

MEMORANDUM

February 26, 2019

TO: Transportation and Environment (T&E) Committee

FROM: Glenn Orlin, Deputy Director

SUBJECT: Amendments to the FY19-24 Capital Improvements Program (CIP) – transportation

PURPOSE: Follow-up from February 14 worksession

This worksession is a follow-up from the last worksession on the transportation CIP.¹ Staff anticipated to attend the session include:

Al Roshdieh, Director, Department of Transportation (DOT)
Christopher Conklin, Deputy Director for Transportation Policy, DOT
Emil Wolanin, Deputy Director, DOT
Tim Cupples, Chief, Transportation Engineering, DOT
Fred Lees, Chief, Management Services, DOT
Brady Goldsmith, Budget Analyst, Office of Management and Budget (OMB)

Bus Rapid Transit: Veirs Mill Road. At the February 14 worksession Councilmember Riemer advocated amending this project to accelerate its design by three years: design would occur in FYs20-22 rather than in FYs23-25. The project to be designed is the Council's preferred option, so-called Alternative 2.5 (©1-2): queue jump lanes and signal priority for bus rapid transit (BRT) and other buses at the 12 busiest intersections, new BRT stations with level boarding and off-board fare collection, 15 new 60'-long articulated BRT buses, and associated bicycle and pedestrian access improvements to the new stations. Alternative 2.5 will provide roughly the same or slightly less travel time savings (depending on the direction of travel and the time of day) than Alternative 3 (continuous exclusive BRT lanes between Rockville and Wheaton) but at a cost of only \$79.2 million, \$69.0 million (47%) less than Alternative 3.

If the \$7 million already programmed for design is accelerated, the \$72.2 million balance for right-of-way, construction, and vehicle acquisition should start in FY23 if the funding can be identified by then. A challenge for the Executive and Council will be to identify a new source of funding, most likely from the County. With the likely de-programming of Montrose Parkway East, there are no more major road projects from which funds can be redirected.

¹ Key words: #FY19-24CIP, plus search terms transportation, bikeway, sidewalk.

Councilmember Riemer's proposed amendment is on ©3-4. All proposed amendments are subject to a public hearing; this amendment would be formally introduced on March 19 along with other anticipated CIP amendments from the County Executive; the public hearing for these would occur as part of the Operating Budget hearings in early April. The Committee could form a recommendation on this amendment now, or it could wait until a worksession in late April, after the hearings.

Bicycle-Pedestrian Priority Area Improvements. At the last worksession Councilmember Riemer also recommended, rather than reducing the funding for this project by \$5.2 million (a 34.4% reduction) as proposed by the Executive, that the funding should be increased. In subsequent discussions Mr. Riemer asked about the effect of a scenario that would add \$1.5 million above the FY20 funding level in the Approved CIP (©5-6). DOT has prepared such a scenario. Compared to the Approved CIP, the schedules for the following subprojects would be accelerated:

- Move Ellsworth Drive Sidewalk from FY21 to FY20.
- Move \$657,694 construction funding for Grosvenor MD 355 Shared Use Path (South) from FY21 to FY20. Previously, construction funding was split between FY20 and FY21.
- Add \$70,000 to Wheaton Unidentified Projects in FY20.
- Shift \$60,000 from Spot Improvement Fund to Unidentified Wheaton Projects in FY20.
- Move some Fenton Street cycle track Phase III (Wayne Avenue to Silver Spring Avenue) funding from FY22 to FY21.
- Move \$20,000 construction funding for Unidentified Wheaton Projects from FY22 to FY21.
- Move Fenton Street cycle track Phase IV (Silver Spring Avenue to Gist Avenue) from FY24 to FY22.
- Move 13th Street/Burlington Avenue cycle track design from FY23 to FY22.
- Move 13th Street/Burlington Avenue cycle track construction from FY24 to FY23.
- Create a new subproject: APS/CPS Signal Upgrade Fund. This subproject would fund upgrades to signal equipment to add audible pedestrian signals (APS) for ADA access and countdown pedestrian signals (CPS) for pedestrian safety. It would fund improvements in all the BiPPA areas. \$100,000 construction funding added in FY22, FY23, and FY24 each.
- Move \$300,000 conceptual planning funding for Unidentified Long Branch Projects from FY23 to FY22.
- Move \$300,000 design funding for Unidentified Long Branch Projects from FY24 to FY23.
- Move \$700,000 construction funding for Unidentified Long Branch Projects from Beyond FY24 to FY24.
- Move \$300,000 conceptual planning funding for Unidentified Piney Branch/University Projects from FY24 to FY23.
- Move \$300,000 design funding for Unidentified Piney Branch/University Projects from Beyond FY24 to FY24.
- Reduce Spot Improvement Fund planning funds by \$10,000 and reduce construction funding by \$9,237 in FY23.
- Move \$125,000 construction funding for Unidentified Piney Branch/University Projects from Beyond FY24 to FY24.

The “Unidentified Projects” funds—totaling \$8,220,000 and comprising 37.7% of the funding in the FY19-24 period—is a placeholder for projects in the Wheaton, Glenmont, Randolph/Veirs Mill, Takoma/Langley, Long Branch, and Piney Branch/University BiPPAs where most subprojects have not yet been identified.

Councilmember Riemer wishes to split this project into smaller BiPPA project description forms (PDFs), by area, to give the program more visibility and transparency. If so, as “new” PDFs they would need to be introduced and be subject to a public hearing. As with an amendment to Bus Rapid Transit: Veirs Mill Road, they could be introduced on March 19 and their hearing would be part of the Operating Budget hearing. A minor drawback to splitting the project into several smaller ones is that this would somewhat reduce DOT’s flexibility in implementing the overall BiPPA program.

Therefore, the Committee should discuss whether to: (1) add \$1.5 million over the Approved CIP in FY20; (2) split the project into several smaller projects by area; and (3) develop recommendations on these points now, or at a late April worksession after the public hearing.

Forest Glen Passageway and Sidewalk Program Minor Projects. At the last worksession the Committee recommended keeping the Forest Glen Passageway project on its current schedule, moving the Forest Glen Road north-side sidewalk funding from Forest Glen Passageway to Sidewalk Program Minor Projects, and substituting the \$248,000 Federal grant for an equal amount of G.O. bonds to fund the preliminary design of the sidewalk. Because the design would be accelerated to FY20, the construction also could be accelerated, from FY23 to FY21. The revised PDFs representing these changes are on ©7-10.

Resolution No.: 18-844
Introduced: May 16, 2017
Adopted: June 13, 2017

**COUNTY COUNCIL
FOR MONTGOMERY COUNTY, MARYLAND**

Lead Sponsor: Council President

SUBJECT: Selection of Recommended Alternative for the MD 586/Veirs Mill Road Bus Rapid Transit Study

Background

1. In September 2016 the Maryland Department of Transportation (MDOT), in coordination with the Montgomery County Department of Transportation (MCDOT), completed a Draft Corridor Study Report for the MD 586/Veirs Mill Road Bus Rapid Transit (BRT) Study. The study examined four alternatives in detail:
 - Alternative 1 (No Build): assumes no improvements to the corridor other than what is included in the Fiscally-Constrained Long Range Plan and serves as a baseline to measure other alternatives.
 - Alternative 2 (Transportation Systems Management): Minor infrastructure improvements, including construction of queue jumpers, installation of Transit Signal Priority (TSP), and bus stop improvements. This alternative includes implementation of limited-stop service. Cost = \$34.9 million.
 - Alternative 3 (Curb-running BRT): Provision of dedicated curb BRT lanes along most of the corridor through widening or use of existing bus lanes. Curb lanes would also accommodate local buses and right-turning vehicles. BRT stations would be constructed along the corridor with features such as level-boarding, off-board fare collection, and real-time information, and new BRT service would be provided using new, branded, and larger BRT vehicles. Cost = \$148.2 million.
 - Alternative 5B: Creation of a single, two-way BRT lane in the median, with passing lanes at stations or two dedicated median lanes where feasible. As in Alternative 3, BRT stations would be constructed along the corridor with features such as level-boarding, off-board fare collection, and real-time information, and new BRT service would be provided using new, branded, and larger BRT vehicles. Cost = \$289.4 million.
2. The County Council's Transportation, Infrastructure, Energy, and Environment (T&E) Committee received a briefing on the report at its December 1, 2016 meeting. At this worksession the Selection of Recommended Alternative for the MD 586/Veirs Mill Road

Bus Rapid Transit Study consensus was that Alternative 5B should be eliminated from consideration due to its much higher cost and relatively small improvement in travel time savings compared to the other build alternatives. The Committee asked MDOT to evaluate a new “BRT with queue jumps only” alternative. This alternative includes many of the elements of Alternative 3: longer (60’ long), multiple-door BRT buses, larger stations with canopies, level boarding, real-time information, and off-board fare collection. It would not have a continuous dedicated lane; however, like Alternative 2, it would feature queue jump lanes at Veirs Mill Road’s 12 busiest intersections between Rockville and Wheaton, and TSP that would give BRT vehicles an advanced or extended green at these intersections. Since it is a hybrid of Alternatives 2 and 3, it is referred to as Alternative 2.5.

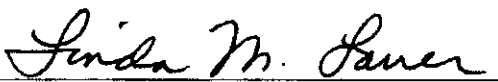
- 3. The T&E Committee received a second briefing from MDOT and MCDOT on May 3, 2017. MDOT found that Alternative 2.5 would provide roughly the same or slightly less travel time savings (depending on the direction of travel and the time of day) than Alternative 3, but at a cost of \$79.2 million: \$69.0 million (47%) less than Alternative 3. The Committee proposed Alternative 2.5 as the recommended option to carry forward into preliminary design, and it proposed Alternative 3 to be retained as the master plan option, protecting the right-of-way for a potential upgrade to a continuous dedicated lane in the long term, if it is eventually warranted.

Action

The County Council for Montgomery County, Maryland approves the following resolution:

The Council selects Alternative 2.5 as the recommended option to carry forward into preliminary design, and identifies Alternative 3 to be retained as the master plan option, protecting the right-of-way for a potential upgrade to a continuous dedicated lane in the long term, if it is eventually warranted.

This is a correct copy of Council action.


Linda M. Lauer, Clerk of the Council

Bus Rapid Transit: Veirs Mill Road (P501913)

Category	Transportation	Date Last Modified	05/29/18
SubCategory	Mass Transit (MCG)	Administering Agency	Transportation
Planning Area	Kensington-Wheaton	Status	Planning Stage

EXPENDITURE SCHEDULE (\$000s)

Cost Elements	Total	Thru FY18	Rem FY18	Total 6 Years	FY 19	FY 20	FY 21	FY 22	FY 23	FY 24	Beyond 6 Years
Planning, Design and Supervision	7,000	-	7,000	4,000	-	2,000	2,000	3,000	2,000	2,000	3,000
TOTAL EXPENDITURES	7,000	-	-	4,000	-	2,000	2,000	3,000	2,000	2,000	3,000

7000

FUNDING SCHEDULE (\$000s)

Funding Source	Total	Thru FY18	Rem FY18	Total 6 Years	FY 19	FY 20	FY 21	FY 22	FY 23	FY 24	Beyond 6 Years
G.O. Bonds	4,000	-	4,000	1,000	-	-	1,000	3,000	-	1,000	3,000
Current Revenue: Mass Transit	3,000	-	-	3,000	-	2,000	1,000	-	2,000	1,000	-
TOTAL FUNDING SOURCES	7,000	-	-	4,000	-	2,000	2,000	3,000	2,000	2,000	3,000

7000

APPROPRIATION AND EXPENDITURE DATA (\$000s)

Appropriation FY 20 Approp. Request	7000	Year First Appropriation	
Cumulative Appropriation	-	Last FY's Cost Estimate	7,000
Expenditure / Encumbrances	-		
Unencumbered Balance	-		

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

(3)

Project planning was completed in FY18. Design will begin in FY~~23~~²⁰ and is anticipated to be complete in FY~~25~~²².

PROJECT JUSTIFICATION

The project will transform mobility options with the implementation of a 7-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).

OTHER

The County programmed funds for the Maryland Department of Transportation (MDOT) to conduct planning for the Veirs Mill Road BRT in the State Transportation Participation project, PDF #500722.

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

(4)



Bicycle-Pedestrian Priority Area Improvements (P501532)

Category	Transportation	Date Last Modified	05/09/18
SubCategory	Pedestrian Facilities/Bikeways	Administering Agency	Transportation
Planning Area	Countywide	Status	Ongoing

EXPENDITURE SCHEDULE (\$000s)

Cost Elements	Total	Thru FY17	Est FY18	Total 6 Years	FY 19	FY 20	FY 21	FY 22	FY 23	FY 24	Beyond 6 Years
Planning, Design and Supervision	9284 8,798	1,215	1,305	6764 6,298	705 730	993 684	1164 1,212	1768 1,277	1409 1,319	725 4,010	-
Land	50 25	-	25	25	25	-	-	-	-	-	-
Site Improvements and Utilities	1049 4,345	14	78	957 1,253	-	324 620	633 340	0 320	-	-	-
Construction	16792 16,647	306	2,432	14054 12,800	1,870	2683 1,406	2153 2,425	1982 2,453	1661 1,751	3705 3,414	-
TOTAL EXPENDITURES	25,675 27175	1,535	3,840	20,300 21,800	2,600	2,500 4000	3,950	3,750	3,070	4,430	-

FUNDING SCHEDULE (\$000s)

Funding Source	Total	Thru FY17	Est FY18	Total 6 Years	FY 19	FY 20	FY 21	FY 22	FY 23	FY 24	Beyond 6 Years
G.O. Bonds	26800 26,300	1,226	3,774	21,800 20,300	2,600	4000 2,500	3,950	3,750	3,070	4,430	-
Current Revenue: General	375	309	66	-	-	-	-	-	-	-	-
TOTAL FUNDING SOURCES	25,675 27175	1,535	3,840	20,300 21,800	2,600	2,500 4000	3,950	3,750	3,070	4,430	-

APPROPRIATION AND EXPENDITURE DATA (\$000s)

Appropriation FY 19 Approp. Request	2,600	Year First Appropriation	FY16
Appropriation FY 20 Approp. Request	4000 2,500	Last FY's Cost Estimate	16,875
Cumulative Appropriation	5,375		25,675
Expenditure / Encumbrances	3,765		
Unencumbered Balance	1,610		

PROJECT DESCRIPTION

The project provides for the design and construction of bicycle and pedestrian capital improvements in the 30 Bicycle-Pedestrian Priority Areas (BiPPAs) identified in County master plans. Examples of such improvements include, but are not limited to: sidewalk, curb, and curb ramp reconstruction to meet ADA best practices, bulb-outs, cycle tracks, street lighting, and relocation of utility poles.

LOCATION

A study in FY15 identified sub-projects in: Glenmont, Grosvenor, Silver Spring Central Business District (CBD), Veirs Mill/Randolph Road, and Wheaton Central Business District (CBD) BiPPAs. A study in FY17 identified sub-projects in Long Branch, Piney Branch/University Boulevard, and Takoma-Langley Crossroads BiPPAs.

ESTIMATED SCHEDULE

Design and construction of projects in the Silver Spring CBD BiPPA began in FY16 and will continue through FY24. Design of projects in the Grosvenor BiPPA began in FY17 and construction of projects is anticipated to begin in FY18. Design of projects in Wheaton BiPPA is anticipated to begin in FY19 with construction beginning in FY20. Design of projects in the Glenmont BiPPA is anticipated to start in FY21 with construction beginning in FY23. Design of projects in the Takoma/Langley and Long Branch BiPPAs is expected to begin in FY23 with construction beyond FY24.

COST CHANGE

Cost change due to the acceleration of sub-projects in Wheaton, Veirs Mill, Takoma/Langley, and Long Branch by one year and in Piney Branch Road/University Blvd by two years as well as the addition of FY23 and FY24 to this ongoing project. *In the Spring of 2019 \$1.5 million was added for FY20 to allow for further acceleration of some sub-projects.*

PROJECT JUSTIFICATION

This project will enhance the efforts in other projects to improve pedestrian and bicycle mobility, safety, and access in those areas where walking and biking are most prevalent. These efforts will also help meet master plan non-auto-driver mode share (NADMS) goals.

OTHER

The 30 BiPPAs are identified in various County master plans. This project also supports the County Executive's Vision Zero initiative which aims to reduce injuries and fatalities on all roads.

DISCLOSURES

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

COORDINATION

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

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Forest Glen Passageway (P501911)

Category	Transportation	Date Last Modified	05/29/18
SubCategory	Pedestrian Facilities/Bikeways	Administering Agency	Transportation
Planning Area	Kemp Mill-Four Corners and Vicinity	Status	Preliminary Design Stage

EXPENDITURE SCHEDULE (\$000s)

Cost Elements	Total	Thru FY17	Est FY18	Total 6 Years	FY 19	FY 20	FY 21	FY 22	FY 23	FY 24	Beyond 6 Years
Planning, Design and Supervision	4,000 4,350	-	-	3,554 3,000	-	-	1,252 1,000	1,500	352	450	450
Land	1,000	-	-	1,000	-	-	-	1,000	-	-	-
Site Improvements and Utilities	1,300	-	-	1,300	-	-	-	-	650	650	-
Construction	12,148 12,500	-	-	7,668 8,000	-	-	-	-	3,168 4,500	4,500	4,500
TOTAL EXPENDITURES	20,150 18,472	-	-	15,200 13,522	-	-	1,500 1,252	2,500 4,170	5,600	5,600	4,950

FUNDING SCHEDULE (\$000s)

Funding Source	Total	Thru FY17	Est FY18	Total 6 Years	FY 19	FY 20	FY 21	FY 22	FY 23	FY 24	Beyond 6 Years
G.O. Bonds	20,150	-	-	15,200	-	-	1,500	2,500	5,600	5,600	4,950
TOTAL FUNDING SOURCES	20,150	-	-	15,200	-	-	1,500	2,500	5,600	5,600	4,950

APPROPRIATION AND EXPENDITURE DATA (\$000s)

Appropriation FY 19 Approp. Request	-	Year First Appropriation	
Appropriation FY 20 Approp. Request	-	Last FY's Cost Estimate	20150
Cumulative Appropriation	-		
Expenditure / Encumbrances	-		
Unencumbered Balance	-		

PROJECT DESCRIPTION

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

COST CHANGE Cost reduction of \$1,678,000 due to shifting the Forest Glen Road north side sidewalk to Sidewalk Program Minor Projects.

LOCATION

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

PROJECT JUSTIFICATION

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

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.

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Sidewalk Program Minor Projects (P506747)

Category	Transportation	Date Last Modified	01/11/19
SubCategory	Pedestrian Facilities/Bikeways	Administering Agency	Transportation
Planning Area	Countywide	Status	Ongoing

EXPENDITURE SCHEDULE (\$000s)

Cost Elements	Total	Thru FY18	Rem FY18	Total 6 Years	FY 19	FY 20	FY 21	FY 22	FY 23	FY 24	Beyond 6 Years
Planning, Design and Supervision	8173 8,076	4,707	-	3466 3,068	520	768	618 520	520	520	520	-
Land	2,149	2,113	-	36	6	6	6	6	6	6	-
Site Improvements and Utilities	154	48	22	84	14	14	14	14	14	14	-
Construction	17316 15,084	4,159	581	12576 11,244	1,874	1,874	3206 1,874	1,874	1,874	1,874	-
TOTAL EXPENDITURES	26,362	11,027	603	14,732	2,414	2,662	2,444	2,414	2,414	2,414	-
	27792			16162			3844				

FUNDING SCHEDULE (\$000s)

Funding Source	Total	Thru FY18	Rem FY18	Total 6 Years	FY 19	FY 20	FY 21	FY 22	FY 23	FY 24	Beyond 6 Years
G.O. Bonds	27468 26,038	11,027	527	15914 12,464	2,414	2,414	3844 2,414	2,414	2,414	2,414	-
Federal Aid	248	-	-	248	-	248	-	-	-	-	-
State Aid	76	-	76	-	-	-	-	-	-	-	-
TOTAL FUNDING SOURCES	26,362	11,027	603	14,732	2,414	2,662	2,444	2,414	2,414	2,414	-
	27792			16162			3844				

APPROPRIATION AND EXPENDITURE DATA (\$000s)

Appropriation FY 20 Approp. Request	2,662	Year First Appropriation	FY67
Cumulative Appropriation	14,044	Last FY's Cost Estimate	26,114
Expenditure / Encumbrances	11,270		
Unencumbered Balance	2,774		

PROJECT DESCRIPTION

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

COST CHANGE

Increase due to additional Federal Aid for preliminary design of Forest Glen Sidewalk. *in Fy 20 and construction of the sidewalk in Fy 21.*

PROJECT JUSTIFICATION

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

OTHER

Projects originate from private citizens, citizen associations, and public agencies. Projects are evaluated and scheduled using sidewalk prioritization procedures. This project also supports the County Executive's Vision Zero initiative which aims to reduce injuries and fatalities on all roads.

DISCLOSURES

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

COORDINATION

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