



MONTGOMERY COUNTY PLANNING DEPARTMENT
THE MARYLAND-NATIONAL CAPITAL PARK AND PLANNING COMMISSION

November 3, 2008

MCPB 11/10/08
Item #1

MEMORANDUM

TO: Montgomery County Planning Board

VIA: Eric Graye, Acting Chief *EG*
Transportation Planning

FROM: Larry Cole: 301-495-4528, for the Planning Department *LC*

DISCUSSION: Consolidated Transportation Program
Maryland Department of Transportation
FY2009-FY2014

The Maryland Department of Transportation (MDOT) has released its draft FY2009-FY2014 Consolidated Transportation Program (CTP) and will hold the Tour or "Road Show" briefing of state and local officials on November 13, 2006 at 7 p.m. in the Montgomery County Executive Office Building (EOB) First Floor Auditorium. The Montgomery County State Delegation will be holding its Joint House and Senate Priorities Hearing on the draft CTP on November 20, 2006 at 6 p.m. in the EOB First Floor Auditorium.

Purpose of today's discussion

Staff would like to brief the Board on the changes in the draft CTP. The Board may transmit its comments to the Council members for their consideration in making their comments to MDOT officials at the Tour and/or may make comments in writing or in person at the Delegation's hearing.

Recent Actions Affecting the CTP

The worsening economic climate has led the State to reduce its funding for capital transportation projects and studies, pulling back on some that were already in the CTP. While the cost of some projects has increased due to inflation, others have been delayed or cancelled. No new projects have been added.

On the positive side, the County Council voted on October 28, 2008 to support spending approximately \$51.2M in funds it had set aside in the Capital Improvements Program (CIP) for State Transportation Participation projects, as well as requesting the State to reallocate \$4.4M in funds from lower priority projects. This program will be discussed at a public hearing scheduled

I-270/Watkins Mill Road: The Draft CTP would cut the funding of this project by \$6.6M, but the Council would increase the County's contribution to the project from \$2.4M to \$10M to fully fund the design of the bridge over I-270.

US29 Interchanges at Stewart Lane, Tech Road, Industrial Boulevard, and Blackburn Road: No changes are proposed in the CTP, but the Council would request that the design funds be reallocated to higher priorities.

Georgia Avenue (MD97) Brookeville Bypass: No changes are proposed in the CTP, but the Council would provide \$10M to fund the design and ROW acquisition.

Georgia Avenue (MD97) Montgomery Hills Study: The \$3M funding for this study, from Sixteenth Street to Forest Glen Road, was dropped from the CTP, but the Council would restore the funding.

Clopper Road (MD117) Widening: The Draft CTP would cut \$1.5M in engineering funding from this project.

Layhill Road (MD182)/Norwood Road/Ednor Road: The Draft CTP includes \$411K in funding for preliminary engineering to reconstruct this intersection. The Red Door Store is located in the northwest quadrant of the intersection.

Veirs Mill Road (MD586)/Norbeck Road (MD28): The Draft CTP includes \$124K in funding for preliminary engineering to extend left turn lane bays at this intersection. Per the City of Rockville's request, a grade-separated interchange is no longer being pursued at this intersection.

Georgia Avenue (MD97)/Norbeck Road (MD28): Two items are shown for this intersection - \$600K for preliminary engineering and \$5.7M for construction. At the time the Draft CTP was prepared, the intent was to provide an interim intersection improvement to accommodate traffic changes resulting from the ICC construction in advance of an interchange being constructed at this intersection. The interim project has been dropped however.

Olney-Laytonsville Road (MD108)/Bowie Mill Road: The Draft CTP includes \$150K for preliminary engineering to construct a Maryland "T" and a half-signal at this intersection.

New Hampshire Avenue (MD650)/Oakview Drive: The Draft CTP includes \$118K in funding for preliminary engineering to extend the southbound left turn lane bay at this intersection.

BRAC

Intersection Improvements: The funding was reduced from \$45.3M to \$29.4M, a drop of \$15.9M. SHA is continuing to work on the 30% design for the intersection project.

Assessment of Transit Needs: The funding was reduced from \$9M to \$4.6M, a drop of \$4.4M.

TRANSIT PROJECTS

for 11/18/08. The Council staff's packet, reflecting the T&E Committee's recommendations that were approved by the full Council, is shown on the following webpage:

<http://www.montgomerycountymd.gov/content/council/pdf/agenda/col/2008/081028/200810283B.pdf>

Should the Council decide to proceed with this program following the public hearing, these changes would likely be reflected in the Executive's Recommended CIP next January, with the first funds to be expended in July 2009.

In addition to the larger projects noted below, sidewalk improvements would be made at two locations and improvements would be made at seventeen intersections, the cost of which SHA has agreed to pay 50%. The locations of these projects are listed on circles 9 and 10 of the Council packet.

(Please note that the figures quoted below are for order-of-magnitude purposes only since there are minor discrepancies between the figures shown in the "Impacts to Revenue Adjustments" and a comparison between last year's CTP and the new draft CTP.)

ROAD PROJECTS

Georgia Avenue (MD97)/Randolph Road interchange: The funding for this project has been reduced by \$12.6M, moving the start of construction back from 2011 to 2014. The Council elected not to forward-fund this project since the delay allows the County sufficient time to construct the new Glenmont fire station and avoid the cost of an interim station.

Woodfield Road (MD124) Widening:

Phase I (south of Airpark Road to north of Fieldcrest Road): Right-of-way costs were reduced by \$2.6M. The project is on schedule to be completed in FY2011.

Phases II (Midcounty Highway to south of Airpark Road) and III (north of Fieldcrest Road to Warfield Road): \$1.9M for right-of-way was removed from the budget.

The Council would contribute \$5M to complete the design of the southern half of Phase II (from Midcounty Highway to Snouffer School Road/Muncaster Mill Road) and fund some ROW acquisition and utility relocation.

Rockville Pike (MD355)/Montrose Parkway: No changes are proposed in the CTP, which fully funds Phase I and for which the County has already provided advance construction funding, but the Council would provide \$9M for the design of Phase II of Montrose Parkway, the grade-separation at the CSX tracks and the connection to Parklawn Drive. This project is the missing link between the interchange under construction and Montrose Parkway East, a CIP project that is scheduled to begin construction in FY2011.

TRANSIT PROJECTS

Purple Line: The planning and engineering funding was reduced from \$130.8M to \$114.8M, a drop of \$26M.

Corridor Cities Transitway (CCT): The planning and engineering funding was reduced from \$91M to \$48.6M, a drop of \$41.4M.

Georgia Avenue (MD97) Busway between Glenmont and Olney: This study is not shown in the Draft CTP but the Council would provide \$5M to fund the preliminary engineering.

Veirs Mill Road (MD586) Bus Rapid Transit between Wheaton and Rockville: This study is not shown in the Draft CTP but the Council would provide \$6M to fund the preliminary engineering.

Forest Glen Pedestrian Tunnel: This study is not shown in the Draft CTP but the Council would provide \$2M to fund the preliminary engineering for the tunnel under Georgia Avenue (MD97) at the Forest Glen Metro Station.

MARC Growth and Investment Plan: The funding for this program was reduced from \$201M to \$141M, a drop of \$60M. Two-thirds of the funding is in the final year of the six-year CTP however, resulting in a \$161M drop in the first five years.

Montgomery County Local Bus Program: The funding for this program was reduced from \$23.8M to \$20.1M, a drop of \$3.7M, but the funding for FY2009 was reduced from \$10.1M to \$3.9M, a more significant drop of \$6.2 for the first year.

OTHER

Long Branch Village Center: The Draft CTP includes \$750K in Congressional earmark funding for access improvements. The project would be implemented by the Montgomery County Department of Housing and Community Affairs to improve pedestrian and bicyclist accessibility along Piney Branch Road between University Boulevard and Flower Avenue and along Flower Avenue between Piney Branch Road and Arliss Street.