



Traffic Improvements

PROGRAM DESCRIPTION AND OBJECTIVES

The objective of the Traffic Improvements program is to mitigate traffic congestion, improve pedestrian safety, and improve traffic flow on the County's roadway network through congestion mitigation projects, intersection improvements, Advanced Transportation Management System (ATMS) technologies, and efficient traffic signal operation. These ongoing projects increase the ability to safely and efficiently move people and goods throughout Montgomery County and may help defer the need to expand existing infrastructure.

Two projects in the Traffic Improvements capital program, Neighborhood Traffic Calming and Streetlighting, began as components of Renew Montgomery, a comprehensive program to improve the infrastructure of older neighborhoods to assure effective, safe, and attractive vehicular and pedestrian access. These projects have now evolved to provide associated improvements Countywide.

HIGHLIGHTS

- Advance the design and construction of the U.S. 29 Streetlighting project, with \$2.8 million in grant allocations over the next two years.
- Install and reconstruct traffic signals countywide to improve pedestrian, bicycle and motor vehicle safety, as well as advance mobility.
- Increase funding to install and convert streetlights countywide to improve safety, reduce energy consumption, and contribute to crime reduction.
- Continue efforts to advance neighborhood traffic calming by installing traffic control devices and reducing posted speed limits to enhance community safety.
- Advance pedestrian safety through the addition of sidewalks and traffic calming treatments near schools and within school walksheds.

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 OVERVIEW The Recommended FY27-FY32 Traffic Improvements Capital Program includes 11 ongoing projects totaling \$119.7 million in the six-year period. This represents an increase of \$682,000 or 0.6 percent from the \$119.0 million included in the FY25-FY30 amended program. The increase is due to an increase to the Streetlighting project.

VISION ZERO

Vision Zero is the County's comprehensive plan to eliminate serious and fatal injuries on our roadways. The Vision Zero 2030 Action Plan has multiple 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



Advanced Transportation Management System (P509399)

Category	Transportation	Date Last Modified	01/10/26
SubCategory	Traffic Improvements	Administering Agency	Transportation
Planning Area	Countywide	Status	Ongoing

EXPENDITURE SCHEDULE (\$000s)

Cost Elements	Total	Thru FY25	Est FY26	Total 6 Years	FY 27	FY 28	FY 29	FY 30	FY 31	FY 32	Beyond 6 Years
Planning, Design and Supervision	22,501	21,439	-	1,062	177	177	177	177	177	177	-
Site Improvements and Utilities	42,068	32,553	1,529	7,986	1,331	1,331	1,331	1,331	1,331	1,331	-
Construction	511	511	-	-	-	-	-	-	-	-	-
Other	9,183	9,183	-	-	-	-	-	-	-	-	-
TOTAL EXPENDITURES	74,263	63,686	1,529	9,048	1,508	1,508	1,508	1,508	1,508	1,508	-

FUNDING SCHEDULE (\$000s)

Funding Source	Total	Thru FY25	Est FY26	Total 6 Years	FY 27	FY 28	FY 29	FY 30	FY 31	FY 32	Beyond 6 Years
Contributions	95	95	-	-	-	-	-	-	-	-	-
Current Revenue: Cable TV	2,241	2,241	-	-	-	-	-	-	-	-	-
Current Revenue: General	30,064	23,008	1,008	6,048	1,008	1,008	1,008	1,008	1,008	1,008	-
Current Revenue: Mass Transit	8,564	8,564	-	-	-	-	-	-	-	-	-
Federal Aid	2,504	2,504	-	-	-	-	-	-	-	-	-
G.O. Bonds	8,396	8,396	-	-	-	-	-	-	-	-	-
PAYGO	2,226	2,226	-	-	-	-	-	-	-	-	-
Recordation Tax Premium (MCG)	8,800	5,279	521	3,000	500	500	500	500	500	500	-
State Aid	10,873	10,873	-	-	-	-	-	-	-	-	-
Transportation Improvement Credit	500	500	-	-	-	-	-	-	-	-	-
TOTAL FUNDING SOURCES	74,263	63,686	1,529	9,048	1,508	1,508	1,508	1,508	1,508	1,508	-

OPERATING BUDGET IMPACT (\$000s)

Impact Type	Total 6 Years	FY 27	FY 28	FY 29	FY 30	FY 31	FY 32
Maintenance	920	125	150	150	165	165	165
Energy	205	25	30	30	40	40	40
Program-Staff	-	-	-	-	-	-	-
Program-Other	-	-	-	-	-	-	-
NET IMPACT	1,125	150	180	180	205	205	205
FULL TIME EQUIVALENT (FTE)		2	2	3	3	3	3

APPROPRIATION AND EXPENDITURE DATA (\$000s)

Appropriation FY 27 Request	1,508	Year First Appropriation	FY93
Appropriation FY 28 Request	1,508	Last FY's Cost Estimate	71,247
Cumulative Appropriation	65,215		
Expenditure / Encumbrances	63,701		
Unencumbered Balance	1,514		

PROJECT DESCRIPTION

This project provides for the Advanced Transportation Management System (ATMS) in the County. ATMS deploys infrastructure elements to conduct real-time management and operations of the County's transportation system, comprised of more than 900 traffic signals. This project focuses on several elements that provide control, monitoring and traveler information to reduce recurring and non-recurring congestion, vehicle travel times on corridors within the network, and crashes. The emphasis of the project is route safety and efficiency of mobility, along with providing optimal travel time choices. Another important aspect of this project is the focus on improvements to pedestrian walkability by creating a safer walking environment through utilization of selected technologies and compliance with Americans with Disabilities Act (ADA).

COST CHANGE

Addition of funding for FY31 and FY32 for this ongoing project.

PROJECT JUSTIFICATION

ATMS provides real-time monitoring, control, and traveler information in an effort to reduce traffic congestion and travel time, improve safety, and defer the need to construct new roads. ATMS emphasizes safety and efficiency of mobility to include mode, route, and travel time choices. ATMS supports public safety and directly impacts the movement of people and goods throughout the County's transportation system. This project was initiated in response to a growing demand to enhance options and amenities within the County's transportation network

OTHER

This project includes the traffic element that focuses on reducing traffic congestion and travel time and improving safety. This project will help the County achieve its Vision Zero goals to reduce deaths and serious injuries on County roadways to zero by 2030.

DISCLOSURES

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

Developers, Department of Technology and Enterprise Business Solutions, Department of Police, Federal Transit Administration, Federal Highway Administration, FiberNet, Maryland State Highway Administration, Virginia Department of Transportation, Other Local Governments, Other Private Entities, Traffic Signals project, Traffic Signal System Modernization project, Montgomery County Pedestrian Safety Advisory Committee, Citizen's Advisory Boards, Montgomery County Planning Board



Guardrail Projects

(P508113)

Category	Transportation	Date Last Modified	01/11/26
SubCategory	Traffic Improvements	Administering Agency	Transportation
Planning Area	Countywide	Status	Ongoing

EXPENDITURE SCHEDULE (\$000s)

Cost Elements	Total	Thru FY25	Est FY26	Total 6 Years	FY 27	FY 28	FY 29	FY 30	FY 31	FY 32	Beyond 6 Years
Planning, Design and Supervision	1,327	1,327	-	-	-	-	-	-	-	-	-
Site Improvements and Utilities	4,580	2,148	386	2,046	341	341	341	341	341	341	-
Construction	4	4	-	-	-	-	-	-	-	-	-
TOTAL EXPENDITURES	5,911	3,479	386	2,046	341	341	341	341	341	341	-

FUNDING SCHEDULE (\$000s)

Funding Source	Total	Thru FY25	Est FY26	Total 6 Years	FY 27	FY 28	FY 29	FY 30	FY 31	FY 32	Beyond 6 Years
G.O. Bonds	5,911	3,479	386	2,046	341	341	341	341	341	341	-
TOTAL FUNDING SOURCES	5,911	3,479	386	2,046	341	341	341	341	341	341	-

APPROPRIATION AND EXPENDITURE DATA (\$000s)

Appropriation FY 27 Request	341	Year First Appropriation	FY81
Appropriation FY 28 Request	341	Last FY's Cost Estimate	5,229
Cumulative Appropriation	3,865		
Expenditure / Encumbrances	3,501		
Unencumbered Balance	364		

PROJECT DESCRIPTION

This project provides for installation of guardrail where it is determined to be required, upgrading identified deficient and/or non-compliant end treatments to meet current Maryland Department of Transportation State Highway Administration (MDOT SHA) standards, replacement of end treatments and guardrail damaged beyond repair as a result of vehicle crashes or other impacts, and the establishment of a 25-year lifecycle replacement program.

COST CHANGE

Addition of funding for FY31 and FY32 for this ongoing project.

PROJECT JUSTIFICATION

Guardrails reduce the severity of run-off-the-road crashes, reduce the likelihood of collisions with fixed objects, and protect

embankments. Damaged or missing guardrails and deficient end treatments present a hazard to motorists, pedestrians, and bicyclists. Guardrails have a finite service life and must be replaced at the end of their service life or when damaged to provide safety benefits for all road users. Two separate assessments covering 80 County roadways identified the need for end treatment replacement at approximately 1,550 locations. To date, approximately 570 locations have been addressed.

DISCLOSURES

Expenditures will continue indefinitely.

COORDINATION

Federal Highway Administration, Maryland State Highway Administration, Montgomery County Public Schools



Intersection and Spot Improvements (P507017)

Category	Transportation	Date Last Modified	01/10/26
SubCategory	Traffic Improvements	Administering Agency	Transportation
Planning Area	Countywide	Status	Ongoing

EXPENDITURE SCHEDULE (\$000s)

Cost Elements	Total	Thru FY25	Est FY26	Total 6 Years	FY 27	FY 28	FY 29	FY 30	FY 31	FY 32	Beyond 6 Years
Planning, Design and Supervision	13,880	10,400	-	3,480	580	580	580	580	580	580	-
Land	1,450	261	469	720	120	120	120	120	120	120	-
Site Improvements and Utilities	7,692	5,860	452	1,380	230	230	230	230	230	230	-
Construction	14,958	289	5,057	9,612	1,602	1,602	1,602	1,602	1,602	1,602	-
Other	2,146	2,146	-	-	-	-	-	-	-	-	-
TOTAL EXPENDITURES	40,126	18,956	5,978	15,192	2,532	2,532	2,532	2,532	2,532	2,532	-

FUNDING SCHEDULE (\$000s)

Funding Source	Total	Thru FY25	Est FY26	Total 6 Years	FY 27	FY 28	FY 29	FY 30	FY 31	FY 32	Beyond 6 Years
Contributions	482	482	-	-	-	-	-	-	-	-	-
Current Revenue: General	1,841	1,718	123	-	-	-	-	-	-	-	-
G.O. Bonds	35,047	14,000	5,855	15,192	2,532	2,532	2,532	2,532	2,532	2,532	-
Impact Tax	2,756	2,756	-	-	-	-	-	-	-	-	-
TOTAL FUNDING SOURCES	40,126	18,956	5,978	15,192	2,532	2,532	2,532	2,532	2,532	2,532	-

APPROPRIATION AND EXPENDITURE DATA (\$000s)

Appropriation FY 27 Request	2,532	Year First Appropriation	FY70
Appropriation FY 28 Request	2,532	Last FY's Cost Estimate	35,062
Cumulative Appropriation	24,934		
Expenditure / Encumbrances	22,362		
Unencumbered Balance	2,572		

PROJECT DESCRIPTION

This project provides for planning, design and reconstruction of existing intersections in Montgomery County where safety or operational challenges have been identified. These include locations where the original design is obsolete due to increased traffic volumes or changes in adjacent land use resulting in the need for modern pedestrian amenities. The project also includes the identification and implementation of traffic calming treatments in tandem with corridor modifications to enhance pedestrian and bicycle safety. At these identified locations, designs are developed that may include simple concepts that allow construction to begin immediately or require more comprehensive or detailed design plans necessitating programming of projects in future fiscal years.

COST CHANGE

Addition of funding for FY31 and FY32 for this ongoing project.

PROJECT JUSTIFICATION

Ongoing studies conducted by the Division of Traffic Engineering and Operations indicate that many corridors and intersections need traffic calming modifications as well as capacity and/or vehicular and pedestrian safety improvements.

OTHER

Completed projects include Judson Road at Henderson Avenue, Newport Mill Road at Denfeld Avenue, Linden Lane at MD 187 (Old Georgetown Road), Woodmont Avenue at Leland Street, and Wildcat Road at Brink Road. Construction activities are underway at Blueridge Road at MD 97 (Georgia Avenue), MD 191 (Bradley Boulevard) at MD 188 (Wilson Lane) and Elrod Road at Saul Road, which are scheduled to be completed in FY26. Future projects include Randolph Road at Lindel Street, Dennis Avenue at Procter Street, Muddy Branch at MD 28 (Darnestown Road), Tuckerman Lane at MD 187 (Old Georgetown Road), Randolph Road at Parklawn Drive.

FISCAL NOTE

Funding switch between GO Bonds and Impact Tax for the payment of FY25 expenditures.

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 State Highway Administration, U.S. Army Corps of Engineers, Washington Metropolitan Area Transit Authority, Developers, Montgomery County Pedestrian Safety Advisory Committee, Citizen's Advisory Boards



Neighborhood Traffic Calming

(P509523)

Category	Transportation	Date Last Modified	01/10/26
SubCategory	Traffic Improvements	Administering Agency	Transportation
Planning Area	Countywide	Status	Ongoing

EXPENDITURE SCHEDULE (\$000s)

Cost Elements	Total	Thru FY25	Est FY26	Total 6 Years	FY 27	FY 28	FY 29	FY 30	FY 31	FY 32	Beyond 6 Years
Planning, Design and Supervision	2,212	1,312	-	900	150	150	150	150	150	150	-
Site Improvements and Utilities	5,923	1,280	1,133	3,510	585	585	585	585	585	585	-
Construction	486	486	-	-	-	-	-	-	-	-	-
Other	510	510	-	-	-	-	-	-	-	-	-
TOTAL EXPENDITURES	9,131	3,588	1,133	4,410	735	735	735	735	735	735	-

FUNDING SCHEDULE (\$000s)

Funding Source	Total	Thru FY25	Est FY26	Total 6 Years	FY 27	FY 28	FY 29	FY 30	FY 31	FY 32	Beyond 6 Years
G.O. Bonds	9,131	3,588	1,133	4,410	735	735	735	735	735	735	-
TOTAL FUNDING SOURCES	9,131	3,588	1,133	4,410	735	735	735	735	735	735	-

APPROPRIATION AND EXPENDITURE DATA (\$000s)

Appropriation FY 27 Request	735	Year First Appropriation	FY95
Appropriation FY 28 Request	735	Last FY's Cost Estimate	7,661
Cumulative Appropriation	4,721		
Expenditure / Encumbrances	3,668		
Unencumbered Balance	1,053		

PROJECT DESCRIPTION

This project provides for the planning, design, and construction of physical traffic control features in residential neighborhoods. Traffic calming features such as traffic circles and islands, curb extensions, speed humps, physical and painted lane narrowing devices, etc., are used to maintain and improve the safety and livability of residential neighborhoods by addressing issues of aggressive driving and excessive speeds and volumes.

COST CHANGE

Addition of funding for FY31 and FY32 for this ongoing project.

PROJECT JUSTIFICATION

Montgomery County has developed justification criteria, implementation procedures, and construction standards for administering traffic calming improvements along neighborhood streets that are consistent with those recommended and/or adopted by the Federal Highway Administration, the Institute of Transportation Engineers, and the Maryland Traffic Engineers Council. Neighborhood traffic control has received significantly increasing emphasis, and the speeding and unsafe driving practices by motorists on residential streets in our neighborhoods continue to generate numerous requests for traffic calming measures by residents. The neighborhood traffic calming project enables the Department of Transportation to evaluate requests for traffic calming actions, develop and design appropriate traffic calming measures, and fund the implementation of a variety of physical as well as control type traffic calming tools to encourage safer driving behavior in neighborhoods. These measures include the installation of speed humps, traffic circles, etc. Engineering investigations and the analysis of community support are conducted on a per-request basis to determine if the installation of traffic calming features on a street is warranted and appropriate.

OTHER

Projects originate with requests from citizens' associations, other neighborhood organizations, and/or public officials. Projects are constructed primarily by the Traffic Engineering and Operations Division, using contractors and/or in-house crews. Approximately 500 streets or neighborhoods are under study/review for future traffic calming projects each year. This project contributes to the County's Vision Zero goals to reduce deaths and serious injuries on County roadways to zero by 2030.

DISCLOSURES

Expenditures will continue indefinitely.

COORDINATION

Citizens' Associations, Fire and Rescue Service, Intersection and Spot Improvements Project, Montgomery County Pedestrian Safety Advisory Committee, Maryland-National Capital Park and Planning Commission



Pedestrian Safety Program

(P500333)

Category	Transportation	Date Last Modified	01/10/26
SubCategory	Traffic Improvements	Administering Agency	Transportation
Planning Area	Countywide	Status	Ongoing

EXPENDITURE SCHEDULE (\$000s)

Cost Elements	Total	Thru FY25	Est FY26	Total 6 Years	FY 27	FY 28	FY 29	FY 30	FY 31	FY 32	Beyond 6 Years
Planning, Design and Supervision	28,367	20,567	-	7,800	1,300	1,300	1,300	1,300	1,300	1,300	-
Site Improvements and Utilities	18,422	10,221	2,368	5,833	1,146	883	921	961	961	961	-
Construction	22,936	4,355	4,973	13,608	2,674	2,061	2,150	2,241	2,241	2,241	-
Other	4,394	4,394	-	-	-	-	-	-	-	-	-
TOTAL EXPENDITURES	74,119	39,537	7,341	27,241	5,120	4,244	4,371	4,502	4,502	4,502	-

FUNDING SCHEDULE (\$000s)

Funding Source	Total	Thru FY25	Est FY26	Total 6 Years	FY 27	FY 28	FY 29	FY 30	FY 31	FY 32	Beyond 6 Years
Current Revenue: General	16,566	8,475	2,991	5,100	850	850	850	850	850	850	-
G.O. Bond Premium	650	650	-	-	-	-	-	-	-	-	-
G.O. Bonds	43,636	17,145	4,350	22,141	4,270	3,394	3,521	3,652	3,652	3,652	-
PAYGO	2,782	2,782	-	-	-	-	-	-	-	-	-
Recordation Tax Premium (MCG)	9,665	9,665	-	-	-	-	-	-	-	-	-
State Aid	820	820	-	-	-	-	-	-	-	-	-
TOTAL FUNDING SOURCES	74,119	39,537	7,341	27,241	5,120	4,244	4,371	4,502	4,502	4,502	-

OPERATING BUDGET IMPACT (\$000s)

Impact Type	Total 6 Years	FY 27	FY 28	FY 29	FY 30	FY 31	FY 32
Maintenance	330	30	40	50	60	70	80
NET IMPACT	330	30	40	50	60	70	80

APPROPRIATION AND EXPENDITURE DATA (\$000s)

Appropriation FY 27 Request	5,120	Year First Appropriation	FY03
Appropriation FY 28 Request	4,244	Last FY's Cost Estimate	65,115
Cumulative Appropriation	46,878		
Expenditure / Encumbrances	41,428		
Unencumbered Balance	5,450		

PROJECT DESCRIPTION

This project provides for the review and analysis of existing physical infrastructure and traffic controls for improving pedestrian and bicycle safety and reaching the County's Vision Zero goal of eliminating serious and fatal crashes on our roadways by 2030. This project involves study, design, and construction of physical structures and/or installation of traffic control devices which include, but are not limited to: new crosswalks; pedestrian hybrid beacons (PHBs); pedestrian refuge islands; sidewalks; bus pull-off areas; fencing to channel pedestrians to safer crossing locations; bicycle signings and markings; relocating, adding, or eliminating bus stops; lane narrowing and road diets; accessible pedestrian signals or warning beacons; and improving signage. Study and construction improvement projects are data driven and prioritized based on the Vision Zero Action Plan's High Injury Network and schools identified through the Safe Routes to School Program. The improvements will be made in compliance with the requirements of the Americans with Disabilities Act (ADA). This project combines infrastructure improvements with community engagement and education for traffic safety and Safe Routes to School outreach initiatives.

COST CHANGE

Addition of funding for FY31 and FY32 for this ongoing project.

PROJECT JUSTIFICATION

Montgomery County's history of prioritizing pedestrian and bicyclist safety includes the 2002 Blue Ribbon Panel, 2007 Pedestrian Safety Initiative, and most recently the Vision Zero 2030 Action Plan. This project improves safety for people walking and biking along Montgomery County roadways and areas such as school walksheds and along roadway corridors identified as high-crash corridors in the Vision Zero Action Plan. The improvements proposed under this project will enhance and/or add to the County's existing infrastructure to increase the safety and comfort level for pedestrians, which in turn will encourage pedestrian activity and safer access to schools and mass transit. This project is intended to support the strategies for enhancing pedestrian safety by piloting new and innovative techniques for improving traffic control device compliance by pedestrians, cyclists, and motorists. Various studies for improvements will be done under this project with an emphasis on pedestrian safety and traffic circulation. Safe Routes to Schools walkability audits for Montgomery County schools are completed through this program, and studies identify needs and prioritize schools based on the need for signage, pavement markings, circulation, sidewalks, and pedestrian accessibility.

FISCAL NOTE

Funding switch between GO Bonds and Recordation Tax Premium to fund FY25 expenditures.

DISCLOSURES

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

Washington Metropolitan Area Transit Authority, Maryland-National Capital Park and Planning Commission, Mass Transit Administration, Maryland State Highway Administration, Wheaton Central Business District, Wheaton Regional Services Center, Commission on Aging, Commission on People with Disabilities, Montgomery County Pedestrian, Bicycle, Traffic Safety Advisory Committee, Citizen's Advisory Boards, various CIP Projects



Streetlight Enhancements-CBD/Town Center (P500512)

Category	Transportation	Date Last Modified	01/10/26
SubCategory	Traffic Improvements	Administering Agency	Transportation
Planning Area	Countywide	Status	Ongoing

EXPENDITURE SCHEDULE (\$000s)

Cost Elements	Total	Thru FY25	Est FY26	Total 6 Years	FY 27	FY 28	FY 29	FY 30	FY 31	FY 32	Beyond 6 Years
Planning, Design and Supervision	1,785	1,485	-	300	50	50	50	50	50	50	-
Site Improvements and Utilities	4,891	3,168	403	1,320	220	220	220	220	220	220	-
Construction	203	203	-	-	-	-	-	-	-	-	-
Other	211	211	-	-	-	-	-	-	-	-	-
TOTAL EXPENDITURES	7,090	5,067	403	1,620	270	270	270	270	270	270	-

FUNDING SCHEDULE (\$000s)

Funding Source	Total	Thru FY25	Est FY26	Total 6 Years	FY 27	FY 28	FY 29	FY 30	FY 31	FY 32	Beyond 6 Years
Current Revenue: Urban District Bethesda	435	435	-	-	-	-	-	-	-	-	-
G.O. Bonds	6,655	4,632	403	1,620	270	270	270	270	270	270	-
TOTAL FUNDING SOURCES	7,090	5,067	403	1,620	270	270	270	270	270	270	-

OPERATING BUDGET IMPACT (\$000s)

Impact Type	Total 6 Years	FY 27	FY 28	FY 29	FY 30	FY 31	FY 32
Maintenance	41	2	4	6	7	10	12
Energy	31	2	3	5	6	7	8
NET IMPACT	72	4	7	11	13	17	20

APPROPRIATION AND EXPENDITURE DATA (\$000s)

Appropriation FY 27 Request	270	Year First Appropriation	FY05
Appropriation FY 28 Request	270	Last FY's Cost Estimate	6,550
Cumulative Appropriation	5,470		
Expenditure / Encumbrances	5,189		
Unencumbered Balance	281		

PROJECT DESCRIPTION

This project provides for the evaluation and enhancement of streetlighting within and around central business districts (CBD) and town centers, where current lighting does not meet minimum Illuminating Engineering Society of North America (IESNA) standards. This

project will fill in streetlighting, install standardized streetlighting types that include custom pole designs and globes (glass housing for luminaire) and replace sodium vapor lamps with light-emitting diode (LED) luminaires.

ESTIMATED SCHEDULE

Adding streetlights to the Wheaton and Silver Spring CBD's is currently underway and anticipated to continue into FY28. Following completion of the Wheaton and Silver Spring CBD's in FY28, Germantown, Olney and Friendship Heights town centers are targeted for streetlighting improvements.

COST CHANGE

Addition of funding for FY31 and FY32 for this ongoing project.

PROJECT JUSTIFICATION

This project is needed to provide visibility and safety improvements in areas where there is a high concentration of pedestrians, bicyclists and vehicles. Streetlighting to promote pedestrian safety is one of the items requested each year by the County's Citizen Advisory Boards (CAB).

OTHER

Streetlighting in CBDs and town centers will also support the Montgomery County Planning Board priorities for Countywide pedestrian safety improvements and area specific lighting enhancements. Completed projects include: Long Branch (commercial area) - completed in FY10; Wheaton CBD - completed in FY11; Langley Park - completed in FY12; Odenthal Avenue - completed in FY13; Damascus Town Center - completed in FY14; Glenmont Metro Area - completed in FY15; Olney Town Center - completed in FY17; Bethesda CBD was completed in FY24. This project will help the County achieve its Vision Zero goals to reduce deaths and serious injuries on County roadways to zero by 2030.

DISCLOSURES

Expenditures will continue indefinitely.

COORDINATION

Potomac Electric Power Company, Baltimore Gas and Electric Company, Potomac Edison, Montgomery County Police Department, community associations, Urban Districts, Citizens Advisory Boards, Maryland-National Capital Park and Planning Commission



Streetlighting

(P507055)

Category	Transportation	Date Last Modified	01/10/26
SubCategory	Traffic Improvements	Administering Agency	Transportation
Planning Area	Countywide	Status	Ongoing

EXPENDITURE SCHEDULE (\$000s)

Cost Elements	Total	Thru FY25	Est FY26	Total 6 Years	FY 27	FY 28	FY 29	FY 30	FY 31	FY 32	Beyond 6 Years
Planning, Design and Supervision	7,707	5,307	-	2,400	400	400	400	400	400	400	-
Site Improvements and Utilities	35,648	21,098	2,250	12,300	2,050	2,050	2,050	2,050	2,050	2,050	-
Construction	613	613	-	-	-	-	-	-	-	-	-
Other	1,352	1,352	-	-	-	-	-	-	-	-	-
TOTAL EXPENDITURES	45,320	28,370	2,250	14,700	2,450	2,450	2,450	2,450	2,450	2,450	-

FUNDING SCHEDULE (\$000s)

Funding Source	Total	Thru FY25	Est FY26	Total 6 Years	FY 27	FY 28	FY 29	FY 30	FY 31	FY 32	Beyond 6 Years
G.O. Bonds	31,615	14,665	2,250	14,700	2,450	2,450	2,450	2,450	2,450	2,450	-
Long-Term Financing	8,978	8,978	-	-	-	-	-	-	-	-	-
State Aid	250	250	-	-	-	-	-	-	-	-	-
Utility Incentives	4,477	4,477	-	-	-	-	-	-	-	-	-
TOTAL FUNDING SOURCES	45,320	28,370	2,250	14,700	2,450	2,450	2,450	2,450	2,450	2,450	-

OPERATING BUDGET IMPACT (\$000s)

Impact Type	Total 6 Years	FY 27	FY 28	FY 29	FY 30	FY 31	FY 32
Maintenance	168	8	16	24	32	40	48
Energy	63	3	6	9	12	15	18
NET IMPACT	231	11	22	33	44	55	66

APPROPRIATION AND EXPENDITURE DATA (\$000s)

Appropriation FY 27 Request	2,450	Year First Appropriation	FY70
Appropriation FY 28 Request	2,450	Last FY's Cost Estimate	38,776
Cumulative Appropriation	30,620		
Expenditure / Encumbrances	28,537		
Unencumbered Balance	2,083		

PROJECT DESCRIPTION

The project provides for the installation, maintenance and upgrade of streetlights Countywide with an emphasis on residential fill in areas, high crime areas, pedestrian generator locations, and high crash locations. This project also provides for the replacement of streetlights that are knocked down, damaged, or have reached the end of their service life. While implementing the conversion of County-owned streetlights from metal halide to light-emitting diode (LED), a life-cycle inventory was completed that included the field inspection and condition assessment for all streetlight equipment. This inventory serves as the basis for determining streetlights in need of life-cycle replacement.

COST CHANGE

Costs increases reflect increased contractual unit prices and the addition of funding for FY31 and FY32 to this ongoing project.

PROJECT JUSTIFICATION

A County Council resolution, dated June 25, 1968, requires Montgomery County to provide for the installation of streetlights in those subdivisions that were platted prior to February 1, 1969, when the installation of streetlights was not a requirement of subdivision development. This project provides funds for these streetlight installations, as well as for lighting the public right of way when the existing lighting is substandard to the extent that public safety is compromised. County residents regularly request the addition of streetlights to improve pedestrian and bicyclist visibility and safety, as well as provide lighting conditions that may reduce the occurrence of crime within their communities. New streetlight plans are developed in conformance with established County streetlight standards and are normally implemented under contract with the pertinent local utility company.

OTHER

The March 2010 Infrastructure Maintenance Task Force Report identified streetlights in need of lifecycle replacement. The project will help the County achieve its Vision Zero goals to reduce deaths and serious injuries on County roadways to zero by 2030 by illuminating pedestrian facilities, crosswalks and bus stops on the County network.

DISCLOSURES

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

Baltimore Gas and Electric Company, Potomac Edison, Verizon, Cable TV Montgomery, Maryland State Highway Administration, Pepco, Washington Gas and Light, WSSC Water, Pedestrian Safety Advisory Committee, Citizens Advisory Boards, Maryland-National Capital Park and Planning Commission, Department of General Services



Traffic Signal System Modernization (P500704)

Category	Transportation	Date Last Modified	01/10/26
SubCategory	Traffic Improvements	Administering Agency	Transportation
Planning Area	Countywide	Status	Ongoing

EXPENDITURE SCHEDULE (\$000s)

Cost Elements	Total	Thru FY25	Est FY26	Total 6 Years	FY 27	FY 28	FY 29	FY 30	FY 31	FY 32	Beyond 6 Years
Planning, Design and Supervision	23,134	21,934	-	1,200	200	200	200	200	200	200	-
Site Improvements and Utilities	29,884	21,480	1,570	6,834	1,139	1,139	1,139	1,139	1,139	1,139	-
Construction	1,348	1,348	-	-	-	-	-	-	-	-	-
Other	2,512	2,512	-	-	-	-	-	-	-	-	-
TOTAL EXPENDITURES	56,878	47,274	1,570	8,034	1,339	1,339	1,339	1,339	1,339	1,339	-

FUNDING SCHEDULE (\$000s)

Funding Source	Total	Thru FY25	Est FY26	Total 6 Years	FY 27	FY 28	FY 29	FY 30	FY 31	FY 32	Beyond 6 Years
Contributions	295	295	-	-	-	-	-	-	-	-	-
Current Revenue: General	17,336	7,732	1,570	8,034	1,339	1,339	1,339	1,339	1,339	1,339	-
G.O. Bond Premium	852	852	-	-	-	-	-	-	-	-	-
G.O. Bonds	15,680	15,680	-	-	-	-	-	-	-	-	-
Recordation Tax Premium (MCG)	10,715	10,715	-	-	-	-	-	-	-	-	-
State Aid	12,000	12,000	-	-	-	-	-	-	-	-	-
TOTAL FUNDING SOURCES	56,878	47,274	1,570	8,034	1,339	1,339	1,339	1,339	1,339	1,339	-

OPERATING BUDGET IMPACT (\$000s)

Impact Type	Total 6 Years	FY 27	FY 28	FY 29	FY 30	FY 31	FY 32
Maintenance	111	11	14	17	20	23	26
Program-Staff	-	-	-	-	-	-	-
Program-Other	-	-	-	-	-	-	-
NET IMPACT	111	11	14	17	20	23	26
FULL TIME EQUIVALENT (FTE)		2	2	3	3	3	3

APPROPRIATION AND EXPENDITURE DATA (\$000s)

Appropriation FY 27 Request	1,339	Year First Appropriation	FY07
Appropriation FY 28 Request	1,339	Last FY's Cost Estimate	54,200
Cumulative Appropriation	48,844		
Expenditure / Encumbrances	47,306		

APPROPRIATION AND EXPENDITURE DATA (\$000s)

Unencumbered Balance

1,538

PROJECT DESCRIPTION

This project provides for the continued modernization of the County's traffic signal system by way of lifecycle replacement of critical system components. Initially, the project entailed a comprehensive and phased replacement of the central signal system. Phase I consisted of planning, requirements development, systems engineering and testing. Phase II consisted of acquisition of central system hardware and software, acquisition and implementation of control equipment and communications for intersections, as well as reconfiguration of the communications cable plant. The replacement project was completed in FY18, and beginning in FY19, this project was transitioned into a Level of Effort project to provide for ongoing lifecycle replacement of critical components.

COST CHANGE

Addition of funding for FY31 and FY32 for this ongoing project.

PROJECT JUSTIFICATION

The central traffic signal system remains highly reliable but must be kept up to date through life cycle replacements of specific system components. The technologies in the traffic signal control industry have advanced over the years which necessitates the modernization of equipment such as aggregators, communications modems and related equipment, software, servers, etc, to interface with the current control system. The life cycle replacement will provide stability and greater flexibility to manage the transportation demands as well as take advantage of the newer technologies as they are introduced to the industry.

DISCLOSURES

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

Advanced Transportation Management System CIP (No. 509399), FiberNet CIP (No. 509651), Traffic Signals CIP (No. 507154), Department of Technology and Enterprise Business Solutions, Maryland State Highway Administration



Traffic Signals

(P507154)

Category	Transportation	Date Last Modified	01/10/26
SubCategory	Traffic Improvements	Administering Agency	Transportation
Planning Area	Countywide	Status	Ongoing

EXPENDITURE SCHEDULE (\$000s)

Cost Elements	Total	Thru FY25	Est FY26	Total 6 Years	FY 27	FY 28	FY 29	FY 30	FY 31	FY 32	Beyond 6 Years
Planning, Design and Supervision	35,647	30,697	-	4,950	825	825	825	825	825	825	-
Land	19	19	-	-	-	-	-	-	-	-	-
Site Improvements and Utilities	59,197	22,562	7,067	29,568	4,928	4,928	4,928	4,928	4,928	4,928	-
Construction	3,047	3,047	-	-	-	-	-	-	-	-	-
Other	3,112	1,999	1,113	-	-	-	-	-	-	-	-
TOTAL EXPENDITURES	101,022	58,324	8,180	34,518	5,753	5,753	5,753	5,753	5,753	5,753	-

FUNDING SCHEDULE (\$000s)

Funding Source	Total	Thru FY25	Est FY26	Total 6 Years	FY 27	FY 28	FY 29	FY 30	FY 31	FY 32	Beyond 6 Years
Current Revenue: General	185	-	185	-	-	-	-	-	-	-	-
G.O. Bond Premium	186	186	-	-	-	-	-	-	-	-	-
G.O. Bonds	85,899	43,386	7,995	34,518	5,753	5,753	5,753	5,753	5,753	5,753	-
Recordation Tax Premium (MCG)	13,392	13,392	-	-	-	-	-	-	-	-	-
State Aid	1,360	1,360	-	-	-	-	-	-	-	-	-
TOTAL FUNDING SOURCES	101,022	58,324	8,180	34,518	5,753	5,753	5,753	5,753	5,753	5,753	-

OPERATING BUDGET IMPACT (\$000s)

Impact Type	Total 6 Years	FY 27	FY 28	FY 29	FY 30	FY 31	FY 32
Maintenance	414	39	51	63	75	87	99
Energy	660	50	74	98	122	146	170
Program-Staff	900	90	90	180	180	180	180
NET IMPACT	1,974	179	215	341	377	413	449
FULL TIME EQUIVALENT (FTE)		1	2	2	2	2	2

APPROPRIATION AND EXPENDITURE DATA (\$000s)

Appropriation FY 27 Request	5,753	Year First Appropriation	FY71
Appropriation FY 28 Request	5,753	Last FY's Cost Estimate	89,516
Cumulative Appropriation	66,504		
Expenditure / Encumbrances	60,619		

APPROPRIATION AND EXPENDITURE DATA (\$000s)

Unencumbered Balance

5,885

PROJECT DESCRIPTION

This project provides for the design and construction of vehicular and pedestrian traffic signals and signal systems including new and existing signals, reconstruction/replacement of aged and obsolete signals and components, auxiliary signs; accessible pedestrian signals (APS), upgrades of the County's centrally-controlled computerized traffic signal system, and communications and interconnect into the signal system. The planning, design and construction of school beacons will provide a remote connection for the beacons that enhances communication so that equipment monitoring and programming changes for the flashers may be accomplished faster and remotely without having to physically access the devices.

COST CHANGE

Addition of funding for FY31 and FY32 for this ongoing project.

PROJECT JUSTIFICATION

The growth in County population and vehicular registrations continues to produce increasing traffic volumes. Additionally, population growth results in the need for goods and services, contributing to higher vehicle volumes. The resulting increases raise traffic congestion levels and contribute to the increase in the number of vehicle crashes. Managing traffic growth and operations on the County transportation network requires a continued investment in the traffic signal system to increase intersection safety; accommodate changes in traffic patterns and roadway geometry; reduce intersection delays, energy consumption, and air pollution; and provide coordinated movement on arterial routes through effective traffic management and control by utilizing modern traffic signal technologies. Studies include the Traffic Signal Inspection and Assessment Program (2016), the Infrastructure Maintenance Task Force (2010), and the Pedestrian Safety Initiative (2007), which all identified traffic signals in need of life-cycle replacement as funding is available.

OTHER

This project will help the County achieve its Vision Zero goals to reduce deaths and serious injuries on County roadways resulting from vehicle crashes to zero by 2030. Approximately 60 projects are completed annually by a combination of contractual and County work crews. One aspect of this project focuses on improving pedestrian walkability by creating a safe walking environment, utilizing selected engineering technologies, and ensuring Americans with Disabilities Act (ADA) compliance. All new and reconstructed traffic signals are designed and constructed to include appropriate pedestrian features including crosswalks, curb ramps, accessible pedestrian/countdown pedestrian signals (APS/CPS), and applicable signing. Additionally, pedestrian hybrid beacons (PHB) are employed at midblock pedestrian crossings or designated intersections to provide a safe, protected crossing. A significant portion of the traffic signal work will continue to be in the central business districts and other commercial areas, where costs are higher due to more underground utilities and congested work areas. Likewise, new signals in outlying, developing areas are more expensive due to longer runs of communication cable. Since FY97, the fiber optic interconnection of traffic signals has been funded through the FiberNet project.

DISCLOSURES

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

Advanced Transportation Management System CIP (No. 509399), Verizon, FiberNet CIP (No. 509651), Maryland State Highway Administration, Pepco, Washington Gas and Light, WSSC Water, Montgomery County Pedestrian Safety Advisory Committee, and Citizens Advisory Boards, Maryland-National Capital Park and Planning Commission



US 29 Streetlighting

(P502407)

Category	Transportation	Date Last Modified	01/10/26
SubCategory	Traffic Improvements	Administering Agency	Transportation
Planning Area	Silver Spring and Vicinity	Status	Planning Stage

EXPENDITURE SCHEDULE (\$000s)

Cost Elements	Total	Thru FY25	Est FY26	Total 6 Years	FY 27	FY 28	FY 29	FY 30	FY 31	FY 32	Beyond 6 Years
Planning, Design and Supervision	400	176	30	194	116	78	-	-	-	-	-
Site Improvements and Utilities	2,683	-	-	2,683	1,610	1,073	-	-	-	-	-
TOTAL EXPENDITURES	3,083	176	30	2,877	1,726	1,151	-	-	-	-	-

FUNDING SCHEDULE (\$000s)

Funding Source	Total	Thru FY25	Est FY26	Total 6 Years	FY 27	FY 28	FY 29	FY 30	FY 31	FY 32	Beyond 6 Years
G.O. Bonds	240	-	30	210	105	105	-	-	-	-	-
State Aid	2,843	176	-	2,667	1,621	1,046	-	-	-	-	-
TOTAL FUNDING SOURCES	3,083	176	30	2,877	1,726	1,151	-	-	-	-	-

OPERATING BUDGET IMPACT (\$000s)

Impact Type	Total 6 Years	FY 27	FY 28	FY 29	FY 30	FY 31	FY 32
Maintenance	143	13	26	26	26	26	26
Energy	39	4	7	7	7	7	7
NET IMPACT	182	17	33	33	33	33	33

APPROPRIATION AND EXPENDITURE DATA (\$000s)

Appropriation FY 27 Request	-	Year First Appropriation	FY25
Appropriation FY 28 Request	-	Last FY's Cost Estimate	3,083
Cumulative Appropriation	3,083		
Expenditure / Encumbrances	195		
Unencumbered Balance	2,888		

PROJECT DESCRIPTION

This project provides funding for County planning, design, installation, and energization of streetlights along U.S. 29 (Columbia Pike) between I-495 and MD 198 (Sandy Spring Road).

LOCATION

ESTIMATED SCHEDULE

Design was completed in FY24. Utility installation is scheduled for FY26 through FY28.

PROJECT JUSTIFICATION

County resolution dated June 25, 1968, requires Montgomery County to provide for the installation of streetlights in those subdivisions that were platted prior to February 1, 1969, when the installation of streetlights was not a requirement of subdivision development. While a limited number of streetlights have been installed over time at most of the intersections within this stretch of U.S. 29, this project will provide additional lighting, per current County standards, to help enhance traffic safety for the motorists and pedestrians alike.

FISCAL NOTE

\$2.8 million in State aid reflects State grants for capital projects in Montgomery County awarded during the 2023 Maryland General Assembly session.

DISCLOSURES

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

COORDINATION

Maryland Department of Transportation State Highway Administration and Pepco.



White Oak Local Area Transportation Improvement Program

(P501540)

Category	Transportation	Date Last Modified	01/12/26
SubCategory	Traffic Improvements	Administering Agency	Transportation
Planning Area	Colesville-White Oak and Vicinity	Status	Planning Stage

EXPENDITURE SCHEDULE (\$000s)

Cost Elements	Total	Thru FY25	Est FY26	Total 6 Years	FY 27	FY 28	FY 29	FY 30	FY 31	FY 32	Beyond 6 Years
Planning, Design and Supervision	350	201	149	-	-	-	-	-	-	-	-
TOTAL EXPENDITURES	350	201	149	-	-	-	-	-	-	-	-

FUNDING SCHEDULE (\$000s)

Funding Source	Total	Thru FY25	Est FY26	Total 6 Years	FY 27	FY 28	FY 29	FY 30	FY 31	FY 32	Beyond 6 Years
Current Revenue: General	200	199	1	-	-	-	-	-	-	-	-
Recordation Tax Premium (MCG)	150	2	148	-	-	-	-	-	-	-	-
TOTAL FUNDING SOURCES	350	201	149	-	-	-	-	-	-	-	-

APPROPRIATION AND EXPENDITURE DATA (\$000s)

Appropriation FY 27 Request	-	Year First Appropriation	FY16
Appropriation FY 28 Request	-	Last FY's Cost Estimate	101,550
Cumulative Appropriation	350		
Expenditure / Encumbrances	201		
Unencumbered Balance	149		

PROJECT DESCRIPTION

This project provides for the design and construction of facilities included in the Local Area Transportation Improvement Program (LATIP). The LATIP includes a variety of roadway, bikeway, pedestrian, and transit projects within the White Oak policy area, in addition to recurring cost updates and program reanalysis. The timing of implementation of the different elements will be coordinated in the future with specific proposed subdivision activity and the communities adjacent to and affected by the new development. The LATIP provides a funding source in the form of a per-trip fee levied upon new development within the policy area.

LOCATION

White Oak Planning Area.

ESTIMATED SCHEDULE

The LATIP is anticipated to last through the lifetime of the associated master plan (2040). Schedule is dependent on the rate at which LATIP fees are collected, as well as the the programming of funds to advance projects.

PROJECT JUSTIFICATION

The 2014 White Oak Science Gateway Master Plan called for the development of one or more options that could fund the full buildout of the plan's transportation infrastructure. The 2016 Subdivision Staging Policy and the 2020 Growth and Infrastructure Policy have since reaffirmed this approach Countywide via the structurally similar Unified Mobility Programs (UMPs). These studies provide the basis for future strategies to fund detailed engineering design and construction costs.

FISCAL NOTE

The revenue schedule is based on current estimates of when these revenues are expected, which is dependent on new development. The cost estimates provided here reflect the currently approved 2017 LATIP. Future updates to the program are expected to increase costs and the associated fee to reflect inflation and changes in master planned infrastructure needs. These updates will increase the revenues expected from new development as well as expenditures throughout the 2040 lifetime of the program.

DISCLOSURES

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

COORDINATION

Maryland State Highway Administration, Maryland Mass Transit Administration, Maryland National-Capital Park and Planning Commission