

Resolution No.: 18-813  
Introduced: April 25, 2017  
Adopted: May 18, 2017

**COUNTY COUNCIL  
FOR MONTGOMERY COUNTY, MARYLAND**

Lead Sponsor: Council President at the Request of the County Executive

**SUBJECT:** Amendment to the FY17-22 Capital Improvements Program and Supplemental Appropriation #21-S17-CMCG-15 to the FY17 Capital Budget Montgomery County Government Department of Transportation Resurfacing: Residential/Rural Roads (No. 500511), \$1,802,000

**Background**

1. Section 307 of the Montgomery County Charter provides that any supplemental appropriation shall be recommended by the County Executive who shall specify the source of funds to finance it. The Council shall hold a public hearing on each proposed supplemental appropriation after at least one week's notice. A supplemental appropriation that would comply with, avail the County of, or put into effect a grant or a Federal, State or County law or regulation, or one that is approved after January 1 of any fiscal year, requires an affirmative vote of five Councilmembers. A supplemental appropriation for any other purpose that is approved before January 1 of any fiscal year requires an affirmative vote of six Councilmembers. The Council may, in a single action, approve more than one supplemental appropriation. The Executive may disapprove or reduce a supplemental appropriation, and the Council may reapprove the appropriation, as if it were an item in the annual budget.
2. Section 302 of the Montgomery County Charter provides that the Council may amend an approved capital improvements program at any time by an affirmative vote of no fewer than six members of the Council.
3. The County Executive recommends the following capital project appropriation increases:

<u>Project Name</u>	<u>Project Number</u>	<u>Cost Element</u>	<u>Amount</u>	<u>Source of Funds</u>
Resurfacing:	500511	PDS	\$270,000	GO Bonds
Residential/Rural Roads		Construction	\$1,532,000	
TOTAL			\$1,802,000	

4. This supplemental and amendment is needed to allocate remaining fiscal capacity to a core transportation infrastructure project. The supplemental and amendment will also help avoid the need to fund significantly more costly road rehabilitation work on 9.5 lane miles of County roads. The recommended amendment is consistent with the criteria for amending the CIP because the project provides an opportunity to achieve significant cost avoidance.
5. The County Executive recommends an amendment to the FY17-22 Capital Improvements Program and a supplemental appropriation in the amount of \$1,802,000 for Resurfacing: Residential/Rural Roads (No. 500511), and specifies that the source of funds will be GO Bonds.
6. Notice of public hearing was given and a public hearing was held on May 16, 2017.
7. The Council, as part of its CIP Reconciliation, agreed to accelerate \$2.5 million from FY19 to FY17, thus increasing the FY17 supplemental appropriation to \$4,302,000, and specifies that the source of funds will be GO Bonds.

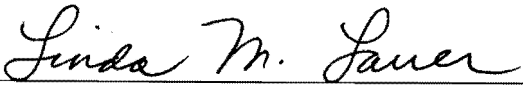
**Action**

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

The FY17-22 Capital Improvements Program of the Montgomery County Government is amended as reflected on the attached project description form and a supplemental appropriation is approved as follows:

<u>Project Name</u>	<u>Project Number</u>	<u>Cost Element</u>	<u>Amount</u>	<u>Source of Funds</u>
Resurfacing:	500511	PDS	\$675,000	GO Bonds
Residential/Rural Roads		Construction	\$3,627,000	
TOTAL			<u>\$4,302,000</u>	

This is a correct copy of Council action.

  
Linda M. Lauer, Clerk of the Council

**Resurfacing: Residential/Rural Roads (P500511)**

Category	Transportation	Date Last Modified	5/10/17
Sub Category	Highway Maintenance	Required Adequate Public Facility	No
Administering Agency	Transportation (AAGE30)	Relocation Impact	None
Planning Area	Countywide	Status	Ongoing

	Total	Thru FY16	Rem FY16	Total 6 Years	FY 17	FY 18	FY 19	FY 20	FY 21	FY 22	Beyond 6 Yrs
<b>EXPENDITURE SCHEDULE (\$000s)</b>											
Planning, Design and Supervision	10,985	74	2,807	8,114	2,710	1,785	350	875	1,125	1,237	1,237
Land	0	0	0	0	0	0	0	0	0	0	0
Site Improvements and Utilities	0	0	0	0	0	0	0	0	0	0	0
Construction	137,725	87,874	3,863	45,988	13,772	10,115	1,700	3,825	6,375	7,013	7,013
Other	48	46	0	0	0	0	0	0	0	0	0
<b>Total</b>	<b>148,766</b>	<b>87,994</b>	<b>6,670</b>	<b>54,102</b>	<b>16,202</b>	<b>11,900</b>	<b>2,000</b>	<b>4,500</b>	<b>7,500</b>	<b>8,250</b>	<b>8,250</b>

<b>FUNDING SCHEDULE (\$000s)</b>											
Current Revenue: General	4,170	309	0	3,861	3,861	0	0	0	0	0	0
G.O. Bonds	142,979	86,068	6,670	50,241	12,341	11,900	2,000	4,500	7,500	8,250	8,250
PAYGO	1,617	1,617	0	0	0	0	0	0	0	0	0
<b>Total</b>	<b>148,766</b>	<b>87,994</b>	<b>6,670</b>	<b>54,102</b>	<b>16,202</b>	<b>11,900</b>	<b>2,000</b>	<b>4,500</b>	<b>7,500</b>	<b>8,250</b>	<b>8,250</b>

**APPROPRIATION AND EXPENDITURE DATA (000s)**

Appropriation Request	FY 18	11,900
Supplemental Appropriation Request	4302	0
Transfer		0
Cumulative Appropriation		106,584
Expenditure / Encumbrances		91,690
Unencumbered Balance		14,874

Date First Appropriation	FY 05
First Cost Estimate	
Current Scope	FY 18
Last FY's Cost Estimate	132,164
Partial Closeout Thru	0
New Partial Closeout	0
Total Partial Closeout	0

**Description**

This project provides for the permanent patching and resurfacing of rural and residential roadways using durable hot mix asphalt to restore long-term structural integrity to the aging rural and residential roadway infrastructure. The County maintains a combined total of 4,264 lane-miles of rural and residential roads. Preventative maintenance includes full-depth patching of distressed areas of pavement in combination with a new hot mix asphalt wearing surface of 1-inch to 2-inches depending on the levels of observed distress. A portion of this work will be performed by the County in-house paving crew.

**Justification**

In FY09, the Department of Transportation instituted a contemporary pavement management system. This system provides for systematic physical condition surveys. The surveys note the type, level, and extent of residential pavement deterioration combined with average daily traffic and other usage characteristics. This information is used to calculate specific pavement ratings, types of repair strategies needed, and associated repair cost, as well as the overall Pavement Condition Index (PCI) of the entire residential network. The system also provides for budget optimization and recommending annual budgets for a systematic approach to maintaining a healthy residential pavement inventory.

**Other**

The design and planning stages, as well as project construction, will comply with the Department of Transportation (DOT), Maryland State Highway Administration (MSHA), Manual on Uniform Traffic Control Devices (MUTCD), American Association of State Highway and Transportation Officials (AASHTO), and American with Disabilities Act (ADA). Rural/residential road mileage has been adjusted to conform with the State inventory of road mileage maintained by the State Highway Administration (SHA). This inventory is updated annually.

**Fiscal Note**

\$40M is the annual cost required to maintain the current Countywide Pavement Condition Index of 67 on residential and rural roads. Related CIP projects include Permanent Patching: Residential/Rural Roads (#501106) and Residential and Rural Road Rehabilitation (#500914). In FY16, a supplemental appropriation of \$5.5M in GO Bonds was approved for this project. In FY17, a supplemental appropriation of \$8.0M (\$6.5M in Current Revenue and \$1.5M in GO Bonds) was approved for this project. \$2.0M in G.O. Bonds was accelerated from FY19 to FY18.

**Disclosures**

Expenditures will continue indefinitely.

**Coordination**

Washington Suburban Sanitary Commission, Washington Gas Light Company, PEPCO, Cable TV, Verizon, United States Post Office