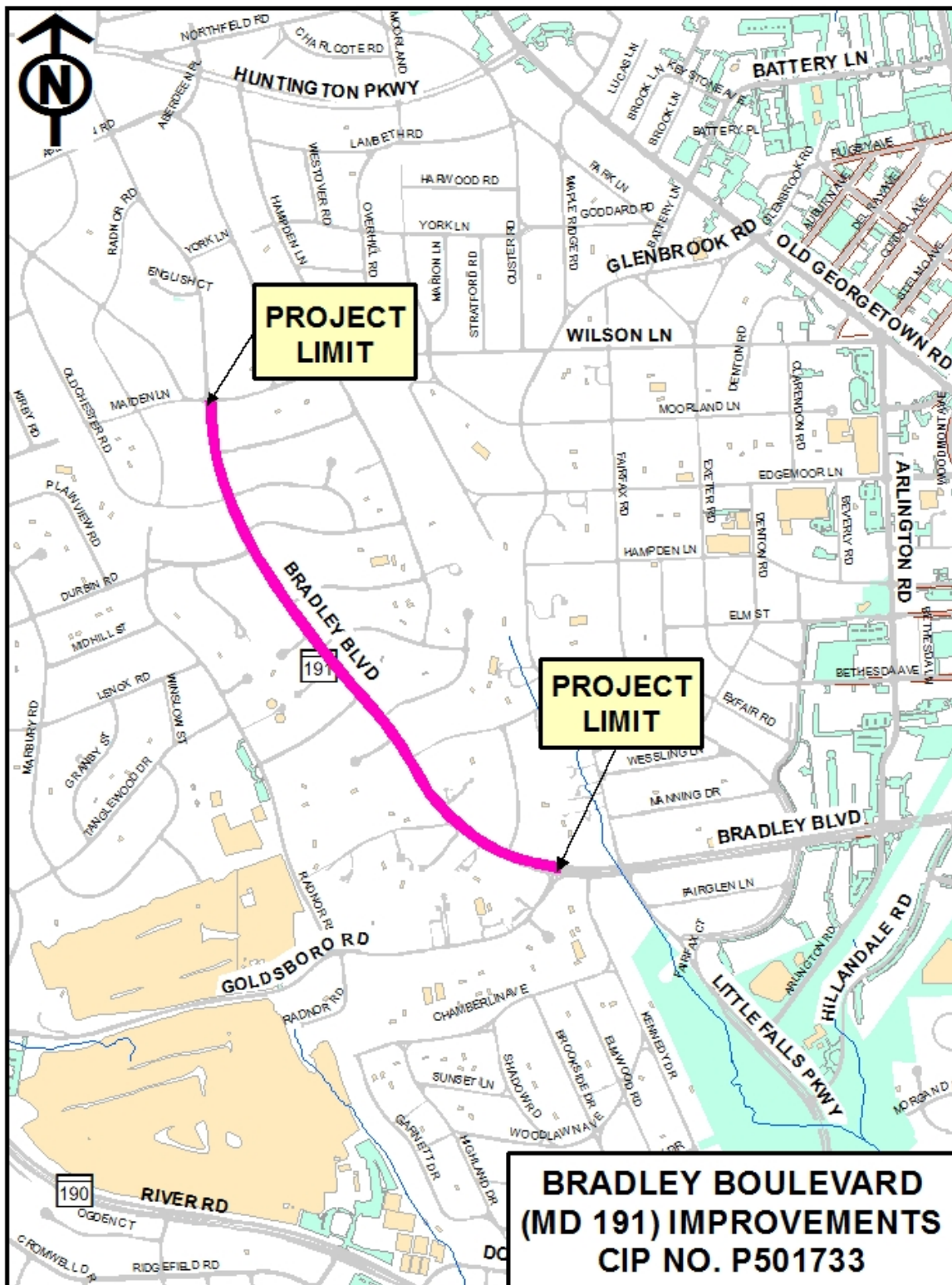
The project will help the County achieve its Vision Zero goals to reduce deaths and serious injuries on County roadways to zero by 2030.

FISCAL NOTE

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

DISCLOSURES

A pedestrian impact analysis has been completed for this project.





Capital Crescent Trail

(P501316)

Category	Transportation	Date Last Modified	01/07/24
SubCategory	Pedestrian Facilities/Bikeways	Administering Agency	Transportation
Planning Area	Countywide	Status	Under Construction

EXPENDITURE SCHEDULE (\$000s)

Cost Elements	Total	Thru FY23	Est FY24	Total 6 Years	FY 25	FY 26	FY 27	FY 28	FY 29	FY 30	Beyond 6 Years
Planning, Design and Supervision	4,851	3,708	443	700	220	240	240	-	-	-	-
Land	1,190	1,190	-	-	-	-	-	-	-	-	-
Site Improvements and Utilities	208	8	100	100	100	-	-	-	-	-	-
Construction	55,088	33,720	19,363	2,005	505	800	700	-	-	-	-
Other	3,000	-	3,000	-	-	-	-	-	-	-	-
TOTAL EXPENDITURES	64,337	38,626	22,906	2,805	825	1,040	940	-	-	-	-

FUNDING SCHEDULE (\$000s)

Funding Source	Total	Thru FY23	Est FY24	Total 6 Years	FY 25	FY 26	FY 27	FY 28	FY 29	FY 30	Beyond 6 Years
G.O. Bonds	35,871	16,923	16,143	2,805	825	1,040	940	-	-	-	-
Impact Tax	27,292	21,703	5,589	-	-	-	-	-	-	-	-
Recordation Tax Premium (MCG)	1,174	-	1,174	-	-	-	-	-	-	-	-
TOTAL FUNDING SOURCES	64,337	38,626	22,906	2,805	825	1,040	940	-	-	-	-

OPERATING BUDGET IMPACT (\$000s)

Impact Type	Total 6 Years	FY 25	FY 26	FY 27	FY 28	FY 29	FY 30
Maintenance	6	-	-	-	2	2	2
Energy	3	-	-	-	1	1	1
NET IMPACT	9	-	-	-	3	3	3

APPROPRIATION AND EXPENDITURE DATA (\$000s)

Appropriation FY 25 Request	2,675	Year First Appropriation	FY15
Appropriation FY 26 Request	-	Last FY's Cost Estimate	130,662
Cumulative Appropriation	61,662		
Expenditure / Encumbrances	40,234		
Unencumbered Balance	21,428		

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 connection from 47th Street through Elm Street Park to the surface trail adjacent to the Purple Line, a new underpass beneath Jones Mill Road, planning and design for a new tunnel beneath Wisconsin Avenue, Phase 2 of the Capital Crescent Surface Trail Project along 47th Street which was previously included in CIP No. 500119, supplemental landscaping and amenities, and lighting at trail junctions, underpasses, and other critical locations.

ESTIMATED SCHEDULE

Construction completion of the main trail along the Purple Line alignment is expected by Spring 2027 per MTA's revised schedule. Construction of the 47th Street surface trail will be completed in FY25. The Elm Street Park connection from 47th Street to the Capital Crescent Trail will be completed in FY27.

COST CHANGE

Added \$140K for PDS in FY27 for one more year of project management based on MTA's revised completion schedule. Added \$2.6M for the surface trail connections along 47th Street (\$900k) and Elm Street Park (\$1.7M). Shifted costs for the tunnel to a new Capital Crescent Trail Tunnel (CIP #502512) project.

PROJECT JUSTIFICATION

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

FISCAL NOTE

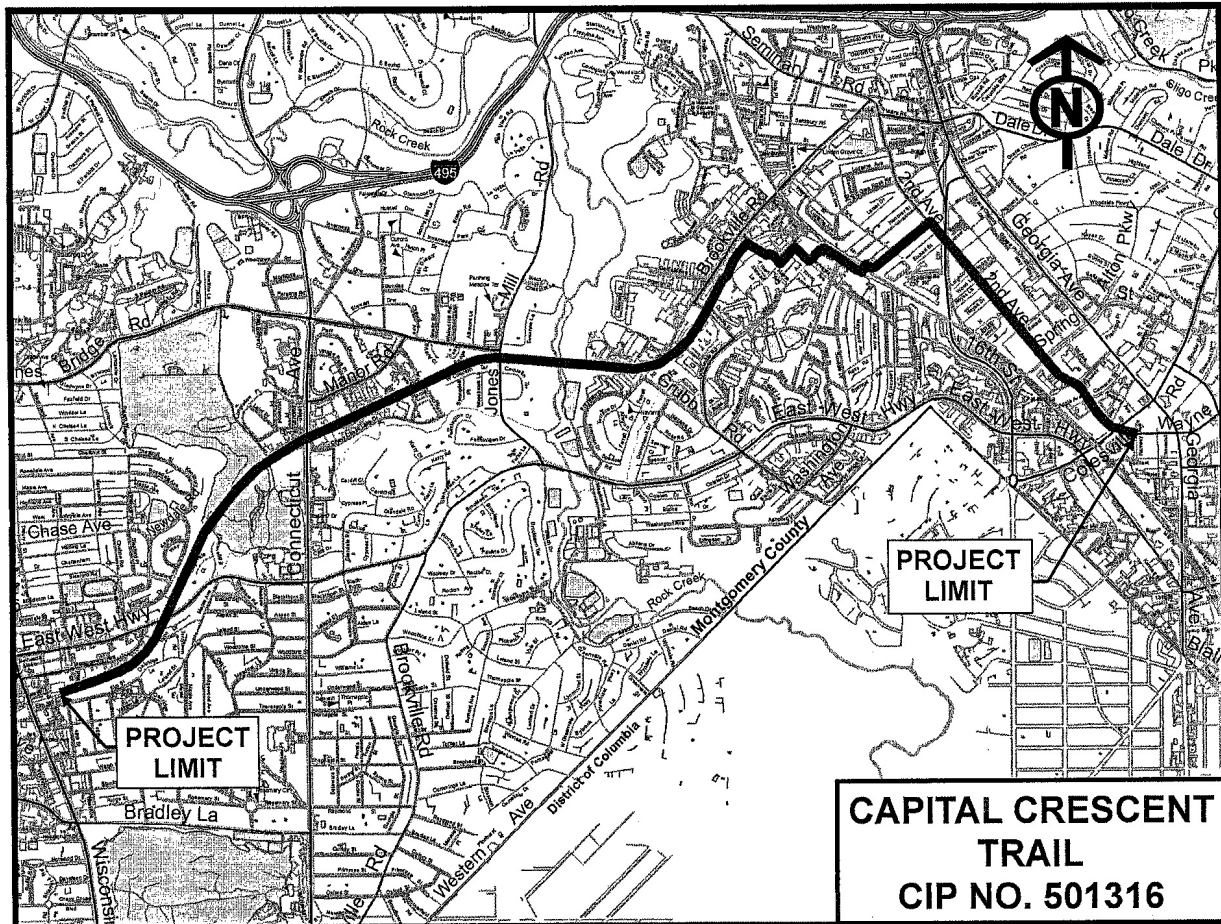
In March of 2021, the schedule was adjusted to shift funding from each year to the next year from FY21 through FY25 to further reflect the expected construction progress and estimated billing schedule based on the Purple Line's plan to re-solicit a new general contractor to complete the project. In FY25 funding for the construction of the tunnel under Wisconsin Avenue was shifted to a separate CIP project (CIP #502512).

DISCLOSURES

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

COORDINATION

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





Capital Crescent Trail Tunnel

(P502512)

Category	Transportation	Date Last Modified	01/13/24
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 FY23	Est FY24	Total 6 Years	FY 25	FY 26	FY 27	FY 28	FY 29	FY 30	Beyond 6 Years
Planning, Design and Supervision	13,057	-	-	-	-	-	-	-	-	-	13,057
Site Improvements and Utilities	3,224	-	-	-	-	-	-	-	-	-	3,224
Construction	66,264	-	-	-	-	-	-	-	-	-	66,264
TOTAL EXPENDITURES	82,545	-	-	-	-	-	-	-	-	-	82,545

FUNDING SCHEDULE (\$000s)

Funding Source	Total	Thru FY23	Est FY24	Total 6 Years	FY 25	FY 26	FY 27	FY 28	FY 29	FY 30	Beyond 6 Years
G.O. Bonds	82,545	-	-	-	-	-	-	-	-	-	82,545
TOTAL FUNDING SOURCES	82,545	-	-	-	-	-	-	-	-	-	82,545

APPROPRIATION AND EXPENDITURE DATA (\$000s)

Appropriation FY 25 Request	-	Year First Appropriation	
Appropriation FY 26 Request	-	Last FY's Cost Estimate	-
Cumulative Appropriation	-		
Expenditure / Encumbrances	-		
Unencumbered Balance	-		

PROJECT DESCRIPTION

The project provides for design of life safety code requirements, construction bid preparation documents and construction for the pedestrian and bicycle tunnel beneath Wisconsin Avenue (MD 355) and Elm Street. The tunnel provides a connection from the Capital Crescent Trail at Elm Street Park to the Bethesda Purple Line Station.

ESTIMATED SCHEDULE

The bid document preparation, utility relocation and construction will be beyond six years.

PROJECT JUSTIFICATION

This tunnel will provide for a grade separated crossing of MD 355 and will serve pedestrians, bicyclists, joggers, and skaters, and will be compliant with the Americans with Disabilities Act of 1990 (ADA), the Bethesda CBD Sector Plan, and the Purple Line Functional

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

FISCAL NOTE

Construction and life/safety design costs were previously included in the Capital Crescent Trail project (CIP #501316) and have been relocated to this project. Costs associated with construction of the tunnel have been adjusted for inflation to beyond six years.

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



Cherry Hill Road Bike Facility

(P502314)

Category	Transportation	Date Last Modified	01/07/24
SubCategory	Pedestrian Facilities/Bikeways	Administering Agency	Transportation
Planning Area	Fairland-Beltsville and Vicinity	Status	Planning Stage

EXPENDITURE SCHEDULE (\$000s)

Cost Elements	Total	Thru FY23	Est FY24	Total 6 Years	FY 25	FY 26	FY 27	FY 28	FY 29	FY 30	Beyond 6 Years
Planning, Design and Supervision	850	7	393	450	450	-	-	-	-	-	-
Construction	3,200	-	-	3,200	3,200	-	-	-	-	-	-
TOTAL EXPENDITURES	4,050	7	393	3,650	3,650	-	-	-	-	-	-

FUNDING SCHEDULE (\$000s)

Funding Source	Total	Thru FY23	Est FY24	Total 6 Years	FY 25	FY 26	FY 27	FY 28	FY 29	FY 30	Beyond 6 Years
G.O. Bonds	50	-	-	50	50	-	-	-	-	-	-
State Aid	4,000	7	393	3,600	3,600	-	-	-	-	-	-
TOTAL FUNDING SOURCES	4,050	7	393	3,650	3,650	-	-	-	-	-	-

OPERATING BUDGET IMPACT (\$000s)

Impact Type	Total 6 Years	FY 25	FY 26	FY 27	FY 28	FY 29	FY 30
Maintenance	50	-	10	10	10	10	10
Energy	5	-	1	1	1	1	1
NET IMPACT	55	-	11	11	11	11	11

APPROPRIATION AND EXPENDITURE DATA (\$000s)

Appropriation FY 25 Request	50	Year First Appropriation	FY23
Appropriation FY 26 Request	-	Last FY's Cost Estimate	4,000
Cumulative Appropriation	4,000		
Expenditure / Encumbrances	89		
Unencumbered Balance	3,911		

PROJECT DESCRIPTION

This project provides for State-funded planning, design, and construction of bike facilities along Randolph and Cherry Hill Road from Old Columbia Pike to the Montgomery/Prince George's County line. The project will upgrade existing facilities and complete missing segments in line with the County Bicycle Master Plan. The Master Plan recommends a separated bikeway. Where feasible, drainage, intersection safety, and lighting improvements will be included in the scope of the project.

Since no facility planning has been completed, the Department of Transportation will identify logical segments that can be built within

the constraints of available state funding during preliminary design.

LOCATION

Cherry Hill Road between Old Columbia Pike and P.G. County Line.

COST CHANGE

Cost increase to account for staff charges that are an ineligible expense for state aid.

PROJECT JUSTIFICATION

This bikeway facility was identified as a Tier 1 recommendation of the Bicycle Master Plan that is located within an Equity Focus Area. Additionally, developments such as Viva White Oak, the new Adventist Healthcare White Oak Medical Center, and expansion of the FDA campus warrant efforts to improve pedestrian and bicyclist facilities to increase transportation options.

FISCAL NOTE

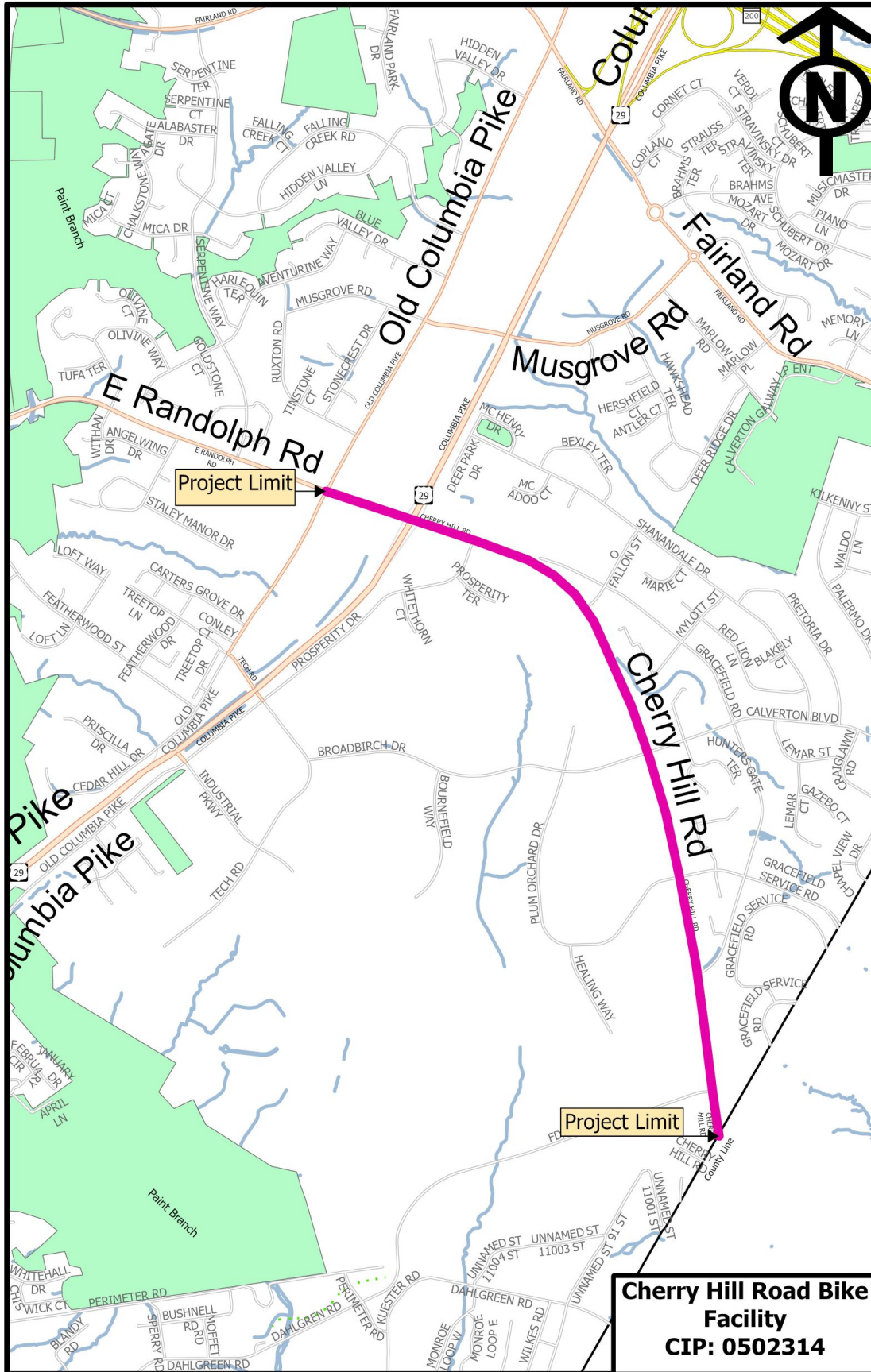
State Aid reflects state grants for capital projects in Montgomery County programmed during the 2022 State General Assembly Session.

DISCLOSURES

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

COORDINATION

Maryland-National Capital Park and Planning Commission, Maryland DOT State Highway Administration, Maryland Department of the Environment, Maryland Department of Natural Resources, Department of Permitting Services, Utilities, affected communities, Commission on Aging, Commission on People with Disabilities, Montgomery County Pedestrian Safety Advisory Committee, Prince George's County, Montgomery County Bicycle Action Group.





Dale Drive Shared Use Path and Safety Improvements

(P502109)

Category	Transportation	Date Last Modified	01/07/24
SubCategory	Pedestrian Facilities/Bikeways	Administering Agency	Transportation
Planning Area	Silver Spring and Vicinity	Status	Final Design Stage

EXPENDITURE SCHEDULE (\$000s)

Cost Elements	Total	Thru FY23	Est FY24	Total 6 Years	FY 25	FY 26	FY 27	FY 28	FY 29	FY 30	Beyond 6 Years
Planning, Design and Supervision	2,655	1,325	147	1,183	779	404	-	-	-	-	-
Land	1,364	1	1,220	143	143	-	-	-	-	-	-
Site Improvements and Utilities	612	-	612	-	-	-	-	-	-	-	-
Construction	7,281	-	-	7,281	2,989	4,292	-	-	-	-	-
TOTAL EXPENDITURES	11,912	1,326	1,979	8,607	3,911	4,696	-	-	-	-	-

FUNDING SCHEDULE (\$000s)

Funding Source	Total	Thru FY23	Est FY24	Total 6 Years	FY 25	FY 26	FY 27	FY 28	FY 29	FY 30	Beyond 6 Years
G.O. Bonds	11,662	1,326	1,979	8,357	3,661	4,696	-	-	-	-	-
Intergovernmental	250	-	-	250	250	-	-	-	-	-	-
TOTAL FUNDING SOURCES	11,912	1,326	1,979	8,607	3,911	4,696	-	-	-	-	-

OPERATING BUDGET IMPACT (\$000s)

Impact Type	Total 6 Years	FY 25	FY 26	FY 27	FY 28	FY 29	FY 30
Maintenance	20	-	-	5	5	5	5
Energy	4	-	-	1	1	1	1
NET IMPACT	24	-	-	6	6	6	6

APPROPRIATION AND EXPENDITURE DATA (\$000s)

Appropriation FY 25 Request	1,697	Year First Appropriation	FY21
Appropriation FY 26 Request	-	Last FY's Cost Estimate	10,215
Cumulative Appropriation	10,215		
Expenditure / Encumbrances	1,586		
Unencumbered Balance	8,629		

PROJECT DESCRIPTION

This project provides for the design and construction of a new eight-foot wide shared use path approximately 1 mile of length along the

north side of Dale Drive from Georgia Avenue (MD 97) to Colesville Road (US 29). The project also provides minor intersection safety improvements within the project limits to improve existing sight distance and crosswalks.

ESTIMATED SCHEDULE

Design, land acquisition, and construction will be completed in FY24, FY25, and FY26, respectively. The construction will have a duration of 2 years.

COST CHANGE

Increase due to inflation and utility relocations.

PROJECT JUSTIFICATION

There are only short segments of sidewalk scattered within the project limits but no continuous pedestrian facilities on this section of Dale Drive, where several school bus stops are located. This section of Dale Drive is also the last missing link of pedestrian facilities on Dale Drive and a connection to the future Purple Line Station on Dale Drive and Wayne Avenue, as well as the Sligo Creek Trail. The Montgomery County Bicycle Master Plan, approved in November 2018, recommends a shared use path or sidewalk to be added for this section of Dale Drive.

OTHER

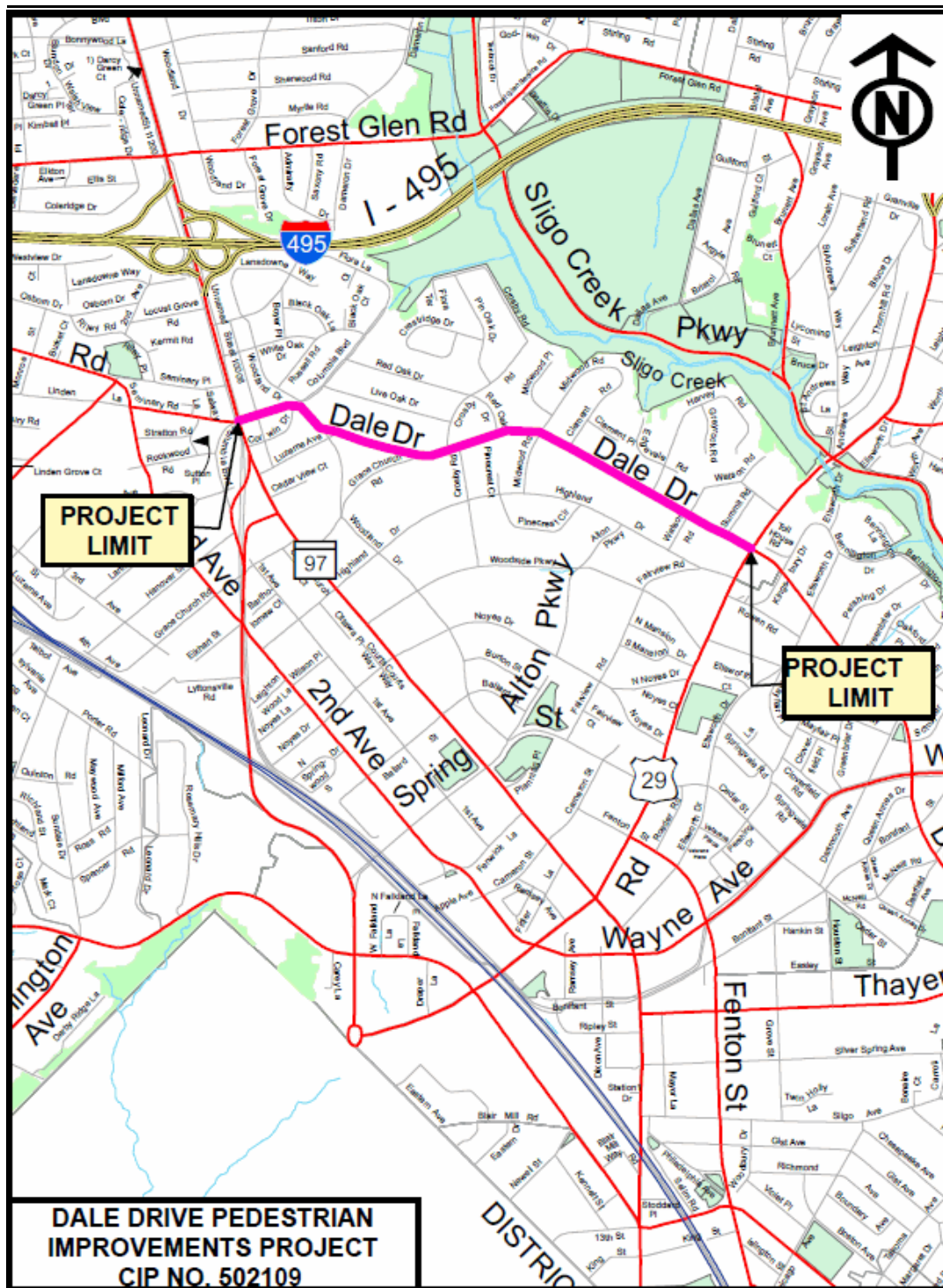
This project supports the County Executive's Vision Zero initiative which aims to reduce injuries and fatalities on all roads.

FISCAL NOTE

Intergovernmental funding contribution from WSSC for sewer line and fire hydrants relocation is anticipated. Relocation cost and contribution amount will be updated during the final design phase.

DISCLOSURES

A pedestrian impact analysis has been completed for this project.





Facility Planning - Pedestrian Facilities and Bikeways

(P502312)

Category	Transportation	Date Last Modified	01/07/24
SubCategory	Pedestrian Facilities/Bikeways	Administering Agency	Transportation
Planning Area	Countywide	Status	Ongoing

EXPENDITURE SCHEDULE (\$000s)

Cost Elements	Total	Thru FY23	Est FY24	Total 6 Years	FY 25	FY 26	FY 27	FY 28	FY 29	FY 30	Beyond 6 Years
Planning, Design and Supervision	7,478	271	1,814	5,393	1,049	677	614	1,015	1,096	942	-
TOTAL EXPENDITURES	7,478	271	1,814	5,393	1,049	677	614	1,015	1,096	942	-

FUNDING SCHEDULE (\$000s)

Funding Source	Total	Thru FY23	Est FY24	Total 6 Years	FY 25	FY 26	FY 27	FY 28	FY 29	FY 30	Beyond 6 Years
Current Revenue: General	7,478	271	1,814	5,393	1,049	677	614	1,015	1,096	942	-
TOTAL FUNDING SOURCES	7,478	271	1,814	5,393	1,049	677	614	1,015	1,096	942	-

APPROPRIATION AND EXPENDITURE DATA (\$000s)

Appropriation FY 25 Request	1,049	Year First Appropriation	FY23
Appropriation FY 26 Request	677	Last FY's Cost Estimate	7,280
Cumulative Appropriation	2,085		
Expenditure / Encumbrances	966		
Unencumbered Balance	1,119		

PROJECT DESCRIPTION

This project provides for planning and preliminary engineering design for new and reconstructed pedestrian facility and bikeway projects under consideration for inclusion in the Capital Improvements Program (CIP). Prior to the establishment of a stand-alone project in the CIP, the Department of Transportation will perform Phase I of facility planning, a rigorous planning-level investigation of the following critical project elements: purpose and need; usage forecasts; traffic operational analysis; community, economic, social, environmental, and historic impact analyses; recommended concept design and public participation are considered. At the end of Phase I, the Transportation, Infrastructure, Energy and Environment (T&E) Committee of the County Council reviews the work and determines if the project has the merits to advance to Phase II of facility planning: preliminary (35 percent level of completion) engineering design. In preliminary engineering design, construction plans are developed showing specific and detailed features of the project, from which its impacts and costs can be more accurately assessed. At the completion of Phase II, the County Executive and County Council hold project-specific public hearings to determine if the candidate project merits consideration in the CIP as a funded stand-alone project.

COST CHANGE

FY25-30 adjusted to account for inflation. FY29 and FY30 added to this Level of Effort project

PROJECT JUSTIFICATION

There is a continuing need to define the scope and determine need, benefits, implementation feasibility, horizontal and vertical alignments, typical sections, impacts, community support/opposition, preliminary costs, and alternatives for master planned transportation recommendations. Facility Planning provides decision makers with reliable information to determine if a master-planned transportation recommendation merits inclusion in the CIP as a stand-alone project. The sidewalk and bikeway projects in Facility Planning specifically address pedestrian needs.

FISCAL NOTE

Beginning in FY23, this project splits the original Facility Planning - Transportation (P509337) into three separate facility planning projects by mode: Facility Planning - Roads (P509337), Facility Planning - Mass Transit (P502308), and Facility Planning - Pedestrian Facilities and Bikeways (P502312).

DISCLOSURES

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

COORDINATION

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

FACILITY PLANNING PEDESTRIAN FACILITIES AND BIKEWAYS - No. 502312

FY25-30 PDF Project List (* New as of FY25-FY30)

Studies Underway or to Start in FY24-25:

- Middlebrook Road/Wisteria Drive Multi-Modal Improvements (MD118 - Great Seneca Highway) - Phase 1 Planning Only
- Sandy Spring Bikeway (MD108 - MD182 - Norwood Road)
- Capitol View Ave/Metropolitan Ave (MD192) Sidewalk/Bikeway (Forest Glen Road - Ferndale Street) - Phase 1 Planning Only
- ADA Design Guidelines
- Shady Grove Road Ped/Bike Improvements

Candidate Studies to Start in FY26-30:

- Germantown MARC Station Bicycle & Pedestrian Improvements
- Westlake/Rock Springs Complete Streets - Phase 1 Planning Only
- Grosvenor Lane Sidepath*

-
- MacArthur Boulevard Bikeway (Falls/Fawsett Road - Old Anglers Inn) - Phase 1 Planning Only
 - Streateries (Woodmont, Price Ave/Elkins Ave, & Newell Street)
 - Facility Planning - Equitable Bikeways



Falls Road Bikeway and Pedestrian Facility

(P500905)

Category	Transportation	Date Last Modified	09/10/23
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 FY23	Est FY24	Total 6 Years	FY 25	FY 26	FY 27	FY 28	FY 29	FY 30	Beyond 6 Years
Planning, Design and Supervision	3,784	2	1,230	2,552	408	20	20	-	1,052	1,052	-
Land	4,131	-	-	4,131	-	-	659	2,561	911	-	-
Site Improvements and Utilities	4,254	-	-	4,254	-	-	-	4,254	-	-	-
Construction	19,722	-	-	19,722	-	-	-	-	9,861	9,861	-
TOTAL EXPENDITURES	31,891	2	1,230	30,659	408	20	679	6,815	11,824	10,913	-

FUNDING SCHEDULE (\$000s)

Funding Source	Total	Thru FY23	Est FY24	Total 6 Years	FY 25	FY 26	FY 27	FY 28	FY 29	FY 30	Beyond 6 Years
Federal Aid	1,230	2	1,176	52	52	-	-	-	-	-	-
G.O. Bonds	30,661	-	54	30,607	356	20	679	6,815	11,824	10,913	-
TOTAL FUNDING SOURCES	31,891	2	1,230	30,659	408	20	679	6,815	11,824	10,913	-

APPROPRIATION AND EXPENDITURE DATA (\$000s)

Appropriation FY 25 Request	-	Year First Appropriation	FY16
Appropriation FY 26 Request	20	Last FY's Cost Estimate	27,111
Cumulative Appropriation	1,640		
Expenditure / Encumbrances	2		
Unencumbered Balance	1,638		

PROJECT DESCRIPTION

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

LOCATION

Falls Road from River Road to Dunster Road

ESTIMATED SCHEDULE

Final design to occur in FY23-FY25. Land acquisition is scheduled to start in FY27. Utility relocation will occur in FY28. Construction will start in FY29 and be completed in FY30.

COST CHANGE

Cost increase due to inflation for land and construction.

PROJECT JUSTIFICATION

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

OTHER

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

FISCAL NOTE

Construction cost estimate is based on design that was completed in 2009. Final construction cost will be determined after final design is completed. Federal Aid in FY23-FY24 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	01/07/24
SubCategory	Pedestrian Facilities/Bikeways	Administering Agency	Transportation
Planning Area	Silver Spring and Vicinity	Status	Final Design Stage

EXPENDITURE SCHEDULE (\$000s)

Cost Elements	Total	Thru FY23	Est FY24	Total 6 Years	FY 25	FY 26	FY 27	FY 28	FY 29	FY 30	Beyond 6 Years
Planning, Design and Supervision	4,286	1,331	633	2,322	1,288	1,034	-	-	-	-	-
Land	413	1	412	-	-	-	-	-	-	-	-
Site Improvements and Utilities	500	-	500	-	-	-	-	-	-	-	-
Construction	10,968	309	100	10,559	6,025	4,534	-	-	-	-	-
TOTAL EXPENDITURES	16,167	1,641	1,645	12,881	7,313	5,568	-	-	-	-	-

FUNDING SCHEDULE (\$000s)

Funding Source	Total	Thru FY23	Est FY24	Total 6 Years	FY 25	FY 26	FY 27	FY 28	FY 29	FY 30	Beyond 6 Years
G.O. Bonds	15,393	867	1,645	12,881	7,313	5,568	-	-	-	-	-
Impact Tax	774	774	-	-	-	-	-	-	-	-	-
TOTAL FUNDING SOURCES	16,167	1,641	1,645	12,881	7,313	5,568	-	-	-	-	-

OPERATING BUDGET IMPACT (\$000s)

Impact Type	Total 6 Years	FY 25	FY 26	FY 27	FY 28	FY 29	FY 30
Maintenance	25	-	5	5	5	5	5
NET IMPACT	25	-	5	5	5	5	5

APPROPRIATION AND EXPENDITURE DATA (\$000s)

Appropriation FY 25 Request	4,606	Year First Appropriation	FY20
Appropriation FY 26 Request	-	Last FY's Cost Estimate	11,561
Cumulative Appropriation	11,561		
Expenditure / Encumbrances	2,211		
Unencumbered Balance	9,350		

PROJECT DESCRIPTION

This project provides for the design and construction of the Fenton Street Cycletrack 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, stormwater management, ADA-improvements, and other treatments

intended to improve safety and mobility for people walking and biking. While this project was initially anticipated to be phased to allow portions to open sooner, it has taken longer to receive permits than expected for Phase 1 and therefore that segment is no longer ahead of Phase 2 in the process, so it now makes sense to build this as one phase.

LOCATION

Silver Spring CBD BiPPA

ESTIMATED SCHEDULE

Design is underway and is expected to be complete in late 2023. Utility relocation is expected to begin in late 2023 (FY24). Construction is anticipated to begin in late Summer 2024 (FY25).

COST CHANGE

The cost increase is due to higher than expected utility relocation costs, updated construction estimates, and to incorporate the addition of best-practice design elements for bikeway safety and stormwater management.

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. Pedestrian safety treatments are also included in the project. 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. Additional elements have been added to the project to improve accessibility for people with disabilities. Stormwater management best practices will be incorporated to the maximum extent practical.

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, Silver Spring Regional Service Center, Silver Spring Urban District, Utility companies, Washington Metropolitan Area Transit Authority





Forest Glen Passageway

(P501911)

Category	Transportation	Date Last Modified	01/07/24
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 FY23	Est FY24	Total 6 Years	FY 25	FY 26	FY 27	FY 28	FY 29	FY 30	Beyond 6 Years
Planning, Design and Supervision	7,142	590	956	5,596	171	-	-	1,931	1,750	1,744	-
Land	638	-	-	638	-	-	638	-	-	-	-
Site Improvements and Utilities	3,250	-	-	3,250	-	-	-	1,625	1,625	-	-
Construction	33,438	-	-	33,438	-	-	-	11,146	11,146	11,146	-
TOTAL EXPENDITURES	44,468	590	956	42,922	171	-	638	14,702	14,521	12,890	-

FUNDING SCHEDULE (\$000s)

Funding Source	Total	Thru FY23	Est FY24	Total 6 Years	FY 25	FY 26	FY 27	FY 28	FY 29	FY 30	Beyond 6 Years
G.O. Bonds	44,468	590	956	42,922	171	-	638	14,702	14,521	12,890	-
TOTAL FUNDING SOURCES	44,468	590	956	42,922	171	-	638	14,702	14,521	12,890	-

APPROPRIATION AND EXPENDITURE DATA (\$000s)

Appropriation FY 25 Request	(1,035)	Year First Appropriation	FY21
Appropriation FY 26 Request	-	Last FY's Cost Estimate	40,552
Cumulative Appropriation	2,752		
Expenditure / Encumbrances	1,319		
Unencumbered Balance	1,433		

PROJECT DESCRIPTION

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

LOCATION

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

ESTIMATED SCHEDULE

Design started in FY22 and will be complete in FY25. Land acquisition is scheduled for FY27. Utility relocations and construction are scheduled to commence in FY28 and be completed in FY30.

COST CHANGE

Cost increase due to construction inflation.

PROJECT JUSTIFICATION

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

OTHER

Site improvements and utilities funding has been adjusted to FY26 on the front end of construction because the utility relocations will need to come early on to allow for excavation.

FISCAL NOTE

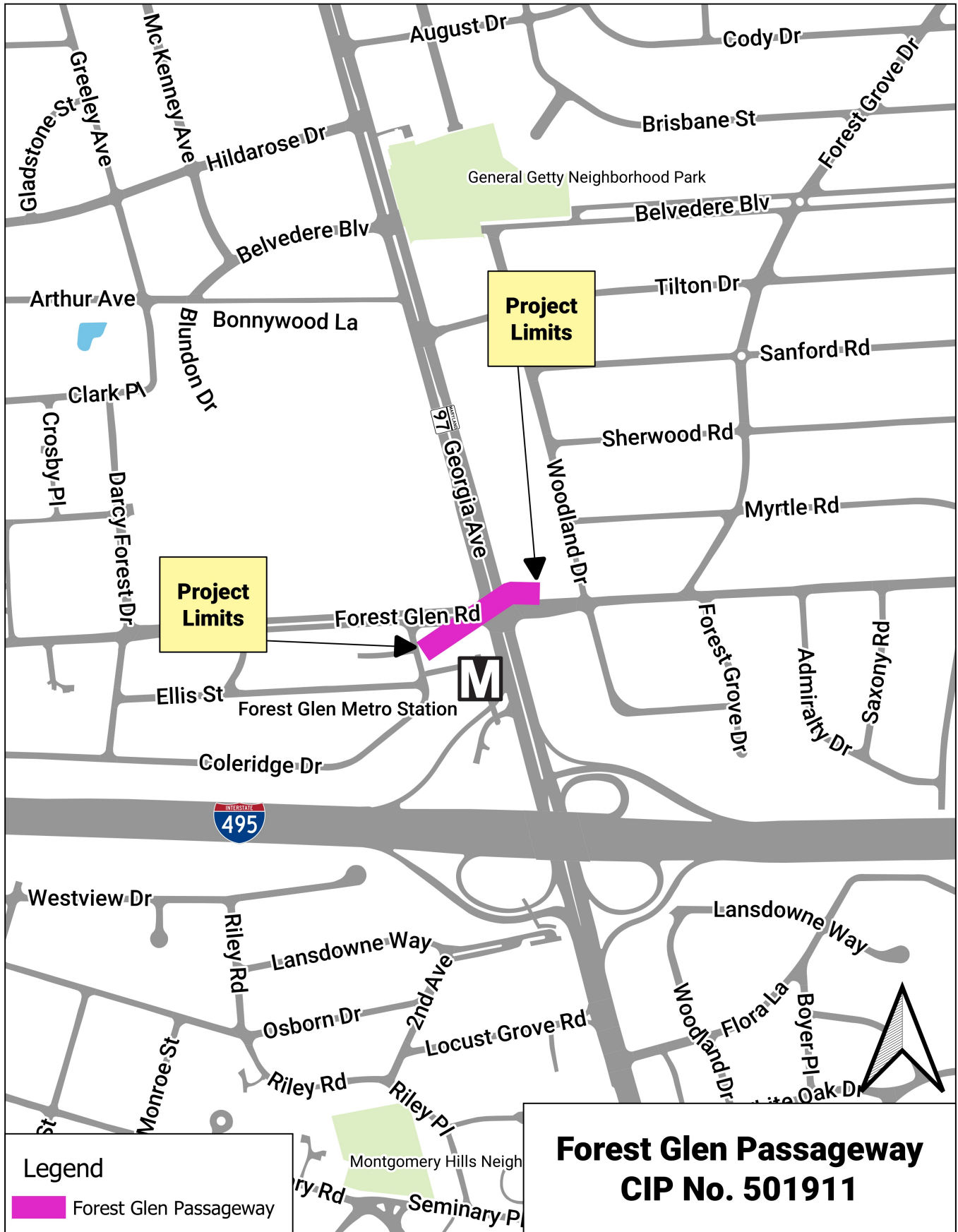
Construction costs are based on conceptual plans and will be updated as design progresses.

DISCLOSURES

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

COORDINATION

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





Goldsboro Road Sidewalk and Bikeway

(P501917)

Category	Transportation	Date Last Modified	01/07/24
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 FY23	Est FY24	Total 6 Years	FY 25	FY 26	FY 27	FY 28	FY 29	FY 30	Beyond 6 Years
Planning, Design and Supervision	3,769	-	-	-	-	-	-	-	-	-	3,769
Land	574	-	-	-	-	-	-	-	-	-	574
Site Improvements and Utilities	1,150	-	-	-	-	-	-	-	-	-	1,150
Construction	15,603	-	-	-	-	-	-	-	-	-	15,603
TOTAL EXPENDITURES	21,096	-	-	-	-	-	-	-	-	-	21,096

FUNDING SCHEDULE (\$000s)

Funding Source	Total	Thru FY23	Est FY24	Total 6 Years	FY 25	FY 26	FY 27	FY 28	FY 29	FY 30	Beyond 6 Years
G.O. Bonds	21,096	-	-	-	-	-	-	-	-	-	21,096
TOTAL FUNDING SOURCES	21,096	-	-	-	-	-	-	-	-	-	21,096

APPROPRIATION AND EXPENDITURE DATA (\$000s)

Appropriation FY 25 Request	-	Year First Appropriation	
Appropriation FY 26 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

All project components are scheduled to commence beyond six years.

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 phase.

DISCLOSURES

A pedestrian impact analysis has been completed for this project.

COORDINATION

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





Good Hope Road Shared Use Path

(P501902)

Category	Transportation	Date Last Modified	01/09/24
SubCategory	Pedestrian Facilities/Bikeways	Administering Agency	Transportation
Planning Area	Cloverly-Norwood	Status	Under Construction

EXPENDITURE SCHEDULE (\$000s)

Cost Elements	Total	Thru FY23	Est FY24	Total 6 Years	FY 25	FY 26	FY 27	FY 28	FY 29	FY 30	Beyond 6 Years
Planning, Design and Supervision	2,080	1,596	307	177	177	-	-	-	-	-	-
Land	772	323	449	-	-	-	-	-	-	-	-
Site Improvements and Utilities	49	-	49	-	-	-	-	-	-	-	-
Construction	3,381	1	2,500	880	880	-	-	-	-	-	-
TOTAL EXPENDITURES	6,282	1,920	3,305	1,057	1,057	-	-	-	-	-	-

FUNDING SCHEDULE (\$000s)

Funding Source	Total	Thru FY23	Est FY24	Total 6 Years	FY 25	FY 26	FY 27	FY 28	FY 29	FY 30	Beyond 6 Years
G.O. Bonds	5,918	1,556	3,305	1,057	1,057	-	-	-	-	-	-
Impact Tax	364	364	-	-	-	-	-	-	-	-	-
TOTAL FUNDING SOURCES	6,282	1,920	3,305	1,057	1,057	-	-	-	-	-	-

OPERATING BUDGET IMPACT (\$000s)

Impact Type	Total 6 Years	FY 25	FY 26	FY 27	FY 28	FY 29	FY 30
Maintenance	25	-	5	5	5	5	5
Energy	5	-	1	1	1	1	1
NET IMPACT	30	-	6	6	6	6	6

APPROPRIATION AND EXPENDITURE DATA (\$000s)

Appropriation FY 25 Request	-	Year First Appropriation	FY19
Appropriation FY 26 Request	-	Last FY's Cost Estimate	6,282
Cumulative Appropriation	6,282		
Expenditure / Encumbrances	2,178		
Unencumbered Balance	4,104		

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 Paint Branch Special Protection Area.

LOCATION

Cloverly

ESTIMATED SCHEDULE

Design was completed in FY21. Land acquisition will be completed in FY24. Construction will be completed in FY25.

COST CHANGE

Project reflects FY24 supplemental to cover cost increases.

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.

FISCAL NOTE

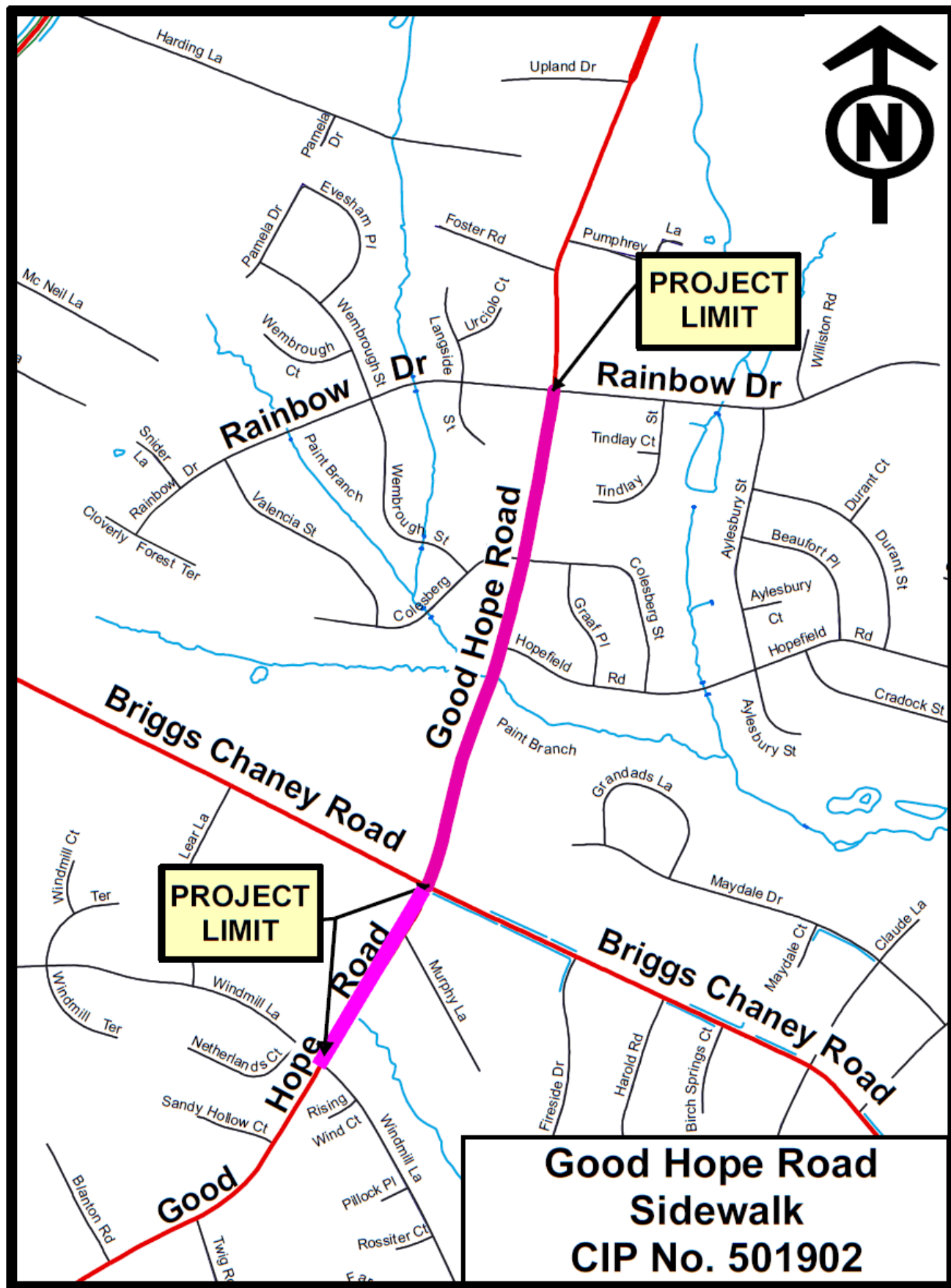
A supplemental appropriation was approved in FY24 for \$562k for additional construction and construction management costs.

DISCLOSURES

A pedestrian impact analysis has been completed for this project.

COORDINATION

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





Life Sciences Center Loop Trail

(P501742)

Category	Transportation	Date Last Modified	01/09/24
SubCategory	Pedestrian Facilities/Bikeways	Administering Agency	Transportation
Planning Area	Gaithersburg and Vicinity	Status	Final Design Stage

EXPENDITURE SCHEDULE (\$000s)

Cost Elements	Total	Thru FY23	Est FY24	Total 6 Years	FY 25	FY 26	FY 27	FY 28	FY 29	FY 30	Beyond 6 Years
Planning, Design and Supervision	2,284	776	653	855	-	-	-	611	244	-	-
Land	9,652	-	-	9,652	-	-	1,000	8,652	-	-	-
Construction	6,638	1	-	6,637	-	-	-	-	4,941	1,696	-
TOTAL EXPENDITURES	18,574	777	653	17,144	-	-	1,000	9,263	5,185	1,696	-

FUNDING SCHEDULE (\$000s)

Funding Source	Total	Thru FY23	Est FY24	Total 6 Years	FY 25	FY 26	FY 27	FY 28	FY 29	FY 30	Beyond 6 Years
Contributions	17,144	-	-	17,144	-	-	1,000	9,263	5,185	1,696	-
Current Revenue: General	400	336	64	-	-	-	-	-	-	-	-
G.O. Bonds	871	282	589	-	-	-	-	-	-	-	-
Impact Tax	159	159	-	-	-	-	-	-	-	-	-
TOTAL FUNDING SOURCES	18,574	777	653	17,144	-	-	1,000	9,263	5,185	1,696	-

APPROPRIATION AND EXPENDITURE DATA (\$000s)

Appropriation FY 25 Request	-	Year First Appropriation	FY17
Appropriation FY 26 Request	-	Last FY's Cost Estimate	12,901
Cumulative Appropriation	1,430		
Expenditure / Encumbrances	1,416		
Unencumbered Balance	14		

PROJECT DESCRIPTION

The project provides for the planning and construction of the of 3.5 mile Life Sciences Center Loop Trail, a 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, Decoverly 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 started in FY21 and will be completed by FY25. Land acquisition will start in FY27 and construction in FY29-FY30.

COST CHANGE

Cost changes are due to inflation, updated construction costs and ROW impacts.

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.

FISCAL NOTE

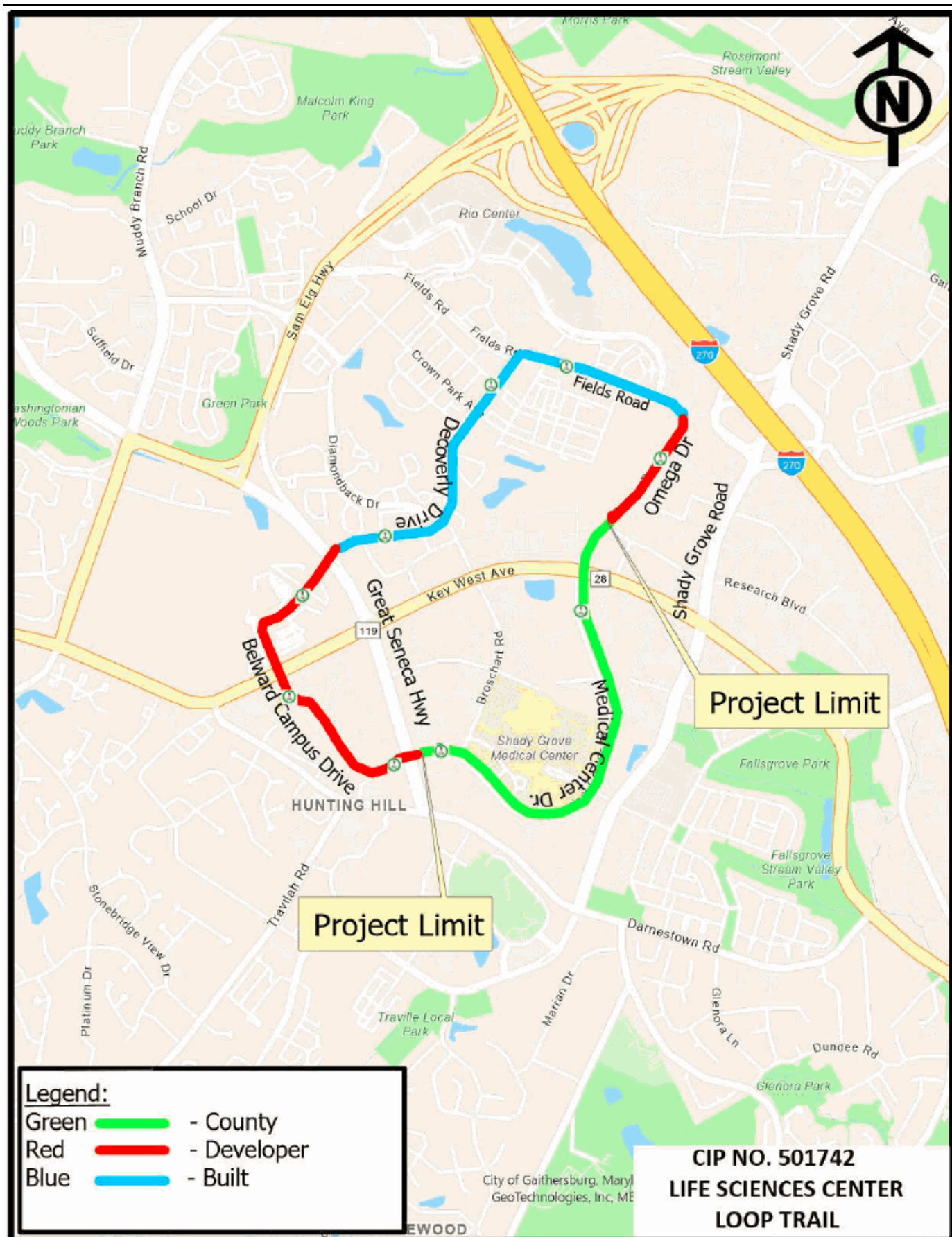
Portions of trail to built by developers will be identified.

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	12/18/23
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 FY23	Est FY24	Total 6 Years	FY 25	FY 26	FY 27	FY 28	FY 29	FY 30	Beyond 6 Years
Planning, Design and Supervision	6,835	4,037	1,565	1,233	503	730	-	-	-	-	-
Land	370	182	168	20	20	-	-	-	-	-	-
Site Improvements and Utilities	558	8	-	550	550	-	-	-	-	-	-
Construction	13,442	5,564	-	7,878	2,580	5,298	-	-	-	-	-
Other	3	3	-	-	-	-	-	-	-	-	-
TOTAL EXPENDITURES	21,208	9,794	1,733	9,681	3,653	6,028	-	-	-	-	-

FUNDING SCHEDULE (\$000s)

Funding Source	Total	Thru FY23	Est FY24	Total 6 Years	FY 25	FY 26	FY 27	FY 28	FY 29	FY 30	Beyond 6 Years
G.O. Bonds	20,270	8,856	1,733	9,681	3,653	6,028	-	-	-	-	-
Impact Tax	938	938	-	-	-	-	-	-	-	-	-
TOTAL FUNDING SOURCES	21,208	9,794	1,733	9,681	3,653	6,028	-	-	-	-	-

OPERATING BUDGET IMPACT (\$000s)

Impact Type	Total 6 Years	FY 25	FY 26	FY 27	FY 28	FY 29	FY 30
Maintenance	88	-	-	22	22	22	22
NET IMPACT	88	-	-	22	22	22	22

APPROPRIATION AND EXPENDITURE DATA (\$000s)

Appropriation FY 25 Request	-	Year First Appropriation	FY07
Appropriation FY 26 Request	-	Last FY's Cost Estimate	21,208
Cumulative Appropriation	21,208		
Expenditure / Encumbrances	10,154		
Unencumbered Balance	11,054		

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 (Segment II): Construction of approximately 2.6 miles of shared-use path completed in FY15. Oberlin Avenue to the District line (Segment III): Final Design started in FY22 and will be completed in FY24. Construction will start in FY25 and will be completed in FY26.

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.

FISCAL NOTE

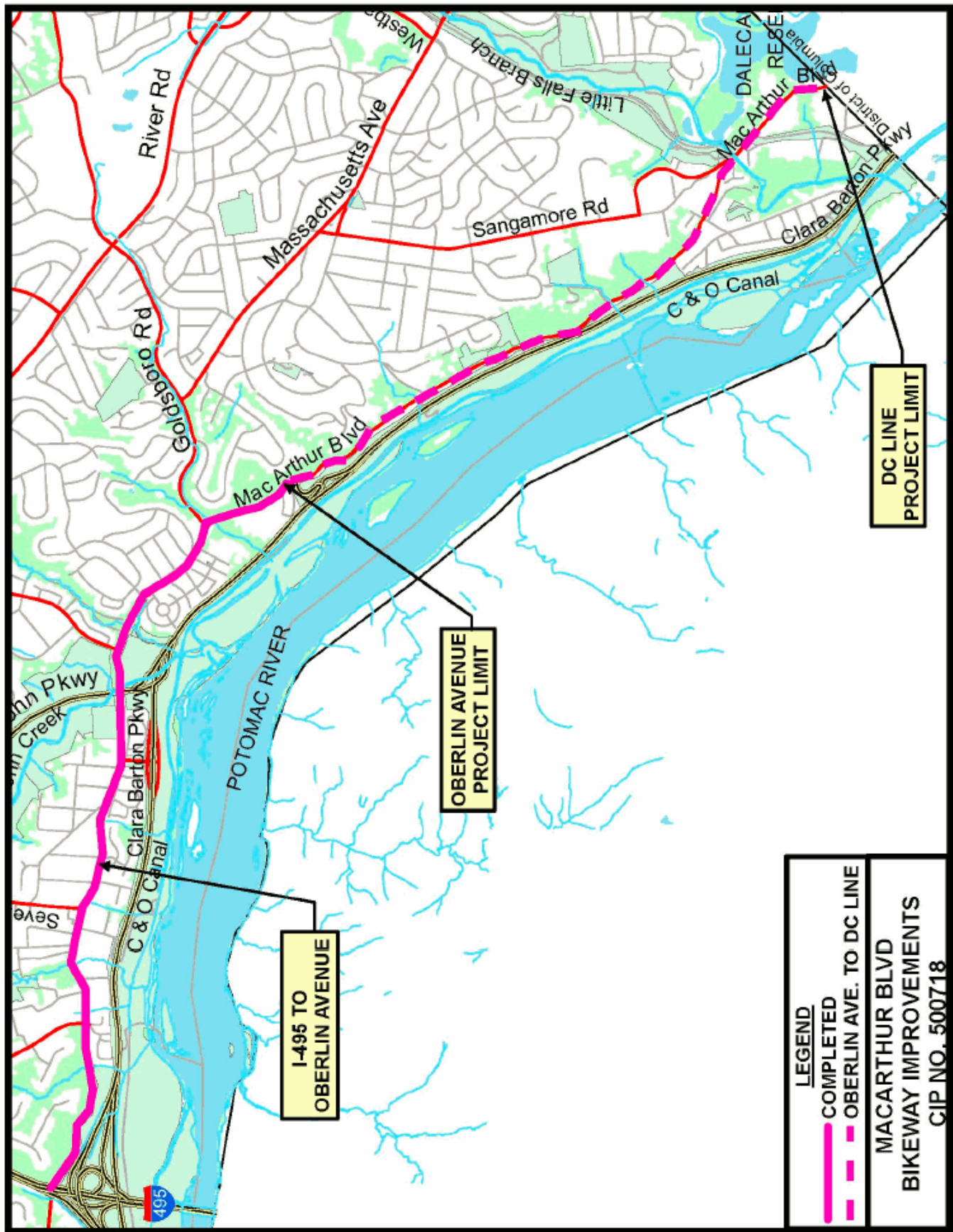
Stable Lane to I-495 (Segment I): Final design and construction is not currently funded.

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 (M-NCPPC), Town Of Glen Echo, Washington Suburban Sanitary Commission (WSSC), PEPCO, Verizon, Comcast; Special Capital Projects Legislation will be proposed by the County Executive.





MD 198 Sidewalk Improvements (P502406)

Category	Transportation	Date Last Modified	12/18/23
SubCategory	Pedestrian Facilities/Bikeways	Administering Agency	Transportation
Planning Area	Silver Spring and Vicinity	Status	Preliminary Design Stage

EXPENDITURE SCHEDULE (\$000s)

Cost Elements	Total	Thru FY23	Est FY24	Total 6 Years	FY 25	FY 26	FY 27	FY 28	FY 29	FY 30	Beyond 6 Years
Planning, Design and Supervision	200	-	110	90	90	-	-	-	-	-	-
Land	25	-	-	25	25	-	-	-	-	-	-
Site Improvements and Utilities	50	-	-	50	50	-	-	-	-	-	-
Construction	750	-	-	750	750	-	-	-	-	-	-
TOTAL EXPENDITURES	1,025	-	110	915	915	-	-	-	-	-	-

FUNDING SCHEDULE (\$000s)

Funding Source	Total	Thru FY23	Est FY24	Total 6 Years	FY 25	FY 26	FY 27	FY 28	FY 29	FY 30	Beyond 6 Years
G.O. Bonds	25	-	10	15	15	-	-	-	-	-	-
State Aid	1,000	-	100	900	900	-	-	-	-	-	-
TOTAL FUNDING SOURCES	1,025	-	110	915	915	-	-	-	-	-	-

OPERATING BUDGET IMPACT (\$000s)

Impact Type	Total 6 Years	FY 25	FY 26	FY 27	FY 28	FY 29	FY 30
Maintenance	25	-	5	5	5	5	5
NET IMPACT	25	-	5	5	5	5	5

APPROPRIATION AND EXPENDITURE DATA (\$000s)

Appropriation FY 25 Request	25	Year First Appropriation	
Appropriation FY 26 Request	-	Last FY's Cost Estimate	1,000
Cumulative Appropriation	1,000		
Expenditure / Encumbrances	-		
Unencumbered Balance	1,000		

PROJECT DESCRIPTION

Sidewalk improvements along Maryland Route 198 (Sandy Spring Road) in Burtonsville from Dino Drive to McKnew Road.

LOCATION

ESTIMATED SCHEDULE

Design to begin in FY24 and be completed in FY25. Land acquisition, utility relocation and construction are scheduled for FY25.

COST CHANGE

Cost increase to account for staff charges that are an ineligible expense for State Aid.

PROJECT JUSTIFICATION

The project will provide sidewalk connections along MD 198 (Sandy Spring Road) between Dino Drive and McKnew Road to the business district in Burtonsville. The sidewalk provides ADA access to residential neighborhoods, transit, churches, and public facilities.

FISCAL NOTE

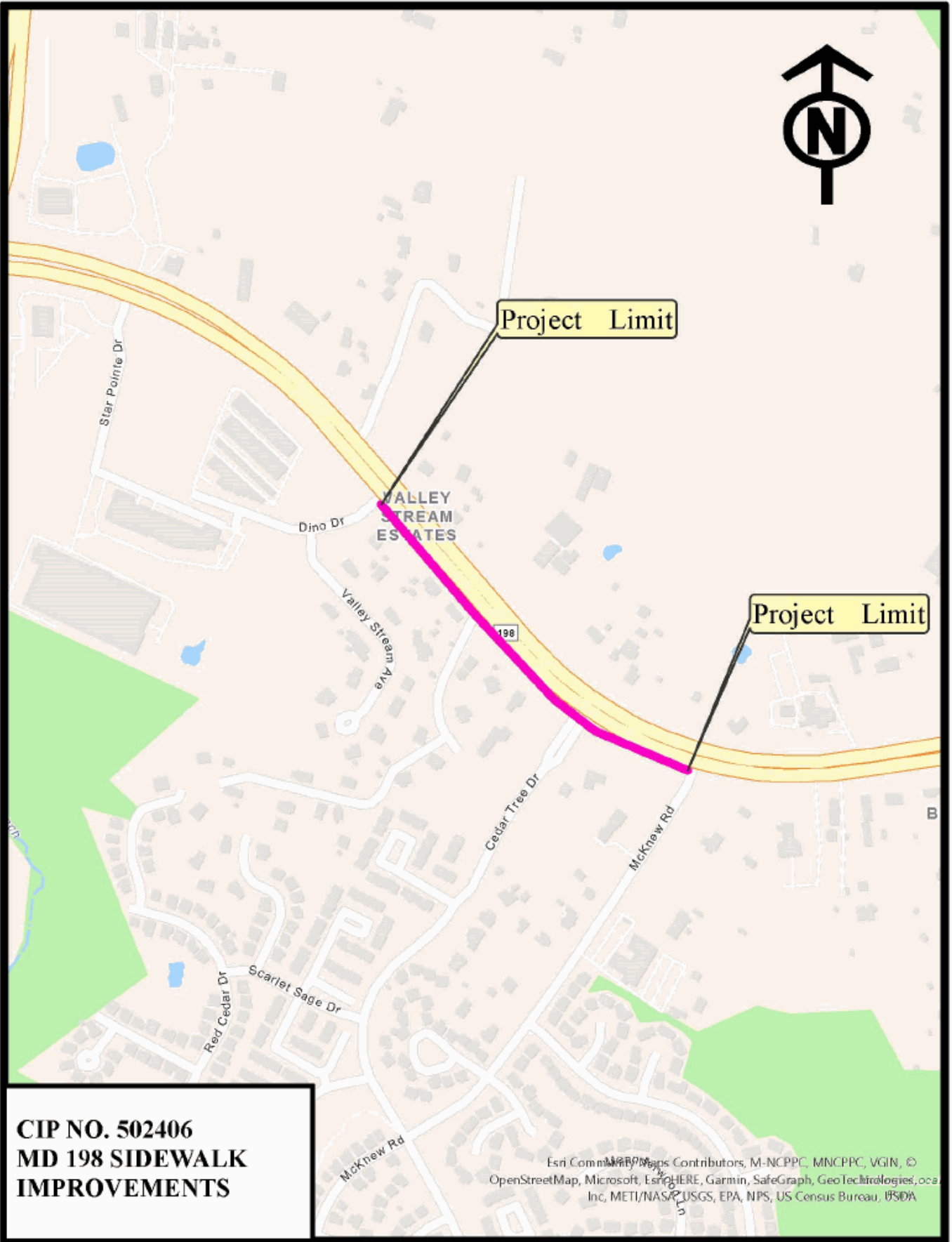
State aid in FY24 and FY25 reflects \$1M in State grants for capital projects in Montgomery County obtained during the 2023 State General Assembly session.

DISCLOSURES

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

COORDINATION

Maryland State Highway Administration, Maryland-National Capital Planning Commission, Department of Permitting Services, and Office of the County Executive.





MD355-Clarksburg Shared Use Path

(P501744)

Category	Transportation	Date Last Modified	01/07/24
SubCategory	Pedestrian Facilities/Bikeways	Administering Agency	Transportation
Planning Area	Clarksburg and Vicinity	Status	Final Design Stage

EXPENDITURE SCHEDULE (\$000s)

Cost Elements	Total	Thru FY23	Est FY24	Total 6 Years	FY 25	FY 26	FY 27	FY 28	FY 29	FY 30	Beyond 6 Years
Planning, Design and Supervision	2,532	1,247	317	968	559	409	-	-	-	-	-
Land	1,765	190	1,295	280	280	-	-	-	-	-	-
Site Improvements and Utilities	99	32	67	-	-	-	-	-	-	-	-
Construction	4,518	-	197	4,321	2,066	2,255	-	-	-	-	-
TOTAL EXPENDITURES	8,914	1,469	1,876	5,569	2,905	2,664	-	-	-	-	-

FUNDING SCHEDULE (\$000s)

Funding Source	Total	Thru FY23	Est FY24	Total 6 Years	FY 25	FY 26	FY 27	FY 28	FY 29	FY 30	Beyond 6 Years
G.O. Bonds	4,031	481	-	3,550	1,598	1,952	-	-	-	-	-
Intergovernmental	496	72	-	424	424	-	-	-	-	-	-
Recordation Tax Premium (MCG)	191	191	-	-	-	-	-	-	-	-	-
State Aid	4,196	725	1,876	1,595	883	712	-	-	-	-	-
TOTAL FUNDING SOURCES	8,914	1,469	1,876	5,569	2,905	2,664	-	-	-	-	-

OPERATING BUDGET IMPACT (\$000s)

Impact Type	Total 6 Years	FY 25	FY 26	FY 27	FY 28	FY 29	FY 30
Maintenance	8	-	-	2	2	2	2
Energy	8	-	-	2	2	2	2
NET IMPACT	16	-	-	4	4	4	4

APPROPRIATION AND EXPENDITURE DATA (\$000s)

Appropriation FY 25 Request	2,450	Year First Appropriation	FY17
Appropriation FY 26 Request	-	Last FY's Cost Estimate	6,464
Cumulative Appropriation	6,464		
Expenditure / Encumbrances	1,478		
Unencumbered Balance	4,986		

PROJECT DESCRIPTION

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

LOCATION

Frederick Road from Snowden Farm Parkway to Stringtown Road.

ESTIMATED SCHEDULE

Final design completed in FY24. Land acquisition scheduled to start in FY23 or FY24 and finish in FY25. Construction is to commence in FY25 and be completed in FY26.

COST CHANGE

Cost increases due to increase in land cost and construction inflation.

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

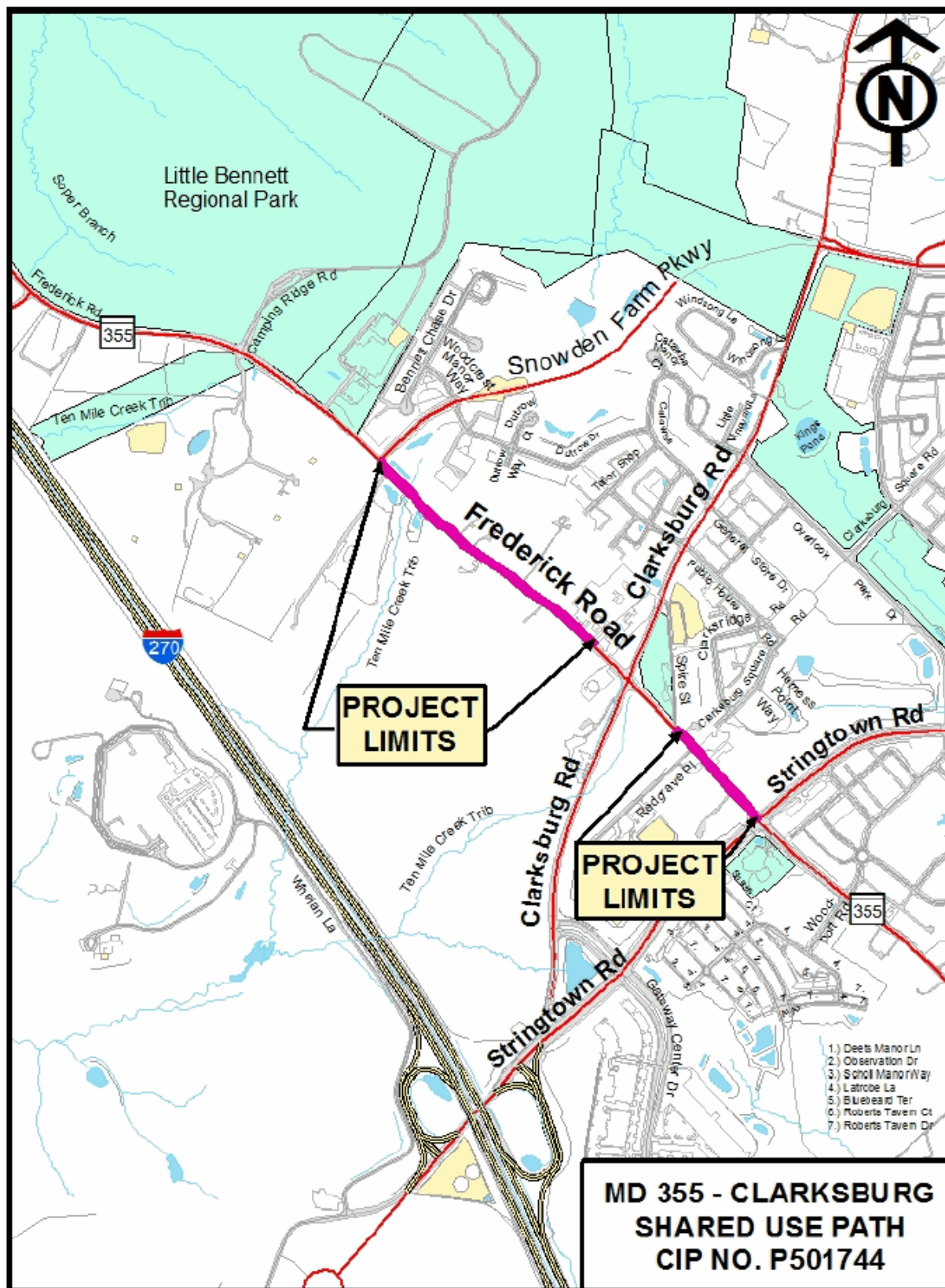
This project was awarded \$523,000 in State Aid in FY19 and an additional \$127,000 in FY21 to fund design. The project was also awarded 3,673,000 in State aid to fund construction. The project was originally programmed in Public Facilities Roads CIP # 5071310.

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	01/07/24
SubCategory	Pedestrian Facilities/Bikeways	Administering Agency	Transportation
Planning Area	Silver Spring and Vicinity	Status	Ongoing

EXPENDITURE SCHEDULE (\$000s)

Cost Elements	Total	Thru FY23	Est FY24	Total 6 Years	FY 25	FY 26	FY 27	FY 28	FY 29	FY 30	Beyond 6 Years
Planning, Design and Supervision	7,536	4,695	797	2,044	1,008	1,036	-	-	-	-	-
Land	1,467	688	779	-	-	-	-	-	-	-	-
Site Improvements and Utilities	941	9	466	466	466	-	-	-	-	-	-
Construction	10,718	825	1,981	7,912	4,104	3,808	-	-	-	-	-
TOTAL EXPENDITURES	20,662	6,217	4,023	10,422	5,578	4,844	-	-	-	-	-

FUNDING SCHEDULE (\$000s)

Funding Source	Total	Thru FY23	Est FY24	Total 6 Years	FY 25	FY 26	FY 27	FY 28	FY 29	FY 30	Beyond 6 Years
G.O. Bonds	17,805	3,360	4,023	10,422	5,578	4,844	-	-	-	-	-
Impact Tax	2,857	2,857	-	-	-	-	-	-	-	-	-
TOTAL FUNDING SOURCES	20,662	6,217	4,023	10,422	5,578	4,844	-	-	-	-	-

OPERATING BUDGET IMPACT (\$000s)

Impact Type	Total 6 Years	FY 25	FY 26	FY 27	FY 28	FY 29	FY 30
Maintenance	40	-	-	10	10	10	10
Energy	8	-	-	2	2	2	2
NET IMPACT	48	-	-	12	12	12	12

APPROPRIATION AND EXPENDITURE DATA (\$000s)

Appropriation FY 25 Request	-	Year First Appropriation	FY11
Appropriation FY 26 Request	-	Last FY's Cost Estimate	20,662
Cumulative Appropriation	20,662		
Expenditure / Encumbrances	14,125		
Unencumbered Balance	6,537		

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. 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. Construction of Phase II-A will be from Ripley Street to Burlington Avenue, including the bridge over Georgia Avenue. A sidepath along Burlington Avenue from Selim Road to Fenton Street will be designed under CIP 501532, Bicycle-Pedestrian Priority Area Improvements (BiPPA). This is done to preserve continuity in design and construction of the Burlington Avenue/13th Street BiPPA project.

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 was completed in FY22. Utility relocations to start and end in summer 2025. Construction of Phase II-A is expected to commence in winter FY24 and will be completed in 18 months.

COST CHANGE

Scope modified to eliminate underpass at Burlington Avenue due to fiscal constraints and opportunity to leverage new County Trail Connections.

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).

OTHER

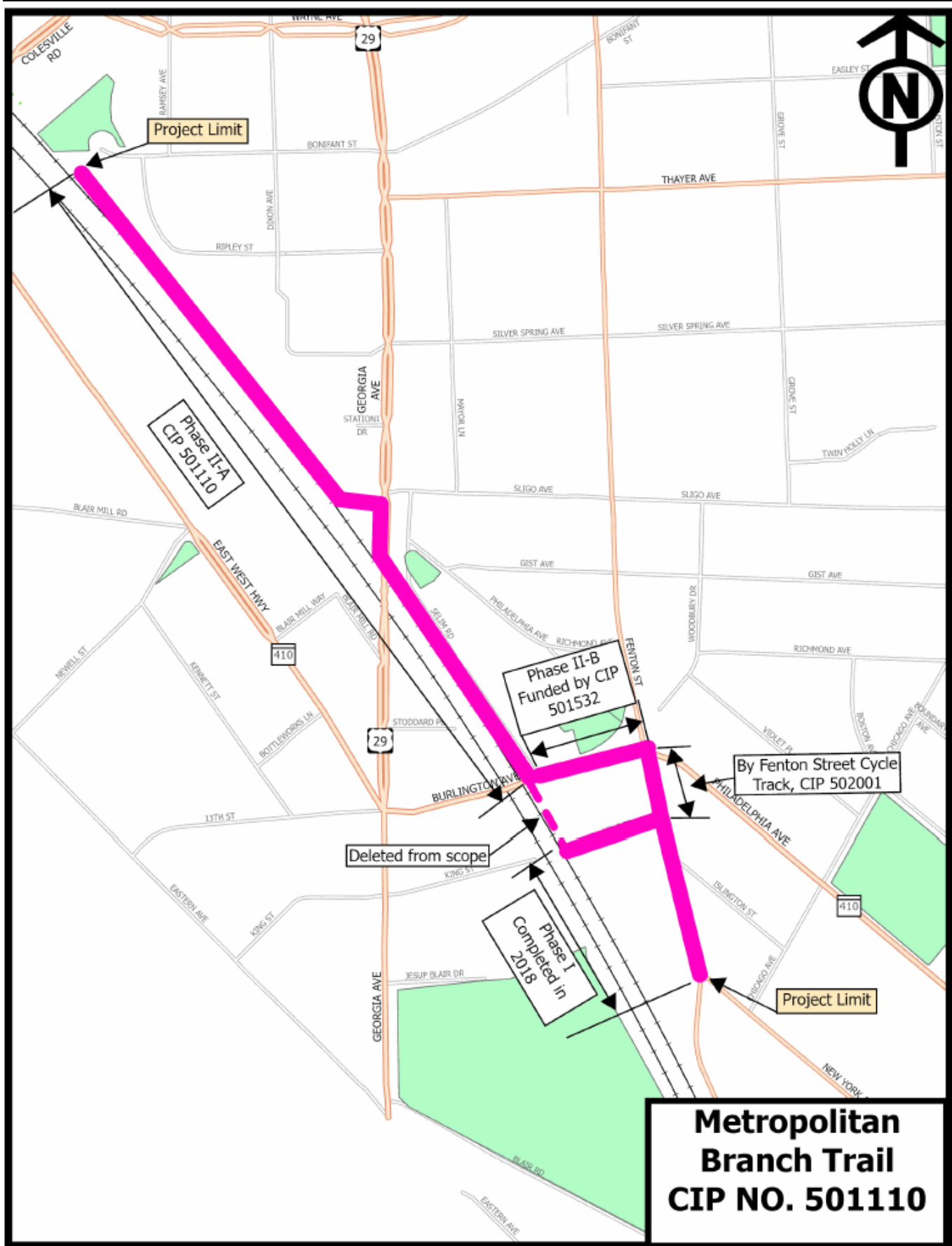
The initial design for the project was funded through Facility Planning: Transportation (CIP#509337). The expenditures reflect the previously approved FY13-18 alignment over Georgia Avenue, which provides a crossing that is safe, cost-effective, and has a more limited visual impact than other proposed 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).





Norwood Road Shared Use Path

(P502313)

Category	Transportation	Date Last Modified	01/07/24
SubCategory	Pedestrian Facilities/Bikeways	Administering Agency	Transportation
Planning Area	Cloverly-Norwood	Status	Planning Stage

EXPENDITURE SCHEDULE (\$000s)

Cost Elements	Total	Thru FY23	Est FY24	Total 6 Years	FY 25	FY 26	FY 27	FY 28	FY 29	FY 30	Beyond 6 Years
Planning, Design and Supervision	702	118	254	330	165	165	-	-	-	-	-
Land	500	-	500	-	-	-	-	-	-	-	-
Site Improvements and Utilities	300	-	-	300	300	-	-	-	-	-	-
Construction	2,543	-	-	2,543	1,272	1,271	-	-	-	-	-
TOTAL EXPENDITURES	4,045	118	754	3,173	1,737	1,436	-	-	-	-	-

FUNDING SCHEDULE (\$000s)

Funding Source	Total	Thru FY23	Est FY24	Total 6 Years	FY 25	FY 26	FY 27	FY 28	FY 29	FY 30	Beyond 6 Years
G.O. Bonds	45	-	-	45	25	20	-	-	-	-	-
State Aid	4,000	118	754	3,128	1,712	1,416	-	-	-	-	-
TOTAL FUNDING SOURCES	4,045	118	754	3,173	1,737	1,436	-	-	-	-	-

OPERATING BUDGET IMPACT (\$000s)

Impact Type	Total 6 Years	FY 25	FY 26	FY 27	FY 28	FY 29	FY 30
Maintenance	30	-	6	6	6	6	6
NET IMPACT	30	-	6	6	6	6	6

APPROPRIATION AND EXPENDITURE DATA (\$000s)

Appropriation FY 25 Request	25	Year First Appropriation	FY23
Appropriation FY 26 Request	20	Last FY's Cost Estimate	4,000
Cumulative Appropriation	4,000		
Expenditure / Encumbrances	712		
Unencumbered Balance	3,288		

PROJECT DESCRIPTION

This project provides for the construction of a shared-use path along Norwood Rd from New Hampshire Ave (MD 650) to Norbeck Road. The proposed shared-use path will be along the west (southbound) side of Norwood Road from New Hampshire Avenue (MD 650) to approximately 600 feet north of Eubie Blake for a total length of approximately 6,300 linear feet. The proposed path will be

10-feet wide for typical applications and 8 feet wide where obstructions exist. A 2 to 6-foot grass buffer will be proposed between the back of the existing curb and the front of the shared-use path where possible and portions of the existing Norwood Road shoulder may be reduced/repurposed to minimize impacts to businesses and property owners.

LOCATION

Silver Spring. Between Norbeck Road and New Hampshire Avenue.

ESTIMATED SCHEDULE

The project design is delayed due to environmental impacts including stream restrictions. Land acquisitions will also add an additional six months to the project schedule. Anticipated design completion in FY25. Construction is scheduled to be completed in FY26.

COST CHANGE

Cost increase to account for staff charges that are an ineligible expense for state aid.

PROJECT JUSTIFICATION

This project will provide separate bicycle and pedestrian facilities, and improve safety and access to schools, places of worship and parks.

FISCAL NOTE

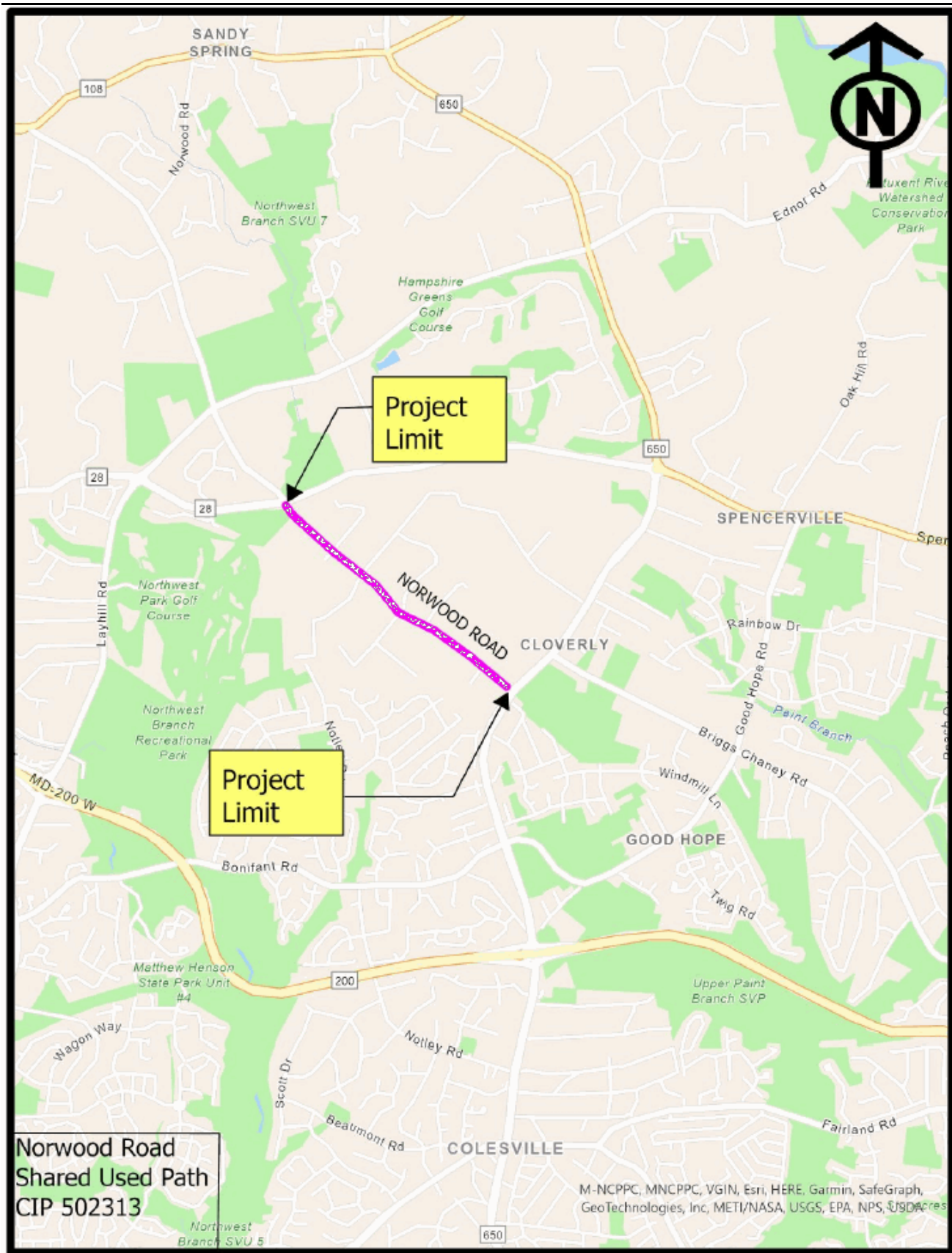
State Aid reflects state grants for capital projects in Montgomery County programmed during the 2022 State General Assembly Session. No cost estimate has been performed. Once design has advanced and a cost estimate has been prepared a determination will be made if the project can be completed with the available state aid. The scope may be reduced or the cost estimate may be revised at the 35% design stage.

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





Oak Drive/MD 27 Sidewalk

(P501908)

Category	Transportation	Date Last Modified	10/10/23
SubCategory	Pedestrian Facilities/Bikeways	Administering Agency	Transportation
Planning Area	Damascus and Vicinity	Status	Preliminary Design Stage

EXPENDITURE SCHEDULE (\$000s)

Cost Elements	Total	Thru FY23	Est FY24	Total 6 Years	FY 25	FY 26	FY 27	FY 28	FY 29	FY 30	Beyond 6 Years
Planning, Design and Supervision	4,837	114	1,321	3,402	1,311	526	483	1,082	-	-	-
Land	2,656	506	-	2,150	-	1,030	1,120	-	-	-	-
Site Improvements and Utilities	1,580	-	-	1,580	-	-	1,470	110	-	-	-
Construction	6,039	325	-	5,714	-	-	1,865	3,849	-	-	-
TOTAL EXPENDITURES	15,112	945	1,321	12,846	1,311	1,556	4,938	5,041	-	-	-

FUNDING SCHEDULE (\$000s)

Funding Source	Total	Thru FY23	Est FY24	Total 6 Years	FY 25	FY 26	FY 27	FY 28	FY 29	FY 30	Beyond 6 Years
G.O. Bonds	14,099	932	471	12,696	1,161	1,556	4,938	5,041	-	-	-
Impact Tax	13	13	-	-	-	-	-	-	-	-	-
State Aid	1,000	-	850	150	150	-	-	-	-	-	-
TOTAL FUNDING SOURCES	15,112	945	1,321	12,846	1,311	1,556	4,938	5,041	-	-	-

OPERATING BUDGET IMPACT (\$000s)

Impact Type	Total 6 Years	FY 25	FY 26	FY 27	FY 28	FY 29	FY 30
Maintenance	12	-	-	-	-	6	6
NET IMPACT	12	-	-	-	-	6	6

APPROPRIATION AND EXPENDITURE DATA (\$000s)

Appropriation FY 25 Request	-	Year First Appropriation	FY19
Appropriation FY 26 Request	823	Last FY's Cost Estimate	12,511
Cumulative Appropriation	4,310		
Expenditure / Encumbrances	996		
Unencumbered Balance	3,314		

PROJECT DESCRIPTION

The total project is comprised of 3 phases. Phase I, completed in FY22, 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 was started in FY19 and was completed in FY22. Phases II and III Final Design will start in FY24. The construction implementation schedule is based on an estimate of 6 months to complete Phase 2 in FY27, followed by 12 months to complete Phase 3 in FY28.

COST CHANGE

Cost increase due to inflation and higher than anticipated construction bid; previous construction estimate did not include construction management costs.

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

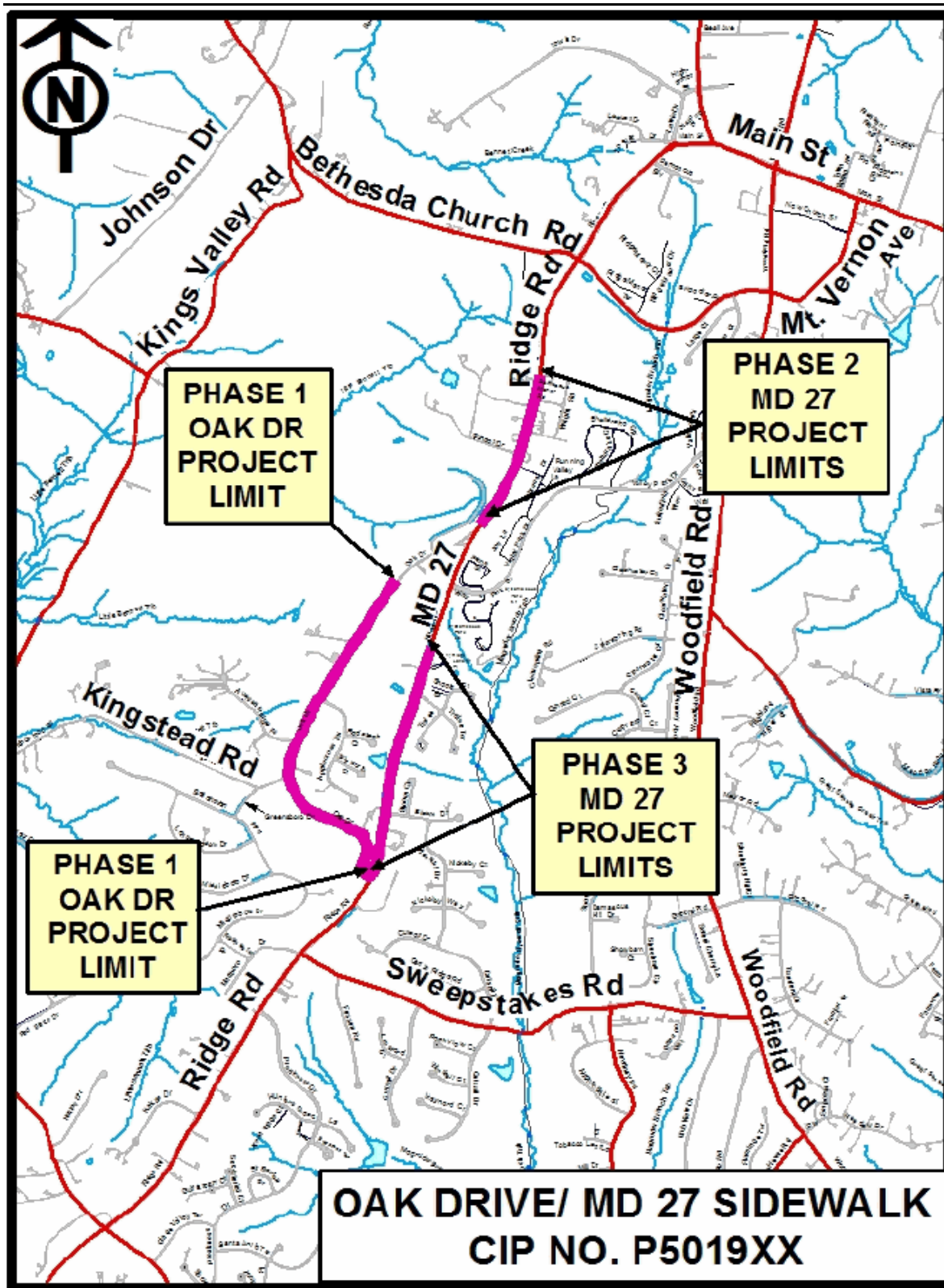
Construction cost estimates for Phase II and Phase III will be updated during the final design. State Aid reflects state grants for capital projects in Montgomery County programmed during the 2022 State General Assembly Session.

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

State Aid reflects state grants for capital projects in Montgomery County programmed during the 2022 State General Assembly Session. 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. Department of Permitting Services, Department of Environmental Protection, State Highway Administration, Maryland-National Capital Park and Planning Commission, PEPCO, Washington Gas, Washington Suburban Sanitation Commission, Verizon.





Sandy Spring Bikeway

(P502306)

Category	Transportation	Date Last Modified	10/30/23
SubCategory	Pedestrian Facilities/Bikeways	Administering Agency	Transportation
Planning Area	Patuxent Watershed Conservation Area	Status	Preliminary Design Stage

EXPENDITURE SCHEDULE (\$000s)

Cost Elements	Total	Thru FY23	Est FY24	Total 6 Years	FY 25	FY 26	FY 27	FY 28	FY 29	FY 30	Beyond 6 Years
Planning, Design and Supervision	200	-	200	-	-	-	-	-	-	-	-
Land	100	-	-	100	100	-	-	-	-	-	-
TOTAL EXPENDITURES	300	-	200	100	100	-	-	-	-	-	-

FUNDING SCHEDULE (\$000s)

Funding Source	Total	Thru FY23	Est FY24	Total 6 Years	FY 25	FY 26	FY 27	FY 28	FY 29	FY 30	Beyond 6 Years
G.O. Bonds	300	-	200	100	100	-	-	-	-	-	-
TOTAL FUNDING SOURCES	300	-	200	100	100	-	-	-	-	-	-

APPROPRIATION AND EXPENDITURE DATA (\$000s)

Appropriation FY 25 Request	100	Year First Appropriation	FY23
Appropriation FY 26 Request	-	Last FY's Cost Estimate	200
Cumulative Appropriation	200		
Expenditure / Encumbrances	-		
Unencumbered Balance	200		

PROJECT DESCRIPTION

The project provides for a cost share with the Maryland Department of Transportation State Highway Administration (MDOT SHA) for the final design and construction of a ten foot wide shared use path on the north side of MD 108 from Dr. Bird Road to Norwood Road. The project is approximately .86 of a mile and will complete missing segments of existing shared use paths along the MD 108 corridor. Where feasible, drainage improvements are included in the scope of the project.

LOCATION

Sandy Spring - Ashton area

ESTIMATED SCHEDULE

MDOT SHA started Design in FY 23. Construction, also by MDOT SHA, is anticipated in FY 25 and 26

COST CHANGE

Cost increase is due to the addition of land costs.

PROJECT JUSTIFICATION

Constructing these segments will help close a significant gap in Montgomery County's active transportation system. As a critical component of multi-modal infrastructure, these sidewalks and shared use paths will connect residents and visitors to destinations along the corridor such as the: Olney Theatre, Sherwood Elementary School and High School, area restaurants and retail, and transit in Sandy Spring. This project is part of the Heritage Triangle Trail, which will provide for a safe walkable and bikeable shared use path network to the existing cultural resources in the Sandy Spring/Ashton and Olney area. This project will comply with the 2018 Approved and Adopted Montgomery County Bicycle Master Plan, the Sandy Spring and Ashton Master Plans and the Vision Zero 2030 Plan goals.

OTHER

The project will help the County achieve its Vision Zero goals to reduce deaths and serious injuries within the County's roadways to zero by 2030 and to provide a safe, low stress and connected bicycle network.

FISCAL NOTE

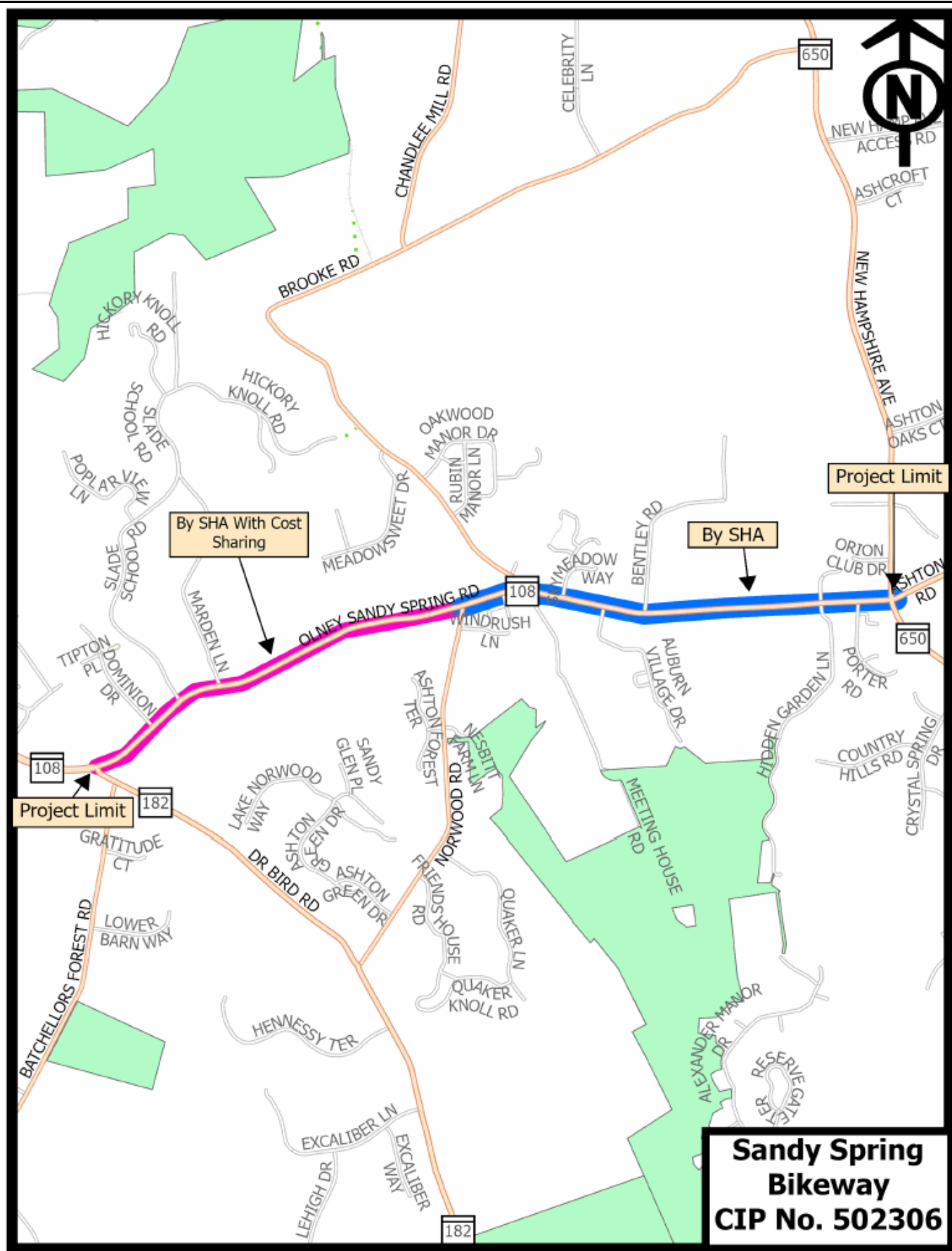
The County is providing \$200,000 as part of its contribution to the final design to be completed by the Maryland Department of Transportation State Highway Administration through the Bicycle Retrofit Program. Additional County funding will be needed to provide a 25 percent match of the total construction cost and all of the land acquisition costs. Additional funding amounts will be determined at the conclusion of design.

DISCLOSURES

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

COORDINATION

Maryland DOT State Highway Administration, Maryland Department of the Environment, Maryland-National Capital Park and Planning Commission, Montgomery County Department of Permitting Services, Montgomery County Department of Environmental Protection, Utility Companies





Seven Locks Bikeway and Safety Improvements

(P501303)

Category	Transportation	Date Last Modified	01/07/24
SubCategory	Pedestrian Facilities/Bikeways	Administering Agency	Transportation
Planning Area	Travilah and Vicinity	Status	Preliminary Design Stage

EXPENDITURE SCHEDULE (\$000s)

Cost Elements	Total	Thru FY23	Est FY24	Total 6 Years	FY 25	FY 26	FY 27	FY 28	FY 29	FY 30	Beyond 6 Years
Planning, Design and Supervision	3,972	-	-	-	-	-	-	-	-	-	3,972
Land	4,766	-	-	-	-	-	-	-	-	-	4,766
Site Improvements and Utilities	378	-	-	-	-	-	-	-	-	-	378
Construction	17,644	-	-	-	-	-	-	-	-	-	17,644
TOTAL EXPENDITURES	26,760	-	-	-	-	-	-	-	-	-	26,760

FUNDING SCHEDULE (\$000s)

Funding Source	Total	Thru FY23	Est FY24	Total 6 Years	FY 25	FY 26	FY 27	FY 28	FY 29	FY 30	Beyond 6 Years
G.O. Bonds	26,760	-	-	-	-	-	-	-	-	-	26,760
TOTAL FUNDING SOURCES	26,760	-	-	-	-	-	-	-	-	-	26,760

APPROPRIATION AND EXPENDITURE DATA (\$000s)

Appropriation FY 25 Request	-	Year First Appropriation	
Appropriation FY 26 Request	-	Last FY's Cost Estimate	26,760
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

\$500,000 was provided in Facility Planning: Transportation CIP Project (#509337) in FY21 to refresh conceptual design to comply with the latest Complete Street Design Guide. Project components are scheduled to commence beyond six years.

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. Construction costs will be updated during the design phase. 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. A facility planning refresh was completed in FY22 to determine changes needed to meet current pedestrian and bicycle guidelines. Though the proposed width of the roadway has decreased, the proposed width of the pedestrian and bicycle facilities has increased per the Complete Street Design Guide, and therefore, the overall typical section remains largely the same throughout the project limits.

FISCAL NOTE

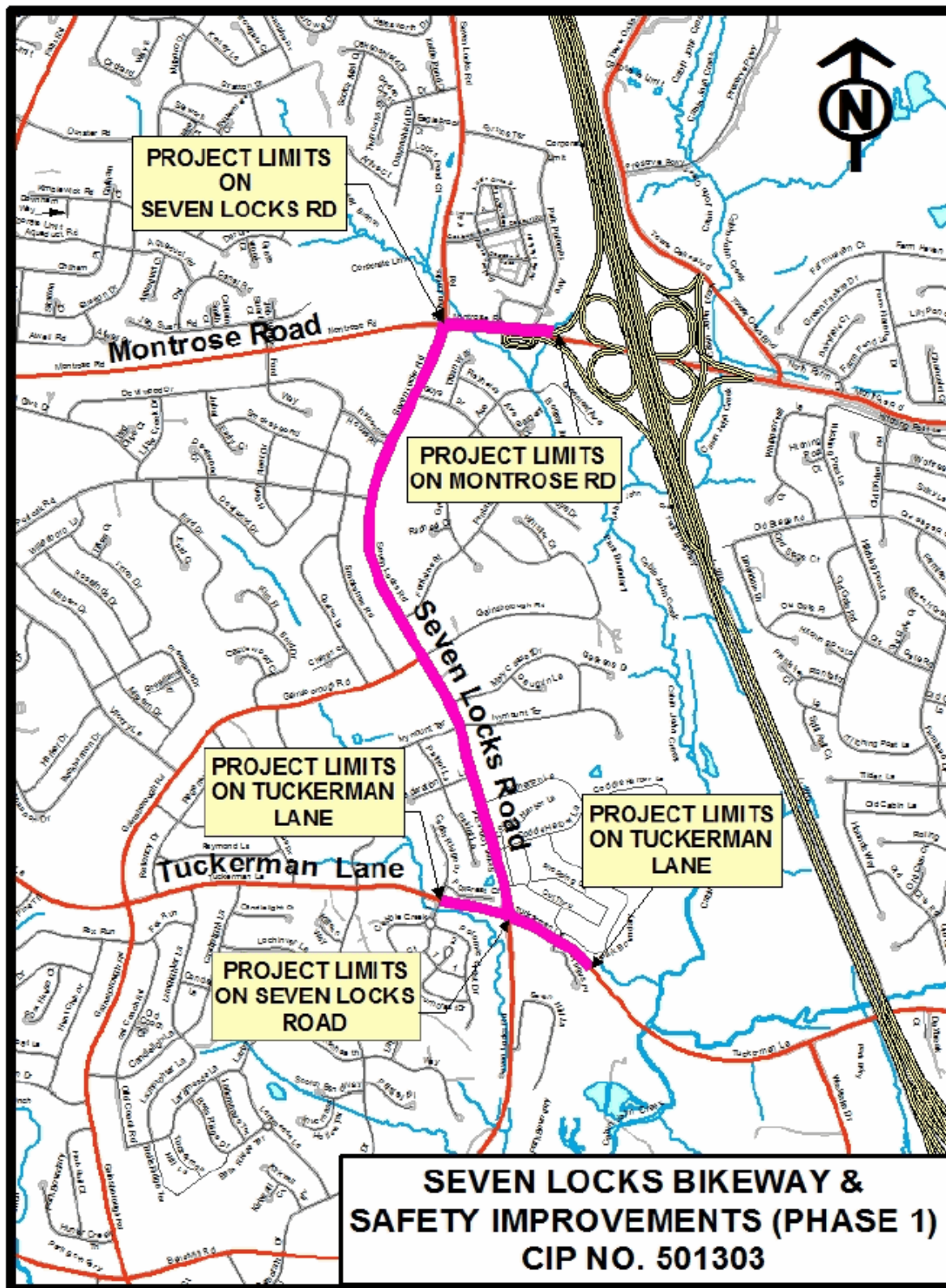
The total estimated cost of the project for all three phases is approximately \$70 million, including design, land acquisition, site improvements, utility relocation, and construction. The project can be built in phases to better absorb cost and financial constraints.

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	01/08/24
SubCategory	Pedestrian Facilities/Bikeways	Administering Agency	Transportation
Planning Area	Countywide	Status	Ongoing

EXPENDITURE SCHEDULE (\$000s)

Cost Elements	Total	Thru FY23	Est FY24	Total 6 Years	FY 25	FY 26	FY 27	FY 28	FY 29	FY 30	Beyond 6 Years
Planning, Design and Supervision	15,294	8,530	1,803	4,961	761	840	840	840	840	840	-
Land	2,550	2,310	6	234	25	25	46	46	46	46	-
Site Improvements and Utilities	457	360	13	84	14	14	14	14	14	14	-
Construction	33,975	13,615	2,251	18,109	2,440	3,756	2,808	2,919	3,034	3,152	-
Other	4	4	-	-	-	-	-	-	-	-	-
TOTAL EXPENDITURES	52,280	24,819	4,073	23,388	3,240	4,635	3,708	3,819	3,934	4,052	-

FUNDING SCHEDULE (\$000s)

Funding Source	Total	Thru FY23	Est FY24	Total 6 Years	FY 25	FY 26	FY 27	FY 28	FY 29	FY 30	Beyond 6 Years
G.O. Bonds	49,940	22,479	4,073	23,388	3,240	4,635	3,708	3,819	3,934	4,052	-
Recordation Tax Premium (MCG)	2,264	2,264	-	-	-	-	-	-	-	-	-
State Aid	76	76	-	-	-	-	-	-	-	-	-
TOTAL FUNDING SOURCES	52,280	24,819	4,073	23,388	3,240	4,635	3,708	3,819	3,934	4,052	-

APPROPRIATION AND EXPENDITURE DATA (\$000s)

Appropriation FY 25 Request	3,240	Year First Appropriation	FY67
Appropriation FY 26 Request	4,635	Last FY's Cost Estimate	43,592
Cumulative Appropriation	28,892		
Expenditure / Encumbrances	25,978		
Unencumbered Balance	2,914		

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

Cost change is due to inflation and the addition of FY29 and FY30.

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 requests by residents, civic associations, and public agencies. Requests 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.

DOT is reviewing the GIS-based prioritization tool which will help evaluate the sidewalk requests based on safety, trip generators, and equity data.

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 & Bethesda Secure Bike Parking Facilities

(P502510)

Category	Transportation	Date Last Modified	01/07/24
SubCategory	Pedestrian Facilities/Bikeways	Administering Agency	Transportation
Planning Area	Silver Spring and Vicinity	Status	Final Design Stage

EXPENDITURE SCHEDULE (\$000s)

Cost Elements	Total	Thru FY23	Est FY24	Total 6 Years	FY 25	FY 26	FY 27	FY 28	FY 29	FY 30	Beyond 6 Years
Construction	535	-	-	535	338	-	-	197	-	-	-
TOTAL EXPENDITURES	535	-	-	535	338	-	-	197	-	-	-

FUNDING SCHEDULE (\$000s)

Funding Source	Total	Thru FY23	Est FY24	Total 6 Years	FY 25	FY 26	FY 27	FY 28	FY 29	FY 30	Beyond 6 Years
Federal Aid	427	-	-	427	270	-	-	157	-	-	-
G.O. Bonds	108	-	-	108	68	-	-	40	-	-	-
TOTAL FUNDING SOURCES	535	-	-	535	338	-	-	197	-	-	-

OPERATING BUDGET IMPACT (\$000s)

Impact Type	Total 6 Years	FY 25	FY 26	FY 27	FY 28	FY 29	FY 30
Maintenance	8	-	1	1	2	2	2
Energy	8	-	1	1	2	2	2
NET IMPACT	16	-	2	2	4	4	4

APPROPRIATION AND EXPENDITURE DATA (\$000s)

Appropriation FY 25 Request	338	Year First Appropriation	
Appropriation FY 26 Request	-	Last FY's Cost Estimate	-
Cumulative Appropriation	-		
Expenditure / Encumbrances	-		
Unencumbered Balance	-		

PROJECT DESCRIPTION

The Silver Spring and Bethesda Secure Bike Parking Facilities will be located at the Silver Spring and Bethesda Metro Stations and will provide a secure area for people biking to park. This will give them the peace-of-mind that their bikes will not be vandalized or stolen while they are parked. Similar facilities have been built at other Metro stations in the region, including College Park, East Falls Church, Whole-Reston East, and one is under construction at Grosvenor.

LOCATION

Downtown Silver Spring and downtown Bethesda

ESTIMATED SCHEDULE

The Silver Spring Secure Bike Parking Facility will be constructed in FY25. The Bethesda Secure Bike Parking Facility will be constructed in FY27 after Purple Line construction is completed.

PROJECT JUSTIFICATION

As the County builds out its low-stress bike network, providing convenient and secure bike parking facilities is critical. If people worry that their bike will be stolen or vandalized while parked, they will likely choose not to bike, even if the bikeways are comfortable and convenient. This project will add secure bike parking facilities at the Silver Spring Transit Center and the Bethesda Metro Station, both of which are served by the Metro Red Line and will soon be served by the Purple Line light rail.

FISCAL NOTE

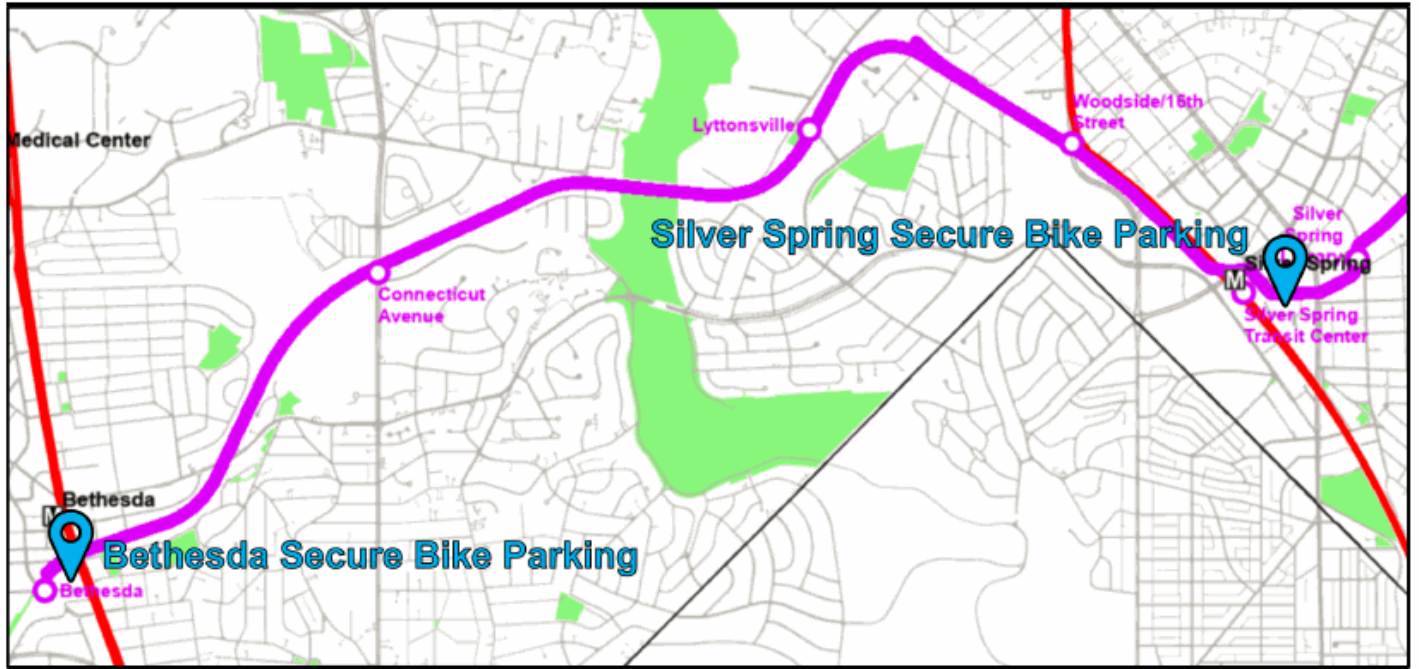
These projects are funded by a federal earmark covering 80% of the cost.

DISCLOSURES

A pedestrian impact analysis has been completed for this project.

COORDINATION

Coordination will be required with MTA Purple Line construction, the Silver Spring Urban District, the Bethesda Urban District, the Bethesda Urban Partnership, and the Montgomery County Parks Department.





Silver Spring Green Trail

(P509975)

Category	Transportation	Date Last Modified	10/11/23
SubCategory	Pedestrian Facilities/Bikeways	Administering Agency	Transportation
Planning Area	Silver Spring and Vicinity	Status	Under Construction

EXPENDITURE SCHEDULE (\$000s)

Cost Elements	Total	Thru FY23	Est FY24	Total 6 Years	FY 25	FY 26	FY 27	FY 28	FY 29	FY 30	Beyond 6 Years
Planning, Design and Supervision	1,354	1,204	150	-	-	-	-	-	-	-	-
Land	7	7	-	-	-	-	-	-	-	-	-
Site Improvements and Utilities	5	5	-	-	-	-	-	-	-	-	-
Construction	608	357	244	7	6	1	-	-	-	-	-
Other	1	1	-	-	-	-	-	-	-	-	-
TOTAL EXPENDITURES	1,975	1,574	394	7	6	1	-	-	-	-	-

FUNDING SCHEDULE (\$000s)

Funding Source	Total	Thru FY23	Est FY24	Total 6 Years	FY 25	FY 26	FY 27	FY 28	FY 29	FY 30	Beyond 6 Years
Current Revenue: General	265	265	-	-	-	-	-	-	-	-	-
G.O. Bonds	862	461	394	7	6	1	-	-	-	-	-
PAYGO	848	848	-	-	-	-	-	-	-	-	-
TOTAL FUNDING SOURCES	1,975	1,574	394	7	6	1	-	-	-	-	-

APPROPRIATION AND EXPENDITURE DATA (\$000s)

Appropriation FY 25 Request	-	Year First Appropriation	FY99
Appropriation FY 26 Request	-	Last FY's Cost Estimate	1,975
Cumulative Appropriation	1,975		
Expenditure / Encumbrances	1,571		
Unencumbered Balance	404		

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.

ESTIMATED SCHEDULE

In FY21, the schedule was revised again based on actual progress and MTA's latest revised cash flow projection.

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

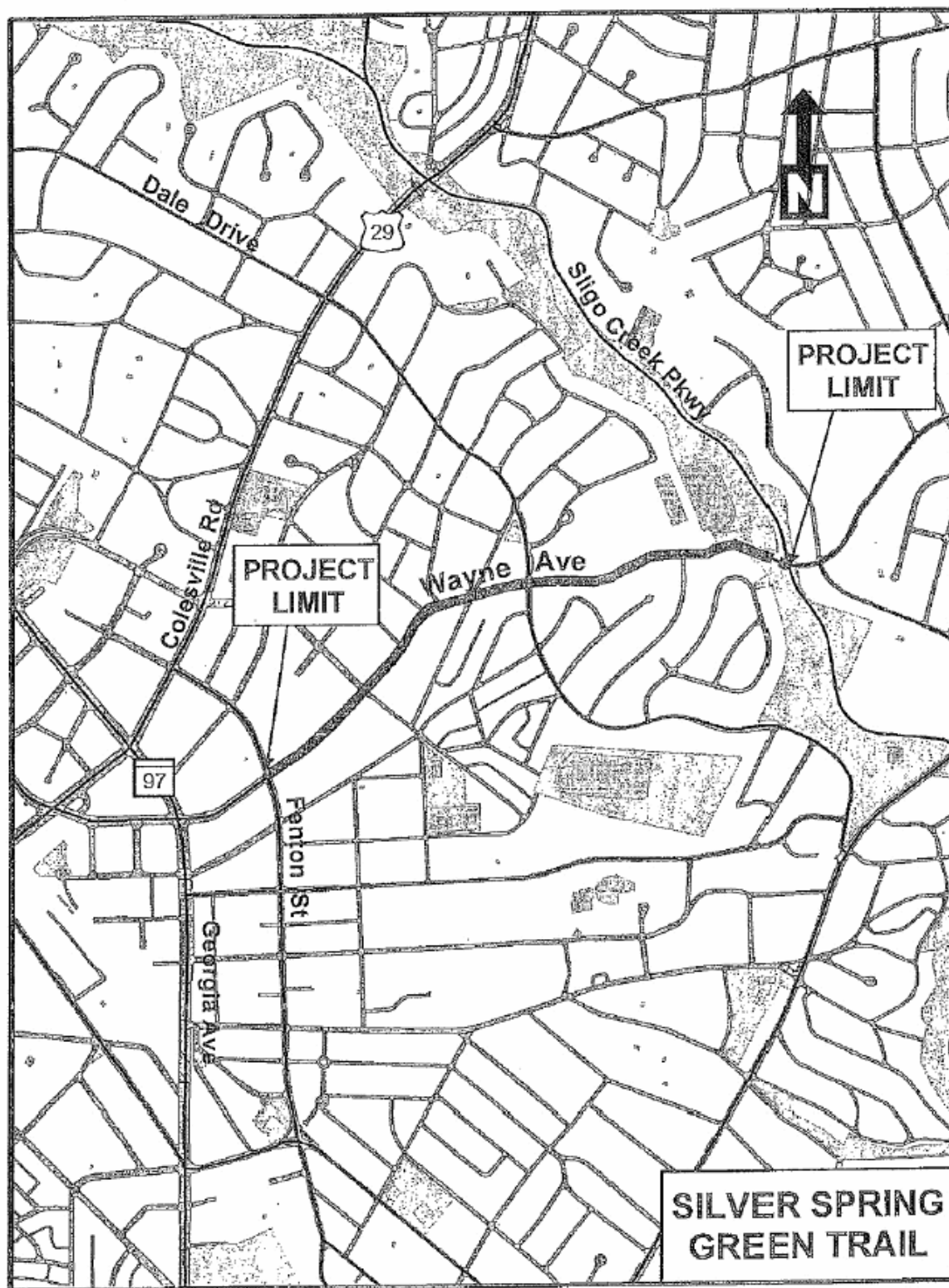
In March of 2021, the schedule was adjusted to shift funding from each year to the next year from FY21 through FY26 to further reflect the expected construction progress and estimated billing schedule based on the Purple Line's plan to re-solicit a new general contractor to complete the project.

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	01/11/24
SubCategory	Pedestrian Facilities/Bikeways	Administering Agency	Transportation
Planning Area	Countywide	Status	Ongoing

EXPENDITURE SCHEDULE (\$000s)

Cost Elements	Total	Thru FY23	Est FY24	Total 6 Years	FY 25	FY 26	FY 27	FY 28	FY 29	FY 30	Beyond 6 Years
Planning, Design and Supervision	772	289	69	414	69	69	69	69	69	69	-
Land	651	651	-	-	-	-	-	-	-	-	-
Site Improvements and Utilities	198	23	25	150	25	25	25	25	25	25	-
Construction	1,994	1,088	114	792	132	132	132	132	132	132	-
TOTAL EXPENDITURES	3,615	2,051	208	1,356	226	226	226	226	226	226	-

FUNDING SCHEDULE (\$000s)

Funding Source	Total	Thru FY23	Est FY24	Total 6 Years	FY 25	FY 26	FY 27	FY 28	FY 29	FY 30	Beyond 6 Years
G.O. Bonds	3,615	2,051	208	1,356	226	226	226	226	226	226	-
TOTAL FUNDING SOURCES	3,615	2,051	208	1,356	226	226	226	226	226	226	-

APPROPRIATION AND EXPENDITURE DATA (\$000s)

Appropriation FY 25 Request	133	Year First Appropriation	FY89
Appropriation FY 26 Request	226	Last FY's Cost Estimate	3,188
Cumulative Appropriation	2,352		
Expenditure / Encumbrances	2,143		
Unencumbered Balance	209		

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 increase due to inflation in FY25-28. Funding for FY29 and FY30 was added.

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



Tuckerman Lane Sidewalk

(P502302)

Category	Transportation	Date Last Modified	01/07/24
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 FY23	Est FY24	Total 6 Years	FY 25	FY 26	FY 27	FY 28	FY 29	FY 30	Beyond 6 Years
Planning, Design and Supervision	5,460	-	-	39	-	-	19	20	-	-	5,421
Land	2,953	-	-	81	-	-	81	-	-	-	2,872
Site Improvements and Utilities	525	-	-	-	-	-	-	-	-	-	525
Construction	23,178	-	-	417	-	-	169	248	-	-	22,761
TOTAL EXPENDITURES	32,116	-	-	537	-	-	269	268	-	-	31,579

FUNDING SCHEDULE (\$000s)

Funding Source	Total	Thru FY23	Est FY24	Total 6 Years	FY 25	FY 26	FY 27	FY 28	FY 29	FY 30	Beyond 6 Years
G.O. Bonds	32,116	-	-	537	-	-	269	268	-	-	31,579
TOTAL FUNDING SOURCES	32,116	-	-	537	-	-	269	268	-	-	31,579

OPERATING BUDGET IMPACT (\$000s)

Impact Type	Total 6 Years	FY 25	FY 26	FY 27	FY 28	FY 29	FY 30
Maintenance	10	-	-	-	-	5	5
Energy	2	-	-	-	-	1	1
NET IMPACT	12	-	-	-	-	6	6

APPROPRIATION AND EXPENDITURE DATA (\$000s)

Appropriation FY 25 Request	-	Year First Appropriation	
Appropriation FY 26 Request	-	Last FY's Cost Estimate	16,635
Cumulative Appropriation	-		
Expenditure / Encumbrances	-		
Unencumbered Balance	-		

PROJECT DESCRIPTION

This project provides for the design and construction of pedestrian and bicycle safety improvements along the 3.8-mile section of Tuckerman Lane between Falls Road (MD 189) to Old Georgetown Road (MD 187). The corridor improvements have been broken into four buildable segments so that projects can be initiated as funding becomes available. The four segments include: 1) Falls Road to

Seven Locks Road, 2) Seven Locks Road to Angus Place, 3) Angus Place to Whisperwood Lane and 4) Whisperwood Lane to Old Georgetown Road. The potential improvements differ for each segment and were developed based on an effort to minimize potential impacts by remaining within the existing right-of-way (ROW), while optimizing pedestrian and on/off-road cyclist safety and connectivity along the corridor.

LOCATION

Potomac-Cabin John Vicinity

ESTIMATED SCHEDULE

The first phase of this project provides for design and construction of a sidewalk along the south side of Tuckerman Lane from Gainsborough Road to the end of the existing sidewalk approximately 380 feet west of Potomac Crest Drive. The first phase of segment one will start construction in FY27 and finish in FY28. The second phase of this project provides for design and construction of a ten-foot wide sidepath on the north side of Tuckerman Lane and a new five-foot wide sidewalk on the south side of Tuckerman Lane for Segment 1. The limits are between Falls Road to Seven Locks Road, approximately 1.7 miles. The project also provides resurfacing and restriping of the existing roadway to maintain 11-foot travel lanes in both directions, an 8-foot parking lane on one side of Tuckerman Lane, a new 6.5-foot and a new 5.5-foot bike lanes in both directions of Tuckerman Lane, as well as minor safety intersection improvements and crosswalks within the project limits. Phase 2 final design, land acquisition, utility relocation and construction will be completed beyond the six year period.

COST CHANGE

Cost increases due to inflation in construction management and materials.

PROJECT JUSTIFICATION

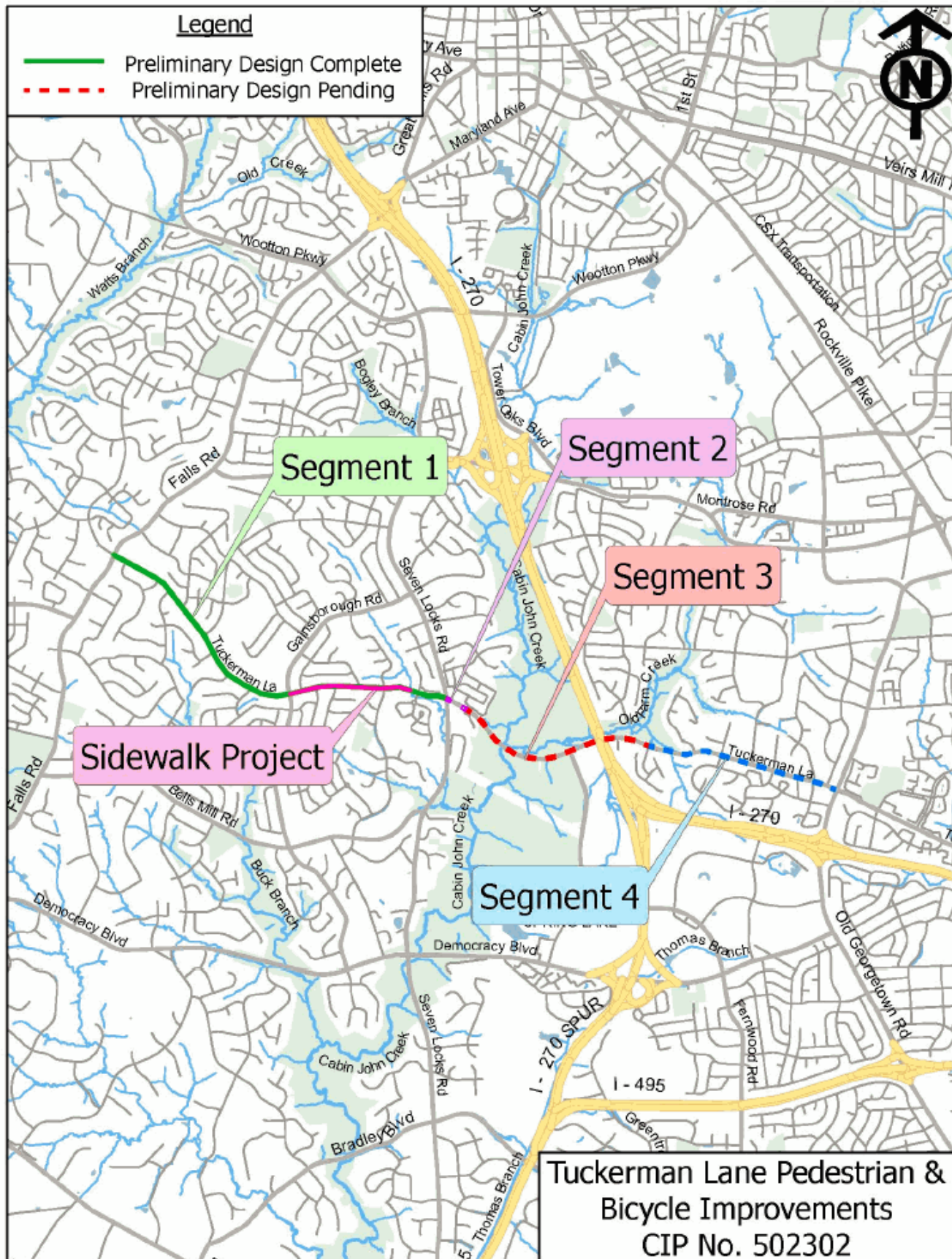
The purpose of the project is to improve pedestrian and bicyclist safety along Tuckerman Lane. There are no pedestrian facilities on the south side of Tuckerman Lane within the project limits. This segment of Tuckerman Lane is mainly residential where several schools are located, including Herbert Hoover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

OTHER

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

DISCLOSURES

A pedestrian impact analysis has been completed for this project.





Twinbrook Connector Trail

(P502405)

Category	Transportation	Date Last Modified	08/28/23
SubCategory	Pedestrian Facilities/Bikeways	Administering Agency	Transportation
Planning Area	Aspen Hill and Vicinity	Status	Preliminary Design Stage

EXPENDITURE SCHEDULE (\$000s)

Cost Elements	Total	Thru FY23	Est FY24	Total 6 Years	FY 25	FY 26	FY 27	FY 28	FY 29	FY 30	Beyond 6 Years
Planning, Design and Supervision	300	-	200	100	50	50	-	-	-	-	-
Construction	1,200	-	-	1,200	600	600	-	-	-	-	-
TOTAL EXPENDITURES	1,500	-	200	1,300	650	650	-	-	-	-	-

FUNDING SCHEDULE (\$000s)

Funding Source	Total	Thru FY23	Est FY24	Total 6 Years	FY 25	FY 26	FY 27	FY 28	FY 29	FY 30	Beyond 6 Years
G.O. Bonds	1,500	-	200	1,300	650	650	-	-	-	-	-
TOTAL FUNDING SOURCES	1,500	-	200	1,300	650	650	-	-	-	-	-

OPERATING BUDGET IMPACT (\$000s)

Impact Type	Total 6 Years	FY 25	FY 26	FY 27	FY 28	FY 29	FY 30
Maintenance	20	-	-	5	5	5	5
Energy	4	-	-	1	1	1	1
NET IMPACT	24	-	-	6	6	6	6

APPROPRIATION AND EXPENDITURE DATA (\$000s)

Appropriation FY 25 Request	650	Year First Appropriation	
Appropriation FY 26 Request	650	Last FY's Cost Estimate	1,500
Cumulative Appropriation	200		
Expenditure / Encumbrances	-		
Unencumbered Balance	200		

PROJECT DESCRIPTION

This project will design and construct the relocation of the existing Parklawn North Connector Trail from the roadway shoulder to facilitate a new Bus Rapid Transit (BRT) line on Veirs Mill Road (MD 586) between Rock Creek and Aspen Hill Road in Rockville. The long-term BRT alternative for Veirs Mill Road includes curbside dedicated lanes, which will conflict with the existing trail location. The project will be managed by Montgomery Parks with the intention of relocating the trail prior to BRT construction in this vicinity.

ESTIMATED SCHEDULE

Design is scheduled to start in FY24. Construction will start in FY25 and be completed in FY26.

PROJECT JUSTIFICATION

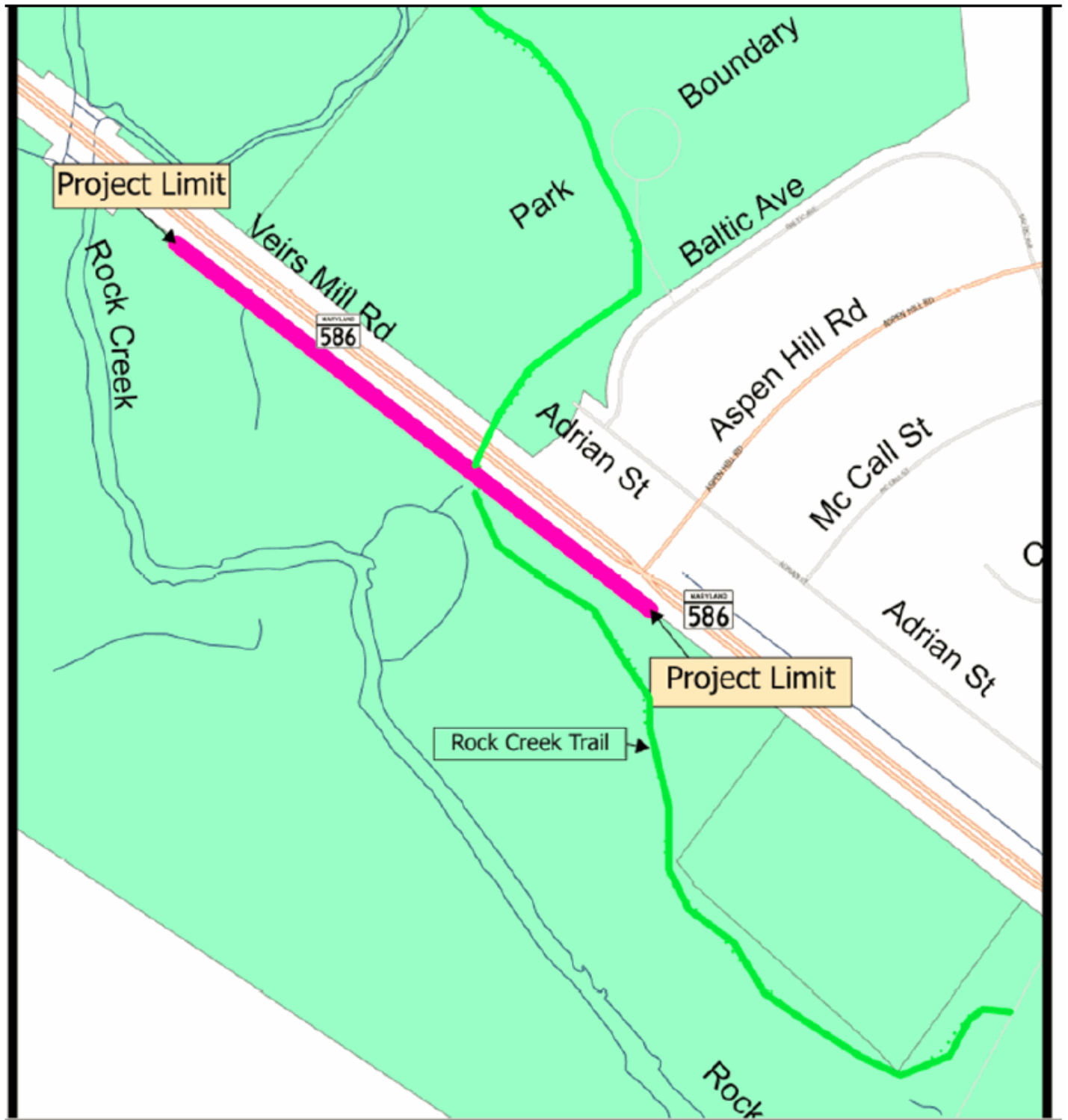
The project will maintain trail connectivity while allowing implementation of a BRT service along Veirs Mill Road. Maintaining this established trail connector will increase opportunity for a broad range of users, including a significant number of minority and low-income riders living along a highly congested corridor. The project will improve passenger transit mobility by connecting BRT riders to high density housing and employment centers.

DISCLOSURES

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

COORDINATION

Maryland Department of Transportation, Maryland Department of the Environment, Maryland-National Capital Park and Planning Commission.





US 29 Pedestrian and Bicycle Improvements (P502304)

Category	Transportation	Date Last Modified	01/11/24
SubCategory	Pedestrian Facilities/Bikeways	Administering Agency	Transportation
Planning Area	Colesville-White Oak and Vicinity	Status	Preliminary Design Stage

EXPENDITURE SCHEDULE (\$000s)

Cost Elements	Total	Thru FY23	Est FY24	Total 6 Years	FY 25	FY 26	FY 27	FY 28	FY 29	FY 30	Beyond 6 Years
Planning, Design and Supervision	2,190	2	498	1,690	540	150	250	250	250	250	-
Construction	5,716	-	2,000	3,716	-	406	780	811	843	876	-
TOTAL EXPENDITURES	7,906	2	2,498	5,406	540	556	1,030	1,061	1,093	1,126	-

FUNDING SCHEDULE (\$000s)

Funding Source	Total	Thru FY23	Est FY24	Total 6 Years	FY 25	FY 26	FY 27	FY 28	FY 29	FY 30	Beyond 6 Years
G.O. Bonds	5,406	-	-	5,406	540	556	1,030	1,061	1,093	1,126	-
State Aid	2,500	2	2,498	-	-	-	-	-	-	-	-
TOTAL FUNDING SOURCES	7,906	2	2,498	5,406	540	556	1,030	1,061	1,093	1,126	-

OPERATING BUDGET IMPACT (\$000s)

Impact Type	Total 6 Years	FY 25	FY 26	FY 27	FY 28	FY 29	FY 30
Maintenance	5	-	1	1	1	1	1
Energy	-	-	-	-	-	-	-
NET IMPACT	5	-	1	1	1	1	1

APPROPRIATION AND EXPENDITURE DATA (\$000s)

Appropriation FY 25 Request	540	Year First Appropriation	FY23
Appropriation FY 26 Request	556	Last FY's Cost Estimate	5,500
Cumulative Appropriation	2,500		
Expenditure / Encumbrances	2		
Unencumbered Balance	2,498		

PROJECT DESCRIPTION

This project funds the design and construction of pedestrian and bicycle improvements to Flash stations along the US 29 corridor. First and last mile connections to Flash BRT stations along US 29 were identified as part of the US 29 Mobility and Reliability Study effort. These sub projects would expand and improve the existing pedestrian and bicycle network by filling gaps and upgrading existing facilities. Potential projects could include new and upgraded crosswalks and pedestrian signals, new and upgraded curb ramps, new and upgraded sidewalks, and new and upgraded bicycle facilities. Projects that improve ADA access will be prioritized. Added State Aid

will support improvements north of Randolph Road.

LOCATION

Areas around the US 29 Flash stations along US 29 Colesville Road/Columbia Pike, Lockwood Drive, Stewart Lane, Castle Boulevard, Briggs Chaney Park and Ride, and Burtonsville Park and Ride.

ESTIMATED SCHEDULE

Identification of improvements north of Randolph road started in FY23 and implementation of improvements such as sidewalk repairs, ADA repairs, and general maintenance occurred in FY24. Design and construction for projects south of Randolph Road would begin in FY25 and continue into future fiscal years. Initial improvements will be focused around the Four Corners southbound station.

COST CHANGE

Cost increase due to inflation in FY25-28. Funding for FY29 and FY30 was added.

PROJECT JUSTIFICATION

These projects will complement the initial investment the county and federal government made in the US 29 Flash service by expanding and improving access for pedestrians and cyclists to the stations. The projects will also improve pedestrian and bicyclist mobility and safety. Projects will help the County achieve its Vision Zero goals to reduce deaths and serious injuries on County roadways. Improving access to US 29 Flash supports master plan efforts to increase the number of persons traveling by bike, on foot, and via transit. This is in line with the County's Climate Action Plan goals for reducing greenhouse gas emissions. The project supports the following countywide vision goals: Safe Neighborhoods, Easier Commutes, and a Growing Economy. Approved land use plans in the corridor recommend the implementation of transit lanes and new pedestrian and bicycle infrastructure along with US 29 Flash. The project is consistent with the Countywide Transit Corridors Functional Master Plan and County Bicycle Master Plan.

FISCAL NOTE

Construction cost estimates are based on facility planning conceptual cost estimates completed in FY21 of \$95 million. Construction costs will be updated as design progresses. State Aid reflects state grants for capital projects in Montgomery County programmed during the 2022 State General Assembly Session. It is intended to address first- and last-mile access for stations north of Randolph Road.

DISCLOSURES

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

COORDINATION

Maryland-National Capital Park and Planning Commission (M-NCPPC), Maryland DOT State Highway Administration & Maryland Transit Administration, Utility Companies, Department of Environmental Protection, Department of Permitting Services, Washington Gas, Pepco, Baltimore Gas & Electric (BG&E), Comcast, Verizon, Maryland Department of Natural Resources, Montgomery County Pedestrian Safety Advisory Committee, Commission on People with Disabilities, Citizen Advisory Boards, US 29 BRT Corridor Advisory Committee, Neighborhood and Civic Associations, Montgomery County Bicycle Action Group,

US 29 Pedestrian and Bicycle Improvements

