



Mass Transit

PROGRAM DESCRIPTION AND OBJECTIVES

Projects in this program are intended to enhance mobility by providing convenient and affordable mass transit alternatives to single occupancy vehicle travel and to reduce traffic congestion and vehicle emissions.

The County's Mass Transit/Wmata Capital Program provides an essential alternative to single occupant vehicle travel and contributes to the reduction of traffic congestion. The goal of the County's Mass Transit/Wmata Capital Program is to provide infrastructure, equipment, and supporting facilities for the operation of safe, reliable, convenient, and affordable public transportation systems to the residents of Montgomery County. The infrastructure, equipment, and supporting facilities for these transit systems must be constructed, maintained, rehabilitated, and replaced to ensure safety and operational effectiveness.

HIGHLIGHTS

- Construct south entrance for the Bethesda Metrorail Station in coordination with the Purple Line project.
- Provide oversight and financial support for the Purple Line project which will provide significant economic and mobility benefits.
- Continue preliminary engineering on MD 355 Bus Rapid Transit (BRT) with completion in FY23.
- Continue preliminary engineering on Veirs Mill Road Bus Rapid Transit (BRT) with completion in FY21.
- Begin planning for the New Hampshire Avenue Bus Rapid Transit (BRT) corridor and the North Bethesda Transitway.
- Replace 22 Ride On buses in Fiscal Year 2021.
- Continue efforts to improve the condition of Ride On bus stops.
- Design and construct a new bus loop and parking lot at the Boyds MARC Station.
- Construct access improvements to the White Flint Metro Station.

PROGRAM CONTACTS

Contact Samuel Oji of the Department of Transportation at 240.777.5895, or Brady Goldsmith of the Office of Management and Budget at 240.777.2793 for more information regarding this department's capital budget.

CAPITAL PROGRAM REVIEW

The FY21-26 Mass Transit/Wmata component of the Transportation capital budget includes eleven active projects. The program totals \$194.0 million over the six year period. This represents a decrease of \$103.4 million, a 34.8 percent decrease from the \$297.4 million in the Amended FY19-24 program. This decrease is largely due to substantial completion of two large projects, Bethesda Metro Station South Entrance and Bus Rapid Transit: US 29 as well as the CAD/AVL component of the Intelligent Transit System. There are also fewer buses due for replacement in the six year period.

STATE TRANSIT PROGRAM/PURPLE LINE

In addition to transit projects programmed by Montgomery County, the Maryland Transit Administration (MTA) develops and provides transit services within the County on the Brunswick MARC rail line from Brunswick to Silver Spring, providing convenient connection to the Washington regional Metrorail system.

The State's Draft Consolidated Transportation Program (CTP) is released each October. Final action on the Statewide CTP is taken by the General Assembly. The County continues to work with the State and the Concessionaire under a Public Private Partnership (PPP) for the 16-mile Purple Line light rail project. In addition to completing the design and construction of the project, the Concessionaire will operate and maintain the light rail corridor for a period of 30 years.

The Purple Line project is included to provide oversight and financial support to this State project. As with any large infrastructure project, significant impacts to the community - both residents and business along the corridor - are anticipated during the construction period. The County expects to be actively engaged with the community throughout the various project stages. The County will also provide technical review and oversight of both the County-funded projects (Bethesda Metro Station South Entrance, Silver Spring Green Trail, and Capital Crescent Trail) and the overall Purple Line project to ensure that they are in keeping with County standards.

BUS RAPID TRANSIT

MCDOT continues to advance three Bus Rapid Transit (FLASH) corridors from the adopted Countywide Transit Corridors Functional Master Plan - US 29, Veirs Mill Road, and MD 355. The US29 FLASH line is currently under construction and is scheduled to be operational in 2020. The project is being partially funded with a \$10 million Federal TIGER grant. The MD 355 FLASH project is advancing into Preliminary Engineering, with that phase expected to be complete in FY23. The Veirs Mill Road FLASH line is entering the Preliminary Engineering phase, which is anticipated to be complete in FY21. Planning for the New Hampshire Avenue corridor will begin in FY22 and planning for the North Bethesda Transitway will commence in FY24. The FLASH will provide a new high-quality transit option in the county making efficient use of existing roadways to provide a more robust and reliable system that will increase transit ridership.



Bethesda Metro Station South Entrance

(P500929)

Category	Transportation	Date Last Modified	09/04/19
SubCategory	Mass Transit (MCG)	Administering Agency	Transportation
Planning Area	Bethesda-Chevy Chase and Vicinity	Status	Under Construction

EXPENDITURE SCHEDULE (\$000s)

Cost Elements	Total	Thru FY19	Est FY20	Total 6 Years	FY 21	FY 22	FY 23	FY 24	FY 25	FY 26	Beyond 6 Years
Planning, Design and Supervision	1,919	1,756	13	150	50	50	50	-	-	-	-
Land	29	-	29	-	-	-	-	-	-	-	-
Site Improvements and Utilities	5,453	-	4,119	1,334	1,027	307	-	-	-	-	-
Construction	90,801	62,115	23,331	5,355	3,664	1,606	85	-	-	-	-
Other	12,000	-	3,350	8,650	2,650	6,000	-	-	-	-	-
TOTAL EXPENDITURES	110,202	63,871	30,842	15,489	7,391	7,963	135	-	-	-	-

FUNDING SCHEDULE (\$000s)

Funding Source	Total	Thru FY19	Est FY20	Total 6 Years	FY 21	FY 22	FY 23	FY 24	FY 25	FY 26	Beyond 6 Years
G.O. Bonds	91,051	44,720	30,842	15,489	7,391	7,963	135	-	-	-	-
Impact Tax	6,159	6,159	-	-	-	-	-	-	-	-	-
Revenue Bonds: Liquor Fund	12,992	12,992	-	-	-	-	-	-	-	-	-
TOTAL FUNDING SOURCES	110,202	63,871	30,842	15,489	7,391	7,963	135	-	-	-	-

APPROPRIATION AND EXPENDITURE DATA (\$000s)

Appropriation FY 21 Request	7,391	Year First Appropriation	FY09
Appropriation FY 22 Request	7,963	Last FY's Cost Estimate	110,202
Cumulative Appropriation	94,713		
Expenditure / Encumbrances	83,406		
Unencumbered Balance	11,307		

PROJECT DESCRIPTION

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

mezzanine would use the existing knock-out panel in the arch of the station and the passageway that was partially excavated when the station was built in anticipation of the future construction of a south entrance.

ESTIMATED SCHEDULE

Construction started in FY18. Construction will be coordinated and implemented as part of the State Purple Line Project and will be completed when the Purple Line construction is complete.

OTHER

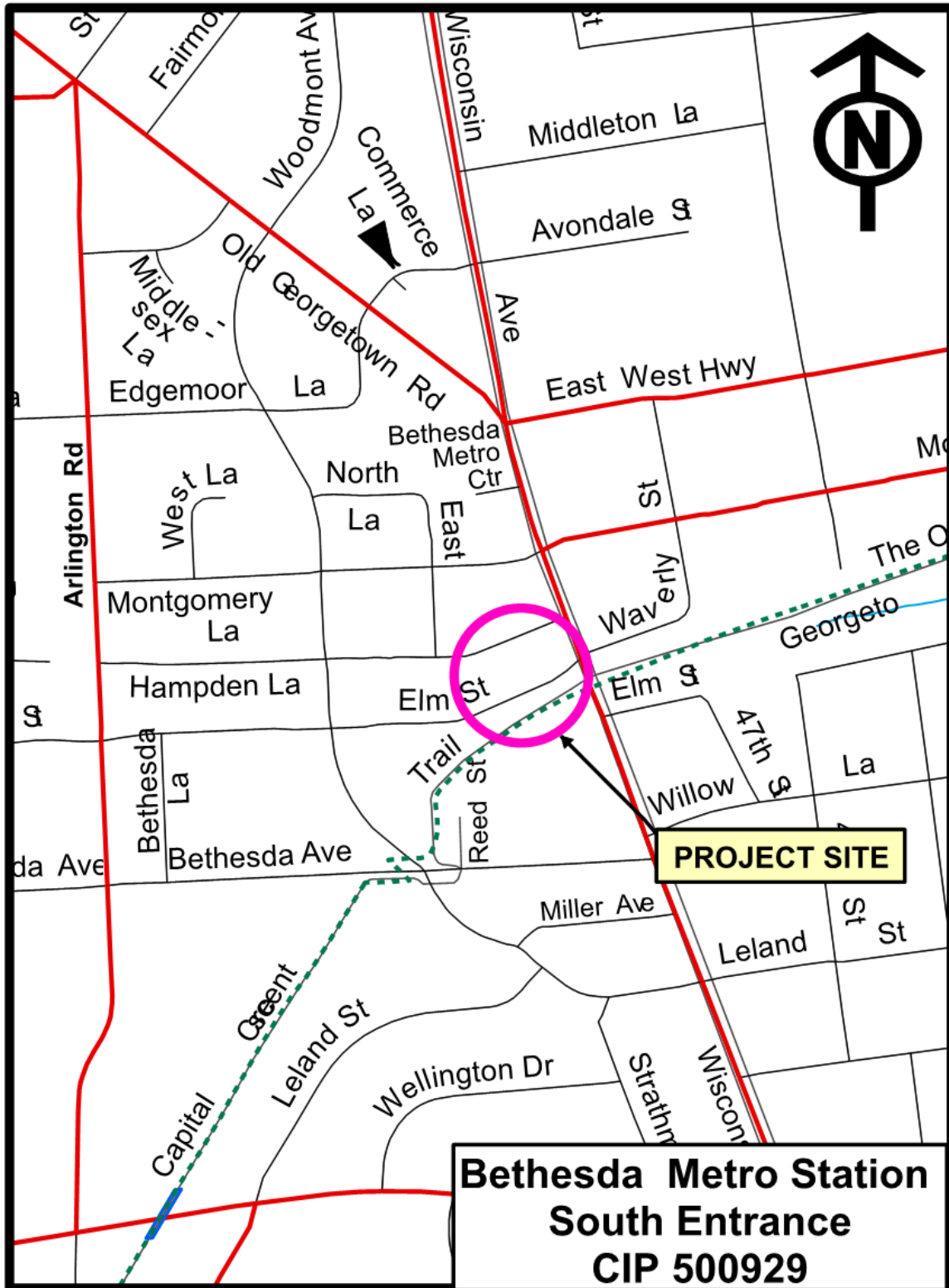
Part of Elm Street west of Wisconsin Avenue will be closed for a period during construction.

FISCAL NOTE

The funds for this project were initially programmed in the State Transportation Participation project. Appropriation of \$5 million for design was transferred from the State Transportation Participation project in FY09. The project schedule and cost estimates were updated in FY17 as a result of the MTA's proposed Public Private Partnership for the Purple Line and reflects the actual bid by the Concessionaire. The expenditure schedule also reflects a negotiated cash flow arrangement with MTA for FY17-19, allowing a deferral of \$6 million per year to FY20-22. Schedule updated to reflect estimated Purple Line schedule in FY18. In FY18, a funding switch was made to increase Revenue Bonds: Liquor Fund appropriation and decrease GO Bonds appropriation by \$7.992 million. In FY19, a shift in \$3.5 million in GO Bonds from FY21 to FY19 was done to reflect an updated MTA billing schedule.

COORDINATION

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





Boyds Transit Center

(P501915)

Category	Transportation	Date Last Modified	01/03/20
SubCategory	Mass Transit (MCG)	Administering Agency	Transportation
Planning Area	Germantown and Vicinity	Status	Preliminary Design Stage

EXPENDITURE SCHEDULE (\$000s)

Cost Elements	Total	Thru FY19	Est FY20	Total 6 Years	FY 21	FY 22	FY 23	FY 24	FY 25	FY 26	Beyond 6 Years
Planning, Design and Supervision	1,766	-	-	1,766	180	100	100	669	717	-	-
Land	637	617	3	17	-	-	-	17	-	-	-
Construction	3,247	-	-	3,247	420	-	-	-	2,827	-	-
TOTAL EXPENDITURES	5,650	617	3	5,030	600	100	100	686	3,544	-	-

FUNDING SCHEDULE (\$000s)

Funding Source	Total	Thru FY19	Est FY20	Total 6 Years	FY 21	FY 22	FY 23	FY 24	FY 25	FY 26	Beyond 6 Years
Contributions	100	-	-	100	-	-	100	-	-	-	-
G.O. Bonds	5,550	617	3	4,930	600	100	-	686	3,544	-	-
TOTAL FUNDING SOURCES	5,650	617	3	5,030	600	100	100	686	3,544	-	-

OPERATING BUDGET IMPACT (\$000s)

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

APPROPRIATION AND EXPENDITURE DATA (\$000s)

Appropriation FY 21 Request	700	Year First Appropriation	FY19
Appropriation FY 22 Request	-	Last FY's Cost Estimate	620
Cumulative Appropriation	620		
Expenditure / Encumbrances	617		
Unencumbered Balance	3		

PROJECT DESCRIPTION

This project provides the site remediation followed by design and construction for a new bus loop and parking lot on the former Anderson property at the Boyds MARC station.

LOCATION

15100 Barnesville Road, Boyds

ESTIMATED SCHEDULE

The site remediation will be completed in FY22. Design and construction for the bus loop and parking lot will be completed in FY24 and FY25 respectively.

COST CHANGE

The increase of \$5M is due to increased costs for site remediation and the addition of design and construction for the bus loop and parking lot.

PROJECT JUSTIFICATION

As part of its facility planning process, the County has been working towards the preliminary design of a future transit center in close proximity to the Boyds MARC station. The existing station is popular among commuters but parking is limited. In addition, providing Ride-On bus service to the station is difficult due to the road network and lack of space for buses to turn around. In the Summer of 2017, the County learned that the owners of the property adjacent to the MARC station (the Anderson Family) had listed the property for sale. In FY19, the County purchased the property. The County's acquisition of the Anderson property is supported by the Boyds Civic Association and the Maryland-National Capital Park & Planning Commission. As the design of the transit station continues to develop, the County intends to seek participation from the State of Maryland.

FISCAL NOTE

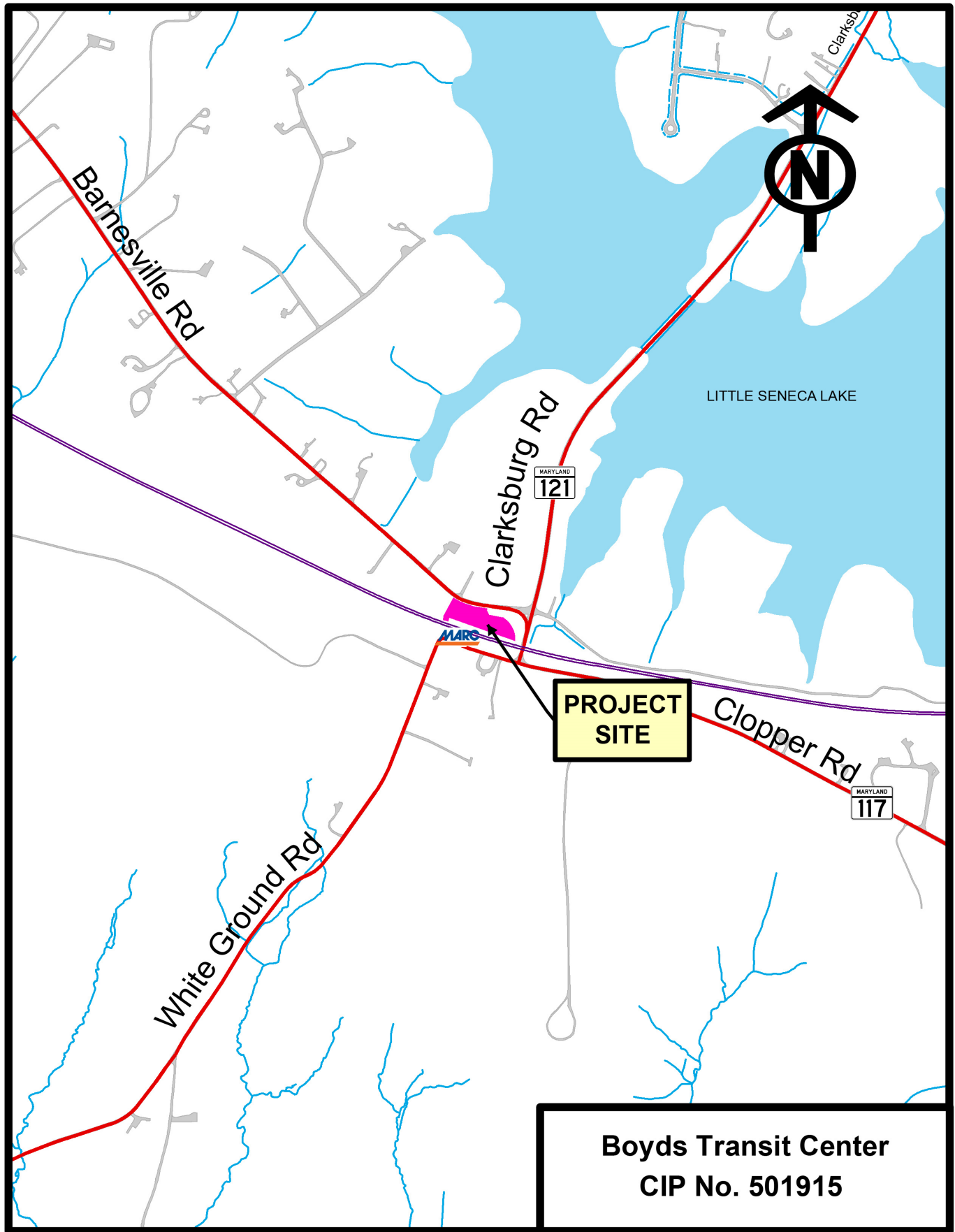
The escrow account for the site remediation expires in January 2023.

DISCLOSURES

A pedestrian impact analysis has been completed for this project.

COORDINATION

Maryland Transit Administration, CSX Transportation, Historic Preservation Program of Maryland National Capital Park and Planning Commission, Department of Permitting Services.





Bus Rapid Transit: MD 355

(P502005)

Category	Transportation	Date Last Modified	01/09/20
SubCategory	Mass Transit (MCG)	Administering Agency	Transportation
Planning Area	Bethesda-Chevy Chase and Vicinity	Status	Planning Stage

EXPENDITURE SCHEDULE (\$000s)

Cost Elements	Total	Thru FY19	Est FY20	Total 6 Years	FY 21	FY 22	FY 23	FY 24	FY 25	FY 26	Beyond 6 Years
Planning, Design and Supervision	18,000	-	3,000	15,000	5,000	5,000	5,000	-	-	-	-
TOTAL EXPENDITURES	18,000	-	3,000	15,000	5,000	5,000	5,000	-	-	-	-

FUNDING SCHEDULE (\$000s)

Funding Source	Total	Thru FY19	Est FY20	Total 6 Years	FY 21	FY 22	FY 23	FY 24	FY 25	FY 26	Beyond 6 Years
Impact Tax	3,000	-	3,000	-	-	-	-	-	-	-	-
Recordation Tax Premium (MCG)	15,000	-	-	15,000	5,000	5,000	5,000	-	-	-	-
TOTAL FUNDING SOURCES	18,000	-	3,000	15,000	5,000	5,000	5,000	-	-	-	-

APPROPRIATION AND EXPENDITURE DATA (\$000s)

Appropriation FY 21 Request	5,000	Year First Appropriation	FY20
Appropriation FY 22 Request	5,000	Last FY's Cost Estimate	3,000
Cumulative Appropriation	3,000		
Expenditure / Encumbrances	-		
Unencumbered Balance	3,000		

PROJECT DESCRIPTION

This project will design and construct a new Bus Rapid Transit (BRT) line on MD355 between Clarkburg and Bethesda. Planning conducted by the Maryland Department of Transportation Maryland Transit Administration (MDOT MTA) resulted in several Alternatives Retained for Detailed Study in 2017. In 2019, MCDOT completed the planning phase. The project includes dedicated BRT lanes, new BRT stations with level boarding and off-board payment, Transit Signal Priority, purchase of new 60-foot articulated vehicles, and other associated pedestrian and bicycle improvements along the corridor.

LOCATION

MD 355 between Clarksburg and Bethesda

ESTIMATED SCHEDULE

Project planning was completed in FY19. Preliminary engineering began in FY20 and will be completed in FY23.

COST CHANGE

Funds are added in FY21-23 to complete preliminary engineering.

PROJECT JUSTIFICATION

The project will transform mobility options with the implementation of a 22-mile, premium, branded, limited-stop BRT service along MD355 between Clarksburg and Bethesda. This new service will improve transit travel time and increase opportunity for a broad range of users along a highly congested corridor. The project will improve passenger transit mobility by connecting riders to high density housing and employment centers.

FISCAL NOTE

This project was created as a supplemental in FY20 for \$3 million.

DISCLOSURES

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

COORDINATION

Maryland Department of Transportation, Washington Metropolitan Area Transit Authority, Maryland-National Capital Park and Planning Commission, City of Rockville, City of Gaithersburg



Bus Rapid Transit: System Development

(P501318)

Category	Transportation	Date Last Modified	01/03/20
SubCategory	Mass Transit (MCG)	Administering Agency	Transportation
Planning Area	Countywide	Status	Planning Stage

EXPENDITURE SCHEDULE (\$000s)

Cost Elements	Total	Thru FY19	Est FY20	Total 6 Years	FY 21	FY 22	FY 23	FY 24	FY 25	FY 26	Beyond 6 Years
Planning, Design and Supervision	32,201	14,879	3,322	14,000	500	2,500	2,500	5,500	2,500	500	-
Land	48	48	-	-	-	-	-	-	-	-	-
Site Improvements and Utilities	122	122	-	-	-	-	-	-	-	-	-
Construction	4	4	-	-	-	-	-	-	-	-	-
TOTAL EXPENDITURES	32,375	15,053	3,322	14,000	500	2,500	2,500	5,500	2,500	500	-

FUNDING SCHEDULE (\$000s)

Funding Source	Total	Thru FY19	Est FY20	Total 6 Years	FY 21	FY 22	FY 23	FY 24	FY 25	FY 26	Beyond 6 Years
Current Revenue: Mass Transit	19,875	3,474	2,401	14,000	500	2,500	2,500	5,500	2,500	500	-
Federal Aid	500	500	-	-	-	-	-	-	-	-	-
G.O. Bonds	6,321	5,400	921	-	-	-	-	-	-	-	-
Impact Tax	2,000	2,000	-	-	-	-	-	-	-	-	-
Revenue Bonds: Liquor Fund	3,179	3,179	-	-	-	-	-	-	-	-	-
State Aid	500	500	-	-	-	-	-	-	-	-	-
TOTAL FUNDING SOURCES	32,375	15,053	3,322	14,000	500	2,500	2,500	5,500	2,500	500	-

APPROPRIATION AND EXPENDITURE DATA (\$000s)

Appropriation FY 21 Request	500	Year First Appropriation	FY13
Appropriation FY 22 Request	2,500	Last FY's Cost Estimate	29,375
Cumulative Appropriation	18,375		
Expenditure / Encumbrances	16,703		
Unencumbered Balance	1,672		

PROJECT DESCRIPTION

This project provides for the initial steps and detailed studies related to a Bus Rapid Transit (BRT) system in the County, supplementing the Metrorail Red Line and master-planned Purple Line and Corridor Cities Transitway (CCT). The County Council approved the Countywide Transit Corridors Functional Master Plan, an amendment to the Master Plan of Highways and Transportation, on November 26, 2013. The amendment authorizes the Department of Transportation to study enhanced transit options and Bus Rapid Transit for 10 transit corridors, including: Georgia Avenue North, Georgia Avenue South, MD 355 North, MD 355 South, New Hampshire Avenue, North Bethesda Transitway, Randolph Road, University Boulevard, US 29, and Veirs Mill Road.

ESTIMATED SCHEDULE

Planning for the MD 355 corridor occurred in FY15 through FY19. Preliminary Engineering will commence in FY20 in Project #502005. Planning and design for US 29 was completed in FY18, and construction commenced in FY19 in Project #501912. Planning for the New Hampshire Avenue BRT corridor will begin in FY22 and will be complete in FY24. Planning for the North Bethesda Transitway will begin in FY24 and be complete in FY25.

COST CHANGE

\$500,000 per year has been added to support programmatic Bus Rapid Transit system efforts.

PROJECT JUSTIFICATION

The proposed BRT will reduce congestion on County and State roadways, increase transit ridership, and improve air quality. The BRT will enhance the County's ability to meet transportation demands for existing and future land uses. Plans & Studies: MCDOT Countywide Bus Rapid Transit Study, Final Report (July 2011); County Executive's Transit Task Force (May 2012); and Countywide Transit Corridors Functional Master Plan (November 2013); MCDOT US 29 Bus Rapid Transit Project Description Report (March 2017); Maryland Transit Administration, MD 355 Bus Rapid Transit Corridor Planning Study (April 2017); Maryland Transit Administration, US 29 Bus Rapid Transit Corridor Planning Study (April 2017); MDOT MD 586 (Veirs Mill Road) Draft Corridor Study Report (September 2016); MD 355 Phase 2 Corridor Study Report (June 2019).

OTHER

The County programmed funds for the Maryland Department of Transportation (MDOT) to conduct preliminary engineering for a master-planned BRT line on Veirs Mill Road between the Rockville and Wheaton Metrorail Stations (\$6 million). This study was funded in the State Transportation Participation project, PDF #500722, and a recommended alternative was selected in FY18. Funds for Preliminary Engineering (PE) for the Veirs Mill BRT have been programmed in Bus Rapid Transit: Veirs Mill Road (#501913), and preliminary engineering will commence in FY20.

FISCAL NOTE

Base programmatic expenditures will continue indefinitely.

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, Washington Metropolitan Area Transit Authority, Maryland-National Capital Park and Planning Commission, City of Rockville, City of Gaithersburg, Prince George's County.



Bus Rapid Transit: US 29

(P501912)

Category	Transportation	Date Last Modified	01/03/20
SubCategory	Mass Transit (MCG)	Administering Agency	Transportation
Planning Area	Kemp Mill-Four Corners and Vicinity	Status	Final Design Stage

EXPENDITURE SCHEDULE (\$000s)

Cost Elements	Total	Thru FY19	Est FY20	Total 6 Years	FY 21	FY 22	FY 23	FY 24	FY 25	FY 26	Beyond 6 Years
Planning, Design and Supervision	1,335	7	778	550	550	-	-	-	-	-	-
Land	2,000	109	1,891	-	-	-	-	-	-	-	-
Site Improvements and Utilities	3,215	-	3,215	-	-	-	-	-	-	-	-
Construction	11,000	4,206	6,794	-	-	-	-	-	-	-	-
Other	14,000	-	14,000	-	-	-	-	-	-	-	-
TOTAL EXPENDITURES	31,550	4,322	26,678	550	550	-	-	-	-	-	-

FUNDING SCHEDULE (\$000s)

Funding Source	Total	Thru FY19	Est FY20	Total 6 Years	FY 21	FY 22	FY 23	FY 24	FY 25	FY 26	Beyond 6 Years
Federal Aid	9,500	4,322	5,178	-	-	-	-	-	-	-	-
G.O. Bonds	5,500	-	5,500	-	-	-	-	-	-	-	-
Impact Tax	2,000	-	2,000	-	-	-	-	-	-	-	-
Intergovernmental	550	-	-	550	550	-	-	-	-	-	-
Short-Term Financing	14,000	-	14,000	-	-	-	-	-	-	-	-
TOTAL FUNDING SOURCES	31,550	4,322	26,678	550	550	-	-	-	-	-	-

APPROPRIATION AND EXPENDITURE DATA (\$000s)

Appropriation FY 21 Request	550	Year First Appropriation	FY19
Appropriation FY 22 Request	-	Last FY's Cost Estimate	31,000
Cumulative Appropriation	31,000		
Expenditure / Encumbrances	27,834		
Unencumbered Balance	3,166		

PROJECT DESCRIPTION

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

ESTIMATED SCHEDULE

Project planning was completed in FY18 in project #501318 and design was completed in early FY19. Construction commenced in FY19 and will be completed in FY20, with revenue service starting in FY20. WSSC water line work to continue into FY21.

COST CHANGE

\$550,000 has been added in FY21 to account for the portion of the water and sewer relocation cost that will be paid by the Washington Suburban Sanitary Commission under a 50% cost sharing arrangement with the County. The previous project cost estimate only accounted for the County-funded portion of water/sewer relocation cost.

PROJECT JUSTIFICATION

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

OTHER

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

FISCAL NOTE

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

DISCLOSURES

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

COORDINATION

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



Bus Rapid Transit: Veirs Mill Road

(P501913)

Category	Transportation	Date Last Modified	01/07/20
SubCategory	Mass Transit (MCG)	Administering Agency	Transportation
Planning Area	Kensington-Wheaton	Status	Preliminary Design Stage

EXPENDITURE SCHEDULE (\$000s)

Cost Elements	Total	Thru FY19	Est FY20	Total 6 Years	FY 21	FY 22	FY 23	FY 24	FY 25	FY 26	Beyond 6 Years
Planning, Design and Supervision	3,000	-	1,000	2,000	2,000	-	-	-	-	-	-
TOTAL EXPENDITURES	3,000	-	1,000	2,000	2,000	-	-	-	-	-	-

FUNDING SCHEDULE (\$000s)

Funding Source	Total	Thru FY19	Est FY20	Total 6 Years	FY 21	FY 22	FY 23	FY 24	FY 25	FY 26	Beyond 6 Years
Impact Tax	3,000	-	1,000	2,000	2,000	-	-	-	-	-	-
TOTAL FUNDING SOURCES	3,000	-	1,000	2,000	2,000	-	-	-	-	-	-

APPROPRIATION AND EXPENDITURE DATA (\$000s)

Appropriation FY 21 Request	-	Year First Appropriation	FY20
Appropriation FY 22 Request	-	Last FY's Cost Estimate	7,000
Cumulative Appropriation	3,000		
Expenditure / Encumbrances	-		
Unencumbered Balance	3,000		

PROJECT DESCRIPTION

This project will design and construct a new Bus Rapid Transit (BRT) line on Veirs Mill Road (MD 586) between the Wheaton and Rockville Metrorail Stations. Planning conducted by the Maryland Department of Transportation State Highway Administration (MDOT SHA) resulted in a Recommended Alternative in late 2017. The recommended alternative includes queue jumps for use by BRT and other buses at congested intersections along the corridor, new BRT stations with level boarding and off-board payment, Transit Signal Priority, purchase of new 60-foot articulated vehicles, and other associated pedestrian and bicycle improvements along the corridor. The study retains curbside dedicated lanes as the long-term BRT alternative for Veirs Mill Road.

LOCATION

Veirs Mill Road

ESTIMATED SCHEDULE

Project planning was completed in FY18. Preliminary Engineering will begin in FY20 and is anticipated to be complete in FY21.

COST CHANGE

Design costs removed.

PROJECT JUSTIFICATION

The project will transform mobility options with the implementation of a seven-mile, premium, branded, limited-stop BRT service along Veirs Mill Road. This new service will improve transit travel time and increase opportunity for a broad range of users, including a significant number of minority and low-income riders living along a highly congested corridor. The project will improve passenger transit mobility by connecting riders to high density housing and employment centers. Plans & Studies: MCDOT Countywide Bus Rapid Transit Study, Final Report (July 2011); County Executive's Transit Task Force (May 2012); Countywide Transit Corridors Functional Master Plan (November 2013); Maryland Department of Transportation/Maryland State Highway Administration MD 586/Veirs Mill Road Draft Corridor Planning Study (September 2016); Veirs Mill Corridor Master Plan (April 2019)

FISCAL NOTE

\$3 million in FY20 and FY21 will be used to complete Preliminary Engineering. The current estimate for project completion is an additional \$76 million for Final Design and Construction.

DISCLOSURES

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

COORDINATION

Maryland Department of Transportation, Washington Metropolitan Area Transit Authority, Maryland-National Capital Park and Planning Commission, City of Rockville



Bus Stop Improvements

(P507658)

Category	Transportation	Date Last Modified	01/03/20
SubCategory	Mass Transit (MCG)	Administering Agency	Transportation
Planning Area	Countywide	Status	Ongoing

EXPENDITURE SCHEDULE (\$000s)

Cost Elements	Total	Thru FY19	Est FY20	Total 6 Years	FY 21	FY 22	FY 23	FY 24	FY 25	FY 26	Beyond 6 Years
Planning, Design and Supervision	3,582	2,462	-	1,120	320	160	160	160	160	160	-
Land	737	569	168	-	-	-	-	-	-	-	-
Construction	2,620	425	515	1,680	480	240	240	240	240	240	-
Other	177	177	-	-	-	-	-	-	-	-	-
TOTAL EXPENDITURES	7,116	3,633	683	2,800	800	400	400	400	400	400	-

FUNDING SCHEDULE (\$000s)

Funding Source	Total	Thru FY19	Est FY20	Total 6 Years	FY 21	FY 22	FY 23	FY 24	FY 25	FY 26	Beyond 6 Years
Current Revenue: Mass Transit	3,918	721	397	2,800	800	400	400	400	400	400	-
G.O. Bonds	3,198	2,912	286	-	-	-	-	-	-	-	-
TOTAL FUNDING SOURCES	7,116	3,633	683	2,800	800	400	400	400	400	400	-

APPROPRIATION AND EXPENDITURE DATA (\$000s)

Appropriation FY 21 Request	800	Year First Appropriation	FY76
Appropriation FY 22 Request	400	Last FY's Cost Estimate	6,316
Cumulative Appropriation	4,316		
Expenditure / Encumbrances	4,259		
Unencumbered Balance	57		

PROJECT DESCRIPTION

This project provides for the installation and improvement of capital amenities at bus stops in Montgomery County to make them safer, more accessible and attractive to users, and improve pedestrian safety for County transit passengers. These enhancements can include items such as sidewalk connections, improved pedestrian access, pedestrian refuge islands and other crossing safety measures, area lighting, paved passenger standing areas, and other safety upgrades. In prior years, this project included funding for the installation and replacement of bus shelters and benches along Ride On and County Metrobus routes; benches and shelters are now handled under the operating budget. Full-scale construction began in October 2006. In the first year of the project, 729 bus stops were reviewed and modified, with significant construction occurring at 219 of these locations. Through FY19, approximately 3,340 stops with 1,323 curb ramps; 422 concrete kneewalls for safety and seating; 86,751 linear feet of sidewalk; and 179,420 linear feet of ADA concrete pads have been modified or installed.

COST CHANGE

Cost increase due to addition of FY25-26 to this ongoing level of effort project.

PROJECT JUSTIFICATION

Many of the County's bus stops have safety, security, or right-of-way deficiencies since they are located on roads which were not originally built to accommodate pedestrians. Problems include: lack of drainage around the site, sidewalk connections, passenger standing areas or pads, lighting or pedestrian access, and unsafe street crossings to get to the bus stop. This project addresses significant bus stop safety issues to ease access to transit service. Correction of these deficiencies will result in fewer pedestrian accidents related to bus riders, improved accessibility of the system, increased attractiveness of transit as a means of transportation, and greater ridership. Making transit a more viable option than the automobile requires enhanced facilities as well as increased frequency and level of service. Getting riders to the bus and providing an adequate and safe facility to wait for the bus will help to achieve this goal. The County has approximately 5,400 bus stops. The completed inventory and assessment of each bus stop has determined what is needed at each location to render the stop safe and accessible to all transit passengers. In FY05, a contractor developed a GIS-referenced bus stop inventory and condition assessment for all bus stops in the County, criteria to determine which bus stops need improvements, and a prioritized listing of bus stop relocations, improvements, and passenger amenities. The survey and review of bus stop data have been completed and work is on-going.

OTHER

Schedule adjustments in FY20 and FY21 to reflect actual implementation.

FISCAL NOTE

Funding for this project includes general obligation bonds with debt service financed from the Mass Transit Facilities Fund.

DISCLOSURES

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

COORDINATION

Civic Associations, Municipalities, Maryland State Highway Administration, Maryland Transit Administration, Washington Metropolitan Area Transit Authority, Commission on Aging, Commission on People with Disabilities, Montgomery County Pedestrian Safety Advisory Committee, Citizen Advisory Boards



Intelligent Transit System

(P501801)

Category	Transportation	Date Last Modified	11/14/19
SubCategory	Mass Transit (MCG)	Administering Agency	Transportation
Planning Area	Countywide	Status	Ongoing

EXPENDITURE SCHEDULE (\$000s)

Cost Elements	Total	Thru FY19	Est FY20	Total 6 Years	FY 21	FY 22	FY 23	FY 24	FY 25	FY 26	Beyond 6 Years
Site Improvements and Utilities	16,800	1,179	8,591	7,030	4,330	500	500	500	600	600	-
TOTAL EXPENDITURES	16,800	1,179	8,591	7,030	4,330	500	500	500	600	600	-

FUNDING SCHEDULE (\$000s)

Funding Source	Total	Thru FY19	Est FY20	Total 6 Years	FY 21	FY 22	FY 23	FY 24	FY 25	FY 26	Beyond 6 Years
Current Revenue: Mass Transit	4,700	154	1,146	3,400	700	500	500	500	600	600	-
Short-Term Financing	12,100	1,025	7,445	3,630	3,630	-	-	-	-	-	-
TOTAL FUNDING SOURCES	16,800	1,179	8,591	7,030	4,330	500	500	500	600	600	-

APPROPRIATION AND EXPENDITURE DATA (\$000s)

Appropriation FY 21 Request	700	Year First Appropriation	FY18
Appropriation FY 22 Request	500	Last FY's Cost Estimate	15,600
Cumulative Appropriation	13,400		
Expenditure / Encumbrances	11,146		
Unencumbered Balance	2,254		

PROJECT DESCRIPTION

The purpose of this project is to replace vital transit technology systems, enhance system accountability, and maintain electronic information signs throughout the county. This is part of the Division of Transit Services IT plan to maintain and expand our intelligent transit systems for compatibility, accountability, and safety.

ESTIMATED SCHEDULE

Replacement of the Computer Aided Dispatch/Automatic Vehicle Locator (CAD/AVL) system in FY19-21; maintenance of Real Time informational signs in FY21-26.

COST CHANGE

Cost increase due to addition of FY25-FY26 to this ongoing level of effort project.

PROJECT JUSTIFICATION

The CAD/AVL system has reached the end of its useful life, and the system is experiencing critical operational issues such as gaps when no information is available to dispatch and on field operations. The upgrade from radio to cellular technology will eliminate dead zones and allow vehicle locations to be updated every 10 seconds rather than the current three minutes. The CAD/AVL is a crucial driver to continue with the Real Time sign program both in LED Ride On/WMATA stop signs and multimodal signs in buildings around the county.

OTHER

Expenditures will continue indefinitely.

COORDINATION

Department of Technology Services, Washington Metropolitan Area Transit Authority, and regional local transit operators.



Purple Line

(P501603)

Category	Transportation	Date Last Modified	01/03/20
SubCategory	Mass Transit (MCG)	Administering Agency	Transportation
Planning Area	Countywide	Status	Under Construction
		Relocation Impact	Yes

EXPENDITURE SCHEDULE (\$000s)

Cost Elements	Total	Thru FY19	Est FY20	Total 6 Years	FY 21	FY 22	FY 23	FY 24	FY 25	FY 26	Beyond 6 Years
Planning, Design and Supervision	1,448	317	1,081	50	50	-	-	-	-	-	-
Land	4,141	583	3,558	-	-	-	-	-	-	-	-
Construction	23	23	-	-	-	-	-	-	-	-	-
Other	48,000	-	8,000	40,000	20,000	15,000	5,000	-	-	-	-
TOTAL EXPENDITURES	53,612	923	12,639	40,050	20,050	15,000	5,000	-	-	-	-

FUNDING SCHEDULE (\$000s)

Funding Source	Total	Thru FY19	Est FY20	Total 6 Years	FY 21	FY 22	FY 23	FY 24	FY 25	FY 26	Beyond 6 Years
G.O. Bonds	45,039	350	4,639	40,050	20,050	15,000	5,000	-	-	-	-
Impact Tax	367	367	-	-	-	-	-	-	-	-	-
PAYGO	206	206	-	-	-	-	-	-	-	-	-
Recordation Tax Premium (MCG)	8,000	-	8,000	-	-	-	-	-	-	-	-
TOTAL FUNDING SOURCES	53,612	923	12,639	40,050	20,050	15,000	5,000	-	-	-	-

APPROPRIATION AND EXPENDITURE DATA (\$000s)

Appropriation FY 21 Request	20,050	Year First Appropriation	FY16
Appropriation FY 22 Request	15,000	Last FY's Cost Estimate	53,612
Cumulative Appropriation	13,562		
Expenditure / Encumbrances	1,014		
Unencumbered Balance	12,548		

PROJECT DESCRIPTION

This project provides funding for County coordination and oversight of the Purple Line project, including the three County-funded projects [Capital Crescent Trail (P501316), Bethesda Metro South Entrance (P500929), and Silver Spring Green Trail (P509975)] that are being included with the construction of the Purple Line. The Purple Line is a 16-mile light rail line being constructed by the Maryland Transit Administration (MTA) between Bethesda Metrorail station in Montgomery County and New Carrollton Metrorail station in Prince George's County. The project will include the construction of 21 light rail stations, 10 of which are located in Montgomery County. The Purple Line, which is estimated to serve more than 65,000 daily riders, will operate both in its own right-of-way and in mixed traffic and provides a critical east-west connection linking Montgomery and Prince George's counties. The new rail

line will result in many benefits, including faster and more reliable service for the region's east-west travel market, improved connectivity and access to existing and planned activity centers, increased service for transit-dependent populations, traffic congestion relief, and economic development, including Transit Oriented Development, along the corridor. The project is being bid out by the State as a Public-Private Partnership (PPP), with a selected Concessionaire responsible for final design and construction of the project, as well as the system operation and maintenance for the first 30 years of service. The County's role in the project is defined in a Memorandum of Agreement (MOA) between MTA and the County.

ESTIMATED SCHEDULE

The Maryland Transit Administration reached an agreement with a Concessionaire in 2016. Final design began during Spring/Summer 2016 and construction began in 2017. Revenue service on the Purple Line is scheduled to begin in 2022.

PROJECT JUSTIFICATION

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

OTHER

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

FISCAL NOTE

FY17 supplemental appropriation for \$8,000,000 in Recordation Tax Premium required per a Memorandum of Understanding with Carr properties. This will facilitate development of the Apex Building to provide an improved Bethesda Purple Line Station that includes a more prominent entrance and wider platform, thereby improving ADA accessibility and eliminating the need for patrons to cross the tracks, and an easement and tunnel under the building for the future underground segment of the Capital Crescent Trail enhancing safety and user experience. FY18 funding switch of \$367,000 between GO Bonds and Impact Tax. \$5 million shifted from FY22 to FY23 to reflect construction delay.

COORDINATION

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



Ride On Bus Fleet

(P500821)

Category	Transportation	Date Last Modified	01/03/20
SubCategory	Mass Transit (MCG)	Administering Agency	Transportation
Planning Area	Countywide	Status	Ongoing

EXPENDITURE SCHEDULE (\$000s)

Cost Elements	Total	Thru FY19	Est FY20	Total 6 Years	FY 21	FY 22	FY 23	FY 24	FY 25	FY 26	Beyond 6 Years
Other	279,855	152,415	38,314	89,126	17,292	9,432	24,083	21,552	6,300	10,467	-
TOTAL EXPENDITURES	279,855	152,415	38,314	89,126	17,292	9,432	24,083	21,552	6,300	10,467	-

FUNDING SCHEDULE (\$000s)

Funding Source	Total	Thru FY19	Est FY20	Total 6 Years	FY 21	FY 22	FY 23	FY 24	FY 25	FY 26	Beyond 6 Years
Contributions	820	430	390	-	-	-	-	-	-	-	-
Current Revenue: Mass Transit	119,238	24,938	17,174	77,126	15,292	7,432	22,083	19,552	4,300	8,467	-
Fed Stimulus (State Allocation)	6,550	6,550	-	-	-	-	-	-	-	-	-
Federal Aid	51,880	32,966	9,314	9,600	1,600	1,600	1,600	1,600	1,600	1,600	-
G.O. Bonds	956	956	-	-	-	-	-	-	-	-	-
Impact Tax	2,350	2,350	-	-	-	-	-	-	-	-	-
Short-Term Financing	81,321	74,685	6,636	-	-	-	-	-	-	-	-
State Aid	16,740	9,540	4,800	2,400	400	400	400	400	400	400	-
TOTAL FUNDING SOURCES	279,855	152,415	38,314	89,126	17,292	9,432	24,083	21,552	6,300	10,467	-

APPROPRIATION AND EXPENDITURE DATA (\$000s)

Appropriation FY 21 Request	17,292	Year First Appropriation	FY09
Appropriation FY 22 Request	9,432	Last FY's Cost Estimate	263,088
Cumulative Appropriation	190,729		
Expenditure / Encumbrances	168,609		
Unencumbered Balance	22,120		

PROJECT DESCRIPTION

This project provides for the purchase of replacement and additional buses in the Ride On fleet in accordance with the Division of Transit Services' bus replacement plan and the Federal Transportation Administration's service guidelines.

ESTIMATED SCHEDULE

FY21: 22 full-size hybrid; FY22: 13 full-size hybrid; FY23: 12 full-size hybrid, 28 small diesel, and 7 microtransit; FY24: 8 full-size hybrid and 32 small diesel; FY25: 12 large diesel; FY26: 18 CNG and 1 small diesel

COST CHANGE

Increase due to the addition of FY25 and FY26.

PROJECT JUSTIFICATION

The full-size transit buses have an expected useful life of twelve years. Smaller buses have an expected useful life of ten years. Microtransit buses have an expected life of four years.

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

Department of General Services, Maryland Transit Administration



White Flint Metro Station Access Improvements

(P502106)

Category	Transportation	Date Last Modified	01/06/20
SubCategory	Mass Transit (MCG)	Administering Agency	Transportation
Planning Area	North Bethesda-Garrett Park	Status	

EXPENDITURE SCHEDULE (\$000s)

Cost Elements	Total	Thru FY19	Est FY20	Total 6 Years	FY 21	FY 22	FY 23	FY 24	FY 25	FY 26	Beyond 6 Years
Planning, Design and Supervision	600	-	-	600	350	250	-	-	-	-	-
Construction	2,300	-	-	2,300	1,100	1,200	-	-	-	-	-
TOTAL EXPENDITURES	2,900	-	-	2,900	1,450	1,450	-	-	-	-	-

FUNDING SCHEDULE (\$000s)

Funding Source	Total	Thru FY19	Est FY20	Total 6 Years	FY 21	FY 22	FY 23	FY 24	FY 25	FY 26	Beyond 6 Years
G.O. Bonds	2,900	-	-	2,900	1,450	1,450	-	-	-	-	-
TOTAL FUNDING SOURCES	2,900	-	-	2,900	1,450	1,450	-	-	-	-	-

APPROPRIATION AND EXPENDITURE DATA (\$000s)

Appropriation FY 21 Request	2,900	Year First Appropriation	
Appropriation FY 22 Request	-	Last FY's Cost Estimate	-
Cumulative Appropriation	-		
Expenditure / Encumbrances	-		
Unencumbered Balance	-		

PROJECT DESCRIPTION

This project provides for the preliminary engineering and construction of access improvements to the White Flint Metro Station. Access is currently limited to the southern end of the platform. Planned improvements funded for design and construction include modification of the intersection of Old Georgetown Road and Rockville Pike and sidewalk and streetscape improvements on the frontage of roads connecting the White Flint Metro Station entrance to surrounding areas. Preliminary design funding is also included for the construction of Citadel Avenue and expanded bus bays along the east side of the Metro tracks. Metro has conducted a feasibility study of providing access at the northern end of the platform, including potential pedestrian underpass connections of MD 355 (Rockville Pike). Construction of northern access to the station will reduce walk times to the Metro Platform.

LOCATION

MD 355 (Rockville Pike) at Old Georgetown Road/White Flint Metro Station

PROJECT JUSTIFICATION

This project is needed to improve the mobility and safety for all facility users within the project area by improving the walking routes to the Metro station platforms. The project may also reduce existing conflicts between pedestrians and vehicles. Currently, transit users, pedestrians, and bicyclists cross MD 355 (Rockville Pike) and Old Georgetown Road to access the Metro station. Traffic volumes and speeds on MD 355 can be high, and pedestrians must cross over seven lanes of traffic.

COORDINATION

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



White Flint Metro Station Northern Entrance

(P501914)

Category	Transportation	Date Last Modified	01/08/20
SubCategory	Mass Transit (MCG)	Administering Agency	Transportation
Planning Area	North Bethesda-Garrett Park	Status	Preliminary Design Stage

EXPENDITURE SCHEDULE (\$000s)

Cost Elements	Total	Thru FY19	Est FY20	Total 6 Years	FY 21	FY 22	FY 23	FY 24	FY 25	FY 26	Beyond 6 Years
TOTAL EXPENDITURES	-	-	-	-	-	-	-	-	-	-	-

FUNDING SCHEDULE (\$000s)

Funding Source	Total	Thru FY19	Est FY20	Total 6 Years	FY 21	FY 22	FY 23	FY 24	FY 25	FY 26	Beyond 6 Years
TOTAL FUNDING SOURCES	-	-	-	-	-	-	-	-	-	-	-

APPROPRIATION AND EXPENDITURE DATA (\$000s)

Appropriation FY 21 Request	-	Year First Appropriation	
Appropriation FY 22 Request	-	Last FY's Cost Estimate	2,900
Cumulative Appropriation	-		
Expenditure / Encumbrances	-		
Unencumbered Balance	-		

PROJECT DESCRIPTION

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

LOCATION

MD355 (Rockville Pike) at Old Georgetown Road/White Flint Metro Station.

COST CHANGE

Reduction due to creation of alternate project White Flint Metro Station Access Improvements (#502106).

PROJECT JUSTIFICATION

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

DISCLOSURES

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

COORDINATION

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