



Montgomery  
County Council

**Committee:** T&E  
**Committee Review:** Completed  
**Staff:** Glenn Orlin, Senior Analyst  
**Purpose:** preliminary decisions – straw vote expected  
**Keywords:** #transportationcip

AGENDA ITEM #5  
April 21, 2020  
**Worksession**

**SUBJECT**

FY21-26 Capital Improvements Program: Transportation

**EXPECTED ATTENDEES**

Chris Conklin, Director, Department of Transportation (DOT)  
Emil Wolanin, Deputy Director, DOT  
Brady Goldsmith, Office of Management & Budget

**FISCAL SUMMARY**

**FY21-26 CIP versus Amended FY19-24 CIP Expenditures (in \$000's)**

	Six-Year Total	FY19	FY20	FY21	FY22	FY23	FY24	FY25	FY26	Beyond 6-Years
<b>FY19-24 Amended</b>	<b>1,048,894</b>	251,356	244,977	160,462	137,507	127,009	127,583			506,202
<b>FY21-26 CE Rec</b>	<b>943,252</b>			201,660	176,877	155,732	138,790	132,771	137,422	452,282
change from amended (\$,%)	(105,642)			41,198	39,370	28,723	11,207			(53,920)
<b>Committee Rec</b>	<b>996,449</b>			204,712	181,290	159,224	165,899	156,803	128,521	445,117
change from amended (\$,%)	(52,445)			44,250	43,783	32,215	38,316			(61,085)
change from CE Rec (\$,%)	53,197			3,052	4,413	3,492	27,109	24,032	(8,901)	(7,165)

- The Committee’s cumulative recommendation is \$53,197,000 higher than the Executive’s Recommended FY21-26 CIP, but \$52,445,000 lower than the Approved (as amended) CIP for the FY19-24 period.

**COMMITTEE RECOMMENDATIONS (BY PROJECT)**

- Major changes from the Executive’s recommendations are: not to delay Observation Drive Extended, to delay Goldsboro Road Sidewalk/Bikeway and MacArthur Boulevard Bikeway Improvements by one year instead of two, to fund two new projects—Bowie Mill Bikeway and Dale Drive Shared Use Path and Safety Improvements—and to fund half the cost of White Flint Metro Station Northern Entrance and accelerate the Boyds Transit Center by one year. The Committee also recommends refreshing the planning for Falls Road Bikeway and Pedestrian Facility and Seven Locks Road Bikeway and Safety Improvements, and to defer their design, land acquisition, and construction funds beyond FY26.

**This report contains:**

Staff Report – if applicable

Pages 1-24

Planning Board and selected public comments, and other attachments

© #1-34

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**MEMORANDUM**

April 16, 2020

TO: County Council  
FROM: Glenn Orlin, Senior Analyst  
SUBJECT: FY21-26 Capital Improvements Program (CIP)—transportation<sup>1</sup>  
PURPOSE: Worksession

**Please bring the Executive's Recommended FY21-26 CIP to this worksession.**

This is the Council's worksession on the transportation projects of the FY21-26 CIP that were reviewed by the Transportation and Environment (T&E) Committee on February 27 and March 5. Projects that have been deferred to April include: Capital Crescent Trail (to review the potential for funding the Bethesda tunnel), the Bus Rapid Transit (BRT) projects, Ride On Bus Fleet, and Parking Lot District (PLD) capital projects.

Staff anticipated to attend this worksession include:  
Chris Conklin, Director, Department of Transportation (DOT)  
Emil Wolanin, Deputy Director, DOT  
Brady Goldsmith, Office of Management & Budget (OMB)

**A. OVERVIEW OF FY21-26 CIP--TRANSPORTATION**

For the FY21-26 CIP, the Executive recommended in his January 15 transmittal approval of \$943.3 million in transportation capital expenditures, a \$105.6 million decrease (-10.1%) below the \$1,048.9 million programmed in the FY19-24 CIP as amended in May 2019.

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<sup>1</sup> Key word: #transportationcip

**Percentage of Programmed Funds by Agency and Program**

	<b>Amended FY19-24 CIP</b>	<b>Percent</b>	<b>Executive's Rec. FY21-26 CIP</b>	<b>Percent</b>
Montgomery County Public Schools	\$1,744,008,000	39.9%	\$1,714,419,000	40.5%
Montgomery College	276,189,000	6.3%	312,850,000	7.4%
M-NCPPC (Parks)	234,659,000	5.4%	231,560,000	5.5%
Revenue Authority	17,450,000	0.4%	17,450,000	0.4%
Housing Opportunities Commission	8,700,000	0.2%	8,000,000	0.2%
County Government	2,089,099,000	47.8%	1,943,841,000	46.0%
<i>Housing/Community Development</i>	<i>51,441,000</i>	<i>1.2%</i>	<i>152,750,000</i>	<i>3.6%</i>
<i>Conservation of Natural Resources</i>	<i>20,098,000</i>	<i>0.5%</i>	<i>20,129,000</i>	<i>0.5%</i>
<i>Health &amp; Human Services</i>	<i>22,582,000</i>	<i>0.5%</i>	<i>30,128,000</i>	<i>0.7%</i>
<i>General Government</i>	<i>513,598,000</i>	<i>11.8%</i>	<i>298,667,000</i>	<i>7.1%</i>
<i>Libraries &amp; Recreation</i>	<i>149,410,000</i>	<i>3.4%</i>	<i>165,229,000</i>	<i>3.9%</i>
<i>Public Safety</i>	<i>150,386,000</i>	<i>3.4%</i>	<i>162,578,000</i>	<i>3.8%</i>
<i>Recycling &amp; Resource Management</i>	<i>27,700,000</i>	<i>0.6%</i>	<i>58,928,000</i>	<i>1.4%</i>
<i>Stormwater Management</i>	<i>104,990,000</i>	<i>2.4%</i>	<i>112,230,000</i>	<i>2.7%</i>
<b>Transportation</b>	<b>1,048,894,000</b>	<b>24.0%</b>	<b>943,252,000</b>	<b>22.3%</b>
<b>TOTAL</b>	<b>\$4,370,105,000</b>	<b>100.0%</b>	<b>\$4,228,170,000</b>	<b>100.0%</b>

The cumulative funding recommendation for transportation projects is down 10.1%; only the funding for General Government projects has been reduced more. Furthermore, this masks the fact that, unlike for most other departments and agencies, several transportation projects simply are deferred each year, so that much of the funding programmed in the Recommended CIP are the same funds that were programmed in the CIP in years past. Some of these deferrals have been due to production delays (transportation projects often take longer to complete because of the complexity of securing permits, acquiring land, etc.), but most of the delays have been due to affirmative decisions by the Executive and Council to postpone them to create “fiscal space” to allow new projects in other departments or agencies deemed to have a higher priority to proceed more quickly.

The transportation capital program is divided into seven categories:

**Programmed Transportation Funds by Category (in \$000)**

	<b>Am. FY19-24</b>	<b>% in Am. FY19-24</b>	<b>Rec. FY21-26</b>	<b>% in Rec. FY21-26</b>
Bridges	\$43,705	4.2%	\$75,113	8.0%
Highway Maintenance	218,567	20.8%	238,034	25.2%
Mass Transit	297,965	28.4%	193,975	20.6%
Parking Districts	40,483	3.9%	37,169	3.9%
Pedestrian Facilities/Bikeways	213,988	20.4%	181,170	19.2%
Roads	131,625	12.5%	114,627	12.2%
Traffic Improvements	103,161	9.8%	103,524	11.0%
<b>TOTAL</b>	<b>\$1,048,894</b>	<b>100.0%</b>	<b>\$943,252</b>	<b>100.0%</b>

The major reductions are in the Mass Transit, Pedestrian Facilities/Bikeways, and Roads programs. However, the reductions in the Mass Transit and Pedestrian Facilities/Bikeways programs are due to four major projects progressing closer to completion: Bethesda Metro Station South Entrance, Purple

Line, Capital Crescent Trail, and MD 355 Crossing (BRAC); the balance of funds needed in FY21 and beyond to complete these projects are thus considerably less since the FY19 and FY20 expenditures are no longer counted in the totals. In fact, the Recommended CIP includes additional funding in these categories for new or expanded projects and programs. The Bridge and Highway Maintenance programs, on the other hand, are recommended for sizable increases. The Parking District and Traffic Improvements programs are relatively stable. Thus, the only program with a major decline in funding, in actuality, is the Roads program.

Nevertheless, the Roads program funding is artificially high in two respects. First, eight Road program projects include in their cost estimates 6.4 miles of sidewalk and 8.9 miles of bikeway that would be built along the side of them. Thus, the funding shown for the Pedestrian Facilities/Bikeways program is artificially low.

### **Road Projects with New Bikeways and Sidewalks**

<b>Road Project</b>	<b>Sidewalk (ft.)</b>	<b>Bikeway (ft.)</b>	<b>Bikeway Type</b>
Burtonsville Access Road	2,400	none	Not Applicable
East Gude Drive	535	none	Not Applicable
Observation Drive Extended	13,200	13,200	Sidepath
Seminary Road Intersection Improvements	1,279	2,700	Bike Lane
Snouffer School Road	5,551	15,538	Sidepath & Bike Lane
Snouffer School Road (North)	2,562	2,323	Sidepath
Subdivision Roads Participation (Clarksburg)	2,340	7,967	Sidepath & Bike Lane
White Flint West Workaround	5,950	5,410	Sidepath & Cyc. Track
<b>Total</b>	<b>33,817</b>	<b>47,138</b>	

Over the past two years, two major road projects were deleted from the CIP: Goshen Road South and Montrose Parkway East. Consequently, funding for 5.1 miles of new bikeways and 5.1 miles of new sidewalk were also eliminated.

Secondly, funding for the Facility Planning-Transportation program is included in the Roads program total, but of the \$14,800,000 proposed funding, \$4,010,000 is to develop new Pedestrian Facilities/Bikeways projects, and \$1,945,000 is to develop new Mass Transit projects. The balance of \$8,845,000 is to develop new Road projects, many of which would include new sidewalks and/or bikeways along the side of them, or to convert streets into better walking and biking environments.

The Planning Board’s comments on several projects are on ©1-5. Where the Board made a recommendation on a project, it will be noted in this report.

## **B. BRIDGE PROGRAM PROJECTS**

*1. “Consent” projects.* These are continuing projects about which there are no or very small changes in scope, cost, or schedule, and about which there has been no public testimony or correspondence, and about which Council staff has no comment. Each project would be recommended for approval unless a Councilmember specifically asks for it to be discussed. Two information items are presented for each project:

- **Funding Change:** the percentage difference in cost from the Approved or Amended FY19-24 CIP to the Recommended FY21-26 CIP.
- **Timing Change:** the acceleration or delay of the project’s completion, comparing the completion in the Approved or Amended FY19-24 CIP to that in the Recommended FY21-26 CIP.

Consent Bridge Program projects (page)	Funding Change	Timing Change
Beach Drive Bridge (15-2)	none	none
Bridge Preservation Program (15-7)	+0.7%	not applicable
Brighton Dam Road Bridge (15-10)	none	none
Dennis Avenue Bridge Replacement (15-15)	none	none

**T&E Committee (3-0) and Council staff recommend concurring with the Executive.**

2. **Bridge Design** (15-5). This project funds the design of bridge reconstruction and rehabilitation projects. The specific bridges identified as “candidate projects” nearly always result in construction. When they do not, the work is normally completed under the Bridge Renovation project. Therefore, whether to fund design for a bridge is the Council’s primary decision point for that bridge; once a bridge project has proceeded through design it nearly always is requested (and approved) to be programmed for construction starting in the next CIP.

As part of this program, the County provides \$500,000 annually for its share of bridge inspections; the State Highway Administration (SHA) also provides \$500,000 from its budget. Each bridge is given a sufficiency rating which considers structural and functional adequacy. The ratings are on a 0-to-100 scale, with a ‘0’ score denoting an entirely deficient bridge. DOT recommends a bridge for this program when its problems cannot be addressed through normal maintenance activity.

The Executive recommends increasing the funding for this program by \$6,907,000 (+137%) over the 6-year CIP period. He would add 21 bridges to be studied for rehabilitation or replacement. This would be an extraordinarily large increase; over the past 20 years there has never been more than 5 bridge studies added in a year (2006), and the mean increase has been 1.4 bridge studies/year.

DOT explains that the bridge program is proposed to be increased due to a \$25 million balance in federal funding available to Montgomery County for bridge work, relaxed criteria for bridge conditions eligible to use this funding, improving the condition and state of the County Bridge inventory, and reducing the number of weight-restricted bridges (©6). The \$11,965,000 in County funding over the six-year period for these design studies would leverage an additional \$16,276,000 in Federal aid for the balance of the study costs. A spreadsheet showing the study costs by project is on ©7-9. Detailed information about each of the 21 new bridges that would be designed is on ©10. **T&E Committee (3-0) and Council staff recommend concurring with the Executive.**

3. **Bridge Renovation** (15-9). This project funds moderate repairs to bridges that are well short of full rehabilitation or replacement. It was funded in the Amended FY19-24 CIP at \$1 million annually except for \$7 million in FY20 due primarily to emergency repairs for a culvert beneath Father Hurley Boulevard, for a six-year total of \$12 million.

The Executive recommends increasing the funding for this program by an extraordinary amount: \$18,660,000 (+156%) to \$30,760,000 over the six-year period. The biggest increase is to address emergency conditions beneath Alderton Road, Turkey Branch Parkway, and Clarksburg Road, and 50 deteriorating steel culverts to prevent potential failures. A spreadsheet showing the cost of the subprojects is on ©11. **T&E Committee (3-0) and Council staff recommend concurring with the Executive.**

4. **Brink Road Bridge** (15-12), **Garrett Park Road Bridge** (15-21), and **Mouth of Monocacy Road Bridge** (15-27). As noted above in the description of the Bridge Design project, major bridge reconstruction and rehabilitation projects proceed through the design before they have stand-alone PDFs for construction. The Executive recommends programming these three bridge projects for construction, but their PDFs note that their design will not be completed until FY24—four years from now—so their costs and the scopes of work upon which the costs are based will likely change. *Council staff recommendation: Do not include these projects in the FY21-26 CIP; their inclusion is several years premature.* **T&E Committee (3-0) recommends concurring with the Executive on these projects.**

5. **Dorsey Mill Road Bridge** (15-18). This project will construct a master-planned four-lane roadway in the northern part of Germantown from Century Boulevard east across I-270 and connecting with existing Dorsey Mill Road, which continues east to Observation Drive. There will be separate bridges over I-270 for the eastbound and westbound roadways, leaving a 42'-wide opening between them for the master-planned CCT. The footings and a portion of the abutments of the ultimate CCT bridge over I-270 would be built as part of this project to minimize future impacts on I-270 when the CCT is built.

The project includes a 10'-wide shared use path on the north side, and a 6'-wide sidewalk and an 8'-wide two-way cycle track on the south side. East of I-270 residents use the curb lane for parking, even though off-street parking is available; the project would widen both the eastbound and westbound roadways by 8' to create room for this parking without encroaching on the travel lanes.

The cost of the project is \$34,020,000, a \$5,670,000 (+20%) increase from the project cost in the Amended FY19-24 CIP. The cost increase is due to design changes for the planned bikeways and sidewalks, widening the approach of Village Green Circle to Observation Drive at the east end of the project, and inflation. Most significantly, the Executive recommends delaying the start of design by 3 years, to FY26. If this schedule were followed, the project would not be completed until FY32.

In March of 2019, and again recently, the Council requested that the State Highway Administration (SHA) study the potential for direct ramps between this overpass (and six other overpasses) and the I-270 high-occupancy toll (HOT) lanes or express toll lanes (ETLs). If feasible, the bridge would need to be substantially redesigned, especially if there were also to be a bus transfer point on or adjacent to the bridge. However, note that without a schedule in the PDF's description showing construction completed by FY30, and without at least \$1 million shown for construction by FY26, the project cannot be "counted" in the Subdivision Staging Policy's Local Area Transportation Review Test. **T&E Committee (3-0) and Council staff recommend concurring with the Executive.**

6. **Glen Road Bridge** (15-24). This new project replaces the 1930-vintage Glen Road bridge over Sandy Branch in Potomac. Its design is being completed under the Bridge Design project. The

bridge would have a clear width between the parapets of 22’—an 18’-wide roadway with 2’ shoulders—which is only 5” wider than the current structure. A small amount of property will be acquired in FY21, and construction will occur in FYs22-23. The bridge is scheduled to be closed to traffic between June and August of 2022. **T&E Committee (3-0) and Council staff recommend concurring with the Executive.**

**C. HIGHWAY MAINTENANCE PROGRAM PROJECTS**

**1. ‘Consent’ projects.**

<b>Consent Highway Maintenance Program projects (page)</b>	<b>Funding Change</b>	<b>Timing Change</b>
Permanent Patching: Residential/Rural Roads (16-2)	+2.2%	not applicable
Residential and Rural Road Rehabilitation (16-3)	+6.6%	not applicable
Resurfacing Park Roads & Bridge Improvements (16-5)	none	not applicable
Resurfacing: Primary/Arterial (16-6)	none	not applicable
Salt Storage Facility (16-10)	none	none
Street Tree Preservation (16-13)	+3.3%	not applicable

**T&E Committee (3-0) and Council staff recommend concurring with the Executive.**

**2. Resurfacing: Residential/Rural Roads (16-8).** The Executive recommends adding \$13 million (+23.2%) to the Resurfacing Residential/Rural Roads program over the six-year period. In FY21 he recommends an increase from \$2,944,000 to \$10,000,000, and in FY22 from \$2,945,000 to \$13,500,000. The reason for the FYs21-22 amounts in the Amended CIP is because in its CIP Reconciliation last spring the Council accelerated \$10,111,000 from these two years into FY19. Nevertheless, with the proposed increase, the total budget for the residential resurfacing-related projects (which also includes Permanent Patching: Residential /Rural Roads and Residential and Rural Road Rehabilitation) would be \$21,250,000, still well short of the optimal annual investment of \$49,170,000 documented in the 2020 Infrastructure Maintenance Task Force (IMTF) Report.

**T&E Committee (3-0) and Council staff recommend concurring with the Executive, for now.** Like the Executive, the Council should strive to increase funding for this program, but the degree to which it is increased may be subject to CIP Reconciliation. In several of the previous CIPs, it may be possible to accelerate some of the proposed funding into FY20, helping to reconcile the CIP while also getting the work done sooner.

**3. Sidewalk and Curb Replacement (16-11).** This level-of-effort project funds the replacement of damaged or deteriorated sidewalks, curbs, and gutters. The Executive is recommending increasing this program by \$5.7 million (+17.2%) over the six-year period. The increase over the Amended CIP is in each year starting in FY22.

DOT re-surveyed its sidewalks and curbs and found that its inventory of each is much larger than had been reported previously: there are 1,668 miles of sidewalk (instead of 1,034 miles) and 3,336 miles of curb and gutter (instead of 2,098 miles). Optimally, this infrastructure should be replaced every 30 years; the 2020 IMTF Report notes that 56 miles of sidewalk and 111 miles of curb and gutter should be replaced annually. This translates to an Acceptable Annual Replacement Cost of \$4,114,000 for sidewalk replacement and \$11,676,000 for curb and gutter, a total of \$15,790,000 annually. Ordinary

repairs can extend the life of sidewalks and curb and gutter, so the annual requirement for replacement should be less. Nevertheless, even with the proposed increase, the amount budgeted is still substantially less than optimal.

**T&E Committee (3-0) and Council staff recommend concurring with the Executive, for now.** Like the Executive, the Council should strive to increase funding for this program, but the degree to which it is increased may be subject to CIP Reconciliation.

**D. ROAD PROGRAM PROJECTS**

**1. “Consent” projects.**

Consent Road Program projects (page)	Funding Change	Timing Change
Burtonsville Access Road (20-6)	none	none
County Service Park Infrastructure Improvements (20-8)	none	none
Davis Mill Road Emergency Stabilization (20-9)	none	none
East Gude Drive Roadway Improvements (20-11)	none	none
Goshen Road South (20-15)	none	none
Public Facilities Roads (20-21)	none	not applicable
Seminary Road Intersection Improvement (20-22)	none	none
Snouffer School Road (20-24)	none	none
White Flint District East: Transportation (20-29)	none	none
White Flint District West: Transportation (20-31)	none	none
White Flint West Workaround (20-33)	none	none

**T&E Committee (3-0) and Council staff recommend concurring with the Executive.**

The Council approved a substantial supplemental appropriation and CIP amendment for the White Flint West Workaround project in late 2019, when the cost was reported to have increased by \$11,425,000. The White Flint East: Transportation and White Flint West: Transportation projects are on indefinite hold, considering that the White Flint Special Taxing District is in arrears to the General Fund by \$34.5 million, and counting. The Department of Finance has been working for nearly a year developing options for erasing this deficit and putting the Tax District in position to fund its obligations. Hopefully the Executive can transmit these options and any recommendations to the Council so it can make decisions prior to setting the District tax rate for FY21.

**2. Prior projects now unfunded in FYs21-26.** There are three projects that have appeared in past CIPs that do not have PDFs in the Recommended CIP:

Highway Noise Abatement. This project is for the design and construction of noise walls identified under the County’s Highway Noise Abatement Policy. No funds have been spent to build noise walls under this program since the initial set of walls along Shady Grove Road were built more than a dozen years ago. Interest in this program has waned since its inception; there have been very few requests for walls along County roads during the past decade. Partly this is because the residents who would benefit from a wall are unwilling to put up their share of the match under the Council’s Highway Noise Abatement Policy. Two years ago, Council staff suggested that DOT revisit the policy to



determine, indeed, whether the program should be overhauled or scrapped, with the recommendations presented to the Council by now.

*Dedicated but Unmaintained Roads.* Eleven years ago, the Council approved a policy that would allow for the improvement of so-called “orphan” roads that are in public rights-of-way but were not initially built to standards that allow DOT to accept them for maintenance. The policy would improve an orphan road to such standards if approved by 60% of the affected property owners on the road, with the owners paying for all costs but the design and construction supervision through a special taxing district assessment. The County’s share is capped at 10% of the cost of each project. However, only one project has been rebuilt under this program: Fawsett Road in Potomac.

**T&E Committee (3-0) and Council staff recommend that both projects be retained with PDFs in the CIP, but with no funding in FYs21-26. Over the next two-year CIP cycle, DOT should reevaluate whether the criteria for these programs should be revised, or to scrap the programs altogether.**

*Montrose Parkway East.* Last year the Executive and the Council concurred with defunding this master planned highway and bikeway, leaving \$1,000,000 to study less costly options. DOT reports that the funds are being used for a traffic study performed by the University of Maryland and the engineering analysis related to the traffic study results. The end-product will be an evaluation of impacts resulting from implementation of Montrose Parkway and identification of alternative mitigation to be used with a Montrose Parkway no-build option. This work should be completed this summer.

3. ***Bethesda CBD Streetscape*** (20-4). This project was included in the CIP by the Council in Year 2000 to meet one of the staging requirements of the 1994 Bethesda CBD Sector Plan. The Executive is recommending delaying the start design by two more years. In the past 20 years since this project was initiated, the Council has consistently deferred spending on this project; the only County spending has been for some design work undertaken more than a decade ago. No County funds has been spent on streetscaping.

Originally, the project was to fund streetscape improvements along the 5,425’ of frontage on three roadway segments mentioned in the sector plan: 1,125’ along Woodmont Avenue between Old Georgetown Road and Cheltenham Drive; 3,550’ along Wisconsin Avenue between Cheltenham Drive and the north end of the CBD; and 750’ along East-West Highway between Waverly and Pearl Streets. Over time the scope of the project has been reduced, since the Planning Board has required abutting developments to construct the streetscaping along their frontage. The cost of \$5,721,000 is unchanged from the past two CIPs.

The 1994 Sector Plan has been superseded by the new Sector Plan adopted three years ago, and that plan does not include a staging requirement for streetscaping. Most of the remaining properties fronting the segments of Wisconsin Avenue, Woodmont Avenue, and East-West Highway were up-zoned in the 2017 Plan, and as they are redeveloped, the developers are being required to provide the streetscaping along their frontage.

**T&E Committee recommendation (2-1): Councilmembers Glass and Hucker concur with Council staff to delete the project. Councilmember Riemer concurs with the Executive’s**

**recommendation.** Once Bethesda is close to buildout and if there are still gaps in the streetscaping, it would be appropriate for the Council to reconstitute a project like this to complete the work.

**4. Observation Drive Extended (20-18).** The Clarksburg Master Plan calls for extending Observation Drive 2.2 miles north from the Milestone area of Germantown to Stringtown Road in Clarksburg. It is master-planned to be a four-lane divided highway with a wider right-of-way than most roads of its type—150’—to accommodate the northernmost section of the Corridor Cities Transitway (CCT), which may also become the ultimate route of the MD 355 North Bus Rapid Transit (BRT) line. The project also includes a west-side 8’-wide shared use trail and an east-side 5’-wide sidewalk.

The project is split into two phases. Phase 1 will construct the four-lane road, shared use trail and sidewalk north beyond Old Baltimore Road to the point where it meets the planned extension of Little Seneca Parkway. It would also extend Little Seneca Parkway west to Observation Drive—as well as its parallel shared use path and sidewalk—and construct its planned third and fourth lanes from MD 355 to Observation Drive. Phase 1 would thus directly connect the homes in Arora Hills and Clarksburg Village to Observation Drive, and from there south to Ridge Road, close to the I-270 interchange there. Phase 2 will continue the extension of Observation Drive—and its parallel shared use path and sidewalk—north to Stringtown Road. A major cost of the Phase 2 extension is nearly \$25 million for land acquisition within Clarksburg’s Employment Corridor, so it may be best to postpone this phase until development of the Employment Corridor would result in right-of-way dedications. A map showing the limits of Phases 1 and 2 is on ©12.

The project was initially included in the FY15-20 CIP with design starting in FY19. By the time of the Amended CIP it had been delayed two years to create fiscal space for other projects in the CIP. The Executive is recommending delaying the start of design one more year, to FY22. Furthermore, he recommends deferring the start of Phase 1 construction by at least three more years, to FY27 or later.

Phase 1 should not be deferred further. It is a key to providing better access to Arora Hills and Clarksburg Village to the east and Cabin Branch to the west. It is a better option than widening MD 355, in that it would provide more than twice as much additional capacity—four new lanes with no private driveways, compared to two additional lanes where there are driveways—and would add much more substantially to Clarksburg’s sidewalk and bikeway network. And, as noted above, it would provide the right-of-way for the CCT/MD 355 BRT, at least as far north as the former Comsat site.

**T&E Committee (3-0) and Council staff recommendation: Program Phase 1 of Observation Drive Extended without the further delay recommended by the Executive: design would begin in FY21 and construction would be completed in FY26. Design and construction of Phase 2 would occur after FY26.** The expenditure schedule shown below is Phase 1’s production schedule: how the project would be built without fiscally constraining it. If completed on this schedule, it would be constructed in sync with when the MD 355 North BRT is built, if the latter proceeds to design and construction starting in FY24 (\$000):

	Total	Thru FY19	Est. FY20	6-Yr Total	FY21	FY22	FY23	FY24	FY25	FY26	Beyond
Plan/Design/Sup.	10054	0	0	7446	1158	931	0	2350	2207	800	2608
Land	26452	0	0	1648	0	0	1648	0	0	0	24804
Site Imps/Util.	2240	0	0	1540	0	0	0	1200	340	0	700
Construction	76847	0	0	55000	0	0	0	23000	23000	9000	21847
<b>Total</b>	<b>115593</b>	<b>0</b>	<b>0</b>	<b>65634</b>	<b>1158</b>	<b>931</b>	<b>1648</b>	<b>26550</b>	<b>25547</b>	<b>9800</b>	<b>49959</b>

5. ***Subdivision Roads Participation*** (20-26). This umbrella project provides funds for roadwork of joint use to new subdivisions and to the public. Since these improvements are public-private partnerships, the work is usually tied to when a development is ready to make its improvements.

There are two active subprojects, both in Clarksburg. Their costs have increased substantially, due to the completed design plans and construction bids. The cumulative developer contribution of \$3,200,000 has increased by \$731,000 (+22.8%). The subprojects are:

- *Clarksburg Road at Snowden Farm Parkway*. This project will widen 1,400' of roadway to provide left-turn lanes at intersections and vertical curve revisions along the Clarksburg Road southern approach to Snowden Farm Parkway. North of the intersection, the roadway width will transition for 600' to the existing roadway section. A 400' section of Snowden Farm Parkway will be widened at the eastern approach to align with the proposed developer extension of the existing segment of Snowden Farm Parkway that currently terminates at MD 355 north of Clarksburg Road. The proposed improvements include bike lanes and sidewalks along Clarksburg Road. Completion is on schedule in FY22. However, the cost has increased by \$2,518,000 (+47%) to \$7,921,000.
- *Clarksburg Road/MD 121/MD 355 Intersection Improvement*. This project provides additional turn lanes and/or extension of existing travel lanes to increase the intersection's capacity. It includes bike lanes within the project limits along Clarksburg Road and extension of the existing sidewalk along the northern side of Clarksburg Road from Spire Street to MD 355. Completion has been delayed two years, to FY22. The cost has increased by \$1,828,000 (+28.1%) to \$8,337,000.

**T&E Committee (3-0) and Council staff recommend concurring with the Executive.**

**E. TRAFFIC ENGINEERING PROGRAM PROJECTS**

**1. "Consent" projects.**

<b>Consent Traffic Engineering Program projects (page)</b>	<b>Funding Change</b>	<b>Timing Change</b>
Advanced Transportation Management System (21-2)	none	not applicable
Guardrail Projects (21-4)	none	not applicable
Neighborhood Traffic Calming (21-7)	none	not applicable
Streetlight Enhancements-CBD/Town Center (21-10)	none	not applicable
Traffic Signal System Modernization (21-13)	none	not applicable
Traffic Signals (21-15)	none	not applicable

**T&E Committee (3-0) and Council staff recommend concurring with the Executive.**

2. ***Intersection and Spot Improvements*** (21-5). The Executive is recommending increasing the six-year expenditure in this project by \$4.5 million (+36.4%). The increase is to address traffic delays and pedestrian safety at certain intersections. The intersections that have been identified for improvement under this project are on ©13; nine of them are new to this CIP and are so annotated. **T&E Committee (3-0) and Council staff recommend concurring with the Executive.**

**3. Pedestrian Safety Program** (21-8). This program funds construction of safety improvements such as pedestrian refuges, enhanced crosswalks, sidewalk links, fencing to channel pedestrians to safe crossings, relocated bus stops, and signage. It also funds studies of High Incidence Areas (HIAs), as well as education and outreach efforts.

The Executive is recommending increasing the six-year funding by \$9,850,000 (74.6%) over the amount in the Amended CIP, as part of the effort to achieve Vision Zero (\$000):

<b>Pedestrian Safety Program</b>	<b>FY19</b>	<b>FY20</b>	<b>FY21</b>	<b>FY22</b>	<b>FY23</b>	<b>FY24</b>	<b>FY25</b>	<b>FY26</b>	<b>6-Yr</b>
Amended FY19-24 CIP	2,000	2,600	2,000	2,000	2,000	2,600			13,200
Rec. FY21-26 CIP			2,750	3,500	3,500	3,600	3,100	6,600	23,050
<b>Difference</b>									<b>+9,850</b>

The \$2,750,000 in FY21 would be spent on the program elements shown on ©14. **T&E Committee (3-0) and Council staff recommend concurring with the Executive.**

**4. Streetlighting** (21-11). This project funds the installation and upgrading of streetlights. The Executive is recommending continuing the funding for this level-of-effort project at \$1,370,000 annually. The six-year total is reduced by \$13,454,000 (-62.1%) from the Approved CIP, but this is only because the previously programmed \$8,977,000 to upgrade the 26,000 light fixtures with LED will be completed in FY20. DOT’s updated priorities for infill streetlighting are on ©15. The prioritization is based on a host of factors, including pedestrian activity, proximity to schools, recreation centers, and other activity centers, crime, pedestrian and bike safety, etc. **T&E Committee (3-0) and Council staff recommend concurring with the Executive.**

**5. White Flint Traffic Analysis and Mitigation** (21-17). This project has three components: (A) cut-through traffic monitoring and mitigation; (B) identifying capacity improvements to address congested intersections affected by the White Flint development but outside the White Flint Sector Plan Area; and (C) studying strategies to meet the Sector Plan’s aggressive mode share goals.

Most of the work under this program is completed. The Executive is recommending budgeting \$81,000 annually to continue the cut-through traffic monitoring and mitigation. **T&E Committee (3-0) and Council staff recommend concurring with the Executive.**

**F. MASS TRANSIT PROGRAM PROJECTS**

**1. “Consent” projects.**

<b>Consent Mass Transit Program projects (page)</b>	<b>Funding Change</b>	<b>Timing Change</b>
Bethesda Metro Station South Entrance (17-3)	none	none
Bus Stop Improvements (17-14)	none	not applicable
Intelligent Transit System (17-16)	none	not applicable

**T&E Committee (3-0) and Council staff recommend concurring with the Executive.**

**2. Boyd’s Transit Center** (17-5). This project will construct a bus loop and a 38-space parking lot on the northeast side of the Boyd’s MARC commuter rail station. Access will be off Barnesville

Road. The project will primarily serve Clarksburg residents, especially those in the developing neighborhoods of Cabin Branch west of I-270. Bus service to meet each of the 10 trains serving the station (4 in the mornings, 6 in the afternoon and evenings) currently is not possible, because there is no room for buses to turn around. There are only 17 existing spaces on the southeast side of the tracks, so the project would more than triple the parking at the station.

An illustration of its design is on ©16. In FY19 the Council approved a \$620,000 appropriation to acquire the Anderson property for the transit center. The Executive is now recommending an additional \$5,030,000 to conduct remediation on the site in FY21 and to design and build the center between FY22-FY25. **T&E Committee (3-0) and Council staff recommend budgeting the project according to the production schedule (below), that would complete the station a year earlier, in FY24 (\$000):**

	Total	Thru FY19	Est. FY20	6-Yr Total	FY21	FY22	FY23	FY24	FY25	FY26	Beyond
Plan/Design/Sup.	1,766	0	0	1,766	180	579	290	717	0	0	0
Land	637	617	3	17	0	0	17	0	0	0	0
Site Imps/Util.	0	0	0	0	0	0	0	0	0	0	0
Construction	3,247	0	0	3,247	420	0	0	2,827	0	0	0
<b>Total</b>	<b>5,650</b>	<b>617</b>	<b>3</b>	<b>5,030</b>	<b>600</b>	<b>579</b>	<b>307</b>	<b>3,544</b>	<b>0</b>	<b>0</b>	<b>0</b>

Councilmember Rice also requests that the transit center’s completion be accelerated (©17).

**3. Purple Line (17-17).** This project funds the County’s direct contribution to the construction of the Purple Line within Montgomery County. The \$53,612,000 has not changed from the Approved CIP: \$40,000,000 was negotiated with the State to help pay for the construction of the light rail component; \$5,612,000 was to clear the Georgetown Branch right-of-way, and \$8,000,000 was the County’s contribution to Carr Properties to facilitate its replacement of the Apex Building to allow for a more ample light rail station and an easement and tunnel under the new buildings for the Capital Crescent Trail.

The Executive’s recommended funding schedule has been revised. The last payment to the State was to be \$20 million in FY22. However, recognizing that the latest schedule would not have the Purple Line open in Montgomery County until mid-2023, the Executive is recommending deferring \$5 million until FY23. At this writing, the County and the State have yet to come to agreement on a revised schedule. **T&E Committee (3-0) and Council staff recommend concurring with the Executive for now, but the funding split between FY22 and FY23 may be revisited later this spring; also correct the “Estimated Schedule” text to say that “Revenue service on the Purple Line in Montgomery County is scheduled to begin in [2022] 2023.”**

**4. White Flint Metro Station Access Improvements (17-20).** In 2018 the Council programmed a \$3.5 million “placeholder” in FYs21-22 for the design of the White Flint Metro Station Northern Entrance. The placeholder was reduced to \$2.9 million in last year’s Amended CIP. The Executive is now recommending reallocating it for:

- Modifying the four corners of the Rockville Pike/Old Georgetown Road intersection to eliminate the “hot” right turns and to reconstruct the sidewalks on each side of Rockville Pike in the vicinity of this intersection to create grass buffers.
- Building a sidewalk along Old Georgetown Road in the vicinity of the intersection.

- Expanding the bus bays on the east side of the Metro tracks.

These are useful short-term measures that would improve circulation and safety in the area around the White Flint Metro Station. The expenditure schedule by subproject is on ©18. Note that the scope of work is somewhat different than what appears on the PDF included in the January 15 transmittal. **T&E Committee (3-0) and Council staff recommend approval of the revised PDF on ©19.**

**5. White Flint Metro Station Northern Entrance (17-21).** Two years ago, the County asked WMATA to update its study of a decade ago for a second, north entrance to the White Flint Metro Station, and it was completed in the autumn of 2019. The order-of-magnitude cost to build the new entrance, which would be on the southeast corner of Rockville Pike and Old Georgetown Road, is \$34.8 million. The cost does not include a pedestrian tunnel to an entrance on the west side of Rockville Pike, either to the northwest or southwest corners.

The project is supported by the Friends of White Flint (see ©20), the Montgomery County and Greater Bethesda Chambers of Commerce, and the Planning Board (©1-2). All cite the need to construct this entrance to spur economic development in White Flint which, with the notable exception of Pike & Rose, has been stagnant over the past decade.

In 2010 the grand bargain between the White Flint development community and the County was that a special taxing district would fund much of the internal transportation infrastructure in White Flint, that individual developers would construct improvements along their respective frontage (such as streetscaping), and that the County would fund transportation improvements connecting to the regional system, most notably Montrose Parkway East and White Flint Metro Station Northern Entrance. New developments—and all existing commercial properties in existence prior to 2010—were to pay an annual special district tax, which, by policy was set at 10% of the general property tax; in return, transportation impact taxes and all Local Area Transportation Review requirements were waived.

A decade on, however, it is evident that the bargain is failing. The special district tax has not generated nearly the revenue needed to fund the first project undertaken—the White Flint West Workaround—that has proceeded due only to advances from the General Fund: \$35 million to date and growing each year. On the County's side, it has backed off on building Montrose Parkway East. The Lord and Taylor lawsuit has stymied attempts of the Lerner Corporation to redevelop the former White Flint Mall property, and, generally, the commercial real estate market has been slow for a long time. It is not clear that an investment in a northern entrance will jump-start commercial development, as is being claimed.

The Council is awaiting from the Executive a recommendation or a set of options that would right the tax district's ship. Until decisions have been made as to whether to increase the special district tax rate, increase the assessable base for the tax, re-initiate transportation impact taxes, and/or revise each party's relative financial responsibilities, it is premature for the County to fund the new entrance. *Council staff recommends concurring with the Executive not to fund this project now.* Hopefully this issue can be resolved this year, so that the project may be introduced as a CIP amendment later this year.

**T&E Committee recommendation (2-1): Councilmembers Glass and Riemer recommend funding half the cost of the project (\$17.4 million) with County funds, with the hope that it would be matched by WMATA. Councilmember Hucker concurs with the Executive and Council staff not to fund the project now.** Following WMATA staff’s estimated production schedule, with DOT’s estimate that design would have to start no earlier than FY22 if dependent on WMATA matching funds, the expenditure schedule for the County portion would be as follows (\$000):

Cost Elements	Total	FY21	FY22	FY23	FY24	FY25	FY26
Design	2,610	0	1,305	1,305	0	0	0
Construction	14,790	0	0	0	6,438	7,830	522
<b>Total</b>	<b>17,400</b>	<b>0</b>	<b>1,305</b>	<b>1,305</b>	<b>6,438</b>	<b>7,830</b>	<b>522</b>

**G. PEDESTRIAN FACILITIES/BIKEWAYS PROGRAM PROJECTS**

**1. ‘Consent’ projects.**

Consent Ped. Facilities/Bikeways Program projects (page)	Funding Change	Timing Change
ADA Compliance: Transportation (19-4)	none	None
Forest Glen Passageway (19-33)	none	None
Franklin Avenue Sidewalk (19-34)	none	None
Frederick Road Bikepath (19-36)	none	delayed into next FY
MD 355 Crossing (BRAC) (19-48)	none	None
Oak Drive/MD 27 Sidewalk (19-57)	none	None
Silver Spring Green Trail (19-63)	none	None
Transportation Improvements for Schools (19-65)	none	not applicable

**T&E Committee (3-0) and Council staff recommend concurring with the Executive.**

**2. Bethesda Bikeway and Pedestrian Facilities (19-5).** The 1994 Bethesda Sector Plan called for both surface and tunnel connections through the Bethesda CBD for the Capital Crescent Trail, and this recommendation was confirmed in subsequent updates to the Sector Plan. DOT has completed design of the Capital Crescent Surface Trail (CCST) along Bethesda Avenue and Willow Lane between Woodmont Avenue and 47<sup>th</sup> Street. It will consist of a two-way cycle track along the north side of Bethesda Avenue between Woodmont and Wisconsin Avenues, a protected at-grade crossing of Wisconsin Avenue at Willow Lane, and two-way bike lanes on the south side of Willow Lane between Wisconsin Avenue and 47<sup>th</sup> Street. The extension of the trail from the 47<sup>th</sup> Street/Willow Lane intersection to the Capital Crescent Trail on the Georgetown Branch is anticipated for completion in the summer of 2021, although it will not be fully useable until the Capital Crescent Trail itself is rebuilt and opened, presumably in 2022 or 2023.

This project also includes funding for the Bethesda Loop Trail consisting of protected bike lanes on Woodmont Avenue between Norfolk Avenue and Wisconsin Avenue, protected bike lanes on Montgomery Avenue between Woodmont Avenue and Pearl Street, and bike lanes on Norfolk Avenue/Cheltenham Drive between Woodmont Avenue and Pearl Street and on Pearl Street between Cheltenham Drive and Montgomery Avenue.

The overall cost of this project is \$8,230,000 and is unchanged from the Approved CIP. The latest schedule for each segment is:

- CCST, Bethesda Avenue/Willow Lane between Woodmont Avenue and 47<sup>th</sup> Street: construction to start this summer.
- CCST, through Elm Street Park: construction to start in spring/summer 2021.
- Woodmont Avenue, between Miller Avenue and Montgomery Lane: construction to start this summer.
- Woodmont Avenue, between Montgomery Lane and Norfolk Avenue: construction to start in summer 2021.
- Montgomery Lane, between Woodmont and Wisconsin Avenues: construction to start in autumn 2020.
- Montgomery Avenue, between Wisconsin Avenue and Pearl Street: construction to start in summer 2021.

**T&E Committee (3-0) and Council staff recommend concurring with the Executive.**

3. **Bowie Mill Road Bikeway** (not in CIP). This project is near completion of facility planning, and so is a candidate for final design, land acquisition, and construction funding in the CIP. Councilmembers Navarro and Riemer recommend its inclusion (©21). The project provides for a new 8-10'-wide shared use path approximately 3.3 miles in length along the northwest side of Bowie Mill Road from MD 108 to its intersection with Bready Road/Bluebell Lane, at which point it will shift to the southeast side. A traffic signal will be installed at this intersection to provide bicyclists and pedestrians with a protected crossing. The project will also provide an extension to the future North Branch Trail.

The shared use path would continue along the southeast side, past Bowie Mill Park and Sequoyah ES, to Muncaster Mill Road (MD 115). The path will then extend about 600' southeasterly along Muncaster Mill Road to its intersection with Needwood Road, at which point it will meet the existing sidewalk that continues to Magruder HS. A signal at Muncaster Mill and Needwood Roads will be modified to include a pedestrian phase.

The estimated cost of the project is \$20,706,000. If uninterrupted by fiscal constraints, it will take two years to design, two years for right-of-way acquisition, and two years to build: a total of 6 years from start to finish. The production schedule is shown below (\$000):

Cost Elements	Total	Year 1	Year 2	Year 3	Year 4	Year 5	Year 6
Planning, Design & Supervision	4,395	1,122	1,123	0	0	1,072	1,078
Land	1,091	0	0	465	626	0	0
Site Improvements & Utilities	3,146	0	0	200	179	2,317	450
Construction	12,074	0	0	0	0	5,801	6,273
<b>Total</b>	<b>20,706</b>	<b>1,122</b>	<b>1,123</b>	<b>665</b>	<b>805</b>	<b>9,190</b>	<b>7,801</b>

Council staff's recommended approach generally is not to fund the start of design for new projects right away, but to defer their start until FY23 or later. Most of the fiscal capacity in FYs21-22 is tied up in projects that are under construction or long-planned to be underway in these two years.



Also, the heaviest expenditures on such new projects would be 5-6 years out, so setting their start dates in FY23 or later will place the heavier spending beyond the six-year period. **T&E Committee (3-0) and Council staff recommend including this project in the CIP following the pattern in the production schedule but with final design starting in FY23, which would have construction starting in FY27 and completion by the summer of 2028 (©22).**

**4. BiPPA projects: General (19-8), Purple Line (19-11), Veirs Mill/Randolph (19-14), Wheaton CBD (19-16), and Fenton Street Cycletrack (19-30).** In aggregate, the Executive is proposing an increase in the six-year funding of these programs of \$3,399 (+15.6%) over the Amended CIP approved last spring. The changes in each of the five PDFs are documented on ©23-24. **T&E Committee (3-0) and Council staff recommend concurring with the Executive.**

**5. Bikeway Program – Minor Projects (19-19).** This project funds a host of bikeway-related efforts. Traditionally its mission has been to fund preliminary engineering of new bikeway projects and to construct those improvements costing less than \$1 million each. Smaller amounts are set aside each year for bike racks and bike route signing.

The Executive recommends increasing the six-year funding of this program by \$585,000 (+6.0%), rising to \$10,260,000 for the next six years. A new subproject is a shared use path on the west side of Layhill Road from Park Vista Drive to Baughman Drive (north of the Intercounty Connector interchange). **T&E Committee (3-0) and Council staff recommend concurring with the Executive.**

**6. Bradley Boulevard (MD 191) Improvements (19-22).** The project would reconfigure Bradley Boulevard between Goldsboro Road and Wilson Lane to have a 5'-wide bike lane in each direction, an 8'-wide shared-use path on the northeast side, and a 5'-wide sidewalk on the southwest side. There are no continuous bikeways or sidewalks in this one-mile segment now.

The project was first included in the CIP four years ago. It is divided into two phases: Phase I includes the sidewalk on the southwest side and the bike lanes, while Phase II includes the shared-use path and the associated drainage improvements. At that time the design of Phase I was to begin in FY21 and the phase would be completed in FY25, while Phase II was to be further in the future. The schedule in the Amended CIP approved last spring would have design of Phase I begin in FY21 and construction completed in FY27. The Executive is recommending a funding pattern that would retain this schedule. Neither the existing nor recommended PDF includes the construction funding for the shared use path and the associated drainage improvements. This cost is \$2,461,000 and could be completed in one fiscal year.

The Council has received regular testimony from the South Bradley Hills Neighborhood Association in support of the project, including a recent petition signed by 164 persons. It is also supported by the Western Montgomery County Citizens' Advisory Board. However, the Planning Board states that the project no longer meets best practices for bikeway design and recommends redesigning it before proceeding to construction (©3). The Washington Area Bicyclist Association also believes it should be redesigned to meet the standards in the 2018 Bicycle Master Plan. It should be noted, however, that what is called for in that plan for Bradley Boulevard—a sidepath on the north side and conventional bike lanes—is precisely the scope of the project.

**T&E Committee (3-0) and Council staff recommend concurring with the Executive, except to add the construction funding for Phase 2 in FY27, so both phases will be finished that year. The expenditure schedule would be as follows (\$000):**

	Total	Thru FY19	Est. FY20	6-Yr Total	FY21	FY22	FY23	FY24	FY25	FY26	Beyond
Plan/Design/Sup.	3,038	0	0	2,080	633	691	5	5	48	698	958
Land	2,407	0	0	2,407	0	0	1,339	857	211	0	0
Site Imps/Util.	2,160	0	0	2,160	0	0	0	0	1,940	220	0
Construction	8,860	0	0	3,202	0	0	0	0	0	3,202	5,658
<b>Total</b>	<b>16,465</b>	<b>0</b>	<b>0</b>	<b>9,849</b>	<b>633</b>	<b>691</b>	<b>1,344</b>	<b>862</b>	<b>2,190</b>	<b>4,120</b>	<b>6,616</b>

**7. Dale Drive Shared Use Path and Safety Improvements** (not in CIP). This project is also near completion of facility planning, and so is a candidate for final design, land acquisition, and construction funding in the CIP. It provides for a new 8'-wide shared use path approximately one mile in length along the north side of Dale Drive and Columbia Boulevard from Georgia Avenue (MD 97) to Colesville Road (US 29). The project also provides minor intersection safety improvements within the project limits to improve existing sight distance and crosswalks. It includes the "Alternative 1" concept to realign the intersections of Dale Drive, Columbia Boulevard, and Woodland Drive, as recommended by the T&E Committee last June.

The Council received testimony and correspondence advocating for the project; an example is on ©25-26. The Planning Board also recommends budgeting it (©2).

The estimated cost of the project is \$8,449,000. If uninterrupted by fiscal constraints, it will take two years to design, somewhat more than two years for right-of-way acquisition, and two years to build: a total of 6 years from start to finish. The production schedule is shown below (\$000):

Cost Elements	Total	Year 1	Year 2	Year 3	Year 4	Year 5	Year 6
Planning, Design & Supervision	2,156	644	709	0	0	526	277
Land	2,312	0	0	708	1,244	360	0
Site Improvements & Utilities	482	0	0	0	0	482	0
Construction	3,499	0	0	0	0	1,909	1,590
<b>Total</b>	<b>8,449</b>	<b>644</b>	<b>709</b>	<b>708</b>	<b>1,244</b>	<b>3,277</b>	<b>1,867</b>

As noted for the Bowie Mill Road Bikeway, Council staff's general recommended approach is not to fund the start of design for new projects right away, but to defer their start until FY23 or later. *Council staff recommends including this project in the CIP following the pattern in the production schedule but with final design starting in FY23, which would have construction starting in FY27 and completion by the summer of 2028 (©27).*

**T&E Committee (3-0) recommends including this project in the CIP following the pattern in the production schedule but with final design starting in FY21, which would have construction starting in FY25 and completion by the summer of 2026 (©28).**

**8. Falls Road East Side Hiker/Biker Path** (19-27). This project would ultimately build an 8'-wide hiker-biker trail along the east side of Falls Road (MD 189) from River Road to Dunster Road, about four miles. Most of this stretch of Falls Road does not even have a sidewalk, so the project would

provide a safe pedestrian and bike connection to the many places of worship, schools, and businesses on or near Falls Road. Furthermore, it would link to hiker-biker trails at both ends, providing a continuous trail from Rockville to Great Falls.

The project was initially included in the CIP in 2008, with completion by 2015. The Executive has recommended, and the Council has concurred with deferring it several times since, primarily to create fiscal space for other projects in the CIP. The Recommended CIP would keep the project on the same schedule as in the most recently Approved CIP, with design beginning in FY21 and construction completed in FY26; still, this is an 11-year delay from the original schedule. The project cost of \$25,471,000 has increased by \$641,000 (+2.6%) from the Approved CIP. The County has received a Federal grant of \$1,230,000 to help fund the design of the path, for which there is a \$410,000 County match.

As with the Bradley Boulevard project, the Planning Board states that this project also no longer meets best practices for bikeway design and recommends redesigning it before proceeding to construction (©3). WABA also believes the design should be modified, presumably with a cycletrack and sidewalk rather than a shared use path. Unlike Bradley Boulevard, however, there is not a wellspring of support to construct it as soon as possible. The grant offers the opportunity to give this design a fresh look. The only requirement is that the project be constructed within 10 years.

**T&E Committee (3-0) and Council staff recommend funding the design in FYs21-22 for \$1,640,000 (the grant and its match), and that the land acquisition and construction costs be programmed “Beyond 6 Years” as a placeholder. Revise the project name to “Falls Road Bikeway and Pedestrian Facility.”** A revised PDF is on ©29-30.

**9. Goldsboro Road Sidewalk/Bikeway (19-39).** This was a new project in the CIP two years ago, after having completed facility planning. The \$21.1 million project was to reconstruct the section of Goldsboro Road between River Road and MacArthur Boulevard with two 11’-wide travel lanes, two one-way 5-6’-wide bike lanes separated from the travel lanes by flex posts, and a 5’-wide sidewalk. The project would cost \$21,096,000 and would take about six years to design and build. In the Approved CIP, design would start in FY22 and construction completed by FY27.

Subsequent concerns about stormwater management has led DOT to re-scope the project, replacing the 5-6’-wide two-way separated bike lanes with a shared use path instead. The cost has been held stable for now; it will likely be revised once design is underway. However, the Executive is recommending a two-year deferral, with design starting in FY24 and project completion in FY29.

*Council staff recommends not deferring this project.* It is a key means of access for Bethesda residents to reach the MacArthur Boulevard Bikeway. Goldsboro Road in this section is a steep grade which is difficult and not particularly safe for all but experienced bicyclists. The expenditure schedule would be as follows (\$000):

	Total	Thru FY19	Est. FY20	6-Yr Total	FY21	FY22	FY23	FY24	FY25	FY26	Beyond
Plan/Design/Sup.	3769	0	0	3120	0	364	930	528	649	649	649
Land	574	0	0	574	0	0	0	574	0	0	0
Site Imps/Util.	1150	0	0	1150	0	0	0	0	575	575	0
Construction	15603	0	0	10402	0	0	0	0	5201	5201	5201
<b>Total</b>	<b>21096</b>	<b>0</b>	<b>0</b>	<b>15246</b>	<b>0</b>	<b>364</b>	<b>930</b>	<b>1102</b>	<b>6425</b>	<b>6425</b>	<b>5850</b>

An alternative would be to defer the project by one year, with design starting in FY23 and project completion in FY28. This option would add only about \$6.5 million in spending in the FY21-26 period over the Executive’s recommendation. Below are the expenditure schedules for the Executive’s recommendation, Council staff’s main recommendation, and Council staff’s alternative recommendation (\$000). **T&E Committee (3-0) recommends deferring the project one year.**

	Total	6-Yr Total	FY21	FY22	FY23	FY24	FY25	FY26	Beyond
Executive	21,096	2,396	0	0	0	364	930	1,102	18,700
Council staff - main	21,096	15,246	0	364	930	1,102	6,425	6,425	5,850
Council staff - alternate	21,096	8,821	0	0	364	930	1,102	6,425	12,275

**10. Good Hope Road Sidewalk (19-41).** Two years ago, this was a new project to the CIP. It was to fund design and construction of a 4,500’-long, 5’-wide sidewalk along the west side of Good Hope Road in Cloverly between Windmill Lane and Rainbow Drive. There is no continuous pedestrian way along the road to bus stops and the Good Hope Recreation Center. The cost then was \$4,065,000 and the sidewalk was scheduled for completion in FY22.

The Planning Board had recommended that this sidewalk instead be a shared use path at least 8’-wide, as called for in the Bicycle Master Plan (adopted in December 2018). The Executive agrees, and so the project now calls for such a shared use path at a cost of \$4,730,000, a 16.4% increase in cost. The re-design of the project has delayed its completion by one year, to FY23. Although the Master Plan recommends the path be on the east side, the project still puts it on the west side. **T&E Committee (3-0) and Council staff recommend concurring with the Executive, except to change the project’s name to “Good Hope Road Shared Use Path” to correctly reflect what will be built.**

**11. Life Sciences Center Loop Trail (19-43).** This project will build a 3.5-mile-long 8-12’-wide shared use path that would loop through the Life Science Center, the former Public Safety Training Academy (PSTA) property, the future Johns Hopkins development, and the Crown Farm. The Approved CIP programmed final design in FYs23-24 with construction in FYs25-26. The Recommended CIP would keep the design on schedule but would defer construction until FY27 or later.

DOT now estimates the production schedule to take 5 years: two years for final design, a year for land acquisition, and two years for construction. The cost is unchanged from the Approved CIP: \$12,900,000. The production schedule is as follows (\$000):

	Total	Thru FY19	Est. FY20	6-Yr Total	Year 1	Year 2	Year 3	Year 4	Year 5
Plan/Design/Sup.	2330	335	64	1,330	375	655	0	300	600
Land	1200	0	0	1,200	0	0	1,200	0	0
Site Imps/Util.	0	0	0	0	0	0	0	0	0
Construction	9370	1	0	3,370	0	0	0	3,370	6,001
<b>Total</b>	<b>12900</b>	<b>336</b>	<b>64</b>	<b>5,900</b>	<b>375</b>	<b>655</b>	<b>1,200</b>	<b>3,670</b>	<b>6,601</b>

The Great Seneca Science Corridor Master Plan (adopted in 2010) split the development in this area in four phases. A decade later it has not proceeded beyond the small Stage 1: 400,000 additional square feet of commercial development and 2,500 additional dwelling units. Stage 2 would allow for another 2.5 million square feet of commercial development and 2,000 dwelling units. The conditions that must be met before proceeding to Stage 2 are:

- Relocation of the PSTA to a new site. This has been done.
- Achieve an 18% non-auto-driver mode share (NADMS). This has been achieved.
- Program this trail for completion within the six years of a CIP.
- Fully program the construction of the Phase 1 of the CCT from Shady Grove to Metropolitan Grove within the six years of a CIP or Consolidated Transportation Program (CTP)

Last autumn Councilmember Riemer proposed a minor master plan amendment that would split Stage 2 into two parts: the first part requiring the first three conditions, and the second part requiring the fourth (©31-32). Doing so would allow some of the 2.5 million square feet of commercial development and 2,000 additional dwelling units, a potentially major element in the Council’s newly minted Economic Development Platform. In February the Council approved a supplemental appropriation to begin the I-270 Transit Corridor Functional Master Plan that would also allow the Great Seneca Science Corridor Master Plan minor amendment to be approved in the first half of 2021.

**T&E Committee (3-0) and Council staff recommend budgeting design in FYs21-22, funded with G.O. Bonds, and land acquisition and construction in FYs23-25, funded with Contributions.**

**12. MacArthur Boulevard Bikeway Improvements** (19-45). The project upgrades the MacArthur Boulevard bikeway between the Capital Beltway and the District of Columbia. The first stage of improvements, between the Beltway and Oberlin Avenue in Glen Echo, was completed in FY15. The improvements included widening the existing shared-use path to 8’, widening the roadway to 26’ to allow sufficient width for on-road biking, and providing a 5’-wide buffer between the road and the shared-use path. The second stage will construct the same improvements in the 2.1 miles between Oberlin Avenue and the District of Columbia boundary. This segment was identified by the Bicycle and Pedestrian Subcommittee of the National Capital Region Transportation Planning Board (TPB) as one of its 12 priority projects in the region—the only one of the twelve that is in Montgomery County.

The project was first included in the CIP that was approved in 2016; at that time design was to occur in FYs19-20 and the construction would take place in FYs21-22. The CIP approved in 2018 delayed its completion by one year (after then Executive Leggett had recommended a 4-year delay). The Recommended CIP would delay it another two years, so that its completion would be 2025. The project’s cost estimate has increased by \$1,247,000 (+7.1%) due to two years’ worth of inflation.

**T&E Committee (3-0) and Council staff recommend approving the expenditure schedule in the table below (in \$000), expressing a one-year delay, with completion in FY24.** The Amended CIP approved last May had design starting in the current fiscal year, but effectively the project has been deferred by a year because of inaction. This bikeway is one of the most highly used in the county; completing it supports the Vision Zero initiative.

	Total	Thru FY19	Est. FY20	6-Yr Total	FY21	FY22	FY23	FY24	FY25	FY26	Beyond
Plan/Design/Sup.	5,492	2,993	353	2,146	694	357	493	602	0	0	0
Land	257	180	0	77	46	31	0	0	0	0	0
Site Imps/Util.	204	8	2	194	2	132	20	40	0	0	0
Construction	12,945	5,563	0	7,382	0	2,534	2,500	2,348	0	0	0
Other	3	3	0	0	0	0	0	0	0	0	0
<b>Total</b>	<b>18,901</b>	<b>8631</b>	<b>355</b>	<b>9,799</b>	<b>742</b>	<b>3,054</b>	<b>3,013</b>	<b>2,990</b>	<b>0</b>	<b>0</b>	<b>0</b>

**13. MD 355-Clarksburg Shared Use Path** (19-51). This project will bridge a gap between two other trail projects. The 10'-wide Frederick Avenue Bike Path, which will run between Germantown and Stringtown Road along the west side of MD 355, is programmed for completion later this year. A Parks Department trail, the Little Bennett Trail Connector, would run along the east side of MD 355 from Snowden Farm Parkway to Little Bennett Park; it is currently recommended for design and construction beyond FY26. The MD 355-Clarksburg Shared Use Path would run along the east side of MD 355 between Stringtown Road and Snowden Farm Parkway.

The cost estimate two years ago was \$8,539,000, but further engineering has produced plans for an 8-10'-wide path with a cost reduction of \$2,141,000 (-25.1%). The Executive recommends starting design in FY24, which is at least a year sooner than the Approved CIP. The project would be completed in FY26. **T&E Committee (3-0) and Council staff recommend concurring with the Executive.**

**14. Metropolitan Branch Trail** (19-54). This project would construct an 8'-12'-wide hiker-biker trail roughly parallel to the CSX Metropolitan Branch between the Silver Spring Metrorail Station and Montgomery College's Takoma Park campus. It is a part of a regional trail that eventually will extend through the District of Columbia to Union Station; several parts of the trail have been built. The project is divided into three segments. The completed southern segment extends the trail from Montgomery College north along Fenton Street to King Street, and then west on King Street. The middle segment will extend the trail north along the CSX tracks beneath Burlington Avenue and next to Selim Road to Georgia Avenue. The northern segment will have the trail cross Georgia Avenue on a new bridge and continue along the tracks to the Silver Spring Transit Center.

Progress on this project has been halting. When the project was first programmed 10 years ago, the construction for the northern segment—and the design for all three segments—were to be completed by FY16. While the trail from the Transit Center to Progress Place is open, the segment around the Historic B&O Station and the bridge over Georgia Avenue has not yet been built. Four years ago, construction funding for the middle and southern segments was added to the PDF, and the construction on all three segments were to be finished by FY19. However, the project has been hampered by the inability to gain approvals from Montgomery Preservation, Inc. (MPI), the Maryland Historic Trust (MHT), WMATA, and CSX. Consequently, the project's completion in the PDF has been delayed by two more years, to FY23. DOT recently reported that it has made progress with WMATA and CSX, but negotiations with MPI and MHT are still ongoing. **T&E Committee (3-0) and Council staff recommend concurring with the Executive.**

**15. Seven Locks Bikeway and Safety Improvements** (19-59). For several years DOT evaluated potential sidewalk, bikeway, and safety improvements along the 3.3-mile stretch of Seven Locks Road between Montrose Road and Bradley Boulevard in Potomac. This is a complex project, the full cost of which would be about \$70 million. It is divided into three phases:

- Phase I (northern segment): a hiker-biker trail on the west side of Seven Locks Road—plus on-road bikeways—between Montrose Road and Tuckerman Lane, a trail along Montrose Road between Seven Locks Road and its interchange with I-270, a second northbound lane on Seven Locks Road at Tuckerman Lane, and an exclusive right-turn lane from eastbound Tuckerman Lane to southbound Seven Locks Road. Duration, from start of design through construction: 5 years.

- Phase II (central segment): continuation of the hiker-biker trail and on-road bikeways on Seven Locks Road between Tuckerman Lane and Democracy Boulevard. Duration, from start of design through construction: 5 years.
- Phase III (southern segment): continuation of the hiker-biker trail and on-road bikeways on Seven Locks Road between Democracy and Bradley Boulevards. Duration, from start of design through construction: 5 years.

The only portion of the project funded in the CIP is Phase 1. It has been in the CIP since 2012, but it has continually been delayed. Last year it was delayed by one more year, with design starting in FY22 and construction completed in FY26. WABA recommends that this project be re-designed to reflect recent “best practices” for bikeway design; in particular, cycle tracks instead of bike lanes.

The Executive recommends a schedule that would not have it be completed until FY28, a further two-year delay and 7 years later than initially programmed. No reason is given for this deferral; presumably it is to create fiscal space for other CIP priorities. The project’s cost has increased by \$1,905,000 (+7.7%) due to the addition of lighting and construction cost inflation. If the design were to begin in FY22, a production schedule would have it programmed as follows (\$000):

	Total	Thru FY19	Est. FY20	6-Yr Total	FY21	FY22	FY23	FY24	FY25	FY26	Beyond
Plan/Design/Sup.	3,972	0	0	3,972	0	900	725	304	1,004	1,039	0
Land	4,766	0	0	4,766	0	0	1,915	2,851	0	0	0
Site Imps/Util.	378	0	0	378	0	0	0	0	378	0	0
Construction	17,644	0	0	17,644	0	0	0	0	6,724	10,920	0
Other	0	0	0	0	0	0	0	0	0	0	0
<b>Total</b>	<b>26,670</b>	<b>0</b>	<b>0</b>	<b>26,670</b>	<b>0</b>	<b>900</b>	<b>2,640</b>	<b>3,155</b>	<b>8,106</b>	<b>11,959</b>	<b>0</b>

*Council staff recommends keeping Phase 1 on schedule for completion in FY26, according to the above production schedule. Also, in the Fiscal Note, note that the total cost of all three phases is “about \$70 million.”*

An alternative is to retain only the design funding in the project to enable development of a new bike/ped concept for this road. (Only Phase 1 between Montrose Road and Tuckerman Lane is programmed.) Below are the expenditure schedules for the Executive’s recommendation, Council staff’s main recommendation, and Council staff’s alternative recommendation (\$000):

	Total	6-Yr Total	FY21	FY22	FY23	FY24	FY25	FY26	Beyond
Executive	26,760	<b>5,764</b>	0	900	725	2,099	1,500	540	20,996
Council staff - main	26,760	<b>26,760</b>	0	900	2,640	3,155	8,106	11,959	0
Council staff - alternate	26,760	<b>1,989</b>	0	900	725	304	0	0	24,771

**T&E Committee recommendation (3-0): Add \$500,000 to Facility Planning-Transportation to refresh the conceptual design for this project, show all \$26,760,000 in this PDF in “Beyond 6 Years” as a placeholder. Also, in the Fiscal Note, note that the total cost of all three phases is “about \$70 million.”**

**16. Sidewalk Program Minor Projects (19-62).** This program funds new segments of sidewalk. The process starts with a request from individuals, groups of neighbors, civic associations, and Citizens’ Advisory Boards. DOT evaluates and prioritizes the requests and constructs them as funds are available.

The Executive recommends the six-year funding be increased by \$3,914,000 (+24.3%) over the Amended CIP. The increases are in FY23, and in higher levels in FYs25-26 than in FYs19-20.

**T&E Committee (3-0) and Council staff recommend concurring with the Executive for now.** At CIP Reconciliation there may need to be a different spending pattern.

#### **H. FACILITY PLANNING—TRANSPORTATION PROJECT (20-13)**

This project funds the planning and preliminary engineering of road, transit, bikeway, and major sidewalk projects: it is the ‘gatekeeper’ for all new major transportation projects, except for BRT and bridge replacements and rehabilitations. Facility planning is conducted in two phases: a feasibility study (Phase I), and a preliminary engineering study (Phase II). Once a project has proceeded through the preliminary engineering (a.k.a. 35% design) phase, its scope is well defined, and its cost estimate is reliable. Upon completion of facility planning is the appropriate time for the Council to decide whether the project should be funded for construction as planned or with revisions, or be rejected.

For FYs21-26 the Executive is recommending spending \$12,800,000, a \$410,000 (+2.8%) increase compared to the six years in the Amended FY19-24 CIP. The project is funded with various forms of current revenue, which means it competes with the Operating Budget for resources. Here are the significant changes the Executive proposes to the start times for studies already programmed:

- Middlebrook Road and Wisteria Drive road diets between Germantown Road (MD 118) and Great Seneca Highway (MD 119): accelerate one year, from FY22 to FY21.
- Metropolitan Grove Park & Ride: delay at least 6 years, from FY21 to after FY26.

A few years ago, the Greater Olney Citizens Association requested that North High Street in the Olney Town Center be extended from its dead end to Morningwood Drive, as called for in the Olney Master Plan (2005). It was included in the Facility Planning program in the Approved CIP, but it appears neither in the Facility Planning PDF nor as a stand-alone PDF in the Recommended CIP. DOT reports that it is currently in the concept development stage that will be completed by summer. A public workshop will be scheduled in early autumn to share with the community the concepts, potential impacts and costs. This project is anticipated to complete facility planning by the end of FY 2021, which means that it should be eligible for construction funding as an amendment to the CIP next year.

The Executive is recommending several new studies (see ©33). Their costs and start dates are:

- Long Branch Master Plan Bikeway/Pedestrian Connections: \$935,000 starting in FY26.
- High Incident Network Facility Planning: \$815,000 starting in FY26.
- MD 355 – Milestone to Clarksburg Road: \$1,025,000 starting in FY21.
- Prioritizing MCDOT Capital Projects: \$155,000 starting in FY21.
- Westlake/Rock Spring Complete Streets: \$970,000 starting in FY26.
- PEPCO Pathway: \$970,000 starting in FY26.
- ADA Design Guidelines: \$185,000 starting in FY21.
- White Oak Transit Center: \$515,000 starting in FY22.



The description for the proposed “MD 355 – Milestone to Clarksburg Road” study acknowledges that the Countywide Transit Corridors Functional Master Plan calls for bus rapid transit to run in mixed traffic on MD 355 north of Shakespeare Boulevard (Milestone) to Clarksburg, and that no additional lanes will be added in this segment for a dedicated transit lane (see ©34). Therefore, adding a dedicated lane there is inconsistent with the master plan. To determine its general feasibility, this could be included in the scope of the Planning Board’s just-approved I-270 Transit Corridor Functional Master Plan study and incorporated into the master plan should it prove feasible.

Furthermore, project planning for the widening of MD 355 north to Clarksburg was included in the 2017 Council/Executive joint State Transportation Priorities letter, and that ask is repeated in the draft 2020 joint letter that the Council will review on March 17. If SHA agrees to fund the project planning study, a dedicated BRT lane could be evaluated as part of that more comprehensive study.

*Council staff recommends adding \$500,000 in FYs21-22 to refresh the conceptual designs for the Seven Locks project (see above), but to delete the “MD 355 – Milestone to Clarksburg Road” study. **T&E Committee (3-0) concurs with Council staff, except to fund the “MD 355 – Milestone to Clarksburg Road” study as recommended by the Executive.***

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**MONTGOMERY COUNTY PLANNING BOARD**  
THE MARYLAND-NATIONAL CAPITAL PARK AND PLANNING COMMISSION

OFFICE OF THE CHAIR

February 18, 2020

The Honorable Sidney Katz  
President, Montgomery County Council  
Council Office Building  
100 Maryland Avenue, 5th Floor  
Rockville, Maryland 20850

RE: County Executive's Recommended FY21 Capital Budget and FY21-26 Capital Improvements Program

Dear President Katz:

At its regularly scheduled meeting on February 6, 2020, the Planning Board discussed the County Executive's Recommended FY21 Capital Budget and Amendments to the FY21-26 Capital Improvements Program (CIP) and voted to transmit the following comments for the County Council's consideration. The staff memo for the Board's discussion and the CIP priorities letter that we transmitted to the County Executive in September 2019 are enclosed for your reference.

Our specific recommendations are as follows:

1. **Capital Crescent Trail Tunnel project:** Create a new project with design and construction funding for the Capital Crescent Trail Tunnel and program construction to be completed by the time the Capital Crescent Trail Mainline, between Elm Street Park and the Silver Spring Transit Center, is opened. The Planning Board also recommends that the County reconsider lower-cost tunnel alternatives, to potentially reduce overall project costs.
2. **Capital Crescent Trail missing sections:** If the Capital Crescent Trail Tunnel project will not be completed by the time the Capital Crescent Trail Mainline is open, three efforts need to be advanced:
  - a. Outfit the bicycle parking storage area that was constructed as part of the 7272 Wisconsin Avenue project (the site of the former Apex Building);
  - b. Connect the Capital Crescent Trail Surface Route to the Capital Crescent Trail Mainline through Elm Street Park; and
  - c. Construct the approximately 100-foot portion of the Capital Crescent Trail Tunnel Route between 7272 Wisconsin Avenue and the JBG Property to provide access to the bicycle parking station that was constructed as part of 7272 Wisconsin Avenue.
3. **White Flint Metro Station North Entrance (P501914):** Retain the White Flint Metro Station North Entrance (P501914) project and allocate the total budget in the amount of \$34 million to advance planning, design and construction. At a minimum, staff is recommending that the current CIP funding

levels from the FY20 budget (\$2.9 million) be retained to continue work on this project. This project is important to improve access to transit within White Flint and for the area to achieve its development potential. At a time when Montgomery County is facing economic challenges, a regional housing crisis, and is trying to respond to county initiatives on climate change and Vision Zero, this project is needed for the following reasons:

- a. New access would likely incentivize potential high density residential and commercial development on the Metro site and surrounding areas, including the Pike District. This is an area where housing, including affordable housing, and job growth need to occur if Montgomery County is going to continue to thrive;
- b. The north entrance is a key transportation project supporting the White Flint Sector Plan Vision and economic development in this vitally important urban center; and
- c. It would provide a tangible, public sector commitment to developers to encourage investment, and to retain and strengthen existing development and governmental entities located in this area (including the Nuclear Regulatory Commission and the National Institutes of Health).

Equally, if not more important in the near-term, we agree with the County Executive's addition of the White Flint Metro Station Access Improvements (P502106) project and believe funding for this shorter-term project should be maintained in addition to restoring funding for the longer-term north entrance project. This new project will improve pedestrian safety within the immediate vicinity of the Metro station. The Board feels that these two projects, collectively, are key to supporting economic development and continued growth in the White Flint area.

4. **Dale Drive Pedestrian Improvements:** Create a new project with design and construction funding for the Dale Drive Pedestrian Improvements project and complete design and construction for this project within the current CIP. Given the high volumes on this key minor arterial in north Silver Spring, we want to note both the importance of this project from a Vision Zero perspective to give residents a safe space to walk and roll, and the need to advance this pedestrian/bike project identified and linked to the SHA Georgia Avenue improvements advanced in the Forest Glen/Montgomery Hills Sector Plan.
5. **Bus Rapid Transit: Veirs Mill Road BRT project (P501913):** Advance the Veirs Mill Road BRT project to a greater degree than recommended by the County Executive within the current six-year CIP. The Veirs Mill corridor is one of WMATA's priority transit corridors with consistently high ridership, is the subject of a recently adopted master plan that identified the critical need for improved conditions, is included in the Vision Zero high injury network and is located largely within several equity emphasis areas. Advancement through 35 percent design is recommended within the current six-year CIP cycle at a minimum. The project description form (PDF) should be amended to specify that station access improvements, including continuous sidewalks with wide buffers from the street, parallel bikeways and more frequent safe crossings, will be implemented as part of the project.
6. **Bicycle-Pedestrian Priority Area Improvements – Veirs Mill / Randolph (P502003):** Amend the project to include the following projects: sidewalks on the south side of Veirs Mill Road between Schoolhouse Circle and Glorus Place, Ferrara Avenue to Randolph Road, and Gridley Road to

Gaynor Road and the north side of Veirs Mill Road between Havard Street and Robindale Drive. Additional projects include crossing improvements on Veirs Mill Road such as signalized crossings and high-visibility crosswalks, improved lighting, and bikeways such as sidepaths, separated bike lanes, neighborhood greenways and protected intersections. Also note in the PDF that since the Pedestrian Impact Statement was completed, the boundaries of the Bicycle and Pedestrian Priority Area were extended to Robindale Drive and the Wheaton Central Business District by the Veirs Mill Corridor Master Plan.

7. **Bicycle-Pedestrian Priority Area Improvements – Wheaton CBD (P502002):** Increase CIP funding for this project PDF. There are five or more Wheaton CBD bikeway projects within this BiPPA area (all of these bikeway projects as summarized in the PDF and identified in the Planning Board's Top 100 transportation priorities) and there is insufficient funding in the existing project PDF for all planned Wheaton CBD bikeway projects. Staff suggests adding funding in the middle years (FY23 and FY24) of the current CIP.
8. **Re-evaluate the Falls Road East Side Hiker/Biker Path (P500905)** within the priority context of the Bicycle Master Plan and reduce acceleration of this project. While this project was fully designed over 10 years ago, its design no longer meets best practices and the Bicycle Master Plan recommends that the design be revisited before advancing to construction. This project has been idle for many years and continually gets pushed back. Deferring this project a few years until after FY23 or FY24 could free up some funds for more timely projects, such as the Capital Crescent Trail Tunnel in Bethesda/Chevy Chase and the Dale Drive Pedestrian Improvements in Silver Spring.
9. **Re-evaluate the Bradley Boulevard (MD 191) Improvements (P501733).** This project design no longer meets best practices and the Planning Board joins Planning staff in recommending the design be revisited before advancing to construction.
10. **Bicycle-Pedestrian Priority Area Improvements – Purple Line (502004):** The Planning Department, as a partner in the Purple Line Corridor Coalition, has been tasked with evaluating pedestrian and bicycle connectivity to the Purple Line stations. As a part of that effort, Planning staff has developed preliminary recommendations for improving station access (see Enclosure). The following projects would contribute substantially to improving access at the Lyttonsville, 16<sup>th</sup> Street, Long Branch and Piney Branch Road stations. The Planning Board therefore recommends modifying the PDF to include these bikeway projects:
  - a. Two-way separated bike lanes on Lyttonsville Place between Brookville Road and Lyttonsville Road to improve access to the Lyttonsville Purple Line station, Capital Crescent Trail and to provide a buffer between the road and the sidewalk;
  - b. Two-way separated bike lanes on the north side of Piney Branch Road between University Blvd and New Hampshire Avenue to improve bicycle connectivity to the Piney Branch Road Purple Line station, the Northwest Branch Trail and to provide a buffer between the sidewalk and Piney Branch Road (note: this extends slightly into Prince George's County);

- c. Upgrade sidewalks along publicly owned property: 1) north side Piney Branch Road fronting the Long Branch Community Center and Library, 2) south side of Piney Branch Road fronting Long Branch – Garland Neighborhood Park, 3) south side of Piney Branch Road fronting New Hampshire Estates Neighborhood Park, and 4) east side of University Boulevard fronting New Hampshire Estates Neighborhood Park; and
- d. Convert the northbound curb lane on 16th Street between Colesville Road and Georgia Avenue to two-way separated bike lanes to improve access to the 16<sup>th</sup> Street Purple Line Station and to provide a buffer between the sidewalk and 16<sup>th</sup> Street.

- 11. Bicycle-Pedestrian Priority Area Improvements – Aspen Hill:** Create a new project with appropriate funding to implement recommendations in the Aspen Hill Vision Zero Study.
- 12. Prioritize Addressing School Over-Crowding:** When considering options for meeting the County Executive’s recommended \$100.3 million affordability reconciliation (including the \$200 million the County Executive recommends delaying from years one through four of the CIP to years five and six), the County Council should encourage the Board of Education to prioritize projects that provide school capacity solutions for the county’s overcrowded schools. During the current fiscal year, there are four cluster service areas and 13 individual elementary school service areas that are in residential development moratoria in accord with the county’s Subdivision Staging Policy’s adequacy standards. If the Board of Education’s requested CIP is fully funded, the four cluster moratoria would be relieved, and only four individual school service areas would be in moratorium FY21. The Planning Board also recognizes the importance of projects to improve school safety, to renovate facilities, and to provide system maintenance. Therefore, the Planning Board encourages the County Council to find ways to fund as much of the Board of Education’s CIP request as possible.
- 13. Re-Prioritizing Transportation Priorities:** The Planning Board encourages the County Council to balance fiscal responsibility and transportation priorities, including favoring projects with a focus on Vision Zero impact and projects linked to the Purple Line/Capital Crescent Trail completion, estimated for FY23. In order to fit these project recommendations, we support the reduction or delay of other projects not discussed in this letter in order to advance these more critical projects. The Planning Board previously submitted to the County Executive a list of Top 100 transportation priorities (see Enclosure which includes the Planning Board letter dated September 24, 2019) to assist in this re-prioritization process. As a start, the two projects identified in items 8 and 9 in this letter should have budget shifts/cuts to focus on re-design, not construction, within this CIP. In addition, several new projects included in the County Executive’s recommended CIP, including the MD 355 BRT and facility planning on the New Hampshire Avenue BRT and North Bethesda BRT, while critical to the overall transportation growth and direction within Montgomery County, can be delayed by a couple of years to allow other more time-sensitive projects to be completed.

**Minority Report by Commissioner Patterson:** It is important to note that Commissioner Patterson had a different perspective on re-prioritizing transportation priorities. It is her opinion that the County Council and County Executive should determine what the re-prioritization of transportation projects is at this time. As the County grows and projects are completed, flexibility is needed to re-prioritize transportation projects in real time. It is her opinion that several projects shown in Table 3 (see

The Honorable Sidney Katz  
February 18, 2020  
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Enclosure), such as the Glen Road bridge project, are needed to keep transportation flowing, to provide critical road connections for communities within the county that do not readily have access to transit, and to ensure route alternatives in the event of an emergency or closure of routes such as I-270 and MD 355.

Thank you for your attention to this matter. The staff report to the Planning Board is enclosed for further background information. If you have any questions or comments concerning our review, please call Steve Aldrich at 301-495-4528.

Sincerely,



Casey Anderson  
Chair

CA:SA:aj

Enclosure: Staff Report to the Planning Board, February 6, 2020 (includes Planning Board letter to County Executive re: CIP Priorities, September 24, 2019)

cc: Shebra Evans, President, Board of Education, Montgomery County Public Schools  
Jack Smith, Superintendent, Montgomery County Public Schools  
Glenn Orlin, Deputy Director, Montgomery County Council  
Christopher Conklin, Director, Montgomery County Department of Transportation  
Gwen Wright, Director, Planning Department  
Robert Kronenberg, Deputy Director, Planning Department  
Tanya Stern, Deputy Director, Planning Department  
Jason Sartori, Chief, Functional Planning and Policy Division, Planning Department  
Elza Hisel-McCoy, Chief, Area 1 Division, Planning Department  
Carrie Sanders, Chief, Area 2 Division, Planning Department  
Richard Weaver, Chief, Area 3 Division, Planning Department  
Carl Morgan, Capital Improvements Program Manager, Parks Department

## FEDERAL BRIDGE FUNDING FOR LOCAL GOVERNMENTS

February 8, 2020

1-The Maryland Department of Transportation (MDOT) manages the Federal Funding distribution to each County for the replacement or rehabilitation of all Bridges (>20ft) in the state.

2-From 1978 to 2017 the Federal Highway Administration (FHWA) distributed federal funds to each State through the "Bridge Replacement and Bridge Rehabilitation Program". These funds could only be used to rehabilitate or replace bridges that met specific deficiencies and conditions set by FHWA. Generally, the bridge needed to be in poor condition defined as "Structurally Deficient" to be eligible for federal funding. MDOT then would allocate these Bridge funds to each County. FHWA also distributed Federal Funding to the States for Highway maintenance during this period, however this was separate money from the bridge money.

3- Beginning in 2018, the FHWA eliminated the "Bridge Replacement and Bridge Rehabilitation Program". Now FHWA distributes federal funding in one lump sum to MDOT for both highway maintenance and the bridge program. MDOT has decided to generally maintain their previous separate bridge funding program which they now call "MDOT Federal Highway Bridge Program" (FHBP). MDOT will still allocate approximately the same amount as before to each County, however MDOT now sets the criteria required for a bridge to be eligible for their FHBP. Generally, the bridge needs to have elements in poor condition, however the overall rating of the bridge can now be in "fair condition or worse". MDOT has in effect, loosened the criteria for Local Governments which will allow federal funding to be used for bridge repairs before the bridge is in complete disrepair. MDOT and MCDOT believe this will extend the life span of the bridges and save money in the long run.

4- Over the last 35 years, MDOT has allocated a total of \$77M in federal funding to Montgomery County for replacement and rehabilitation Bridge Projects. \$52M has been used to reduce the number of poor rated bridges in the county to only 3 (which are submitted in this FY21-26 budget). At this time, Montgomery County has a balance of \$25M in federal funding to be used on bridge projects in which the bridges are in Fair or worse condition.

5- At this time, the Federal Funding allocation from MDOT to MCDOT is \$3.7M per year, which is part of the \$25M Balance mentioned above. This allocation is distributed each year and accumulates whether we use it all or not that year. Although MDOT has stated a few times that this funding could be redistributed to another County if another County overspends their allotment, that has never happened. At this time, MDOT wants us to spend the balance and are working with us to implement spending of this \$25M balance.

6- For the FY21-26 Budget, MCDOT is submitting an increase for bridge design projects from previously 3 per year to 7 per years, increasing the amount of projected expenditures from previously \$1M per year to \$2M per year due to the following reasons.

- Due to the large balance of federal funding available to Montgomery County for Bridge work;
- Due to the relaxed criteria for bridge conditions which are eligible to use this funding;
- Due to the possibility of improving the condition and state of the County Bridge Inventory, and reducing the number of weight restricted bridges.

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BRIDGE	PDF FY19 DESIGN COST	PDF FY21 DESIGN COST	PREVIOUS YEARS COST	EST FY20	TOTAL SIX YEARS	FY21	FY22	FY23	FY24	FY25	FY26	START ADVERTISE %COMPLETE
<b>GOLD MINE ROAD BRIDGE #M-0096 (FED AID)</b>												
Federal Aid Paid Directly by MSHA = 393k	393	393	373	20	0	0	0	0	0	0	0	Sep-11
Consultant Fee: 693k, MOCO:300k, MSHA:393	300	300	280	20	0	0	0	0	0	0	0	Jul-18
In-house staff	130	130	110	20	0	0	0	0	0	0	0	100% Complete
<b>SUBTOTAL (Consultant Fee + In-House Staff)</b>	<b>430</b>	<b>430</b>	<b>390</b>	<b>40</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	
<b>PARK VALLEY ROAD #MPK-03 (FEDERAL AID)</b>												
Federal Aid Paid Directly by MSHA = 348k	348	348	328	20	0	0	0	0	0	0	0	Jan-12
Consultant Fee: 662k, MOCO:314k, MSHA:348	314	314	294	20	0	0	0	0	0	0	0	Jul-17
In-house staff	130	130	110	20	0	0	0	0	0	0	0	100% Complete
<b>SUBTOTAL (Consultant Fee + In-House Staff)</b>	<b>444</b>	<b>444</b>	<b>404</b>	<b>40</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	
<b>BEACH DRIVE BRIDGE #MPK-24 (FEDERAL AID)</b>												
Federal Aid Paid Directly by MSHA = 448k	448	448	368	40	40	40	0	0	0	0	0	Sep-14
Consultant Fee: 667k, MOCO:219k, MSHA:448	219	219	179	20	20	20	0	0	0	0	0	Dec-19
In-house staff	140	140	80	40	20	20	0	0	0	0	0	95% Complete
<b>SUBTOTAL</b>	<b>359</b>	<b>359</b>	<b>259</b>	<b>60</b>	<b>40</b>	<b>40</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	
<b>BRINK ROAD BRIDGE #M-0064 (FEDERAL AID)</b>												
Federal Aid Paid Directly by MSHA = 500k	500	500	220	40	240	60	60	40	40	20	20	Sep-14
Consultant Fee: 626k, MOCO:126k, MSHA:500	126	126	46	20	60	20	10	10	10	5	5	Jul-24
In-house staff	140	140	50	10	80	10	10	20	20	10	10	35% Complete
<b>SUBTOTAL (Consultant Fee + In-House Staff)</b>	<b>266</b>	<b>266</b>	<b>96</b>	<b>30</b>	<b>140</b>	<b>30</b>	<b>20</b>	<b>30</b>	<b>30</b>	<b>15</b>	<b>15</b>	
<b>GARRETT PARK RD #M-0352 (FEDERAL AID)</b>												
Federal Aid Paid Directly by MSHA = 430k	430	430	130	60	240	60	60	40	40	20	20	Dec-15
Consultant Fee: 600k, MOCO:170k, MSHA:430	170	170	80	20	70	20	20	10	10	5	5	Jul-24
In-house staff	140	140	50	10	80	10	10	20	20	10	10	30% Complete
<b>SUBTOTAL (Consultant Fee + In-House Staff)</b>	<b>310</b>	<b>310</b>	<b>130</b>	<b>30</b>	<b>150</b>	<b>30</b>	<b>30</b>	<b>30</b>	<b>30</b>	<b>15</b>	<b>15</b>	
<b>MOUTH OF MONOCACY RD BRIDGE #43 (FED AID)</b>												
Federal Aid Paid Directly by MSHA = 560	560	560	220	80	260	80	80	60	20	20	0	Mar-17
Consultant Fee: 700k, MOCO:140k, MSHA:560	140	140	50	20	70	20	20	20	5	5	0	Jul-23
In-house staff	140	140	40	20	80	20	20	20	10	10	0	30% Complete
<b>SUBTOTAL (Consultant Fee + In-House Staff)</b>	<b>280</b>	<b>280</b>	<b>90</b>	<b>40</b>	<b>150</b>	<b>40</b>	<b>40</b>	<b>40</b>	<b>15</b>	<b>15</b>	<b>0</b>	
<b>ZION ROAD BRIDGE #M-0121 (FED AID)</b>												
Federal Aid Paid Directly by MSHA = 560	560	560	0	24	536	120	120	120	64	64	48	Dec-17
Consultant Fee: 700k, MOCO:140k, MSHA:560	140	140	0	6	134	30	30	30	16	16	12	Jul-25
In-house staff	140	140	0	10	130	30	20	20	20	20	20	0% Complete
<b>SUBTOTAL (Consultant Fee + In-House Staff)</b>	<b>280</b>	<b>280</b>	<b>0</b>	<b>16</b>	<b>264</b>	<b>60</b>	<b>50</b>	<b>50</b>	<b>36</b>	<b>36</b>	<b>32</b>	
<b>GLEN ROAD BRIDGE #148 (NO FED AID)</b>												
Federal Aid Paid Directly by MSHA = 0K	0	0	0	0	0	0	0	0	0	0	0	Jul-18
Consultant Fee: 600k, MOCO:600k, MSHA:0	600	600	160	160	280	160	80	40	0	0	0	Jul-21
In-house staff	140	140	30	30	80	30	30	20	0	0	0	35% Complete
<b>SUBTOTAL (Consultant Fee + In-House Staff)</b>	<b>740</b>	<b>740</b>	<b>190</b>	<b>190</b>	<b>360</b>	<b>190</b>	<b>110</b>	<b>60</b>	<b>0</b>	<b>0</b>	<b>0</b>	
<b>GLEN ROAD BRIDGE #15 (FED AID)</b>												
Federal Aid Paid Directly by MSHA = 560	560	560	0	0	560	40	150	150	120	80	20	Jul-20
Consultant Fee: 700k, MOCO:140k, MSHA:560	140	140	0	0	140	30	25	25	25	25	10	Jul-26
In-house staff	140	140	0	0	140	30	25	25	25	25	10	0% Complete
<b>SUBTOTAL (Consultant Fee + In-House Staff)</b>	<b>280</b>	<b>280</b>	<b>0</b>	<b>0</b>	<b>280</b>	<b>60</b>	<b>50</b>	<b>50</b>	<b>50</b>	<b>50</b>	<b>20</b>	
<b>SCHAEFFER ROAD BRIDGE #M-0137 (FED AID)</b>												
Federal Aid Paid Directly by MSHA = 640k	0	640	0	0	640	120	120	120	120	120	40	Jul-20
Consultant Fee: 800k, MOCO:160k, MSHA:640	0	160	0	0	160	30	30	30	30	20	20	Jul-26
In-house staff	0	140	0	0	140	30	20	20	20	30	20	0% Complete
<b>SUBTOTAL (Consultant Fee + In-House Staff)</b>	<b>0</b>	<b>300</b>	<b>0</b>	<b>0</b>	<b>300</b>	<b>60</b>	<b>50</b>	<b>50</b>	<b>50</b>	<b>50</b>	<b>40</b>	
<b>PARKLAWN ENTRANCE #MPK-17 (FED AID)</b>												
Federal Aid Paid Directly by MSHA = 640k	0	640	0	0	640	120	120	120	120	120	40	Jul-20
Consultant Fee: 800k, MOCO:160k, MSHA:640	0	160	0	0	160	30	30	30	30	20	20	Jul-26
In-house staff	0	140	0	0	140	30	20	20	20	30	20	0% Complete
<b>SUBTOTAL (Consultant Fee + In-House Staff)</b>	<b>0</b>	<b>300</b>	<b>0</b>	<b>0</b>	<b>300</b>	<b>60</b>	<b>50</b>	<b>50</b>	<b>50</b>	<b>50</b>	<b>40</b>	
<b>BALTIMORE RD BRIDGE #M-0201 (FED AID)</b>												
Federal Aid Paid Directly by MSHA = 640k	0	640	0	0	640	120	120	120	120	120	40	Jul-20
Consultant Fee: 800k, MOCO:160k, MSHA:640	0	160	0	0	160	30	30	30	30	20	20	Jul-26
In-house staff	0	140	0	0	140	30	20	20	20	30	20	0% Complete
<b>SUBTOTAL</b>	<b>0</b>	<b>300</b>	<b>0</b>	<b>0</b>	<b>300</b>	<b>60</b>	<b>50</b>	<b>50</b>	<b>50</b>	<b>50</b>	<b>40</b>	

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BRIDGE	PDF FY19 DESIGN COST	PDF FY21 DESIGN COST	PREVIOUS YEARS COST	EST FY20	TOTAL SIX YEARS	FY21	FY22	FY23	FY24	FY25	FY26	START ADVERTISE %COMPLETE
<b>BRIGHTON DAM RD BRIDGE #M-0108 (FED AID)</b>												Jul-20
Federal Aid Paid Directly by MSHA = 640k	0	640	0	0	640	120	120	120	120	120	40	Jul-26
Consultant Fee: 800k, MOCO:160k, MSHA:640	0	160	0	0	160	30	30	30	30	20	20	0% Complete
In-house staff	0	140	0	0	140	30	20	20	20	30	20	
<b>SUBTOTAL (Consultant Fee + In-House Staff)</b>	<b>0</b>	<b>300</b>	<b>0</b>	<b>0</b>	<b>300</b>	<b>60</b>	<b>50</b>	<b>50</b>	<b>50</b>	<b>50</b>	<b>40</b>	
<b>REDLAND ROAD BRIDGE #M-0057 (NO FED AID)</b>												Jul-20
Federal Aid Paid Directly by MSHA = 0K	0	0	0	0	0	0	0	0	0	0	0	Jul-26
Consultant Fee: 800k, MOCO:800k, MSHA:0	0	800	0	0	800	150	150	150	150	140	60	0% Complete
In-house staff	0	140	0	0	140	30	20	20	20	30	20	
<b>SUBTOTAL (Consultant Fee + In-House Staff)</b>	<b>0</b>	<b>940</b>	<b>0</b>	<b>0</b>	<b>940</b>	<b>180</b>	<b>170</b>	<b>170</b>	<b>170</b>	<b>170</b>	<b>80</b>	
<b>BROOKVILLE RD BRIDGE #M-0083 (FED AID)</b>												Jul-20
Federal Aid Paid Directly by MSHA = 640k	0	640	0	0	640	120	120	120	120	120	40	Jul-26
Consultant Fee: 800k, MOCO:160k, MSHA:640	0	160	0	0	160	30	30	30	30	20	20	0% Complete
In-house staff	0	140	0	0	140	30	20	20	20	30	20	
<b>SUBTOTAL (Consultant Fee + In-House Staff)</b>	<b>0</b>	<b>300</b>	<b>0</b>	<b>0</b>	<b>300</b>	<b>60</b>	<b>50</b>	<b>50</b>	<b>50</b>	<b>50</b>	<b>40</b>	
<b>GREENTREE ROAD BRIDGE #M-0180 (FED AID)</b>												Jul-20
Federal Aid Paid Directly by MSHA = 640k	0	640	0	0	640	120	120	120	120	120	40	Jul-26
Consultant Fee: 800k, MOCO:160k, MSHA:640	0	160	0	0	160	30	30	30	30	20	20	0% Complete
In-house staff	0	140	0	0	140	30	20	20	20	30	20	
<b>SUBTOTAL</b>	<b>0</b>	<b>300</b>	<b>0</b>	<b>0</b>	<b>300</b>	<b>60</b>	<b>50</b>	<b>50</b>	<b>50</b>	<b>50</b>	<b>40</b>	
<b>WHITES FERRY RD BRIDGE#M-0186 (FED AID)</b>												Jul-21
Federal Aid Paid Directly by MSHA = 640k	0	640	0	0	600	0	120	120	120	120	120	Jul-27
Consultant Fee: 800k, MOCO:160k, MSHA:640	0	160	0	0	140	0	30	30	30	30	20	0% Complete
In-house staff	0	140	0	0	120	0	30	20	20	20	30	
<b>SUBTOTAL (Consultant Fee + In-House Staff)</b>	<b>0</b>	<b>300</b>	<b>0</b>	<b>0</b>	<b>260</b>	<b>0</b>	<b>60</b>	<b>50</b>	<b>50</b>	<b>50</b>	<b>50</b>	
<b>GLEN ROAD BRIDGE #M-0013 (FED AID)</b>												Jul-21
Federal Aid Paid Directly by MSHA = 640k	0	640	0	0	600	0	120	120	120	120	120	Jul-27
Consultant Fee: 800k, MOCO:160k, MSHA:640	0	160	0	0	140	0	30	30	30	30	20	0% Complete
In-house staff	0	140	0	0	120	0	30	20	20	20	30	
<b>SUBTOTAL (Consultant Fee + In-House Staff)</b>	<b>0</b>	<b>300</b>	<b>0</b>	<b>0</b>	<b>260</b>	<b>0</b>	<b>60</b>	<b>50</b>	<b>50</b>	<b>50</b>	<b>50</b>	
<b>BARNES ROAD BRIDGE #M-0008 (FED AID)</b>												Jul-21
Federal Aid Paid Directly by MSHA = 640k	0	640	0	0	600	0	120	120	120	120	120	Jul-27
Consultant Fee: 800k, MOCO:160k, MSHA:640	0	160	0	0	140	0	30	30	30	30	20	0% Complete
In-house staff	0	140	0	0	120	0	30	20	20	20	30	
<b>SUBTOTAL (Consultant Fee + In-House Staff)</b>	<b>0</b>	<b>300</b>	<b>0</b>	<b>0</b>	<b>260</b>	<b>0</b>	<b>60</b>	<b>50</b>	<b>50</b>	<b>50</b>	<b>50</b>	
<b>BARNESVILLE ROAD BRIDGE #M-0045 (FED AID)</b>												Jul-21
Federal Aid Paid Directly by MSHA = 640k	0	640	0	0	600	0	120	120	120	120	120	Jul-27
Consultant Fee: 800k, MOCO:160k, MSHA:640	0	160	0	0	140	0	30	30	30	30	20	0% Complete
In-house staff	0	140	0	0	120	0	30	20	20	20	30	
<b>SUBTOTAL (Consultant Fee + In-House Staff)</b>	<b>0</b>	<b>300</b>	<b>0</b>	<b>0</b>	<b>260</b>	<b>0</b>	<b>60</b>	<b>50</b>	<b>50</b>	<b>50</b>	<b>50</b>	
<b>RANDOLPH ROAD BRIDGE #M-0080-3 (FED AID)</b>												Jul-21
Federal Aid Paid Directly by MSHA = 640k	0	640	0	0	600	0	120	120	120	120	120	Jul-27
Consultant Fee: 800k, MOCO:160k, MSHA:640	0	160	0	0	140	0	30	30	30	30	20	0% Complete
In-house staff	0	140	0	0	120	0	30	20	20	20	30	
<b>SUBTOTAL (Consultant Fee + In-House Staff)</b>	<b>0</b>	<b>300</b>	<b>0</b>	<b>0</b>	<b>260</b>	<b>0</b>	<b>60</b>	<b>50</b>	<b>50</b>	<b>50</b>	<b>50</b>	
<b>SHADY GROVE ROAD #M-0191-3 (FED AID)</b>												Jul-21
Federal Aid Paid Directly by MSHA = 640k	0	640	0	0	600	0	120	120	120	120	120	Jul-27
Consultant Fee: 800k, MOCO:160k, MSHA:640	0	160	0	0	140	0	30	30	30	30	20	0% Complete
In-house staff	0	140	0	0	120	0	30	20	20	20	30	
<b>SUBTOTAL (Consultant Fee + In-House Staff)</b>	<b>0</b>	<b>300</b>	<b>0</b>	<b>0</b>	<b>260</b>	<b>0</b>	<b>60</b>	<b>50</b>	<b>50</b>	<b>50</b>	<b>50</b>	
<b>BEACH DRIVE BRIDGE #MPK-05 (FED AID)</b>												Jul-21
Federal Aid Paid Directly by MSHA = 640k	0	640	0	0	600	0	120	120	120	120	120	Jul-27
Consultant Fee: 800k, MOCO:160k, MSHA:640	0	160	0	0	140	0	30	30	30	30	20	0% Complete
In-house staff	0	140	0	0	120	0	30	20	20	20	30	
<b>SUBTOTAL (Consultant Fee + In-House Staff)</b>	<b>0</b>	<b>300</b>	<b>0</b>	<b>0</b>	<b>260</b>	<b>0</b>	<b>60</b>	<b>50</b>	<b>50</b>	<b>50</b>	<b>50</b>	
<b>BEACH DRIVE BRIDGE #MPK-08 (FED AID)</b>												Jul-22
Federal Aid Paid Directly by MSHA = 640k	0	640	0	0	480	0	0	120	120	120	120	Jul-28
Consultant Fee: 800k, MOCO:160k, MSHA:640	0	160	0	0	120	0	0	30	30	30	30	0% Complete
In-house staff	0	140	0	0	90	0	0	30	20	20	20	
<b>SUBTOTAL (Consultant Fee + In-House Staff)</b>	<b>0</b>	<b>300</b>	<b>0</b>	<b>0</b>	<b>210</b>	<b>0</b>	<b>0</b>	<b>60</b>	<b>50</b>	<b>50</b>	<b>50</b>	
<b>BEL PRE ROAD BRIDGE #M-0092 (FED AID)</b>												Jul-22
Federal Aid Paid Directly by MSHA = 640k	0	640	0	0	480	0	0	120	120	120	120	Jul-28
Consultant Fee: 800k, MOCO:160k, MSHA:640	0	160	0	0	120	0	0	30	30	30	30	0% Complete

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In-house staff	0	140	0	0	90	0	0	30	20	20	20	
<b>SUBTOTAL (Consultant Fee + In-House Staff)</b>	<b>0</b>	<b>300</b>	<b>0</b>	<b>0</b>	<b>210</b>	<b>0</b>	<b>0</b>	<b>60</b>	<b>50</b>	<b>50</b>	<b>50</b>	
<b>LITTLE FALLS PKWY #MPK-0083 (FED AID)</b>												Jul-22
Federal Aid Paid Directly by MSHA = 640k	0	640	0	0	480	0	0	120	120	120	120	Jul-28
Consultant Fee: 800k, MOCO:160k, MSHA:640	0	160	0	0	120	0	0	30	30	30	30	0% Complete
In-house staff	0	140	0	0	90	0	0	30	20	20	20	
<b>SUBTOTAL (Consultant Fee + In-House Staff)</b>	<b>0</b>	<b>300</b>	<b>0</b>	<b>0</b>	<b>210</b>	<b>0</b>	<b>0</b>	<b>60</b>	<b>50</b>	<b>50</b>	<b>50</b>	
<b>CATTAIL ROAD BRIDGE #M-0155 (FED AID)</b>												Jul-22
Federal Aid Paid Directly by MSHA = 640k	0	640	0	0	480	0	0	120	120	120	120	Jul-28
Consultant Fee: 800k, MOCO:160k, MSHA:640	0	160	0	0	120	0	0	30	30	30	30	0% Complete
In-house staff	0	140	0	0	90	0	0	30	20	20	20	
<b>SUBTOTAL (Consultant Fee + In-House Staff)</b>	<b>0</b>	<b>300</b>	<b>0</b>	<b>0</b>	<b>210</b>	<b>0</b>	<b>0</b>	<b>60</b>	<b>50</b>	<b>50</b>	<b>50</b>	
<b>HARRIS ROAD WEST BRIDGE #M-0046(FED AID)</b>												Jul-22
Federal Aid Paid Directly by MSHA = 640k	0	640	0	0	480	0	0	120	120	120	120	Jul-28
Consultant Fee: 800k, MOCO:160k, MSHA:640	0	160	0	0	120	0	0	30	30	30	30	0% Complete
In-house staff	0	140	0	0	90	0	0	30	20	20	20	
<b>SUBTOTAL (Consultant Fee + In-House Staff)</b>	<b>0</b>	<b>300</b>	<b>0</b>	<b>0</b>	<b>210</b>	<b>0</b>	<b>0</b>	<b>60</b>	<b>50</b>	<b>50</b>	<b>50</b>	
<b>VALLEYWOOD DR BRIDGE #M-0254 (FED AID)</b>												Jul-22
Federal Aid Paid Directly by MSHA = 640k	0	640	0	0	480	0	0	120	120	120	120	Jul-28
Consultant Fee: 800k, MOCO:160k, MSHA:640	0	160	0	0	120	0	0	30	30	30	30	0% Complete
In-house staff	0	140	0	0	90	0	0	30	20	20	20	
<b>SUBTOTAL (Consultant Fee + In-House Staff)</b>	<b>0</b>	<b>300</b>	<b>0</b>	<b>0</b>	<b>210</b>	<b>0</b>	<b>0</b>	<b>60</b>	<b>50</b>	<b>50</b>	<b>50</b>	
<b>MID-COUNTY HIWAY BRIDGE #M-0219 (FED AID)</b>												Jul-22
Federal Aid Paid Directly by MSHA = 640k	0	640	0	0	480	0	0	120	120	120	120	Jul-28
Consultant Fee: 800k, MOCO:160k, MSHA:640	0	160	0	0	120	0	0	30	30	30	30	0% Complete
In-house staff	0	140	0	0	90	0	0	30	20	20	20	
<b>SUBTOTAL (Consultant Fee + In-House Staff)</b>	<b>0</b>	<b>300</b>	<b>0</b>	<b>0</b>	<b>210</b>	<b>0</b>	<b>0</b>	<b>60</b>	<b>50</b>	<b>50</b>	<b>50</b>	
<b>BRIDGE INSPECTION PER YEAR COST</b>												Annual Cost
Federal Aid Paid Directly by MSHA = 500k	500	500	500	500	3000	500	500	500	500	500	500	
Consultant Fee: 940k, MOCO: 440k, MSHA:500	80	200		200	2640	440	440	440	440	440	440	
In-house staff: 60k	60	60	60	60	360	60	60	60	60	60	60	
<b>SUBTOTAL (Consultant Fee + In-House Staff)</b>	<b>140</b>	<b>260</b>	<b>60</b>	<b>260</b>	<b>3000</b>	<b>500</b>	<b>500</b>	<b>500</b>	<b>500</b>	<b>500</b>	<b>500</b>	
<b>STRUCTURAL REVIEW ALL PROJECTS - Staff</b>	<b>20</b>	<b>20</b>	<b>20</b>	<b>20</b>	<b>120</b>	<b>20</b>	<b>20</b>	<b>20</b>	<b>20</b>	<b>20</b>	<b>20</b>	Annual Cost
<b>TOTALS</b>												
Federal Aid Paid Directly by MSHA	4299	17099	2139	784	16276	1620	2530	3310	3184	3104	2528	
ALL Consultant Fees paid by MOCO	2229	6349	1089	486	6994	1070	1165	1325	1256	1176	1002	
ALL In-house staff	1300	4240	530	240	3540	440	545	695	595	645	620	
Permit Fee	60	100	0	100	600	100	100	100	100	100	100	
<b>SUBTOTAL (Consultant Fee + In-House Staff &amp; Permit)</b>	<b>3589</b>	<b>10689</b>	<b>1619</b>	<b>826</b>	<b>11134</b>	<b>1610</b>	<b>1810</b>	<b>2120</b>	<b>1951</b>	<b>1921</b>	<b>1722</b>	
Inflation 3.25% & burden 15.4%					831	68	138	171	150	157	147	
<b>TOTAL FEDERAL AID PAID DIRECTLY BY MSHA</b>				<b>784</b>	<b>16276</b>	<b>1620</b>	<b>2530</b>	<b>3310</b>	<b>3184</b>	<b>3104</b>	<b>2528</b>	
<b>TOTAL REQUIRED MOCO EXPENDITURES</b>				<b>826</b>	<b>11965</b>	<b>1678</b>	<b>1948</b>	<b>2291</b>	<b>2101</b>	<b>2078</b>	<b>1869</b>	

9

FY21-23 Federal Aid Bridges Summary Table  
2/6/2020

FY	Priority	Roadway	Crossing	Location	Roadway Classification	Existing ADT Volume	Year	Bike Master Plan	Existing Bridge					Structural Evaluation	Existing Condition/Problems	Proposed Work	Proposed Bridge			Land Acq. ROW or Easement	Maintenance of Traffic					
									Year Built	Bridge Length	Clear Roadway Width	Traffic Lanes	Shared Path				Sidewalk	Bridge Sufficiency Rating (BSR)	Bridge Length			Clear Roadway Width	Traffic Lanes	Shared Path	Sidewalk	
1		Schaeffer Road	Little Seneca Creek	Poolesville / Germantown	rustic road	2,864	2011	---	---	16'-0"	1	---	---	50.3	4	severe spalls and cracks on concrete deck and abutments and heavy corrosion and delamination rust on steel beams	bridge replacement	TBD	AASHTO	2	---	---	No	detour	temporary ped. bridge	
2		Parkway Entrance	Rock Creek	Rockville / Aspen Hill	driveway	25	2011	---	---	10'-6"	1	---	---	39.5	4	severe corrosion with delaminated rust on steel beams	bridge replacement	TBD	AASHTO	1	---	---	No	temporary bridge	temporary bridge	
3		Greenlee Road	Bull Run	Bethesda	Primary Residential street	10,359	2016	sidewalk north side	---	30'-3"	2	---	4'-6" north side	48.4	4	spalls, cracks, delamination and exposed corroded reinforcement on concrete box culvert	bridge replacement	TBD	AASHTO	2	---	---	Yes	detour	temporary ped. bridge	
4		Glenn Road	Piney Branch	North Potomac	exceptional rustic road	4,535	2018	sidewalk north side	---	19'-11"	2	---	---	27.2	4	spalls, cracks and exposed reinforcement on deck and abutments	bridge replacement	TBD	AASHTO	2	---	---	Yes	detour	detour	
21		Baltimore Road	Rock Creek	Rockville	Primary Residential street	10,190	2015	---	---	21'-6"	2	---	---	64.8	5	significant spalls with exposed, and corroded reinforcement on concrete parapet walls and piers	bridge replacement	TBD	AASHTO	2	---	---	No	detour	detour	
6		Brighton Dam Road	Hawlings floor	Brookville	country road	2,700	2011	---	---	23'-9"	2	---	---	61.9	5	spalls and cracks on concrete abutments and wingwalls, and cracked and delaminated concrete on deck	bridge replacement	TBD	AASHTO	2	---	---	Yes	detour	temporary ped. bridge	
7		Brookville Road	CSXT Railroad	Silver Spring	arterial road	19,011	2019	sidewalk north side	---	30'-0"	3	---	7'-0" both sides	84.2	5	bridge bearings, bearing pedestals and deck joints in poor condition	rehabilitation (repair or replace bridge bearings, bearing pedestals and deck joints)	13.2'-0"	50'-0"	3	---	---	7'-0" both sides	Yes	maintained	maintained
8		Glenn Road	Kilgus Branch	North Potomac	exceptional rustic road	5,773	2019	---	---	19'-4"	2	---	---	44.9	4	spalls and delamination on concrete abutments; corrosion and damage on steel beams, corrugated metal deck and T-beam barriers, and severe deterioration of asphalt wearing surface	bridge replacement	TBD	AASHTO	2	---	---	No	detour	detour	
9		Burns Road	Bennett Creek	Damascus	---	500	2016	---	---	16'-6"	1	---	---	66.0	5	spalls on concrete abutments and section loss on steel beams	bridge replacement	TBD	AASHTO	2	---	---	Yes	detour	detour	
10		Barnesville Road	Little Monocacy River	Barnesville	rustic road	1,170	2017	---	---	23'-9"	2	---	---	68.5	5	spalls and exposed reinforcement on concrete beams; and a vertical crack from beam seat to footing on each abutment	bridge replacement	TBD	AASHTO	2	---	---	Yes	detour	detour	
11		Beach Drive	Rock Creek Tributary	North Bethesda	park road	11,092	2006	Rock Creek Trail	---	24'-0"	2	---	---	67.4	5	reinforcement on prestressed concrete void slab beams	superstructure replacement	TBD	AASHTO	2	---	---	No	detour	Rock Creek Trail	
12		Randolph Road (EB)	Rock Creek	Rockville / Wheaton	major highway	25,830	2017	sidewalk north side	---	32'-0"	3	---	10'-0" south side	60.6	5	cracks and spalls on concrete deck and pier	rehabilitation (repair or replace deck and pier)	82'-0"	32'-0"	3	---	---	10'-0" south side	No	maintained	maintained
13		Shady Grove Road (EB)	CSXT Railroad	Rockville	major highway	18,225	2011	sidewalk south side	---	40'-0"	3	---	5'-0" south side	65.6	5	severe cracks, spalls and/or exposed reinforcement on concrete abutments, piers, diaphragms and piers	rehabilitation (repair or replace abutments, diaphragms, and piers)	127'-0"	60'-0"	3	---	---	---	Yes	maintained	maintained
14		Whites Ferry Road	Broad Run	Poolesville	rustic road	1,930	2015	---	---	27'-0"	2	---	---	75.6	5	cracks, spalls and exposed reinforcement on concrete slab deck	bridge replacement	TBD	AASHTO	2	---	---	Yes	detour	detour	
15		Cattail Road	Dry Seneca Creek	Poolesville	rustic road	2,455	2017	---	---	32'-0"	2	---	---	70.1	4	section loss on steel beams; section loss on bearing anchor bolts; and cracks and spalls on abutments	superstructure replacement	69'-0"	32'-0"	2	---	---	---	Yes	detour	temporary ped. bridge
16		Bel Pre Road	Bel Pre Creek	Aspen Hill	arterial road	30,422	2019	sidewalk south side	---	59'-0"	5	---	5'-8" both sides	59.0	5	minor to moderate corrosion and section loss on steel beams; and several anchor bolts missing on bearings	superstructure replacement	26'-0"	AASHTO	5	---	---	Yes	maintained	maintained	
17		Beach Drive	Rock Creek	North Bethesda	park road	5,480	2011	Rock Creek Trail	---	23'-0"	2	---	5'-0" south side	66.6	5	spalls on concrete abutments and pier; and section loss on steel beams	superstructure replacement	175'-0"	AASHTO	2	---	---	No	detour	Rock Creek Trail	
18		Harris Road West	Little Monocacy River	Barnesville	exceptional rustic road	150	2018	---	---	20'-5"	2	---	---	62.4	5	spalls on concrete abutments and section loss on steel beams	bridge replacement	TBD	AASHTO	2	---	---	Yes	detour	detour	
19		Little Falls Parkway (SB)	Wetzel Branch	Cherry Chase	park road	11,775	2011	---	---	24'-0"	2	---	5'-0" both sides	64.4	5	spalls on concrete wingwalls; and spalls and cracks on prestressed concrete beams	superstructure replacement	46'-0"	AASHTO	2	---	---	No	maintained	maintained	
20		Midcounty Highway & Miller Fall Road	Mill Creek	Montgomery Village	major highway & prim. med. street	29,650	2011	sidewalk side TBD	---	38'-0"	3	---	---	62.0	5	delamination, leakage and corrosion on concrete or walls of pipe arch; corrosion on steel reinforcement bars; and cracks and spalls on concrete headwalls	rehabilitation (rehabilitate head walls of pipe arch; invert of pipe arch with concrete; and repair or replace headwalls)	38'-0"	(Midcounty Hwy WB), 46'-0" (Midcounty Hwy EB), 35'-0" (Miller Fall Rd)	3	---	---	---	Yes	maintained	maintained
21		Volleywood Drive	Joseph's Branch	Aspen Hill / Wheaton	---	683	2017	sidewalk side TBD	---	20'-0"	2	---	10'-1" north side	65.9	5	spalls on concrete abutments and section loss on prestressed concrete beams	superstructure replacement	42'-0"	AASHTO	2	---	---	No	detour	temporary ped. SUP	

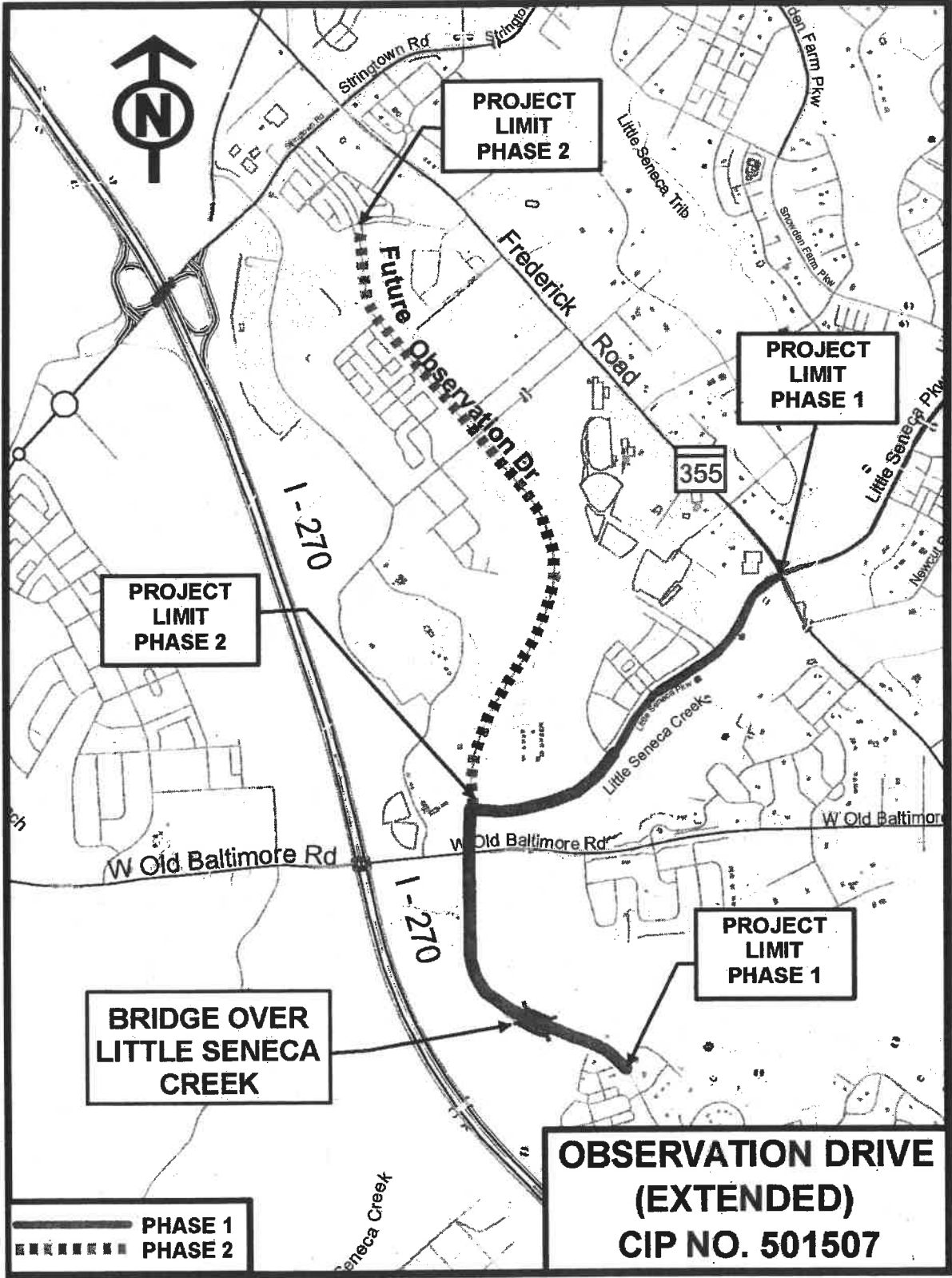
10

5- BRIDGE RENOVATION P509753 - PDF FY21-26 (Davis Mill has a Stand Alone PDF) - DECEMBER 20 2019

BRIDGE NAME	ELEMENT RATING	PRIORITY	REPAIR RECOMMENDATIONS (AFTER FIELD VISIT)	MCDOT DESIGN STATUS	DESIGN COSTS	CONSTRUCTION COSTS	TOTAL PROJECT COSTS	FY20 ENCUMBERED	PAID BY STORM FUND	FY20	TOTAL 6 YEARS	FY21	FY22	FY23	FY24	FY25	FY26
1 DAVIS MILL ROAD SLOPE FAILURE	3	EMERGENCY	REPLACE ROADWAY INTO PARK FLOOD PLAIN	UNDER DESIGN	\$240,000	\$2,340,000	\$2,580,000	\$140,000			\$0						
2 Alderton Road	3	EMERGENCY	REPLACE	DESIGN COMPLETE - OBTAINING PERMITS	\$51,000	\$800,000	\$851,000	\$34,000		\$800,000	\$0						
3 BELFAST ROAD	0	NO DETOUR	CONCRETE PIPE REPLACEMENT - EMERGENCY	CONSTRUCTION COMPLETE	\$300,000	\$700,000	\$1,000,000	\$0	\$500,000		\$0	\$500,000					
4 Turkey Branch	3	EMERGENCY	REPLACE	UNDER DESIGN	\$100,000	\$500,000	\$600,000	\$0			\$0	\$500,000					
5 FENWAY ROAD	0	EMERGENCY	REPLACE AND PARTIAL REPLACEMENT - EMERGENCY	DISCOVERED MARCH 2019, ROAD CLOSED JULY 2019	\$500,000	\$1,000,000	\$1,500,000	\$300,000	\$800,000		\$0	\$800,000					
6 Carlsburg Road	3	EMERGENCY	REPLACE AND PARTIAL REPLACEMENT	DISCOVERED MARCH 2019	\$500,000	\$2,500,000	\$3,000,000	\$340,000			\$0	\$2,500,000					
7 Falling Creek Road	2	EMERGENCY	CIPP LINING & PARTIAL REPLACEMENT	DESIGN COMPLETE	\$224,000	\$1,100,000	\$1,324,000	\$970,000			\$0	\$216,000					
8 Bunchberry Lane	3	HIGH	PAVE INVERT	DESIGN COMPLETE	\$150,000	\$200,000	\$350,000	\$0			\$0	\$200,000					
9 Valleywood Pedestrian Bridge	0	HIGH	REPLACE	UNDER DESIGN	\$400,000	\$1,100,000	\$1,500,000	\$0			\$0	\$1,100,000					
10 Gridley Lane	4	HIGH	PAVE INVERT	DESIGN COMPLETE - OBTAINING PERMITS	\$100,000	\$100,000	\$200,000	\$0			\$0	\$100,000					
11 Randolph Road	4	HIGH	PAVE INVERT	DESIGN COMPLETE - OBTAINING PERMITS	\$100,000	\$300,000	\$400,000	\$0			\$0	\$300,000					
12 Germantown Road	4	HIGH	PAVE INVERT	DESIGN COMPLETE - OBTAINING PERMITS	\$100,000	\$400,000	\$500,000	\$0			\$0	\$400,000					
13 Bethesda Church Road	4	HIGH	PAVE INVERT	DESIGN COMPLETE - OBTAINING PERMITS	\$100,000	\$300,000	\$400,000	\$0			\$0	\$300,000					
14 EMORY ROAD CULVERT	4	HIGH	REPLACE	UNDER DESIGN	\$0	\$200,000	\$200,000	\$0		\$0	\$0	\$200,000					
15 Midcounty Highway	4	HIGH	PAVE INVERT CELL 2 ONLY, FIX JOINT IN CELL 1	UNDER DESIGN (MEMORY LANE BW)	\$100,000	\$300,000	\$400,000	\$0			\$0	\$300,000					
16 SPICEWOOD LANE	0	EMERGENCY	PAVE INVERT - EMERGENCY CONC PIPE REPLACEMENT	ROAD CLOSED JULY 2019	\$100,000	\$600,000	\$700,000	\$0	\$600,000		\$0	\$100,000					
17 CAMPRI PLACE	2	NO DETOUR	PAVE INVERT, PAVE DROP INLET	PARTIAL CULVERT COLLAPSE JULY 2019	\$100,000	\$700,000	\$800,000	\$16,000			\$0	\$784,000					
18 TARA ROAD	2	NO DETOUR	REPLACE PIPE ENDS AND PAVE INVERT	PARTIAL CULVERT COLLAPSE JULY 2019	\$200,000	\$300,000	\$500,000	\$0			\$0	\$300,000					
19 Peach Leaf Court	4	CRITICAL - NO DETOUR	PAVE INVERT	DESIGN COMPLETE - OBTAINING PERMITS	\$100,000	\$300,000	\$400,000	\$0			\$0	\$300,000					
20 Crystal Rock Drive	4	CRITICAL - NO DETOUR	PAVE INVERT ALL CELLS	DESIGN COMPLETE - OBTAINING PERMITS	\$100,000	\$300,000	\$400,000	\$0			\$0	\$300,000					
21 Alexander Manor Drive	4	CRITICAL - NO DETOUR	PAVE INVERT OF LOW FLOW CELL	DESIGN COMPLETE - OBTAINING PERMITS	\$100,000	\$300,000	\$400,000	\$0			\$0	\$300,000					
22 Moeking Blind Drive	4	CRITICAL - NO DETOUR	PAVE INVERT	DESIGN COMPLETE - OBTAINING PERMITS	\$100,000	\$300,000	\$400,000	\$0			\$0	\$300,000					
23 Homestead Road	4	HIGH	PAVE INVERT AND FIELD CONNECTIONS	DESIGN COMPLETE - OBTAINING PERMITS	\$100,000	\$300,000	\$400,000	\$0			\$0	\$300,000					
81 GOOD HOPE	4	HIGH	MISCELLANEOUS BRIDGE REPAIRS	ON GOING	\$200,000	\$400,000	\$600,000	\$0			\$0	\$400,000					
82 SWAINSDOCK	4	HIGH	MISCELLANEOUS BRIDGE REPAIRS	ON GOING	\$200,000	\$400,000	\$600,000	\$0			\$0	\$400,000					
83 FALLS	4	HIGH	MISCELLANEOUS BRIDGE REPAIRS	ON GOING	\$200,000	\$400,000	\$600,000	\$0			\$0	\$400,000					
84 STEEL CULVERT INVESTIGATION	4	HIGH	PROACTIVELY LOCATE FAILING STEEL CULVERTS	ON GOING	\$200,000	\$400,000	\$600,000	\$0			\$0	\$400,000					
85 MISCELLANEOUS BRIDGE REPAIRS (LEVEL OF)	4	HIGH	MISCELLANEOUS BRIDGE REPAIRS	LEVEL OF EFFORT	\$1,000,000	\$2,980,000	\$3,980,000	\$0		\$400,000	\$1,600,000	\$760,000					
86 HIGH PRIORITY CULVERT & BRIDGE REPAIRS	4	HIGH	SUMMARY OF 63 REPAIRS (THERE IS NO CHANGE IN REQUESTED FUNDING OR SCHEDULE)	LEVEL OF EFFORT	\$4,900,000	\$14,820,000	\$19,720,000	\$0		\$0	\$19,720,000	\$140,000					
TOTAL					\$9,938,000	\$32,260,000	\$42,198,000	\$1,970,000	\$2,100,000	\$30,760,000	\$50,760,000	\$5,880,000	\$6,780,000	\$4,900,000	\$4,900,000	\$4,900,000	\$4,000,000

UNENCUMBERED BALANCE	\$1,800,000
PURCHASE ORDERS LIQUIDATED	\$466,000
FY20 SUPPLEMENTAL REQUEST	\$0





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INTERSECTION AND SPOT IMPROVEMENTS (costs in \$000)										
Project Locations	Description	Status	000'S							
			6-yr	FY21	FY22	FY23	FY24	FY25	FY26	
2/20/2020										
Brink Rd @ Wildcat Rd	Add bypass lane along EB Brink	Design	\$230	\$230						
Esworthy Rd @ MD112	Add bypass lane along SB 112, add WB RTL	Design	\$350	\$350						
Denfield Ave @ Newport Mill Rd	Install a small roundabout	Design	\$200	\$200						
Wilson Lane at Bradley Blvd	Add LTL on all legs	Early Design	\$1,100	\$400	\$700					
Muddy Branch Rd @ MD28	Extend EB LTL and add 2nd EB TL	Concept	\$680		\$480	\$200				
Muddy Branch @ Great Seneca Hwy	Add 2nd NB left turn lane	Concept	\$500			\$500				
Eastwood/Southwood @ US29	Add 2nd EB LTL, Make Eastwood one-way	Concept	\$400			\$400				
McKnew Rd at Sandy Spring Rd	Add RTL on NB McKnew at 198	Concept	\$250			\$250				
Needwood @ Muncaster Rd	Add RTL on EB Needwood	Concept	\$250			\$250				
Randolph Rd @ Parklawn Dr	Modify geometrics to T intersection	Concept	\$1,200			\$1,200				
Tuckerman Lane @ MD355	Extending NB accel lane to Strathmore Decell lane	Concept	\$400			\$300	\$100			
Sweetbitch @ Muncaster Mill Rd	Add EB RTL	Concept	\$234				\$234			
Montrose Pkwy @ E Jefferson St	Add a 2nd SB THL	Concept	\$600				\$600			
Newport Mill Rd @ Denfield Ave	Operational & Safety improvements	Concept	\$264				\$150	\$114		
Randolph Rd @ Connecticut Ave	Add exclusive RTL along NB/SB Connecticut	Concept	\$1,150					\$970		\$180
Century Blvd @ Middlebrook Rd	Safety and Operational improvements	Concept	\$300							\$300
Democracy Blvd @ MD187	Adding 2nd RTL & LTL along EB Democracy	Concept	\$300							\$300
Plyers Mill Rd @ Metropolitan Ave	T intx. Rt-in/out at Concord, No STOP on Plyers Mill	Concept	\$400							\$400
Norbeck Rd @ Bauer Dr	Safety and operational improvements	Concept	\$300							\$300
MD355 @ Strathmore Court	Add 2nd LTL along SB MD355	Concept	\$294							\$294
TBD, future projects	Pedestrian Corridor Traffic Calming	Concept	\$1,050				\$350	\$350		\$350
PDS and Construction Inspection		ongoing	\$5,800	\$700	\$700	\$1,600	\$800	\$800	\$800	\$1,200
Detailed Studies		ongoing	\$344	\$50	\$50	\$84	\$50	\$50	\$50	\$60
Indirect Overhead charges		Ongoing	\$380	\$70	\$70	\$60	\$60	\$60	\$60	\$60
<b>Subtotal</b>			<b>\$16,976</b>	<b>\$2,000</b>	<b>\$2,000</b>	<b>\$4,844</b>	<b>\$2,344</b>	<b>\$2,344</b>	<b>\$2,344</b>	<b>\$3,444</b>
<b>Recommended FYs 21-26</b>			<b>\$16,976</b>	<b>\$2,000</b>	<b>\$2,000</b>	<b>\$4,844</b>	<b>\$2,344</b>	<b>\$2,344</b>	<b>\$2,344</b>	<b>\$3,444</b>

• New projects

13

Proposed Pedestrian Safety Program Funding for FY21

Program	Scope	Rate	Total (000's)
Safe Routes to Schools Walkability Audits	32 Walkability Audits	13k / study	416
Safe Routes to Schools Construction	12 Schools	50k / school	600
Pedestrian Road Safety Audit Design	3 PRSAs	35k / PRSA	105
Pedestrian Road Safety Audit Construction	3 PRSAs (cost share with other related CIPs; ~\$180k General Fund \$ not included here)	60k / PRSA	180
Safe Routes to Schools Education Program	30 events	1k / event	30
Public Safety Outreach Program	30 events	2k / event	60
Vision Zero High Injury Network Design	4 corridors	35k / HIN	140
Vision Zero High Injury Network Construction	2 corridors	150k / HIN	300
Pedestrian Beacon Design	5 beacons	20k / beacon	100
Pedestrian Beacon Construction	4 beacons (formerly some Signals CIP money used for this but that program was cut)	175k / beacon	700
Bus Stop Audit Design	1 corridor	30k / corridor	30
Bus Stop Audit Construction	1 corridor	75k / corridor	75

**Total**

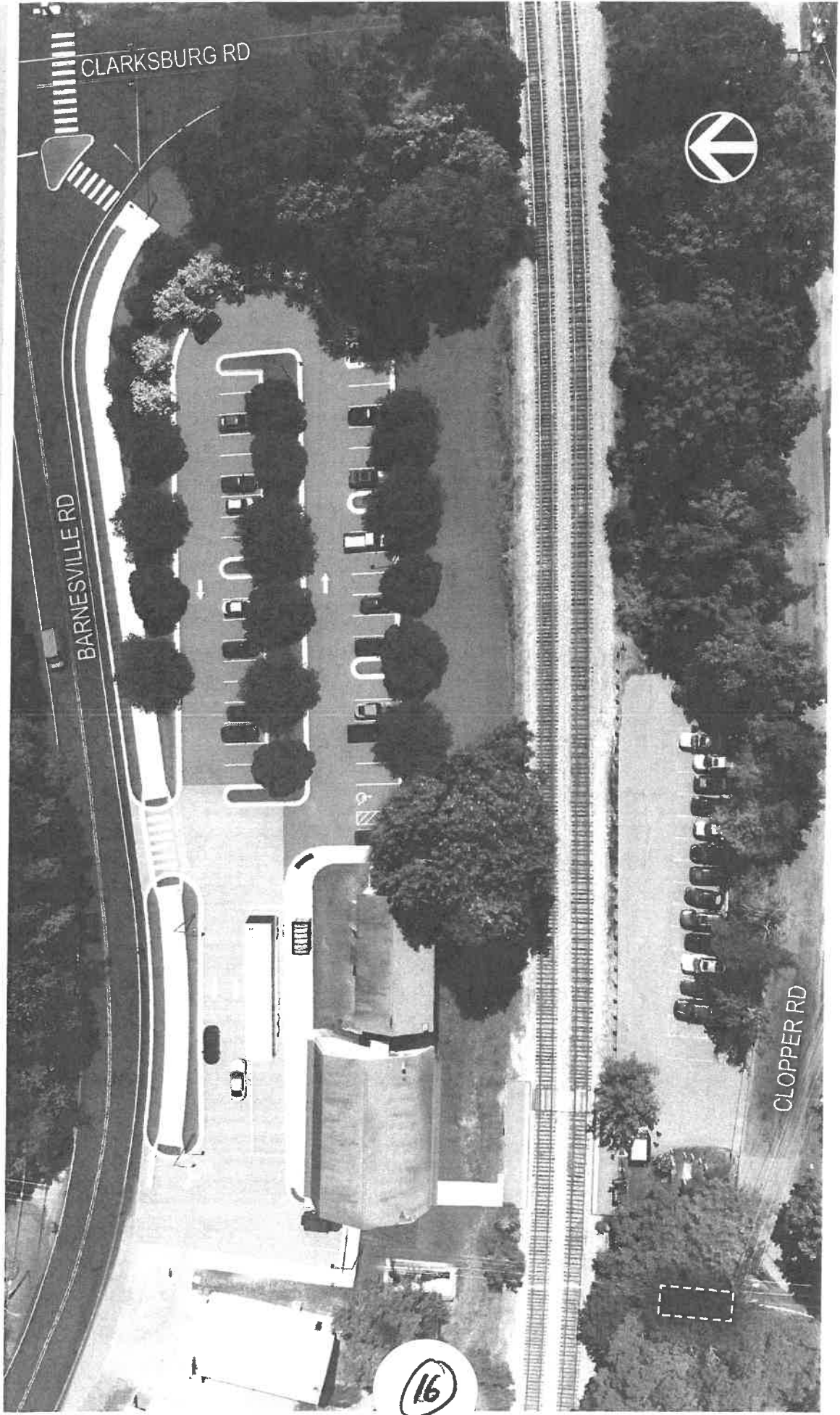
**\$2,736**

LARGE SCALE INFILL STREETLIGHTING PRIORITIES						
10/1/2019	LOCATION	# of lights	SCOPE	LENGTH OF PROJECT	COST	LIMITS
1	GEORGIA AVENUE UG	54	100 W LED Cobrahead	6200 L.F.	\$600,000.00	Bel Pre Road to Rossmoor Blvd
2	EAST VILLAGE AVENUE	37	70 W LED Cobrahead	2200 L.F.	\$410,000.00	Goshen Rd to Marion Rect. Center
3	FREDERICK ROAD	65	100 W LED Cobrahead OH	9750 L.F.	\$195,000.00	Brink Rd TO Clarksburg Rd
4	MIDCOUNTY HIGHWAY	100	100 W LED Cobrahead	8700 L.F.	\$1,000,000.00	Montgomery Village Ave to Shady Grove Rd
5	GERMANTOWN ROAD	29	100 W LED Cobrahead	3950 L.F.	\$273,000.00	Clopper Rd to Father Hurley Blvd
6	CENTERWAY ROAD	45	50 W LED Cobrahead	4000 L.F.	\$450,000.00	Montgomery Village Blvd to Goshen Rd
7	CLUB HOUSE ROAD	25	50W LED Cobrahead	2500 L.F.	\$230,000.00	Centerway Rd to Watkins Mill Rd
8	WATKINS MILL ROAD	39	70 W LED Cobrahead	3000 L.F.	\$390,000.00	Gaithersburg City Limit to Stedwick Rd
9	QUINCE ORCHARD ROAD	18	70 W LED Cobrahead	2550 L.F.	\$200,000.00	Turely Drive to Horse Center Rd
10	MUDDY BRANCH ROAD	9	70 W LED Cobrahead	1200 L.F.	\$90,000.00	Midsummer Drive to Mission Road
11	GOSHEN ROAD	18	70 W LED Cobrahead	2600 L.F.	\$180,000.00	Girard Street to Midcounty HWY
12	NORBECK ROAD	90	70 W LED Cobrahead	13000 L.F.	\$900,000.00	Layhill Road to New Hampshire Ave
13	JACKSON ROAD	40	50 W LED Cobrahead	5400 L.F.	\$450,000.00	Jan Lane to Renick Lane
14	SEVEN LOCKS ROAD	18	70 W LED Cobrahead	2600 L.F.	\$180,000.00	Lonsome Pine to River Road
15	PIEDMONT ROAD	92	50 W LED Cobrahead	6600 L.F.	\$920,000.00	Hawks Road to Skylark Road
16	GARRETT PARK ROAD BRIDGE	9	50 W LED Cobrahead	1300 L.F.	\$90,000.00	Beach Drive to Schuylkill Road
17	ELLSWORTH DRIVE	9	50W LED Cobrahead	750	\$90,000.00	Going into Ellsworth Park
18	MANOR ROAD - NORTH SIDE	10	35W LED Cobrahead	1350	\$100,000.00	MD-185 to Jones Mill Rd
19	LOGAN DRIVE	14	35W LED Cobrahead	1950	\$150,000.00	Meriden to Persimmon Tree
20	WESTLAKE DRIVE	66	70W LED Cobrahead	10000	\$660,000.00	Westlake Ter to Tuckerman
	<b>TOTAL NUMBER OF LIGHTS</b>	<b>787</b>		<b>TOTAL COST</b>	<b>\$7,558,000.00</b>	

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# BOYDS TRANSIT IMPROVEMENTS






MONTGOMERY COUNTY COUNCIL  
ROCKVILLE, MARYLAND

CRAIG RICE  
COUNCILMEMBER  
DISTRICT 2

**MEMORANDUM**

February 27, 2020

**TO:** Transportation and Environment Committee  
Councilmember Vice President Tom Hucker, Chair  
Councilmember Hans Riemer  
Councilmember Evan Glass

**FROM:** Councilmember Craig Rice 

**SUBJECT:** Department of Transportation FY21-26 Capital Improvements Program  
**Boyds Transit Center**

I urge you to support accelerated funding for the Boyds Transit Center (P138703) in the FY21-26 Capital Improvements Program. With the site remediation scheduled to be completed in FY22, design and construction should be funded to ensure a completion date of FY23.

The Boyds Transit Center project provides site remediation along with the design and construction for a critical bus loop and expanded parking lot at the MARC station. The bus loop is especially important to connect our up-county residents with public transportation. Currently, buses cannot be accommodated at the Boyds MARC station, thereby eliminating this as a choice or an incentive for individuals to get out of their cars.

This project facilitates the critical connection to public transportation for the fastest growing area in Montgomery County. The Cabin Branch development alone will provide 1800 new residences in the coming years. Up-county public transportation relies solely on a bus system that can connect to efficient mass transit options. The Boyds Transit Center is critical to the overall public transportation system that will meet the needs of up-county residents.

Acceleration of funding will deepen our commitment to provide transit choice to an area that lacks options when it comes to public transportation. I urge you to accelerate funding to the Boyds Transit Center to provide desperately needed mass transit options as quickly as possible to the up-county area.

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**White Flint Metro Station Access Improvements (\$000)**

<b>Cost Elements</b>	<b>Total</b>	<b>FY21</b>	<b>FY22</b>
<b>NE/SE Corners Slip Ramps &amp; New 5' Sidewalk with Grass Buffer along East Side of MD355</b>			
Design	250	250	0
Construction Management	100	100	0
Construction (Slip Ramps)	650	650	0
Construction (Sidewalk)	50	50	0
<b>NW/SW Corners Slip Ramps &amp; New 5' Sidewalk with Grass Buffer along West Side of MD355</b>			
Design	120	70	50
Construction Management	65	30	35
Construction (Slip Ramps)	650	300	350
Construction (Sidewalk)	50	0	50
<b>Sidewalk along Old Georgetown Rd</b>			
Design	15	0	15
Construction Management	5	0	5
Construction (Sidewalk)	75	0	75
<b>Expanded bus bays on east side of Metro</b>			
Design	100	0	100
Construction Management	45	0	45
Construction	725	0	725
<b>Total Expenditures</b>	<b>2900</b>	<b>1450</b>	<b>1450</b>



# White Flint Metro Station Access Improvements (P502106)

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

Total	Thru FY19	Est FY20	Total 6 Years	FY 21	FY 22	FY 23	FY 24	FY 25	FY 26	Beyond 6 Years
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### EXPENDITURE SCHEDULE (\$000s)

Planning, Design and Supervision	700	000	-	700	000	450	250	-	-	-
Construction	2200	2900	-	2200	2900	1000	1400	1200	-	-
<b>TOTAL EXPENDITURES</b>	<b>2,900</b>			<b>2,900</b>	<b>1,450</b>	<b>1,450</b>				

### FUNDING SCHEDULE (\$000s)

G.O. Bonds	2,900	-	-	2,900	1,450	1,450	-	-	-	-
<b>TOTAL FUNDING SOURCES</b>	<b>2,900</b>			<b>2,900</b>	<b>1,450</b>	<b>1,450</b>				

### 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

(19)

Friends of  
White Flint

TESTIMONY BEFORE COUNTY COUNCIL CIP HEARING FEB. 5, 2020  
FROM AMY GINSBURG, EXECUTIVE DIRECTOR

Good evening. My name is Amy Ginsburg, the executive director of Friends of White Flint, a nonprofit organization whose only mission is the transformation of the Pike District into a vibrant, transit-oriented community.

The 2,000 supporters of Friends of White Flint, including property owners, residents, businesses, employees, and customers, want the promise of the White Flint/Pike District to be fulfilled. That promise includes much-needed economic development and a stellar quality of life for residents, a promise that starts with the funding of essential CIP projects.

One of the underlying tenets of the White Flint sector plan is transit-oriented development. Needless to say, it is difficult to have transit-oriented development without transit, which is why we are extremely disappointed funding was eliminated in the CIP for a northern entrance for the White Flint metro station.

A northern metro entrance significantly expands the metro walkshed, and it is critical to encouraging development in the Pike District. With the second entrance, the offices on Executive Boulevard, retail, and some large multi-family apartments become part of the metro station walkshed. This entrance is instrumental to fulfilling the wonderful vision of a sustainable, transit-oriented, walkable community, and Friends of White Flint strongly urges you to fund the second metro entrance in this year's CIP budget.

Additionally, while walking and biking in the White Flint area continues to grow, many more want to walk and bike to work, retail, and residences but are stymied by dangerous infrastructure. Much more needs to be done to make the White Flint area as walkable as possible as quickly as possible. It is imperative that we make walking and biking along Route 355, Old Georgetown Road, and the Pike District side streets safe and accessible.

Through the CIP, the County sets its long-term priorities. Show that your priorities are multi-modal transit and Vision Zero. Demonstrate that your priorities are transit-oriented development that encourages new development and economic development. Demonstrate your support for the transformation of the White Flint area through this CIP by fully funding a second metro entrance and essential pedestrian and bicycle improvements.

Thank you.



**MONTGOMERY COUNTY COUNCIL  
ROCKVILLE, MARYLAND**

**COUNCILMEMBER NANCY NAVARRO  
DISTRICT 4**

**MEMORANDUM**

February 27, 2020

**TO:** Members of the T&E Committee

**FROM:** Councilmember Nancy Navarro  
Councilmember Hans Riemer

**SUBJECT:** Bowie Mill Road Bikeway Project

The Bowie Mill Road Bikeway project consists of a 3.3 mile long, fully separated bike path that would link Olney to nearby schools, parks, trails and transit. As the County continues to look for opportunities to use its transportation infrastructure to stimulate economic development, this project embodies that goal as it would provide access for residents to transit, schools, and businesses, while also providing a recreation amenity that connects two parts of the County. Now that the Needwood Road Bikepath is complete, it is imperative that the Bowie Mill Road Bikeway project move forward as quickly as possible.

In 2016, we requested that funds be included in the FY 17-22 CIP for facility planning for this bikeway. MCDOT has recently completed this process and is able to prepare a reasonable cost estimate, which would allow this project to be a candidate for inclusion in the CIP for design, land acquisition and construction funding. The facility planning process was not completed in time to be included in the County Executive's recommended CIP, but it is our understanding that the facility planning process is now complete, therefore we are writing to respectfully request that the committee consider this project for inclusion in the FY 21-26 CIP.

This project is consistent with many of Montgomery County's goals, including providing safe multi-modal transportation options for our residents for our Vision Zero goals and as well as giving our residents transportation options that will help reduce our carbon footprint. Thank you for your consideration of this request.

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COUNCILMEMBER.NAVARRO@MONTGOMERYCOUNTYMD.GOV • WWW.COUNCILMEMBERNAVARRO.COM

## Bowie Mill Road Bikeway

Category	Transportation	Date Last Modified	N/A
Subcategory	Pedestrian Facilities/Bikeways	Administering Agency	Transportation
Planning Area	Olney & Vicinity; Upper Rock Creek	Status	Preliminary Design

Cost Element	Total	Thru FY19	Est. FY20	Total 6 Years	FY21	FY22	FY23	FY24	FY25	FY26	Beyond 6 Years
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### EXPENDITURE SCHEDULE (\$000)

Planning, Design & Supervision	4,395	0	0	2,245	0	0	1,122	1,123		0	2,150
Land	1,091	0	0	1,091	0	0	0	0	465	626	0
Site Improvements and Utilities	3,146	0	0	379	0	0	0	0	200	179	2,767
Construction	12,074	0	0	0	0	0	0	0	0	0	12,074
Other	0	0	0	0	0	0	0	0	0	0	0
<b>Total Expenditures</b>	<b>20,706</b>	<b>0</b>	<b>0</b>	<b>3,715</b>	<b>0</b>	<b>0</b>	<b>1,122</b>	<b>1,123</b>	<b>665</b>	<b>805</b>	<b>16,991</b>

### FUNDING SCHEDULE (\$000)

GO Bonds	20,706	0	0	3,715	0	0	1,122	1,123	665	805	16,991
<b>Total Funding Sources</b>	<b>20,706</b>	<b>0</b>	<b>0</b>	<b>3,715</b>	<b>0</b>	<b>0</b>	<b>1,122</b>	<b>1,123</b>	<b>665</b>	<b>805</b>	<b>16,991</b>

### APPROPRIATION AND EXPENDITURE DATA (\$000)

Appropriation FY21 Request	0	Year First Appropriation
Appropriation FY22 Request	0	Last FY's Cost Estimate
Cumulative Appropriation	0	N/A
Expenditures/Encumbrances	0	
Unencumbered Balance	0	

#### PROJECT DESCRIPTION

This project provides for the design and construction of a new eight to ten feet wide sidepath for 3.3 miles along Bowie Mill Road from Olney Laytonsville Road (MD 108) to Muncaster Mill Road (MD 115) and continues along Muncaster Mill Road to Needwood Road. The project also provides a new pedestrian bridge over Rock Creek North Branch for continuation of the sidepath along Bowie Mill Road.

#### PROJECT JUSTIFICATION

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

#### STATUS

Preliminary Design Stage.

#### OTHER

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

#### LOCATION

Olney & Vicinity; Upper Rock Creek.

#### ESTIMATED SCHEDULE

Design is scheduled to start in FY23 with construction to start in FY27. Completion in summer 2028.

#### COORDINATION

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

**General BiPPA (\$000)**

General BiPPA	FY21	FY22	FY23	FY24	FY25	FY26
FY19-24 Amended	\$411	\$966	\$1,634	\$1,118	\$300	-
FY21-26 CE Rec.	\$411	\$1,366	\$1,634	\$1,118	\$1,030	\$1,030
Change	-	+\$400	-	-	+\$730	+\$1,030

Change highlights:

- FY 22
  - Increased funding for spot improvements to facilitate Vision Zero including APS/CPS signal upgrades (to make signals accessible to persons with disabilities).
- FY25
  - *Note: Additional funding level (\$1,030) is the average annual expenditure of the Approved FY20 budget for FY21-FY24.*
  - Added funding for additional improvements in Glenmont BiPPA
  - Added funding for planning in the next round BiPPA area (placeholder for future BiPPA designation by the Council/Executive)
  - Continued funding for spot improvements to facilitate Vision Zero
- FY26
  - *Note: Additional funding level (\$1,030) is the average annual expenditure of the Approved FY20 budget for FY21-FY24.*
  - Added funding for design in the next round BiPPA area (placeholder for future BiPPA designation by the Council/Executive)
  - Continued funding for spot improvements to facilitate Vision Zero

**Fenton Street Cycletrack (\$000)**

Fenton Street Cycletrack	FY21	FY22	FY23	FY24	FY25	FY26
FY19-24 Amended	\$2,670	\$1,392	\$83	-	-	-
FY21-26 CE Rec.	\$699	\$355	\$3,016	\$75	-	-
Change	-\$1,971	-\$1,037	+\$2,933	+\$75	-	-

Change highlights:

- FY 21
  - Shifted construction funding for Phase II & III to FY 23.
- FY 22
  - Shifted construction funding for Phase III & IV to FY 23.
- FY 23
  - Most construction funding moved to this year. Utility scheduled for FY 21/22.

NOTE: This change has been made to reflect a realistic timeframe for construction.

**Wheaton CBD BiPPA (\$000)**

Wheaton CBD BiPPA	FY21	FY22	FY23	FY24	FY25	FY26
FY19-24 Amended	\$535	\$384	\$95	\$53	-	-
FY21-26 CE Rec.	\$535	\$384	\$95	\$53	\$616	\$1,352
Change	-	-	-	-	+\$616	+\$1,352

Change highlights:

- FY 25
  - Added construction funding for Amherst Ave Cycletrack



- FY 26
  - Added construction funding for Amherst Ave Cycletrack

**Veirs Mill/Randolph BiPPA (\$000)**

Veirs Mill/Randolph BiPPA	FY21	FY22	FY23	FY24	FY25	FY26
FY19-24 Amended	\$334	\$336	\$247	\$1,226	-	-
FY21-26 CE Rec.	\$334	\$336	\$247	\$1,226	\$535	\$535
Change	-	-	-	-	+\$535	+\$535

Change highlights:

- FY 25
  - Added funding for Veirs Mill Rd sidewalk (south side) between Matthew Henson Trail & Ferrara Rd (construction).
  - Added funding for Randolph/Bushey Dr intersection improvements (design)
- FY 26
  - Added funding for Selfridge Road pedestrian connection (construction)
  - Added funding for Randolph/Bushey Dr intersection improvements (construction)

**Purple Line BiPPA \$000)**

Purple Line BiPPA	FY21	FY22	FY23	FY24	FY25	FY26
FY19-24 Amended	-	\$672	\$1,011	\$2,034	-	-
FY21-26 CE Rec.	\$250	\$922	\$2,011	\$3,034	\$1,000	\$1,000
Change	+\$250	+\$250	+\$1,000	+\$1,000	+\$1,000	+\$1,000

Change highlights:

- FY21:
  - Added \$150k for area-wide improvements in Takoma/Langley, Long Branch, & Piney Branch/University for rapid response for Vision Zero.
  - Added \$100k for neighborhood greenway improvements to link to Purple Line stations.
- FY22:
  - Added \$122k for area-wide improvements for rapid response to Vision Zero.
  - Moved other projects earlier in the budget.
- FY23:
  - Added \$161k for area-wide improvements for achieving Vision Zero.
  - Moved other projects earlier in the budget.
- FY24:
  - Added funding for Long Branch Trail to Sligo Creek Trail bridge & trail connection (design).
  - Added funding for the Long Branch Community Center Trail.
  - Added funding for the Glenside Neighborhood Greenway & Pedestrian improvements.
  - Added funding for Carroll Ave (MD 195) Cycletrack
- FY25:
  - Added funding for Carroll Ave (MD 195) Cycletrack
- FY26:
  - Added funding for Long Branch Trail to Sligo Creek Trail bridge & trail connection (construction).

**Testimony by Corinne Hart  
FY 21 Capital Budget and FY21-26 CIP  
County Council Hearing**

February 5, 2020  
Third Floor Hearing Room  
100 Maryland Avenue, Rockville, MD

Dear Council President Katz and Councilmembers,

My name is Corinne Hart and I live on Dale Drive in Silver Spring. I am here today to urge you to include funding for a sidewalk on Dale Drive between Colesville Road and Georgia Avenue. As many of you know, my community has been advocating for pedestrian safety improvements on this part of Dale Drive for many years. While we are grateful for the traffic calming infrastructure that was recently installed, it was meant to be only one part of a more robust solution. In fact, without a sidewalk, the bump out curbs actually force bikes, people in wheelchairs, and people pushing strollers to walk directly into traffic to get around them. Even with the traffic calming, there have already been several crashes this year in just one month alone.

I am here not only to advocate that you include funding to finish this project, but also to share our experiences of how challenging it is to get basic pedestrian infrastructure installed on a County road. I started my advocacy when I was on maternity leave with my first daughter - she is now two and a half years old and I now am on maternity leave with my second daughter. Navigating the road on foot with two children versus one is even more terrifying.

In 1994 retired NASA engineer, Leonard Hardis, was hit and killed by a driver as he walked along Dale a few blocks from his home. For over 25 years, residents have been asking the County to solve this issue that puts their lives at risk. In 2008 funding was included in the CIP to fund a sidewalk on Dale, but it was removed in 2016 without any consultation with the community.

Since then, my neighbors and I have been actively organizing to increase safety on Dale Drive for pedestrians, bicyclists, and the elementary and middle school aged children who wait every morning on this busy road with no sidewalk for their school buses. For example,

- We formed the Dale Drive Safety Coalition, which has over 200 members.
- We've submitted a petition to the County with hundreds of signatures asking for safety improvements.
- We've testified here at Council hearings, at the Planning Board, and attended County meeting after meeting.
- We organized the Dale Drive Safety Walk, which was attended by over 100 people, including many of you and other County officials.

- We've spoken with the County Executive, the heads of MCDOT, the heads of the Planning Department, many of you, your staff, T&E Committee staff, and the police department.
- We've organized email campaigns resulting in countless neighbors writing to County officials asking for help, and;
- Several local news outlets have even covered pedestrian safety challenges on this road.

And yet... the Dale Drive path is still not included in the CIP and has no funding beyond completing 35% design.

This section of Dale Drive is completely residential. It has no sidewalks and no bike lane. You are forced to walk on the shoulder, which is completely impassable in some places due to parked cars.

In a recent MCDOT survey, over 80% of residents who live on or near Dale said that they support a sidewalk or multi-use path. Many people also responded saying that they use Dale to walk or bike to nearby churches, parks, local businesses, and downtown Silver Spring. It will also be a route to access the Purple Line and the path is listed in the County's Bicycle Master Plan.

I urge you to restore funding in the budget to complete the Dale Drive project and address the concerns that residents have been raising with the County for **over twenty years**.

The County needs to take action before someone else gets seriously hurt or killed.

Thank you.

## Dale Drive Shared Use Path and Safety Improvements

Category	Transportation	Date Last Modified	N/A
Subcategory	Pedestrian Facilities/Bikeways	Administering Agency	Transportation
Planning Area	North & West Silver Spring	Status	Preliminary Design

Cost Element	Total	Thru FY19	Est. FY20	Total 6 Years	FY21	FY22	FY23	FY24	FY25	FY26	Beyond 6 Years
<b>EXPENDITURE SCHEDULE (\$000)</b>											
Planning, Design & Supervision	2,156	0	0	1,353	0	0	644	709	0	0	803
Land	2,312	0	0	1,952	0	0	0	0	708	1,244	360
Site Improvements and Utilities	482	0	0	0	0	0	0	0	0	0	482
Construction	3,499	0	0	0	0	0	0	0	0	0	3,499
Other	0	0	0	0	0	0	0	0	0	0	0
<b>Total Expenditures</b>	<b>8,449</b>	<b>0</b>	<b>0</b>	<b>3,305</b>	<b>0</b>	<b>0</b>	<b>644</b>	<b>709</b>	<b>708</b>	<b>1,244</b>	<b>5,144</b>

<b>FUNDING SCHEDULE (\$000)</b>											
GO Bonds	8,449	0	0	3,305	0	0	644	709	708	1,244	5,144
<b>Total Funding Sources</b>	<b>8,449</b>	<b>0</b>	<b>0</b>	<b>3,305</b>	<b>0</b>	<b>0</b>	<b>644</b>	<b>709</b>	<b>708</b>	<b>1,244</b>	<b>5,144</b>

<b>APPROPRIATION AND EXPENDITURE DATA (\$000)</b>											
Appropriation FY21 Request		0	Year First Appropriation								
Appropriation FY22 Request		0	Last FY's Cost Estimate						N/A		
Cumulative Appropriation		0									
Expenditures/Encumbrances		0									
Unencumbered Balance		0									

**PROJECT DESCRIPTION**

This project provides for the design and construction of a new eight-foot wide shared use path approximately 1 mile of length along the north side of Dale Drive from Georgia Avenue (MD 97) to Colesville Road (US 29). The project also provides minor intersection safety improvements within the project limits to improve existing sight distance and crosswalks.

**SERVICE AREA**

Silver Spring

**PROJECT JUSTIFICATION**

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

**STATUS**

Preliminary Design Stage.

**OTHER**

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

**OTHER DISCLOSURES**

A pedestrian impact analysis has been completed for this project.

**LOCATION**

North & West Silver Spring

**ESTIMATED SCHEDULE**

Design is scheduled to start in FY23 with construction to start in FY27. Completion in summer 2028.

**COORDINATION**

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

## Dale Drive Shared Use Path and Safety Improvements

Category	Transportation	Date Last Modified	N/A
Subcategory	Pedestrian Facilities/Bikeways	Administering Agency	Transportation
Planning Area	North & West Silver Spring	Status	Preliminary Design

Cost Element	Total	Thru FY19	Est. FY20	Total 6 Years	FY21	FY22	FY23	FY24	FY25	FY26	Beyond 6 Years
<b>EXPENDITURE SCHEDULE (\$000)</b>											
Planning, Design & Supervision	2,156	0	0	2,156	644	709	0	0	526	277	0
Land	2,312	0	0	2,312	0	0	708	1,244	360	0	0
Site Improvements and Utilities	482	0	0	482	0	0	0	0	482	0	0
Construction	3,499	0	0	3,499	0	0	0	0	1,909	1,590	0
Other	0	0	0	0	0	0	0	0	0	0	0
<b>Total Expenditures</b>	<b>8,449</b>	<b>0</b>	<b>0</b>	<b>8,449</b>	<b>644</b>	<b>709</b>	<b>708</b>	<b>1,244</b>	<b>3,277</b>	<b>1,867</b>	<b>0</b>

<b>FUNDING SCHEDULE (\$000)</b>											
GO Bonds	8,449	0	0	8,449	644	709	708	1,244	3,277	1,867	0
<b>Total Funding Sources</b>	<b>8,449</b>	<b>0</b>	<b>0</b>	<b>8,449</b>	<b>644</b>	<b>709</b>	<b>708</b>	<b>1,244</b>	<b>3,277</b>	<b>1,867</b>	<b>0</b>

<b>APPROPRIATION AND EXPENDITURE DATA (\$000)</b>											
Appropriation FY21 Request	1,353	Year First Appropriation									
Appropriation FY22 Request	0	Last FY's Cost Estimate					N/A				
Cumulative Appropriation	0										
Expenditures/Encumbrances	0										
Unencumbered Balance	0										

**PROJECT DESCRIPTION**

This project provides for the design and construction of a new eight-foot wide shared use path approximately 1 mile of length along the north side of Dale Drive from Georgia Avenue (MD 97) to Colesville Road (US 29). The project also provides minor intersection safety improvements within the project limits to improve existing sight distance and crosswalks.

**SERVICE AREA**

Silver Spring

**PROJECT JUSTIFICATION**

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

**STATUS**

Preliminary Design Stage.

**OTHER**

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

**OTHER DISCLOSURES**

A pedestrian impact analysis has been completed for this project.

**LOCATION**

North & West Silver Spring

**ESTIMATED SCHEDULE**

Design is scheduled to start in FY21 with construction to start in FY25. Completion in summer 2026.

**COORDINATION**

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



# Falls Road East Side Hiker/Biker Path Bikeway and Pedestrian Facility (P500905)

<b>Category</b>	Transportation	<b>Date Last Modified</b>	12/31/19
<b>SubCategory</b>	Pedestrian Facilities/Bikeways	<b>Administering Agency</b>	Transportation
<b>Planning Area</b>	Potomac-Cabin John and Vicinity	<b>Status</b>	Preliminary Design Stage

Total	Thru FY19	Est FY20	Total 6 Years	FY 21	FY 22	FY 23	FY 24	FY 25	FY 26	Beyond 6 Years
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### EXPENDITURE SCHEDULE (\$000s)

Planning, Design and Supervision	24694788	-	-16404788	820937	820	-	-	0.280	0.488	849
Land	2700	-	0.2700	-	0.990	0.990	0.720	-	-	2700
Site Improvements and Utilities	3000	-	0.3000	-	-	-	0.3000	-	-	3000
Construction	17985	-	0.17985	-	-	-	-	0.8644	0.9374	17985
<b>TOTAL EXPENDITURES</b>	<b>25,474</b>	-	-25,471	820,937	820,990	0,990	03,720	0,8991	0,9,843	24,534
	26174		1640							

### FUNDING SCHEDULE (\$000s)

Federal Aid	1230	-	-1230	500	730	-	-	-	-	-
G.O. Bonds	2494424241	-	-41024241	320487	90288	0.990	0.3720	0.8991	0.9,843	-
<b>TOTAL FUNDING SOURCES</b>	<b>25,471</b>	-	-25,471	820,937	820,990	0,990	0,3,720	0,8,991	0,9,843	-
	26174		1640							

### APPROPRIATION AND EXPENDITURE DATA (\$000s)

Appropriation FY 21 Request	1640.937	Year First Appropriation	FY16
Appropriation FY 22 Request	0.990	Last FY's Cost Estimate	24,830
Cumulative Appropriation	-		
Expenditure / Encumbrances	-		
Unencumbered Balance	-		

### PROJECT DESCRIPTION

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

*a bikeway and pedestrian facility*

### LOCATION

Falls Road from River Road to Dunster Road

*project*

### ESTIMATED SCHEDULE

Final design to start in FY21. Property acquisition to start in FY22 and take approximately three years to complete. Utility relocations will start in FY24, and construction will start in FY25 with completion in FY26. After FY26, the project may be re-accelerated in the FY23-28 CIP once the design is completed.

### COST CHANGE

Cost increase necessary to update design.

### PROJECT JUSTIFICATION

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

*project*

*project*

### OTHER

Montgomery County Department of Transportation has completed Phase 2 facility planning, preliminary design, with funds from the annual bikeway program. The project will help the County achieve its Vision Zero goals to reduce deaths and serious injuries on County roadways to zero by 2030.

### FISCAL NOTE

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

### DISCLOSURES

Pedestrian Facilities/Bikeways

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A pedestrian impact analysis has been completed for this project.

**COORDINATION**

Maryland-National Capital Park and Planning Commission (M-NCPPC), State Highway Administration, Utility Companies, Department of Environmental Protection, Department of Permitting Services, Washington Gas, Pepco, Verizon, Maryland Department of Natural Resources; Special Capital Projects Legislation will be proposed by the County Executive.

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**MONTGOMERY COUNTY COUNCIL**  
ROCKVILLE, MARYLAND

**HANS RIEMER**  
COUNCILMEMBER (AT LARGE)

CHAIR  
PLANNING, HOUSING, AND  
ECONOMIC DEVELOPMENT COMMITTEE  
  
TRANSPORTATION, INFRASTRUCTURE,  
ENERGY, AND ENVIRONMENT COMMITTEE

**MEMORANDUM**

To: Councilmembers  
From: Hans Riemer  
Re: Supporting growth in the core of our biohealth cluster  
Date: October 21, 2019

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At our recent retreat, we touched on the need to re-examine the Great Seneca Science Corridor staging plan and reinvigorate the Corridor Cities Transitway (CCT), which the State has unfortunately abandoned.

On Tuesday, the Council will review the work program for the Planning Board. As an action item on our vision to promote economic development in the County, I propose that we add a master plan amendment to revise Stage 2 of the Great Seneca Science Corridor Master Plan to the Planning Board's workplan. The goal of this revision will be to simultaneously push forward on the CCT as well as remove an effective moratorium on new development in the heart of our County's biohealth sector.

The way to get the CCT back on track is to propose a realistic funding plan. In recent years there has been a lot of discussion, driven by private property owners, about a potential tax district to fund a portion of the CCT. Blending a tax district with federal and state funding could give us a realistic request to the state capital budget program.

The master plan, approved in 2010, set limits on how much development would be allowed according to four stages. The first stage of development allowed for an additional 400,000 square feet of commercial and an additional 2,500 housing units over what was existing and already approved when the plan was adopted in 2010. Our understanding is that the commercial development allowed in Stage 1 has all been claimed by property owners who have filed plans. (However, it is unclear how much of that is actually moving forward.)



The master plan amendment would reconsider solely Stage 2 of the plan. There are four requirements for Stage 2 to proceed that, when met, will release another 2.3 million square feet of commercial development and 2,000 housing units. Those requirements are:

1. Relocating the Public Safety Training Academy;
2. Attaining a non-auto driver mode share (NADMS) of 18%;
3. Fully funding the construction of the Life Sciences Center (LSC) Loop Trail within the six-year capital improvements program; and
4. Fully funding construction of Phase I of the CCT (Shady Grove to Metropolitan Grove) within the six-year County or State capital improvements program.

The good news is that the first two staging requirements have been met, and the third can be met—effective July 2020—if the FY21-26 CIP keeps the LSC Loop Trail on its current schedule.

The proposed master plan amendment would split Stage 2 in two parts: Stages 2a and 2b. Stage 2a would require meeting the first three staging requirements, while Stage 2b would also require full construction funding of Phase I of the CCT. As noted above, the requirements of Stage 2a should be met by next summer, allowing some portion of the 2.3 million square feet of commercial development and 2,000 housing units to be available for development approvals. The size of the Stage 2a portion would be decided as part of the master plan amendment.

Concurrently we should task the Department of Transportation, working with the Department of Finance, the Maryland Department of Transportation, and businesses and potential developments along the CCT alignment between Shady Grove and Metropolitan Grove, to develop an implementation and financing plan for the CCT within the next 12-18 months. The financing plan could anticipate Federal, State, and local contributions.

**Facility Planning – CIP No. 509337**  
**FY21 – 26**  
**New Project Descriptions**

**Long Branch Master Planned Connections** – This project will complete Facility Planning Phase 1 for the bike/ped connections identified in the *Long Branch Sector Plan* (Approved & Adopted, November 2013).

**High Incident Network Facility Planning** – This project will work with the Division of Traffic Engineering and Operations and Sidewalk Section to identify projects within the High Incident Network that require additional resources to complete. This project will then complete Facility Planning for those projects.

**MD 355: Milestone to Clarksburg Road** – This project will complete Facility Planning Phase 1 for the extension of dedicated transit lanes along MD 355 from the Milestone Development to Clarksburg. The currently adopted *Countywide Transit Corridors Function Master Plan* (2013) identified the need for dedicated transit lanes along MD 355 from Bethesda to Shakespeare Boulevard. Increased development and growth in Clarksburg have created demand for expansion of multimodal transportation alternatives such as dedicated transit lanes.

**Prioritizing Capital Projects** – The County Executive seeks to develop a process for prioritizing transportation capital projects. The current backlog of transportation priorities and fiscal realities require the ability for agencies to quantitatively evaluate project benefits, impacts, and returns through a data-driven process.

**Westlake/Rock Spring Complete Streets** – This project will complete Facility Planning Phase 1 of the “Complete Streets” roadway redesign of the Rock Spring Drive/Fernwood Road/Westlake Terrance central spine recommended in the *Rock Spring Sector Plan* (Approved & Adopted, December 2017).

**Pepco Pathway** – The current pathway is intended to be a natural surface trail with intersection improvements provided by the Division of Transportation Engineering and Operations. This project will identify a segment of the natural surface trail to complete Facility Planning for conversion to a hardened surface multiuse trail. This pathway is identified in the *Montgomery County Bicycle Master Plan* (Approved and Adopted, December 2018).

**ADA Design Guidelines** – The Department of Transportation continues to be a leader in implementing progressive transportation infrastructure. These projects while often touted for improving safety and traffic operations can present challenges for the disabled community. Development of a design guide would allow for the creation of consistent direction for DOT staff and consultants as well as private developers. Developing these guidelines by identifying best practices and working collaboratively with the disabled community will provide for the continued excellence in transportation excellence Montgomery County has become known for.

**White Oak Transit Center** – This project will complete Facility Planning Phase 1 for a more substantial transit center in the White Oak area. The current “White Oak Transit Center” is comprised of a pair of upgraded bus stops and minor streetscape improvements. The existing transit center does not provide for optimal bus circulation, passenger transfers, or expansion to accommodate future BRT corridors. The implementation of the US 29 FLASH and the planning and design (FY22) for the New Hampshire Avenue BRT along with future growth in White Oak and at FDA warrant an upgraded facility that better serves the changing demands of the redeveloping area.

**Table 6 Corridor 3 Recommendations, MD 355 North**

Road	From	To	Dedicated Lane(s)?	R.O.W.*	Maximum Additional Transit Lanes
MD 355	Redgrave Place	Little Seneca Creek	No	120	0
MD 355	Little Seneca Creek	Shakespeare Blvd		250	0
Seneca Meadows Pkwy	Corridor Cities Transitway	Observation Dr	Yes	130	2
Shakespeare Blvd	Observation Dr	MD 355		123	2
MD 355	Shakespeare Blvd	MD 118		250	0
MD 355	MD 118	Game Preserve Rd	Yes	250	1
MD 355	Game Preserve Rd	Just south of O'Neil Dr	Yes		
MD 355	just south of O'Neil Dr	1,250 ft south of Shady Grove Rd	Yes	150	1
MD 355	1,250 ft south of Shady Grove Rd	Ridgemont Ave	Yes		
MD 355	Ridgemont Ave	Indianola Drive	Yes	123	1
MD 355	Indianola Drive	1,000 ft south of Indianola Drive	Yes		
MD 355	1,000 ft south of Indianola Drive	270 ft north of N. Campus Dr	Yes	150	1
MD 355	270 ft north of N. Campus Dr	Church St	Yes		

And:

Seneca Meadows Parkway	East Branch of Corridor Cities Transitway	MD 118	Yes	100	0
Goldenrod Lane	MD 118	Observation Drive	Yes	80	0
Observation Drive	Goldenrod Lane	Middlebrook Road	Yes	80	0
Middlebrook Road	Observation Drive	MD 355	Yes	150	0

\*Reflects the minimum right-of-way, and may not include land needed for spot improvements such as turn lanes and stations.

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