




Capital Improvements Program Priorities

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Recommendation

Forward a list of priorities to the County Executive for consideration by County agencies for inclusion in the FY2017-2022 Capital Improvements Program.

Background

This memorandum provides staff recommendations on priorities to forward to the Executive as he prepares his biennial Capital Improvements Program (CIP). These recommendations are the result of staff's ongoing effort to maintain an updated compilation of capital improvement projects recommended in approved and adopted master plans and set priorities to keep capital projects in step with the development those plans engender.

The purpose of this process is to provide a way to objectively prioritize different types of projects as to how they best achieve the County's objectives as outlined in the Subdivision Staging Policy. This list is intended to be used in selecting projects to be included in the County's CIP program. Projects that are expected to be the State's responsibility are included because the County has contributed significant funds to such projects in recent years.

The scoring system is intended to promote sustainability, master plan goals and objectives, connectivity, and design excellence (see Attachment A for a description of the criteria and scoring methodology). Projects that are located in areas where the County's desire is to focus development are scored higher than those farther away from our Metro stations and urban centers. The scoring system is also intended to give projects that serve more than one function a higher score. Because the many factors related to mobility and connectivity do not generally relate to schools, projects intended to address capacity deficiencies in schools are given a higher point score in relation to other "staging" projects to reflect the greater impacts on development activity resulting from a school cluster moratorium.

The current master plan assessment effort provides information on the relationship between the pace of development and the provision of public facilities to make it more accessible and easier to visualize. The project's aim is to maintain maps and a database that will enable the viewer to see capital projects

in the context of development approvals and other elements of the county's growth policy mechanism, such as priority funding areas and conditions in public school clusters.

Changes since July 2013

The Board last reviewed this priority list in July 2013. The significant changes are as follows:

The table has been updated to reflect the addition of facilities recommended in master plans that have been approved and adopted since the Board's last review:

- Countywide Transit Corridors Functional Master Plan (2013)
- Long Branch Sector Plan (2013)
- Chevy Chase Lake Sector Plan (2013)
- Glenmont Sector Plan (2013)
- Bethesda Purple Line Station Minor Master Plan Amendment (2014)
- Ten Mile Creek Limited Amendment to the Clarksburg Master Plan (2014)
- Aspen Hill Minor Master Plan Amendment (2015)
- White Oak Science Gateway Master Plan (2015)
- Sandy Spring Rural Village Master Plan (2015)

The table has also been updated to reflect the county's most congested corridors as identified in the County's Spring 2014 Mobility Assessment Report (MAR). In addition, this scoring criterion has been modified to include projects on Interstate highways, which are not included in the MAR but have chronic congestion problems, as well as projects on rail corridors.

Projects on the County's joint priority list of State projects transmitted to the Maryland Department of Transportation on February 11, 2015 have been included as a criterion in the Constrained Long Range Plan column.

The table has been updated to reflect the Schools Test for FY16, which the Planning Board reviewed on June 25, 2015:

http://www.montgomeryplanningboard.org/agenda/2015/documents/FY2016AnnualSchoolTestResults_pdrk_final_revised.pdf The test does not require that any area be put into moratorium under the Subdivision Staging Policy but has identified several clusters that require a school facility payment. We have added line items for school clusters needing additional capacity and assigned points accordingly; where the test has changed or eliminated deficiencies, the points have been adjusted.

These candidates have been evaluated in a matrix format that facilitates comparison across the evaluation criteria described above. We recommend that Planning Board forward the following list of the top 100 project priorities (see Attachment B) to the County Executive in advance of development of the next Capital Improvements Program, providing guidance as projects are considered for inclusion by Executive Branch agencies. This list (with any changes requested by the Board at the meeting) will show

the County Executive where the Board believes capital resources should be devoted to support development recommended in area master plans.

The large number of projects being forwarded should not be understood to mean that all of these projects need to be included in the CIP at this time.

We have coordinated with Parks staff and projects in Parks master plans have been scored according to the same criteria. Because the Parks CIP is not directly prepared by the Executive however, we recommend that the Board continue to forward its recommendations on park projects to the Executive separately. The recommended list of projects does not include park projects.

Attachments

- A. Method for Prioritization of Public Facilities for inclusion in the Capital Improvement Program**
- B. Top 100 Project Priorities for FY2017-FY2022**

Attachment A: Method for Prioritization of Public Facilities for inclusion in the Capital Improvement Program

The identification and prioritization of new capital projects should reflect both the Subdivision Staging Policy vision and the needs identified in Master Plans. Staff will use the following criteria in prioritizing projects for capital funding. The highest priority projects support Subdivision Staging Policy principles for connectivity, design, diversity, and the environment as outlined below.

- Sustainability, in terms of cost, environmental impact, and social equity
 - giving higher priority to Metro Station Policy Areas, other urban areas, and State Priority Funding Areas
 - leveraged funds – where the County can maximize its investment by using developer, State, and/or Federal funds
- Master/Sector Plan Goals and Objectives
 - staging requirements
- Connectivity
 - meeting transportation serviceability goals
 - Mobility Assessment Report (MAR)
 - traffic forecasts
 - emergency preparedness
 - coordinating public facilities with private development
 - linking jobs to housing
 - linking neighborhoods to services
- Design Excellence
 - ensuring safety
 - giving higher priority to projects that serve more than one purpose
 - promoting neighborhood conservation and enhancing community identity
 - restoration of, or minimal impacts to, natural resources
 - promoting, directly or indirectly, the preservation of historic resources
- Diversity
 - promote travel other than SOV: pedestrian accommodations, bikeways, transit; multi-modal Quality of Service
 - provide community facilities that serve all types of neighborhoods and interests
- Previous Decisions on County Priorities
 - Constrained Long Range Plan (CLRP)
 - County Council and Executive Joint Priorities for State Projects

The proposed scoring promotes the overall Subdivision Staging Policy goals of prioritizing non-SOV transportation facilities that would enhance TOD and community connections and cohesiveness. The chart is organized as follows:

Project Types: Bike connector, bikeway, library, park, park acquisition, parking facility, police & fire, recreation center, multiple types of road projects, school, sidewalk, trail, transit, transit center, water and sewer, or other community facility

Master Plan or School Cluster: The appropriate Master or Sector Plan is noted; for schools, the school cluster name is noted with an asterisk.

Priority Area:

1. Urban areas as defined in Chapter 49 (Grosvenor, Shady Grove, Twinbrook, White Flint, Silver Spring, Wheaton, Bethesda, Friendship Heights, and Glenmont Metro Station Policy Areas; Germantown Town Center; Clarksburg Town Center; Damascus Town Center; Olney Town Center; Flower/Arliss /Piney Branch commercial area; Montgomery Hills Parking Lot District; North Bethesda Commercial/Mixed-Use area, and Silver Spring Parking Lot District.) – 10 points
2. Areas within ½ mile of non-MSPA Metro Stations (Forest Glen, Medical Center, Takoma, and Shady Grove) – 8 points
3. Areas within a ½ mile buffer around Urban areas (and school clusters that contain these areas) – 5 points
4. Areas within ½ mile of other existing or programmed transit stations – 5 points
5. MD Smart Growth Priority Funding Area other than the above – 3 points
6. Areas outside the MD Smart Growth Priority Funding Area other than the above – 0 points

Staging Requirement or School Capacity Test:

1. Staging requirement – 5 points
2. School clusters between 105% and 110% capacity – 15 points
3. School clusters between 110% and 115% capacity – 20 points
4. School clusters between 115% and 120% capacity – 25 points
5. Schools clusters over 120% capacity – 30 points

Note that a school facility payment is required from residential development in clusters over 105% of capacity; MCPS begins programming new school capacity when 110% of capacity is reached; an area goes into moratorium for residential development when 120% of capacity is reached.

Mobility Assessment Report Corridor, Interstates, and Rail Corridors: Roadway corridors with greatest congestion levels in excess of their policy standard, projects on Interstate highways, and projects on rail corridors.

Other Criteria: The projects meeting the other criteria listed above were assigned 5 points for each criterion met.

The scores were then added to achieve the ranking that resulted in the list.

Attachment B: Top 100 Project Priorities for FY2017-2022

	<u>Category</u>	<u>Project</u>	<u>Comments</u>	<u>Master Plan Area</u>	<u>School Cluster</u>
1	Transit	Purple Line	Planning for the Purple Line is in Progress. Includes improved transit access. From CLRP.	Takoma Park, T-L Crossroads, Long Branch, Silver Spring CBD, B-CC, Bethesda CBD	
2	Bikeway	Metropolitan Branch Trail	Trail is complete within city of Takoma Park. The portion in Silver Spring CBD has not been built. MCDOT is revising alignment. In CLRP.	Takoma Park	
3	Transit	Corridor Cities Transitway	Acquire right-of-way for Corridor Cities Transitway. Planning and design underway. From CLRP.	GSSC, Shady Grove, Clarksburg	
4	Bikeway	Bethesda Bikeway and Pedestrian Facilities shared use path		Bethesda CBD	
5	Bikeway	North Bethesda Trail	Missing sections to be completed by SHA as part of BRAC with some	NB-GP	
6	Transit	US29 South BRT	CTCFMP, includes improved transit access	SS CBD, North & West SS, Four Corners, White Oak	
7	Transit	MD355 South BRT	CTCFMP, includes improved transit access	Bethesda CBD, Woodmont Triangle, B-CC, NB-GP, WF, Twinbrook	
8	Road-ped	Bicycle-Pedestrian Priority Area improvements	In design.	Multiple	
9	Transit	Forest Glen Pedestrian Tunnel and left turn lanes on MD97 at Forest Glen Road	from CLRP	Forest Glen	
10	Road-construction	Georgia Ave Improvement Studies	Study traffic signals, elimination of median breaks and lane additions. Particularly important to enhancing community identity by providing open spaces and pedestrian friendly streets; Montgomery Hills under study	Forest Glen, North and West Silver Spring	
11	Transit	Metro Bus Priority Corridor Network		Multiple	
12	Transit	US29 North BRT	CTCFMP, includes improved transit access	White Oak, WOSG, Fairland	
13	Transit	MD355 North BRT	CTCFMP, includes improved transit access	Shady Grove, Gaithersburg Vic., Germantown, Clarksburg	
14	Transit Ctr	New White Flint MARC station		White Flint	
15	Road	White Flint West transportation network improvements	In design.	White Flint	
16	Road-intx	Intersection of Forest Glen Rd and Georgia Ave	Improvements including widening and signal timing. Of particular importance to goal of enhancing community identity by providing public open spaces and pedestrian friendly streets	Forest Glen	
17	Bikeway	Germantown Road (MD118)	from CLRP	Germantown	
18	Bikeway	Old Frederick Road in Clarksburg Town Center	On-road; signage needed.	Clarksburg	
19	Bikeway	Snowden Farm Parkway	Small segments remain to be constructed.	Clarksburg	
20	Road-intx	Wayne Ave and Georgia Ave Intersection	Implemented through development plans	Silver Spring CBD	

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21	Road-intx	Wayne Ave and Fenton St Intersection	Implemented through development plans	Silver Spring CBD	
22	Transit	Georgia Avenue South BRT	CTCFMP, includes improved transit access	SS CBD, North & West SS, Wheaton	
23	Transit	New Hampshire Avenue BRT	CTCFMP, includes improved transit access	Takoma, T-L Crossroads	
24	Transit	Veirs Mill Road BRT	In planning.	Kensington-Wheaton, Wheaton CBD	
25	School	Additional Middle School Capacity	from FY2016 School Test		Kennedy*
26	School	Additional Middle School Capacity	from FY2016 School Test		Northwood*
27	School	Additional Middle School Capacity	from FY2016 School Test		Blair*
28	School	Additional High School Capacity	from FY2016 School Test		Walter Johnson*
29	Road-construction	Montrose Parkway East	Extend Montrose Parkway to Veirs Mill Rd. From CLRP.	Aspen Hill	
30	Bikeway	Georgia Ave Bikeway	Bikeway on Georgia Ave from Norbeck Rd to Glenmont Metro	Aspen Hill	
31	Road-ped	Signals on Old Georgetown Rd at Fairmont Ave, Cordell Ave, and Glenbrook Road	Install traffic signal to provide safe pedestrian and bicycle crossings (subject to conditional and operational studies)	Bethesda CBD	
32	Road-ped	Flower Village Neighborhood Improvements	Need traffic signals at Flower/ Arliss and Piney Branch/ Garland needed.	East Silver Spring	
33	Bikeway	Clopper Road (MD117)-Diamond Avenue	from CLRP	Gaithersburg	
34	Road-construction	Construct Main/Market Street (B-11)	Construct B-11 from Marinelli Road (70' ROW, 2 lanes). Will be part of a WMATA joint development project.	North Bethesda/ Garrett Park	
35	Road-construction	White Flint Ave	Construct White Flint Ave with class I bikeway (B-10) from Nebel St to B-11 (80' Row, 2 lanes). Will be part of a WMATA joint development project with LCOR.	North Bethesda/ Garrett Park	
36	Road-construction	Extend Woodglen Drive	Extend Woodglen Drive from Nicholson Lane to Marinelli Road (80' ROW, 2 lanes). Western half of ROW has been dedicated. Eastern half is in Facility Planning. May be completed by developer.	North Bethesda/ Garrett Park	
37	Road-ped	Intersection of Rockville Pike and Nicholson Lane	Aggressive signing program to encourage turns before Nicholson Lane considered infeasible by and SHA study. Provide improved pedestrian and bicycle crossing	North Bethesda/ Garrett Park	
38	Road-ped	Intersection of Rockville Pike and Tuckerman Lane	Provide improved pedestrian and bicycle crossing	North Bethesda/ Garrett Park	
39	Road-intx	Wayne Ave and Cedar St Intersection	Implemented through development plans	Silver Spring CBD	
40	Bikeway	American Legion Bridge Bikeway	from CLRP	B-CC, Potomac	
41	Road-interchange	I-270 at Clarksburg Road (MD121)	from CLRP	Clarksburg	
42	Bikeway	Underpass of Crabbs Branch Way under Shady Grove Rd	Class I bikeway required for Stage 3	Shady Grove	
43	Bikeway	Redland Road bikeway and sidewalk	Stage 3; included in Redland CIP	Shady Grove	

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44	Road-interchange	Newcut Road/I-270 Interchange	Not programmed. Will require developer participation.	Clarksburg	
45	Road-interchange	I-495 (Capital Beltway) HOV	Extend HOV lane south of I-270 West Spur	Bethesda-Chevy Chase, Potomac	
46	Road-interchange	I-270 West Spur HOV	HOV ramps from/to the south side of Westlake Drive/Fernwood Road	Bethesda-Chevy Chase, Potomac	
47	Transit	Georgia Avenue North BRT	CTCFMP	Wheaton, Glenmont, Aspen Hill, Olney	
48	Transit	Randolph Road BRT	CTCFMP, includes improved transit access	WOSG, Glenmont, K-W, WF	
49	Road-construction	Geico/ Brookdale Greenway		Friendship Heights	
50	School	Additional High School Capacity	from FY2016 School Test		Northwood*
51	School	Additional High School Capacity	from FY2016 School Test		Einstein*
52	Bikeway	Dameron Drive bikeway from Belvedere Boulevard to Forest Glen Road		Forest Glen	
53	Road-intx	Improve intersection of 2nd Avenue, Seminary Road and Seminary Place		North and West Silver Spring	
54	School	Additional High School Capacity	From 2016 Schools Test		Paint Branch*
55	Bikeway	Proposed Bikeway (B-10)	Stage 3. (Clarksburg Road to Black Hill Regional Park) Implementation through subdivision review process.	Clarksburg	
56	School	Additional Elementary School Capacity	from FY2016 School Test		Quince Orchard*
57	School	Additional High School Capacity	from FY2016 School Test		Blair*
58	Bikeway	North Bethesda Trail	Complete shared use path along Old Georgetown Road	Bethesda-Chevy Chase	
59	Transit	MARC Brunswick Line Growth and Investment Plan improvements	Includes third track west of Metropolitan Grove	Germantown, Ag Reserve	
60	Road-interchange	US29 at Musgrove-Fairland Road	from CLRP. In design.	Fairland	
61	Bikeway	Norbeck Road Bikeway	Bikeway on Norbeck Rd between Georgia Ave and Layhill Rd	Aspen Hill	
62	Bikeway	Muncaster Mill Road Bikeway	Class I bikeway south side Muncaster Mill Rd, Norbeck to North Branch Stream Valley Park. In CLRP.	Aspen Hill	
63	Road-ped	Signal on Arlington Rd at Bradley Shopping Center	Install traffic signal to provide safe pedestrian and bicycle crossings (subject to conditional and operational studies)	Bethesda CBD	
64	Trail	Safety Improvement for Hard Surface Trail Crossings of Capital Crescent Trail at Bethesda Avenue and Woodmont Avenue[see Countywide Park Trails Plan]		Bethesda Chevy Chase	
65	Bikeway	Jones Mill Rd Bike Lanes (Beach-Jones Bridge Rd)		Bethesda Chevy Chase	
66	Bikeway	GoldsboroRd BW (MacArthurBlvd-RiverRd)		Bethesda Chevy Chase	
67	Bikeway	Frederick Road Bike Path	Develop bikeways in Hyattstown Special Study Area B3 and B4. Not programmed at this time.	Clarksburg	
68	Bikeway	North-South Greenway (B-1)	Small segments remain to be constructed.	Clarksburg	

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69	Bikeway	Clarksburg Road (MD121)-Stringtown Road	from CLRP	Clarksburg	
70	Library	New Clarksburg Library		Clarksburg	
71	Road-ped	Piney Branch pedestrian and transit access	Improve pedestrian and transit access along Piney Branch. South of Sligo Parkway is complete	East Silver Spring	
72	Road-interchange	I-270 at Watkins Mill Extended	from CLRP	Gaithersburg	
73	Trail	Crystal Rock Drive Greenway	Linear recreation corridor between Town Center and Black Hills Regional Park. Parks has constructed the connector from Crystal Rock Drive to the Black Hill Trail. The connection from there would be part of the development in that area. The only Greenway connector that will be built will be along Observation Drive to the park entrance off of Old Baltimore.	Germantown	
74	Bikeway	Rockville Pike Bikeway	Provide a Class I bikeway on Rockville Pike from Strathmore Ave to Old Georgetown Rd	North Bethesda/ Garrett Park	
75	Bikeway	Marinelli Bikeway	Provide a class II bikeway on Marinelli From Nebel ST to Executive Blvd. Insufficient road width for bikeway, but sidewalk on part of the length will be 10' wide and will be used as a Class I bikeway	North Bethesda/ Garrett Park	
76	Bikeway	Strathmore Ave Bikeway	Provide a class II bikeway on Strathmore Ave from Weymouth St to Rockville Pike. Portion of Strathmore from Flanders Ave to MD 355 is in planning.	North Bethesda/ Garrett Park	
77	Road-ped	Intersections of Rockville Pike at Marinelli Rd and Old Georgetown Rd	Provide improved pedestrian and bicycle crossing	North Bethesda/ Garrett Park	
78	Road-construction	Hillcrest Ave and Appomattox Ave	Connect Hillcrest Ave with a realigned Appomattox Ave through the Village Mart Shopping Center property	Olney	
79	Road-interchange	US29 at Tech Road-Industrial Blvd	In 2015 joint priorities letter	White Oak Science Gateway	
80	School	Additional Middle School Capacity	from FY2016 School Test		Whitman*
81	School	Additional Middle School Capacity	from FY2016 School Test		Wheaton*
82	School	Additional High School Capacity	from FY2016 School Test		Richard Montgomery*
83	School	Additional High School Capacity	from FY2016 School Test		Northwest*
84	Bikeway	New Hampshire Avenue	from CLRP	Takoma Park	
85	School	Additional Elementary School Capacity (Thomas Farm ES)	from FY2016 School Test		Gaithersburg*
86	School	Additional Elementary School Capacity (ES#8/Cabin Branch Neighborhood Elementary School)	from FY2016 School Test		Clarksburg*
87	Road-reconst/realign	Old Columbia Pike Bridge at Paint Br	Bridge and roadway reconstruction	White Oak Science Gateway	
88	Transit	University Boulevard BRT	CTCFMP, includes improved transit access	Takoma Park, T-L Crossroads, Long Branch, Four Corners, K-W, Wheaton	

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89	School	Additional Middle School Capacity	from FY2016 School Test		Gaithersburg*
90	Road-reconst/realign	Norbeck Road (MD28)/MD198	Reconstruct Norbeck Rd between Georgia Ave and Layhill Road and from Norwood Road to New Hampshire Avenue (MD650), and widen Spencerville Road (MD198) from New Hampshire Avenue (MD650) to US29. From CLRP.	Aspen Hill	
91	School	Additional Elementary School Capacity	from FY2016 School Test		Northwood*
92	Road-construction	MD 117- Clopper Rd/ West Diamond Ave	Widening project changed to intersections project	Gaithersburg Vicinity	
93	School	Additional Middle School Capacity	from FY2016 School Test		Rockville*
94	School	Additional Middle School Capacity	from FY2016 School Test		Damascus*
95	School	Additional High School Capacity	from FY2016 School Test		Wheaton*
96	School	Additional High School Capacity	from FY2016 School Test		Clarksburg*
97	School	Additional High School Capacity	from FY2016 School Test		Whitman*
98	School	Additional High School Capacity	from FY2016 School Test		Quince Orchard*
99	School	Additional High School Capacity	from FY2016 School Test		Churchill*
100	School	Additional High School Capacity	from FY2016 School Test		Kennedy*