



Review of County Executive's Recommended FY15 Capital Budget and FY15-20 Capital Improvements Program

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Completed: 01/29/14

Description

The County Executive published his Recommended Capital Improvements Program for FY15-20 on January 15, 2014. We have analyzed the budget and have noted below those projects that are new, where there have been significant changes in budget or in schedule, and where there are projects of particular interest because of the need for coordination with development or because of parks impacts.

Staff recommendations to the Planning Board on the County Executive's FY15 Capital Budget and FY15-20 CIP are included in this memo and the Planning Board is requested to endorse or revise these recommendations and send them to the County Council.

Recommendations

Staff requests that the following recommendations be transmitted to the County Council:

1. **CIP Schedule Changes:** Whereas the cost changes for the individual projects in the Executive's Recommended CIP are fairly well documented, the schedule changes – usually delays in the project's completion - are not. In the future, each PDF should clearly state any schedule changes from the previously approved CIP, as is done with the State's Consolidated Transportation Program.
2. **Schools:** All school clusters not meeting the school adequacy test should have projects programmed in the CIP at least for facility planning.
3. **Streetlighting (P507055):** Replace the lighting along Jackson Road from New Hampshire Avenue (MD65) to Willow Wood Drive in FY15 or FY16.

The pedestrian sidewalks along Jackson Road provide connections from the neighborhood to White Oak Middle School, Jackson Road Elementary School, Martin Luther King Aquatic Center and Recreational Park, and the regional Paint Branch Hiker-Biker Trail. These sidewalks need to be adequately lighted to ensure the safety of children and other pedestrians. In 2009, the Department of Transportation requested that the project be turned over to them for implementation in their capital program rather than to reimburse the Department of Parks to implement the project, which runs mostly through the park, but the lighting has not been replaced.

4. **Capital Crescent Trail (P501316):** Provide continuous lighting on the Capital Crescent Trail between Bethesda and Silver Spring to the Illuminating Engineering Society of North America (IESNA) standard for vertical illuminance while ensuring maximum protection for undesirable spillover to adjacent homes.

If lighting is not included in the initial construction of the trail, the cost of designing and installing conduit for a future lighting project should be included in the Purple Line contract.

5. **Metropolitan Branch Trail (P501110):** Request that the Executive confirm that the budgeted cost reflects the current design.

The project would be delayed by two years, in part because of negotiations over the alignment of the segment of the trail on the site of the historic B&O railroad station in Silver Spring and how it would affect the planned bridge over Georgia Avenue. Despite the delay and changes in design, no change in cost is shown.

6. **Piney Meetinghouse Road Bridge (P501522):** Specify in the PDF that the planned shared use path along Piney Meetinghouse Road should be constructed as part of the roadway bridge.

Failure to construct the path as part of the proposed bridge would mean that the bike path would have to be constructed on a separate bridge, increasing the impacts to Watts Branch Stream Valley Park, as well as costs.

7. **Platt Ridge Drive Extended (P501200):** The construction of this project may not be needed.

This project would construct a non-master planned road through parkland and is intended to provide access to the Chevy Chase Valley neighborhood should the traffic signal installed at Spring Valley Road and Jones Bridge Road fail to operate safely. The project is anticipated to be reviewed by the Planning Board prior to the Council's final approval of the CIP. If the Board finds that the new road is not needed and denies the project, it should be deleted from the CIP.

8. **Rapid Transit System (P501318):** Delete the citation of the Randolph Road corridor as a future study candidate and replace with New Hampshire Avenue, which is likely to have higher ridership and will support the new MetroExtra K9 bus service.

9. **Emory Lane Bikeway:** Include in the CIP a project to construct the Emory Lane Bikeway from Muncaster Mill Road north to Holly Ridge Road.

This project would join with the Department of Parks' North Branch Trail project to provide a continuous hard surface trail from Lake Frank north to the ICC and Bowie Mill Local Park in Olney.

10. **Bethesda Bikeway and Pedestrian Facilities (P500119):** Request that the Executive confirm that the budgeted cost reflects the current design of the Capital Crescent Trail on-road alignment, and that its construction will be completed prior to the closure of the tunnel under the Apex Building.

11. **Facility Planning Transportation** (P509337): Include the Life Sciences Center Loop Trail as a candidate project for FY15-16.
12. **Revolving fund for planning developer-built projects:** Include a project in the CIP for Transportation Facility Planning for developer-built projects and consider establishing a revolving fund to construct these projects in advance and accept developer contributions as they move forward in the development process. This is especially needed for projects that are, or will eventually be, combined with county or state improvements to the same facilities.
13. **Bike-Sharing:** A project similar to other public participation projects should be added to the Transportation CIP to hold developer contributions to the County's future bike-share network, as well as fully fund the system.
14. **Station Access Program:** An annual program should be added to the Transportation CIP to improve access to existing or funded Metrorail, light rail, and bus rapid transit stations in Pedestrian Bicycle Priority Areas and other station areas.
15. **Clarksburg Library** (P710500): The library is a priority for the Clarksburg Town Center and funding for its planning, design and supervision should be included in the early years of the CIP instead of delaying until FY20.
16. **Wheaton Library and Community Recreation Center, Project** (P361202): The project should include the retention and renovation of the existing recreation center on the combined site. This is not intended to delay or compromise the provision of the new recreation center.
17. **Long Branch Town Center Redevelopment** (P150700): We support this CIP project to assist in the redevelopment in Long Branch.
18. **Wheaton Redevelopment Program** (P150401): We support this project, which includes the MNCPPC headquarters building and would address as several other Sector Plan objectives, such as a centrally located public space and increasing the daytime population in the area.
19. **White Flint Fire Station #23** (P451502): We support the inclusion of this project in the CIP. This facility is important to the provision of public facilities in White Flint and the potential for joint residential development.
20. **Kennedy Shriver Aquatic Center Building Envelope Improvement** (P721503): We support this new project to upgrade the existing Aquatic Center building.
21. **Montgomery College, Germantown Student Services Center** (P076612): We support increased the proposed funding for this project.
22. **MCPS Bus Depot and Maintenance Relocation** (P360903): The Executive and Board of Education should develop a strategy towards moving the Bus Depot within FY15-FY20 so that the Shady Grove Station-Eastside development may proceed.

Last Year's Recommendations on the Amended FY13-18 CIP

On February 20, 2013, the Planning Board made the following recommendations which were subsequently transmitted to the Executive and County Council. The disposition of these comments is noted in italics following each comment.

1. **Rapid Transit System (P501318):** Delete the Randolph Road corridor from the project and include New Hampshire Avenue, which is likely to have higher ridership and will support the new MetroExtra K9 bus service. *The PDF states that US29 and MD355 will be studied. Randolph Road has been deleted, but the PDF states that it is a candidate beyond the six-year CIP. New Hampshire Avenue has not been added. This project is discussed below in greater detail.*
2. **White Flint:** Include master planned public facilities projects in the current CIP. *Several projects are included to support development in White Flint, including the new White Flint West Workaround (P501506) project.*
3. **Clarksburg Library:** Restore funding for design and construction in the current CIP. *The project is funded in the Recommended CIP.*
4. **Wheaton Library and Recreation Center:** Include construction funds in the current CIP. *The project is funded, however additional comments are noted above.*
5. **North Potomac Community Recreation Center (P720102):** Support addition of this project to the CIP. *The project is funded in the Recommended CIP.*
6. **Bethesda South Metro Station Entrance (P500929):** Support retention of this project in the CIP on a schedule concurrent with Purple Line construction. *Funding is included in the CIP consistent with the Purple Line's schedule.*
7. **Capital Crescent Trail (P501316):** Support retention of this project in the CIP on a schedule concurrent with Purple Line construction. *Funding is included in the CIP consistent with the Purple Line's schedule.*
8. **Metropolitan Branch Trail (P501110):** Support retention of this project in the CIP. *The project has been delayed by two years but is still in the CIP.*
9. **Revolving fund for planning developer-built projects:** Include a project in the CIP for Facility Planning for developer-built projects and consider establishing a revolving fund to construct these projects and accept developer contributions as they move forward in the development process. *No PDF is included for this program.*

On July 25, 2013, the Planning Board also forwarded a list of the highest-ranked master planned projects for consideration in the preparation of the Executive's Recommended FY15 CIP. The responses to those comments were not made available for evaluation in the preparation of this memo. Included in that list were six school clusters where Montgomery County Public Schools (MCPS) had noted deficiencies but had not identified projects to address the deficiencies. This topic is discussed in greater detail below.

Analysis and Comment on the Executive's Recommended FY15-20 CIP

The following section describes where there have been significant changes in the CIP in regard to changes in funding or schedule, the addition of new projects, proximity or impacts to parkland. Five new transportation projects are included in the Executive's Recommended CIP and are noted below as **NEW**. Where specific recommendations are made, they are shown as underlined text.

Transportation Program

General

Whereas the cost changes for the individual projects are fairly well documented, the schedule changes are not.

Recommendation: In the future, each PDF should clearly state any changes in schedule from the previously approved CIP, as is done with the State's CTP.

Elmhirst Parkway Bridge (Bridge No. M-0353) (P501420)

This bridge adjacent to parkland is structurally deficient and would be replaced. While the roadway would be closed during construction, the Elmhirst Parkway bike path that leads into Rock Creek Trail would remain open.

Gold Mine Road Bridge (Bridge No. M-0096) (P501302)

This bridge in Hawlings River Park is structurally deficient and would be replaced with a new bridge that includes an eight-foot-wide bike path. The roadway would be closed for four months during construction.

Park Valley Road Bridge (P501523)

NEW: This bridge in Sligo Creek Park is structurally deficient and would be replaced. The roadway would be closed during construction but Sligo Creek Trail would remain open via a new 12-foot-wide, 55-foot-long bicycle-pedestrian bridge that would be constructed over the creek prior to the road closure.

Piney Meetinghouse Road Bridge (P501522)

NEW: This bridge in Watts Branch Stream Valley Park is structurally deficient and would be replaced. Both a shared use path and bike lanes are recommended in the Potomac Master Plan to be provided on this road. The current design includes two twelve-foot-wide travel lanes and four-foot-wide shoulders. At a minimum, the bridge should be striped to provide five-foot-wide marked bike lanes, narrowing the travel lanes to eleven feet. But the bridge should also include the planned shared use path. Failure to do so as part of this project would mean that the bike path would have to be constructed on a separate bridge, increasing the impacts to Watts Branch as well as costs.

Recommendation: Specify in the PDF that the planned shared use path along Piney Meetinghouse Road should be constructed as part of the roadway bridge.

Valley Road Bridge (P501521)

NEW: This bridge over Booze Creek is structurally deficient and would be replaced. Although the project is new to the CIP, staff has already administratively approved the Mandatory Referral.

Rapid Transit System (P501318)

This project to begin planning for the County's Bus Rapid Transit network was originally budgeted at \$625K for FY14-15. The funding for FY15-16 would be increased by an additional \$10M in State funding and would be used to study the MD355 and US29 corridors. The PDF states, "It is expected that facility planning for Randolph Road will be recommended for facility planning in FY17." No funds are yet requested for Randolph Road, but we recommend that this sentence be deleted since Randolph Road had one of the lowest forecast transit ridership of the corridors studied for the Countywide Transit Corridors Functional Master Plan and the Planning Board is already on record as recommending that New Hampshire Avenue be the next candidate for facility planning.

Recommendation: Delete the citation of the Randolph Road corridor as a future study candidate and replace with New Hampshire Avenue, which is likely to have higher ridership and will support the new MetroExtra K9 bus service.

Resurfacing: Residential/Rural Roads (P500511)

In addition to adding \$12.2M for FY19-20, \$25M more was added to FY15-17 to maintain core infrastructure to avoid more costly improvements later on. We note that the Maryland State Highway Administration has similarly devoted more money to roadway maintenance in recent years.

Frederick Road Bike Path (P501118)

The cost of this project has increased by \$1.5M, mostly due to SHA's requirement that the width of the path be increased from eight feet to ten feet. The project was to have completed construction by FY16, but this would be delayed until FY17.

Metropolitan Branch Trail (P501110)

The project would be delayed by two years, in part because of negotiations over the alignment of the segment of the trail on the site of the historic B&O railroad station in Silver Spring and how it would affect the planned bridge over Georgia Avenue. Despite the delay, no change in cost is shown however.

Recommendation: Request that the Executive confirm that the budgeted cost reflects the current design.

Bethesda CBD Streetscape (P500102): This project would be fully funded in this CIP, which is a requirement before Stage II development can begin in this area. Construction would be completed in FY20.

Bethesda Bikeway and Pedestrian Facilities (P500119): As with the Bethesda CBD Streetscape project, this project must be fully funded before Stage II development can begin. Construction would be completed in FY17, two years later than previously expected. This delay could mean that the on-road alignment of the Capital Crescent Trail would not be ready by the start of Purple Line construction and the closure of the tunnel under the Apex Building.

The design of the surface route of the Capital Crescent Trail has also changed since its inception from a standard off-road bikeway to a “gold standard” bikeway that reflects its importance in the bikeway network and its anticipated number of users. The expected higher cost of the current design does not appear to be reflected in the CIP, nor does any expected developer contribution.

Recommendation: Request that the Executive confirm that the budgeted cost reflects the current design of the Capital Crescent Trail on-road alignment, and that its construction will be completed prior to the closure of the tunnel under the Apex Building.

Capital Crescent Trail (P501316)

In November 2011 the Planning Board recommended that the Council program the cost of continuous lighting of the Capital Crescent Trail to the Illuminating Engineering Society of North America (IESNA) standards into the CIP at a cost of \$5.2 million (2018 dollars). In March 2012, the Council programmed only \$1.0 million for spot lighting into the CIP. Council staff stated in their memo that “a convincing case for continuous lighting along the mainline of the trail has not been made...Bike commuters navigate the current trail quite well at night if their bikes have headlights...Lighting at some spots along the trail would be useful, however, especially at junctions with connecting paths and in the few underpasses. Rather than spending up to \$5.2 million for continuous lighting, including \$1 million in the project’s budget instead for spot lighting is more appropriate.”

MTA recently updated the cost of providing continuous lighting on the trail using two standards, IESNA standards and Montgomery County standards:

- Install continuous lighting to IESNA standards: \$5.1 million (2018 dollars)
- Install continuous lighting to Montgomery County standards: \$3.8 million (2018 dollars) (The County standard would provide the same level of illuminance at ground level but would not meet IESNA’s higher standard for vertical illumination that would facilitate facial recognition, for example.)

A new option MTA presented would install conduit for the trail during trail construction, adding the lighting fixtures and wiring at a later point. The cost of design and installing conduit only is about \$600,000 (2018 dollars), and would give the County the ability to provide lighting in the future without major disruption to the trail.

Planning staff believes that the decision to light the trail should be made based on how the trail will function when the Purple Line, Capital Crescent Trail, and Bethesda South Entrance are complete, not how it functions today, which is what Council staff’s previous recommendation was based on. After completion of these projects, the demand for the trail will grow substantially.

Much of the increased demand will be from pedestrians and cyclists traveling to and from the Purple Line and Red Line stations and jobs in Bethesda and Silver Spring. However, this demand will not be realized if the trail is not well lit. Pedestrians don’t typically carry lighting with them and many may be deterred if they feel unsafe on the trail. While it is true that many cyclists are comfortable using

headlights, headlights do not provide the same level of illumination as to street lights, and therefore many cyclists may also be deterred from using the trail.

Subsequent to the Council's vote to include only spot lighting in this project, the Planning Department contracted with Toole Design Group, a nationally renowned firm located in Silver Spring that focuses on bicycle and pedestrian planning and design, to conduct a comprehensive review of the trail, including trail lighting. Their September 2013 recommendations strongly support continuous trail lighting. Excerpts from their report include the following:

"A primary driver for elevating this issue is how trail usage will change as a result of its improved quality and integration with the Purple Line LRT. The portion of the trail between Bethesda and Silver Spring will shift from being primarily a recreational trail with some transportation usage, to being a transportation trail with a high level of recreational usage. The completed CCT combined with the Metropolitan Branch Trail will serve as a vital link in the region's transportation infrastructure. Accordingly, properly designed and placed lighting will have a major impact on how well the trail and transit line serve the public.

While the Capital Crescent Trail between the DC Line and downtown Bethesda is owned and operated by Montgomery County Parks (M-NCPPC), the future segment of the Capital Crescent Trail between downtown Bethesda and Silver Spring is operated by the Department of Transportation and will be a combined transportation and recreation facility in the fullest sense. It is vital to the success of the Purple Line that the CCT be understood, designed and managed as a part of the multi-modal transportation network. While there is no standard methodology that can be used to predict the volumes of transit patrons that will use the CCT to get to and from Purple Line stations, it is reasonable to expect that it will be used as an access route for up to 15% of Purple Line boardings and alightings at all stations between Bethesda and Silver Spring.

The Purple Line will have a span of service that is similar to Metrorail, open 18-20 hours each day. **Both pedestrians and bicyclists will use the CCT and its many direct neighborhood connections to get to and from the Purple Line stations at Connecticut Avenue, Lyttonsville Road and Woodside. As a result, lighting will be essential for function, safety and security.**

Further, AASHTO states that the provision of lighting should be considered where nighttime usage is expected, especially on paths that provide convenient connections to transit stops and stations, schools, universities, shopping, and employment areas. All of these criteria apply to the Purple Line.

In support of the AASHTO guidelines, public space design standards such as Crime Prevention Through Environmental Design (CPTED) and others accepted widely by police and public safety agencies cite lighting as one of the most effective deterrents to crimes against persons by controlling and reducing the "fear" and opportunity of crime (International CPTED Association, www.cpted.net).

Given all of the above additional information that has become available since the Council's last discussion, we believe that a convincing case for continuous lighting has now been made, and that the Board should reiterate its previous recommendation.

Recommendation: Provide continuous lighting on the Capital Crescent Trail between Bethesda and Silver Spring to the Illuminating Engineering Society of North America (IESNA) standard for vertical illuminance while ensuring maximum protection for undesirable spillover to adjacent homes. If lighting is not included in the initial construction of the trail, the cost of installing conduit for a future lighting project should be included in the Purple Line contract.

Facility Planning Transportation (P509337)

This ongoing program lists candidate studies in three categories:

- Those being done in the first two years of the CIP;
- Those starting in the last four years of the CIP; and
- Those starting beyond the six years of the CIP, essentially acting as a pool of candidates for the next CIP.

As projects move into the design program and as others are started, they migrate into a different category. The following studies were noted as candidates beyond FY18 in the Amended FY13-18 CIP, but are now shown as starting in FY17-20:

- Capitol View Avenue/Metropolitan Avenue (MD192) Sidewalk/Bikeway from Forest Glen Road to Ferndale Street
- Clopper Road (MD117) Dual Bikeway from Festival Way to Slidell Road
- Sandy Spring Bikeway from MD108 to Norwood Road (MD182)
- Clarksburg Transit Center
- Olney Longwood Park-and-Ride

The following additional changes of interest from the Amended FY13-18 CIP are noted:

- Dufief Mill Road Sidewalk from Darnestown Road to Travilah Road: This study has been deleted from the candidate list.
- Falls Road Sidewalk – West Side from River Road to Dunster Road: This study was to begin in FY15-18 but is now shown as starting beyond FY20.
- University Boulevard BRT: This study has been deleted from the candidate list but would be done in the future as part of the Rapid Transit System (P501318) PDF.
- Wisconsin Avenue (MD355) Bike Path from Bradley Lane to Oliver Street: This study has been deleted from the candidate list because SHA is pursuing the design of this project.

Additional Facility Planning Candidate: The Great Seneca Science Corridor (GSSC) Master Plan has staging requirements that have to be met before development capacity is available. Staging capacity in the GSSC Master Plan area is allocated at preliminary plan approval. Stage 1 made available 400,000 square feet of new commercial development and 2,500 new residential units. The last of the new commercial capacity in Stage 1 was allocated by Planning Board approval of a preliminary plan on November 10, 2011. Stage 1 is therefore, closed to approval of new commercial capacity.

The Life Sciences Center Loop Trail is among the projects that must be funded in the County's six-year CIP and/or through developer contributions as part of plan approvals before Stage 2 can begin. The trail must go through the facility planning process, which will determine the estimated construction cost, after which the project may be included in the CIP. Therefore, it is important that the planning process begin as soon as possible.

Recommendation: Include the Life Sciences Center Loop Trail as a Facility Planning candidate project for FY15-16.

Observation Drive Extended (P501507)

NEW: The proposed design funding is for the construction of 2.2 miles of four-lane divided roadway, plus the Corridors Cities Transitway in the median, from existing Observation Drive near Waters Discovery Lane to Little Seneca Parkway. The design would begin in FY19; the construction would be beyond the six years of the CIP.

Platt Ridge Drive Extended (P501200)

On September 16, 2010, the Planning Board discussed the potential extension of Platt Ridge Drive, a non-master plan roadway, through North Chevy Chase Local Park. The project is intended to improve access for Chevy Chase Valley residents based on the expectation that the "interim" traffic signal at Spring Valley Road would prove to be unsafe and not acceptable as a permanent solution. The Board agreed to allow MCDOT's planning of this non-master plan road to proceed, but there was no vote to support the project since none of the environmental or parks impacts were known at that time.

MCDOT has submitted a Mandatory Referral request for this project and we expect to schedule it for the Planning Board's review shortly pending clarification on a coordination issue with SHA's adjacent Connecticut Avenue (MD185)/Jones Bridge Road/Kensington Parkway intersection project. We believe that insufficient evidence of a safety problem with the "interim" traffic signal has been provided to date and that therefore the project's impacts to parkland and forest have not been shown to be minimized. Should the Planning Board vote to deny the Mandatory Referral when it is reviewed in March or April, the Board could also make a recommendation at that time to remove the project from the CIP.

Recommendation: Advise the Council that there is a possibility that the construction of this project may not be needed.

Seven Locks Bikeway (P501303)

This project would construct both on-road and off-road bicycle facilities and enhanced pedestrian facilities between Montrose Road and Bradley Boulevard, a bike path on Montrose Road between Seven Locks Road and the I-270 ramp, and northbound and eastbound auxiliary through lanes with on-road bike lanes at the intersection of Seven Locks Road and Tuckerman Lane. The project was scheduled to begin design in FY18 but is now delayed until FY20.

White Flint West Workaround (P501506)

NEW: This project includes various roadway and bike improvements for Stage 1 development in White Flint and would cost \$55.3M. The construction would be completed in FY20. The improvements include:

1. Main Street/Market Street (B-10 & LB-1): 1,200 feet of two-lane roadway and bikeway from Old Georgetown Road (MD187) to Woodglen Drive;
2. Executive Boulevard Extended (B-15): 800 feet of relocated four-lane roadway from Marinelli Road to Old Georgetown Road (MD187); and
3. Reconstruction of the intersection of Hoya Street (M4A), Old Georgetown Road (MD187), and Executive Boulevard

Streetlighting (P507055)

This level-of-effort program would be increased by up to 100% in FY19-20. We recommend that the Board support increasing the funding for this important safety-related program.

One project that should be included in this program in the near-term is a replacement of the lighting along Jackson Road from New Hampshire Avenue (MD65) to Willow Wood Drive - a distance of about 3,000 feet - which has reached the end of its service life and is long overdue for replacement. The pedestrian sidewalks along Jackson Road provide connections from the neighborhood to White Oak Middle School, Jackson Road Elementary School, Martin Luther King Aquatic Center and Recreational Park, and the regional Paint Branch Hiker-Biker Trail. These sidewalks need to be adequately lighted to ensure the safety of children and other pedestrians.

In 2009, the Department of Transportation requested that the project be turned over to them for implementation in their capital program rather than to reimburse the Department of Parks to implement the project. The lighting has not yet been replaced however and we request that this project be programmed and completed as soon as possible. Our estimated construction cost in 2009 for the roadway lighting was approximately \$500,000. DOT anticipates the cost to be more due to natural cost increases and new lighting specifications that include LED fixtures. Currently, MCDOT has about 8-10 projects on their list prior to this, so, as prioritized, this is several years out.

Recommendation: Provide lighting along Jackson Road in FY15 or FY16.

Recommended Additions to Executive's Recommended FY15-20 CIP

Revolving fund for planning developer-built projects: Under Transportation Policy Area Review (TPAR), a project should be programmed when 10% of the private sector's share of the project has been collected in TPAR payments. While such roads could presumably be programmed under the **Subdivision Roads Participation, CIP No. 508000** project discussed above, many larger projects become stumbling blocks for small developments who want to build in the near-term in part because there is no plan for the ultimate improvement that needs to take place. Last year, the Board supported creating a Facility Planning process for these projects to ensure that the ultimate project is pursued in an efficient way. Developer contributions used for Facility Planning under this program should be considered as meeting their TPAR requirements.

Recommendation: Include a project in the Transportation CIP for Facility Planning for developer-built projects and consider establishing a revolving fund to construct these projects and accept developer contributions as they move forward in the development process. This is especially needed for projects that are, or will eventually be, combined with county or state improvements to the same facilities.**Station Access Program:** An annual program is needed to improve access to existing or funded high Metrorail, light rail, and bus rapid transit stations in Pedestrian Bicycle Priority Areas and other station areas as stand-alone projects and as enhancements to existing projects. The highest priorities under this program would be the areas around Metrorail stations, typical improvements for which are recommended in the WMATA Pedestrian and Bicycle Element of 2012-2017 Capital Improvement Program.

Recommendation: Include an annual Station Access Program in the CIP.

Emory Lane Bikeway: The Emory Lane Bikeway from Muncaster Mill Road north to Holly Ridge Road needs to be included in the DOT CIP and constructed in conjunction with the Department of Parks' North Branch Trail project. This will close a critical gap in trail connectivity in order to provide a continuous hard surface trail from Lake Frank north to the ICC and Bowie Mill Local Park in Olney.

Recommendation: Include the Emory Lane Bikeway project in the CIP.

Other CIP Projects

The following discussion is grouped by those projects that are essential to implementing specific adopted plans, followed by a discussion of those projects that are important to the overall goals of the Subdivision Staging Policy and functional plans.

Long Branch Town Center Redevelopment (P150700)

NEW: This project provides for the public improvements necessary to support the redevelopment of the block bounded by Arliss Street, Flower Avenue, and Piney Branch Road. The development of the Purple Line will influence the development potential of the site. Planning will include new streets, utilities, streetscaping, public amenities, and parking necessary for the redevelopment of this area as a higher density mixed-use Town Center with retail at street level and residential above. The infrastructure will be planned in partnership with the Mass Transit Administration, property owners and businesses in this super block with input from the surrounding Long Branch community. M-NCPPC will assist by developing land use regulations that will facilitate this redevelopment effort.

Recommendation – We support this CIP project in coordination with review of future projects, especially those utilizing the Optional Method Density Incentive in the CR Zones.

Glenmont Fire Station #18 Replacement (P450900)

This project provides for a fire station to replace the current fire station located at the intersection of Georgia Avenue and Randolph Road. The project was delayed by selecting a new site for the station once design was nearly complete. An interim station will be operated during construction of the new station to minimize impact to the Maryland State Highway Administration (MSHA) Georgia Avenue/Randolph Road grade separated interchange project. Increased costs reflect delay to the

project, cost of the interim station and additional scope (4 Bay vs. 3 Bay). Increased costs are mostly offset by using existing County owned property for the new station site.

Wheaton Library and Community Recreation Center (P361202)

This project will provide for the development of a combined facility to include a new Wheaton Library, Wheaton Community Recreation Center, and the Charles W. Gilchrist Center for Cultural Diversity. Issues to be studied include the transfer of the Wheaton Community Recreation Center property from M-NCPPC to the County, providing road access to the residences by relocating existing roads and access, determining how storm water management can be provided, and preparing concept layouts for the building and parking on the new combined site. The cost of the project has increased due to increased scope (the addition of the Gilchrist Center and structured parking) and updated cost estimates based on a defined Program of Requirements. This is not intended to delay or compromise the provision of the new recreation center.

Recommendation – We recommend that the project include the renovation of the existing recreation center on the combined site. The proposed closure of Hermitage Avenue through the site may be a concern.

MCPS Bus Depot and Maintenance Relocation (P360903): The relocation of MCPS Bus Depot will facilitate the complete redevelopment of the Montgomery County Service Park (CSP) as envisioned in the Shady Grove Sector Plan and the approved Preliminary Plan, Shady Grove Station. This project is also included in the County Executive’s Smart Growth Initiative, and is necessary for Shady Grove Station East to proceed. No funding is allocated for FY15-FY20. The west side of the CSP will redevelop via the recently approved, Shady Grove Station-Westside Site Plan.

Recommendation: The Executive and Board of Education should develop a strategy towards moving the Bus Depot within FY15-FY20 so that the Shady Grove Station-Eastside development may proceed.

Montgomery College, Germantown Student Services Center, Project 076612 - This project provides funds for the design and construction of a new student resource center (approximately 120,400 gross square feet) to support both study and student services as outlined in the Germantown Campus Facilities Master Plan, 2006-2016 (9/10). This project provides a comprehensive one-stop shop and brings together the Cafeteria, Bookstore, and Mailroom from the Humanities and Social Sciences Building; Admissions, Student Life and Security from the Science and Applied Studies Building, creating much more space for study and student development. This building will also house the Provost's Office, as well as media and academic computing support functions. The proposed funding would be increased by \$10.1M in FY20.

Recommendation – We support increased funding for this project.

Wheaton Redevelopment Program (P150401)

The project scope provides for the planning, design, and for construction of an office building and a town square at Parking Lot 13. Proposals were to include private residential and/or commercial development, a new headquarters for M-NCPPC, offices for the Mid-County Regional Services Center, a town square (that is at least one-third the size of Lot 13) and to provide parking in accordance with the Parking Lot District standards. In addition, proposers were asked to provide an option for additional development to include County Government Departments (DPS and DEP).

Costs reflect an approved FY14 supplemental appropriation of State aid for a pilot solar-powered trash compactor program (\$125,000) and façade improvements (\$225,000). Unknown factors that may also affect the final project cost and schedule include: the ultimate scale and integration of the public-private partnership, the coordinated concept design for the town square among all stakeholders, the utilization of existing parking facilities in Wheaton CBD, and the successful land transfer of 8787 Georgia Avenue between M-NCPPC and the County Government. Funding schedule and sources may change subject to public-private agreements.

Recommendation – Staff supports this project, which includes the MNCPPC headquarters building and would address as several other Sector Plan objectives, such as a centrally located public space and increasing the daytime population in the area.

Kennedy Shriver Aquatic Center Building Envelope Improvement (P721503)

NEW: This project will upgrade the existing Aquatic Center building by removing and restoring existing window and louvers; removing the 4-inch masonry veneer block throughout the facility, and correcting louvers, windows, and penetration flashings; installing spray-applied wall insulation functioning as both air/vapor barrier system; installing new exterior masonry veneer wall system; and replacing the existing roof.

Recommendation - We support this new project to upgrade the existing Aquatic Center building.

North Bethesda Community Recreation Center (P720100)

This project will include an approximately 46,200 gross square foot community recreation center. This building will include a gymnasium, exercise room, social hall, kitchen, senior/community lounge, arts/kiln room, game room, vending space, conference room, offices, lobby, restrooms, and storage space in association with the development of the White Flint Community Recreation and Aquatic Center (Kennedy Shriver Aquatic Center) and Wall Park in White Flint. \$1.5M in funding is needed but is identified as being beyond the six-year timeframe of the CIP. Planning and design dollars be will allocated as development of the White Flint Sector Plan occurs.

White Flint Fire Station #23 (P451502)

NEW: This five-bay fire and rescue station will replace the undersized Rockville Fire Station at 121 Rollins Avenue. Located at the northeastern corner of Rockville Pike (MD 355) and Randolph Road, this new Class I facility may also co-locate residential development as well as offices for the White Flint Urban District.

Recommendation - Staff supports the proposed CIP. This facility is important to the provision of public facilities in White Flint and the inclusion of residential development.

Clarksburg Library (P710500)

This project provides for the design and construction of a library and associated parking, located in Clarksburg, as outlined in the Clarksburg Master Plan, and appropriate to the needs of the community. The current Department Strategic Facilities Plan (2013 -- 2016) includes the Library. Land for the building and parking will be dedicated through the entitlement process. Project start has been deferred due to fiscal capacity. Cost shown includes Planning, Design, and Supervision costs for the Design Phase only.

Recommendation: The library is a priority for the Clarksburg Town Center and funding for its planning, design and supervision should be included in the early years of the CIP instead of delaying until FY20.

Schools

As noted above, six school clusters need improvements to meet the school adequacy test: Walter Johnson (MS), Blair (MS), Wheaton (MS), Northwest (HS), Paint Branch (ES), Gaithersburg (ES). While fifteen new school projects are included in the Executive’s Recommended CIP, as listed below, only the Paint Branch cluster is scheduled to receive funds for a nine classroom addition to the Fairland Elementary. An analysis of the five clusters is listed below for reference.

- Walter Johnson cluster – There are two middle schools within the Walter Johnson cluster, Tilden Middle School and North Bethesda Middle School. Neither school is scheduled to receive funds for capacity adding infrastructure such as an addition.
- Blair cluster - There are two middle schools within the Blair cluster, Eastern Middle School and Takoma Park Middle School. Neither school is scheduled to receive funds for capacity adding infrastructure such as an addition.
- Wheaton cluster - There are two middle schools within the Wheaton cluster, Loiederman Middle School and Parkland Middle School. Neither school is scheduled to receive funds for capacity adding infrastructure such as an addition.
- Northwest cluster - There is only one high school per cluster. There are no funds scheduled for capacity adding infrastructure such as an addition for this school.
- Paint Branch cluster – There are six elementary schools in the Paint Branch cluster. One elementary school, Fairland Elementary, is scheduled to receive funds for a nine classroom addition.
- Gaithersburg cluster - There are seven elementary schools in the Gaithersburg cluster. None of the elementary schools is scheduled to receive funds for capacity adding infrastructure such as an addition; however, Washington Grove Elementary, recently completed an addition.

NEW School Projects

Ashburton ES Addition
Bethesda-Chevy Chase ES Addition
Blair Ewing Center Improvements
Brookhaven ES Addition (DCC Solution)
Burtonsville ES Addition
Diamond ES Addition
Glen Haven ES Addition
Highland ES Addition
Judith Resnick ES Addition
Kensington-Parkwood ES Addition

Kemp Mill ES Addition
Lucy V. Barnsley ES Addition
North Bethesda MS Addition
Sargent Shriver ES Addition
S. Christa McAuliffe ES Addition

Recommendation: All school clusters not meeting the school adequacy test should have projects programmed in the CIP at least for facility planning.