

T&E COMMITTEE #2  
July 23, 2009

MEMORANDUM

July 22, 2009

TO: Transportation, Infrastructure, Energy and Environment Committee

FROM: <sup>Go</sup> Glenn Orlin, Deputy Council Staff Director

SUBJECT: Special appropriation, Department of Transportation, ARRA Grant for bid dispatch software, \$350,000 (Federal aid);  
Special appropriation and amendment to the FY09-14 CIP, BRAC Bicycle and Pedestrian Facilities, \$750,000 (Federal aid);  
Special appropriations (ARRA Grants) and amendments to the FY09-14 CIP, \$2,775,000, ARRA Traffic Improvements and \$5,715,000, ARRA Highway Improvements (Federal aid)

The Executive forwarded these three transportation appropriations and CIP amendment requests on July 2. All are funded entirely with Federal aid; the grant letter or agreement for each is attached. Each is addressed separately.

**1. Bid dispatch software.** The Executive is requesting an appropriation of \$350,000 for dispatch software for Ride On. (His transmittal letter on ©1, a draft resolution is on ©2-3, and the appropriation request summary is on ©4-5.) According to the Department of Transportation, the Driver Dispatch software system would integrate with the Ride On's scheduling/run cutting package. This operations management solution streamlines frequently performed tasks including bidding (selecting a run), dispatching, timekeeping, workforce management (who's assigned what and where), and yard management (the bus number).

This package would enable supervisors to enter operator and vehicle information updates in real time. Management will be able to run reports and daily logs through the system. This system will match up vehicle assignments with the run and operator at the depot prior to the start of a route, which will result in a better use of the relief board and fewer missed trips. Real time data management will assist with operational resource usage (both personnel and vehicles) and improvements in personnel tracking. Over 30 systems in North America are using this software. The \$350,000 grant will allow the County to purchase application license fees, training, implementation assistance, modifications as needed and a one-year warranty after implementation.

The \$350,000 is part of a \$6,900,000 American Recovery & Reinvestment Act (ARRA) transit grant administered through the Maryland Department of Transportation. The balance of these funds were already appropriated by the Council last May as part of the Ride On Bus Fleet project, acquiring 12 hybrid replacement buses and one clean diesel replacement bus. A Grant Agreement between the State and the County was executed in May (©6-14).

2. **BRAC Bicycle and Pedestrian Facilities.** The Executive is recommending an appropriation of \$750,000 for a new CIP project to fund the design of hiker-biker trails and bike lanes in the vicinity of the National Naval Medical Center and the National Institutes of Health, one set of facilities to be implemented in response to the Walter Reed Base Realignment and Closure (BRAC) action. (His transmittal letter is on ©15-16, a draft resolution is on ©17-19, the draft project description form is on ©20-21, and the appropriation request summary is on ©22.) The facilities to be designed are shown on ©23. They are:

- *Cedar Lane*: an off-road bike path on the south side between Old Georgetown Road and Rockville Pike, and an off-road bike path on the north side between Rockville Pike and an existing path that continues to Beach Drive.
- *Battery Lane area and Glenbrook Parkway*: sidewalk repairs, lighting, and improved directional signing.
- *Rockville Pike*: converting the east-side sidewalk between Cedar Lane and Jones Bridge Road to a hiker-biker trail.
- *Jones Bridge Road*: adding either 5'-wide bike lanes or an off-road bike path between Rockville Pike and the entrance to the Uniformed Services University of the Health Sciences (USUHS).

There are no funds yet identified to build these improvements. An order-of-magnitude estimate of these improvements is \$5 million.

A grant letter from the Department of Defense's Office of Economic Adjustment is on ©24. Note that the grant from DOD's Community Planning Assistance Fund is \$876,567; this consists of \$750,000 for this project and \$126,567 for the annual personnel costs for the County's BRAC Coordinator. There is a required County match of \$92,740, but this is being provided by assigning staff costs that have already been appropriated.

3. **ARRA Traffic Improvements and ARRA Highway Improvements.** The State has allocated \$8,490,000 of ARRA's Local Highway Program to the County, so the Executive is recommending an appropriation of this amount for two new CIP projects to fund several traffic engineering and highway operations improvements. (His transmittal letter on ©25-26, a draft resolution is on ©27-29, the draft project description forms are on ©30-31, and the appropriation request summary is on ©32.) The traffic engineering improvements include:

- *Advanced Transportation Management System*: installing fiber optic cable along the US29 corridor from Briggs Chaney Road to Howard County - \$600,000.
- *Streetlighting*: installing and energizing about 150 streetlights on MD124 - \$1,100,000.
- *Traffic signals*: deploying an uninterruptible power supply and battery backup at about 40 traffic signals - \$600,000.

- Traffic signs: upgrading or replacing traffic warning signs fluorescent sheeting - \$250,000.
- Guardrail: replacing about 75 deficient or substandard end treatments - \$225,000.

The highway operation improvement is to add \$5,715,000 to the arterial resurfacing program to resurface five County road segments:

- Barnesville Road from Mt. Ephraim Road to Bucklodge Road.
- Shady Grove Road from I-270 to Darnestown Road.
- Forest Glen Road from Georgia Avenue to Brunett Avenue.
- Old Columbia Pike from Spencerville Road to the US 29 ramp.
- Randolph Road east of Nebel Street.

The letter approving this grant is on ©33.

**Council staff recommendation: Approve the Executive's requests.** Some of these efforts partially address backlogs reported in the biennial Infrastructure Maintenance Task Force Report, and some address safety needs.

The Department of Transportation was given a very short deadline to identify programs for which to use the ARRA allocations. There are other programs to which the funds might have been directed that would have created more work opportunities, especially for those living within Montgomery County and the region. But that is moot now: the funding application deadlines have passed, the grants have been approved, and all that remains is for the Council to approve these appropriation requests and CIP amendments. All of the money would be put to very good use, even if they do not maximize job creation.

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OFFICE OF THE COUNTY EXECUTIVE  
ROCKVILLE, MARYLAND 20850

Isiah Leggett  
County Executive

MEMORANDUM

July 2, 2009

TO: Phil Andrews, President, County Council

FROM: *Isiah Leggett* Isiah Leggett, County Executive *Isiah Leggett*

SUBJECT: Special Appropriation #10-274 to the FY10 Operating Budget  
Montgomery County Government  
Department of Transportation  
Division of Transit Services  
American Recovery & Reinvestment Act Grant, \$350,000

I am recommending a special appropriation to the FY10 Operating Budget of the Division of Transit Services of the Department of Transportation in the amount of \$350,000. This appropriation will fund bid dispatch software for Ride On operations.

This increase is needed because the bid dispatch software will enable the Division of Transit Services to more efficiently manage work assignments and the daily dispatch. The bid dispatch software will be integrated with other software components so transportation dispatchers will adjust drivers' assignments in real time as drivers report for work, are given stand-by or changed assignments, or additional work. Grant funds are required to be encumbered before September 1, 2009.

I recommend that the County Council approve this special appropriation in the amount of \$350,000 and specify the source of funds as Federal grant funds.

I appreciate your prompt consideration of this action.

IL:cb

Attachment: Special Appropriation #10-274

c: Arthur Holmes, Jr., Director, Department of Transportation  
Joseph Beach, Director, Office of Management and Budget  
Kathleen Boucher, Assistant Chief Administrative Officer

Resolution No: #10-274  
Introduced: \_\_\_\_\_  
Adopted: \_\_\_\_\_

COUNTY COUNCIL  
FOR MONTGOMERY COUNTY, MARYLAND

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By: Council President at the Request of the County Executive

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SUBJECT: Special Appropriation #10-274 to the FY10 Operating Budget  
Montgomery County Government  
Department of Transportation  
Division of Transit Services  
American Recovery & Reinvestment Act Grant, \$350,000

Background

1. Section 308 of the Montgomery County Charter provides that a special appropriation: (a) may be made at any time after public notice by news release; (b) must state that the special appropriation is necessary to meet an unforeseen disaster or other emergency or to act without delay in the public interest; (c) must specify the revenues necessary to finance it; and (d) must be approved by no fewer than six members of the Council.
2. The County Executive has requested the following FY10 Operating Budget appropriation increases for the Division of Transit Services, Department of Transportation.

<u>Personnel</u> <u>Services</u>	<u>Operating</u> <u>Expenses</u>	<u>Capital</u> <u>Outlay</u>	<u>Total</u>	<u>Source</u> <u>of Funds</u>
\$0	\$0	\$350,000	\$350,000	Federal

3. This increase is needed because the bid dispatch software will enable the Division of Transit Services to more efficiently manage work assignments and the daily dispatch. The bid dispatch software will be integrated with other software components so transportation dispatchers will adjust drivers' assignments in real time as drivers report for work, are given stand-by or changed assignments, or additional work. Grant funds are required to be encumbered before September 1, 2009.
4. The County Executive has requested a special appropriation to the FY10 Operating Budget in the amount of \$350,000 to fund bid dispatch software for Ride On operations and specifies that the source of funds will be Federal grant funds.

5. The public was notified by a news release.

Action

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

1. A special appropriation to the FY10 Operating Budget of the Department of Transportation is approved as follows:

<u>Personnel Services</u>	<u>Operating Expenses</u>	<u>Capital Outlay</u>	<u>Total</u>	<u>Source of Funds</u>
\$0	\$0	\$350,000	\$350,000	Federal

2. The County Council declares that this action is necessary to act without delay in the public interest, and that this appropriation is needed to meet the emergency.

This is a correct copy of Council action.

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Linda M. Lauer, Clerk of the Council

**OPERATING BUDGET**

**SUPPLEMENTAL OR SPECIAL APPROPRIATION REQUEST SUMMARY**

1. Please fill in the following table:

Agency	Montgomery County Government
Department	Transportation
Fund (County Government only)	
Fiscal year	FY10
Supplemental or Special	Special #10-274
Operating or Capital budget	Operating

2. What is the amount and source of funding?

Source of funding (Please list sources)	Amount
American Recovery & Reinvestment Act Grant	\$350,000
Total request	\$350,000

3. Is the request one-time or continuing? If continuing and funded by a grant, what will you do when the grant ends?

This request is to fund a specific American Recovery & Reinvestment Act grant project. Federal grant funds will be directed to purchase bid dispatch software. The project should be completed by June 2010, before the March 2012 grant deadline.

4. Please provide a brief description, justification, expected outcomes, and how the outcomes will be measured.

Montgomery County Division of Transit Services will purchase bid dispatch software. The bid dispatch software will enable the Division of Transit Services to more efficiently manage work assignments and the daily dispatch. The bid dispatch software will be integrated with other software components, so transportation dispatchers will adjust driver assignments in real time as drivers report for work, are given stand-by or changed assignments or additional work. The bid dispatch project will strengthen Ride On operations.

5. Please explain why you did not request this during the annual budget process.

The Division of Transit Services was notified in March 2009 that it had received approval for this specific ARRA grant project. The notification was received after the County Executive's submission of the Fiscal Year 2010 budget.

6. For your agency, what is the current fiscal year budget for the relevant fund and what is the latest estimate? (do not fill out if the appropriation is funded entirely by a non-County grant)

Budget for current fiscal year for the relevant fund	
+ Supplemental/special appropriations already approved	
= Revised budget for current fiscal year	
Latest estimate of spending for current year	

7. County Government only: For your department or fund, whichever is applicable, what is the current fiscal year budget and what is the latest estimate? (do not fill out if the appropriation is funded entirely by a non-County grant)

Budget for current fiscal year for the department:	
+ Supplemental/special appropriations already approved	
= Revised budget for current fiscal year	
Latest estimate of spending for current year	

STATE OF MARYLAND  
DEPARTMENT OF TRANSPORTATION

AMERICAN RECOVERY AND REINVESTMENT ACT (ARRA)  
CAPITAL GRANT AGREEMENT

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PUBLIC BODY                    Montgomery County

PROJECT TIME PERIOD        4/1/09 - 3/31/12

PROJECT NUMBER             MD-96-X001

PROJECT DESCRIPTION

Dispatch Software

Heavy Duty Transit Bus > 30 Repl

Heavy Duty Transit Bus > 30 Repl - Diesel

<u>FUNDING SUMMARY</u>	<u>FEDERAL PROJECTS</u>
ESTIMATED PROJECT COST	\$6,900,000.00
FEDERAL SHARE	\$6,900,000.00
STATE SHARE	\$0.00
LOCAL SHARE	\$0.00

This Grant Agreement by and between *Montgomery County* (hereinafter referred to as the "PUBLIC BODY" and the MARYLAND DEPARTMENT OF TRANSPORTATION (hereinafter referred to as "MDOT"), an instrumentality of the State of Maryland, and the Maryland Transit Administration (hereinafter referred to as "MTA"), a modal agency of MDOT.

WITNESSETH:

WHEREAS, pursuant to Section 2-103 (i) (2) of the Transportation Article, Annotated Code of Maryland, the Secretary of Transportation (hereinafter referred to as "the Secretary"), to the extent permitted by the State budget, is authorized to make grants-in-aid to any government transportation agency within the State of Maryland, including any county agency, bi-county agency, multi-jurisdictional agency or municipal agency, or any other person for any transportation related purpose; and

WHEREAS, pursuant to Section 2-103 (i) (1) of the Transportation Article, Annotated Code of Maryland, the Secretary has the authority to apply for and receive grants; and

WHEREAS, pursuant to Section 7-204 (e) of the Transportation Article, Annotated Code of Maryland, the MTA has the authority to apply for and receive grants; and

WHEREAS, the MTA has been designated as the recipient of Federal Transit Act grant funds to local political subdivisions to fund capital expenses associated with the provision of transportation services; and

WHEREAS, pursuant to Section 7-202(b) (2) of the Transportation Article, Annotated Code of Maryland, the Secretary has delegated and authorized the Administrator of the MTA (hereinafter referred to as "Administrator") to be the authorized agent to act on behalf of the Secretary to administer the Federal Transit Administration (FTA)'s grant programs and to administer grants to the designated recipients; and

WHEREAS, in accordance with Maryland's Capital Assistance Program and with the public transportation programs for Maryland's urban and non-urbanized areas, the MTA will provide to qualifying local public agencies within the State of Maryland federal funds granted to the MTA by the Federal Transit Administration (FTA) to assist in financing the total costs of approved public transportation capital improvement/ acquisition projects in accordance with MDOT's program pursuant to Section 2-103.3 of the Transportation Article, Annotated Code of Maryland and with MTA's program formulas; and

WHEREAS, the PUBLIC BODY has applied to the MTA for capital assistance under the terms and conditions of the MTA's capital program to assist in providing improved transportation services, public capital improvements/acquisitions and,

WHEREAS, the MTA has applied for and received Federal Grants from the FTA under the provision of Section 5307 of the American Recovery and Reinvestment Act (ARRA) of Feb. 17, 2009, to assist the funding of the project described above; and

WHEREAS, the MTA has reviewed the application and the supporting documents submitted by the PUBLIC BODY and has approved the application as submitted and the Secretary has agreed to make this grant; and

WHEREAS, the Secretary has authorized the Administrator (a) to execute grant agreements on behalf of the Maryland Transit Administration with the U.S. Department of Transportation for aid in the financing of operating and planning expenses and capital improvements of projects and budgets; and (b) to enter into grant agreements and award grants to sub-recipients for aid in the financing of the sub-recipients' capital improvement projects.

The MTA HEREBY makes a grant to the PUBLIC BODY for the purpose stated herein and subject to all the conditions set forth herein. Pursuant to its delegated authority, MTA will administer the grant as provided in this Agreement. MTA is committed to carrying out the federal American Recovery and Reinvestment Act (ARRA) stimulus grant program and ensuring that all applicable federal requirements are met.

NOW, THEREFORE, in consideration of the mutual covenants, promises and representations herein, the parties hereto agree as follows:

### SECTION 1 – PURPOSE OF GRANT

The purpose of this Grant is for the undertaking of capital purchase(s), of a public transportation capital improvement/acquisition project (hereinafter referred to as the "Project") with financial assistance (hereinafter referred to as "Capital Assistance" to the PUBLIC BODY. This Grant Agreement states the terms and conditions upon which such Capital Assistance will be provided and the manner in which the Project will be undertaken to assure that the Grant is used for the intended project. The Capital Assistance under this grant consists of a combination of federal funds, as provided for in a contract executed between FTA and the MTA.

With respect to the federal funds provided to the MTA for the Project, the PUBLIC BODY is deemed by FTA to be a "sub-recipient".

### SECTION 2 – THE PROJECT

The Project involves the purchase of capital equipment, and capital improvements/acquisitions for the transportation system of the PUBLIC BODY described on the first page of this Grant.

The PUBLIC BODY shall undertake and complete the Project substantially as described in its application, filed with and approved by the MTA and the Secretary, incorporated in this Grant by reference, and in accordance with the terms and conditions of this Grant.

### SECTION 3 – CAPITAL ASSISTANCE

In order to assist the PUBLIC BODY in financing the eligible net cost of its Project, such net project cost estimated to be the amount appearing on page one (1) of this grant, the MTA will provide Capital Assistance as follows:

- A. Federal funds granted to the MDOT/MTA by FTA in an amount not to exceed \$6,900,000.

#### SECTION 4 – PROJECT COST

The Project Cost shall be the amount of the total eligible project expenses as determined by the MTA. The estimated New Project cost is shown on the first page of this Agreement.

#### SECTION 5 – THE PROJECT BUDGET

The Project Budget and Allocation of Capital Assistance is incorporated herein as Appendix A. Reallocation of Capital Assistance funds between budget items during the Project Time Period, which does not increase the maximum amount of funds provided, will require prior approval by the MTA.

#### SECTION 6 – COMPENSATION AND METHOD OF PAYMENT

The total amount of Capital Assistance will be paid by the MTA on behalf of MDOT to the PUBLIC BODY. Payment will be made upon receipt and approval by the MTA of a Request for Payment submitted by the PUBLIC BODY in conformity with Section D, paragraph two, of the "Guidelines for Project Administration," which is attached as Exhibit A to this Grant Agreement.

Notwithstanding anything herein to the contrary, the MTA shall not provide the Capital Assistance described in Section 3 in the event that:

1. the PUBLIC BODY has not executed a contract for the Project as described in Appendix A within project period of either 180 days or one year of the Project Budget; or
2. the PUBLIC BODY has not presented to and received approval from the MTA, of a plan of obligation and expenditures of the Project in the specific case where contracting for procurement will take place after the project period of either 180 days or one year of the Project Budget (Appendix A); or
3. the PUBLIC BODY does not submit a Request for Payment under Section 3 of this Agreement within sixty (60) days after delivery/completion and acceptance of the project.

#### SECTION 7 – CONTRACTS UNDER THIS GRANT

Prior to execution, the PUBLIC BODY shall submit to the MTA for its review and approval any third party contract proposed to be executed in accordance with this section in conformity with Section C, paragraph 2, of the "Guidelines for Project Administration," which is attached as Exhibit A to this Grant Agreement.

#### SECTION 8 – NO MTA OBLIGATIONS TO THIRD PARTIES

Neither MDOT nor the MTA shall be subject to any obligation or liabilities by contractors of the PUBLIC BODY or their subcontractors or any other person not a party to this Grant in

connection with the performance of the Project pursuant to the provisions of this Grant without the specific consent of the MTA and MDOT and notwithstanding its concurrence in or approval of the award of any contract or subcontract or the solicitation thereof.

#### SECTION 9 – REPORTS AND RECORDS

The PUBLIC BODY shall submit to the MTA such progress narrative, financial and statistical reports relative to the Project in a form and at such times as prescribed by the MTA in a separate document which shall be forwarded once such requirements are confirmed in writing by FTA.

#### SECTION 10 – DOCUMENTATION OF PROJECT COSTS

The PUBLIC BODY shall assure that all costs charged to the Project, including any approved services contributed by the PUBLIC BODY or others, are supported by properly executed payrolls, time records, invoices, contracts, or vouchers evidencing in detail the nature and propriety of the charges as described in Section D, paragraph 4 of the “Guidelines for Project Administration,” which is attached as Exhibit A to this Grant Agreement.

#### SECTION 11 – PROJECT ADMINISTRATION

The PUBLIC BODY shall designate a Project Director to act, on its behalf in the negotiation of matters arising out of the Grant Agreement and to assume supervisory responsibility for the administration of the Project.

The PUBLIC BODY shall administer the Project in accordance with the *Guidelines for Project Administration*, which is incorporated by reference in this Grant Agreement and attached as Exhibit A.

The Administrator of the MTA or his designee shall be the authorized agent to act on behalf of the Secretary, MDOT, and MTA in the administration of this Grant. The Administrator’s designee for the project is named in Exhibit B to this Agreement.

#### SECTION 12 – PROJECT SETTLEMENT AND CLOSE-OUT

The MTA may utilize a final audit of the Project to determine the final financial settlement of the Project. If it is determined, as a result of audit, that the MTA has made payments in excess of the amount provided for in Section 3 above, the PUBLIC BODY shall promptly remit to the MTA such excess amounts. The PUBLIC BODY’s covenant to repay such excess amounts shall survive the termination of this Agreement. The PUBLIC BODY shall retain on file all records relating to the Project for three (3) years after project settlement and closeout. The retention period starts upon notification by the MTA that the federal project has been closed out on a statewide basis regardless of the close of the project period.

#### SECTION 13 – FEDERAL REGULATIONS

To the extent that the Project is funded, wholly or in part, with a grant(s) of Federal dollars from the FTA, the FTA Master Agreement is made a part of the Grant Agreement. It comprises the mandatory terms and provisions required by FTA for third-party contracts awarded by the Grantee, MDOT. The FTA Master Agreement supersedes any conflicting terms in the body of

D. Certificate of PUBLIC BODY'S Attorney

I, \_\_\_\_\_, acting as Attorney for the PUBLIC BODY, do hereby certify that I have examined this Grant and the proceedings taken by the PUBLIC BODY relating thereto, and find that the acceptance of the MDOT's and MTA's offer by the PUBLIC BODY has been duly authorized and that the execution of this grant is in all respect due and proper and in accordance with applicable State and local law and further that, in my opinion, said Grant constitutes a legal and binding obligation of the PUBLIC BODY in accordance with the terms thereof. I further certify that to the best of my knowledge, there is no legislation or litigation pending or threatened, which might affect the performance of the Project in accordance with the terms of this Grant.

Dated this \_\_\_\_\_ day of \_\_\_\_\_, 2009

By: \_\_\_\_\_

Title: \_\_\_\_\_

APPROVED AS TO  
FORM AND LEGALITY  
OFFICE OF COUNTY ATTORNEY  
BY *Alcibiades*  
DATE 5/7/09

EXECUTION OF GRANT AGREEMENT

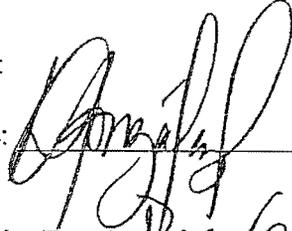
There are several identical counterparts of this Grant Agreement in typewritten hard copy; each counterpart is to be fully signed in writing by the duly authorized officials of FTA or the Federal Government and the Grant Recipient, and each counterpart is deemed to be an original having identical legal effect. Upon full execution of this Grant Agreement by the Grant Recipient, the Effective Date will be the date FTA or the Federal Government awarded Federal assistance for this Grant Agreement.

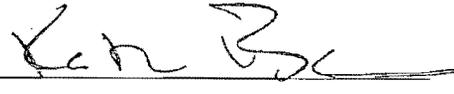
The Grant Recipient, by executing this Grant Agreement, affirms this FTA Award; adopts and ratifies all statements, representations, warranties, covenants, and materials it has submitted to FTA; consents to this FTA Award; and agrees to all terms and conditions set forth in this Grant Agreement.

Executed by the Grant Recipient this 13 day of may, 2009.

ATTEST:

BY:

Signature: 

Signature: 

Name (Print/Type): Yes Cooper

Name (Print/Type): \_\_\_\_\_

Senior Admin. Aide, Montgomery Co.  
TITLE AND ORGANIZATION

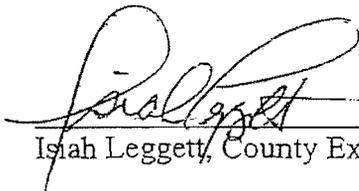
\_\_\_\_\_  
TITLE AND ORGANIZATION

CERTIFICATION BY LOCAL GOVERNMENTS OF PROJECTS FUNDED  
THROUGH THE AMERICAN RECOVERY AND REINVESTMENT ACT:

Pursuant to Titles XV and XVI, sections 1511 and 1607 of the American Recovery and Reinvestment Act (Pub. L 111-5 (Feb. 17, 2009)) ("ARRA"), I, Isiah Leggett \*, hereby certify that:

- 1) Montgomery County will use approximately \$ 6,900,000.00 in funds provided to the State of Maryland by ARRA for federally eligible local projects in my jurisdiction;
- 2) Funds will be used to create jobs and promote economic growth;
- 3) The infrastructure investments totaling \$ 6,900,000.00 funded with amounts appropriated by ARRA under the headings "Highway Infrastructure Investment" to the Federal Highway Administration, "Transit Capital Assistance," "Fixed Guideway Infrastructure Investment," and "Capital Investment Grants" to the Federal Transit Administration, have received the full review and vetting required by law and that I accept responsibility that such investments are appropriate uses of taxpayer dollars;
- 4) The total amount of funds received and amount expended or obligated, the names, descriptions, purpose, total cost, rationale, completion status, estimated direct jobs created and retained for each project, and information on subcontracts and subgrants will be reported on a monthly basis; and
- 5) A description of the investment, the estimated total cost, and the amount of ARRA funds to be used is provided on the Maryland Statewide Transportation Improvement Program (STIP) and is available to the public at <http://www.mdot.state.md.us/Planning/STIPandTIP/2008STIP.pdf> and linked to Recovery.gov.

I understand that my local agency may not receive ARRA infrastructure investment funding unless this certification is made and provided to the Maryland Department of Transportation.

  
\_\_\_\_\_  
Isiah Leggett, County Executive

Signed this 14<sup>th</sup> day of May, 2009.

\*In accordance with section 1511 of ARRA, the Certifying Official may be either the Governor, mayor, or other chief executive, as appropriate.

Attachment

PUBLIC BODY        Montgomery County  
 BUDGET NO.        One (1)  
 PROJECT NO.        MD-96-X001

ARRA Program Budget  
and  
Allocation of Grant Funds  
Fiscal Year 2009-2010

<u>Description</u>	<u>Line Item</u>	<u>Estimated</u> <u>Project Funds</u>	<u>Federal</u> <u>Funds</u>
Dispatch Software	11.42.08	\$350,000.00	\$350,000.00
Heavy Duty Transit Bus > 30 Repl	11.12.01	\$517,160.00	\$517,160.00
Heavy Duty Transit Bus > 30 Repl	11.12.01	\$517,160.00	\$517,160.00
Heavy Duty Transit Bus > 30 Repl	11.12.01	\$517,160.00	\$517,160.00
Heavy Duty Transit Bus > 30 Repl	11.12.01	\$517,160.00	\$517,160.00
Heavy Duty Transit Bus > 30 Repl	11.12.01	\$517,160.00	\$517,160.00
Heavy Duty Transit Bus > 30 Repl	11.12.01	\$517,160.00	\$517,160.00
Heavy Duty Transit Bus > 30 Repl	11.12.01	\$517,160.00	\$517,160.00
Heavy Duty Transit Bus > 30 Repl	11.12.01	\$517,160.00	\$517,160.00
Heavy Duty Transit Bus > 30 Repl	11.12.01	\$517,160.00	\$517,160.00
Heavy Duty Transit Bus > 30 Repl	11.12.01	\$517,160.00	\$517,160.00
Heavy Duty Transit Bus > 30 Repl	11.12.01	\$517,160.00	\$517,160.00
Heavy Duty Transit Bus > 30 Repl - Diesel	11.12.01	\$344,080.00	\$344,080.00
TOTAL		\$6,900,000.00	\$6,900,000.00



OFFICE OF THE COUNTY EXECUTIVE  
ROCKVILLE, MARYLAND 20850

Isiah Leggett  
County Executive

MEMORANDUM

July 1, 2009

TO: Phil Andrews, President, County Council

FROM: <sup>For</sup> Isiah Leggett, County Executive

SUBJECT: Amendment to the FY09-14 Capital Improvements Program and  
Special Appropriation #2-E10-CMCG-2 to the FY10 Capital Budget  
Montgomery County Government  
Department of Transportation  
BRAC Bicycle and Pedestrian Facilities (No. 501000), \$750,000

I am recommending a special appropriation to the FY10 Capital Budget and amendment to the FY09-14 Capital Improvements Program (CIP) in the amount of \$750,000 for BRAC Bicycle and Pedestrian Facilities (No. 501000). Appropriation for this project will fund the planning and preliminary engineering to support a bikeway network and pedestrian facilities surrounding the National Naval Medical Center in the Bethesda area.

This amendment and special appropriation is needed to obtain spending authority for a Federal grant awarded to the County to plan and study transportation mode improvements and safe pedestrian and bicycle facilities for citizens residing in surrounding urban neighborhoods and persons commuting to the site. This grant has been awarded in accordance with the Office of Economic Adjustment (OEA) Department of Defense Community Planning Assistance Funds Grant Agreement (Bethesda NNMC Federal Identifier RA0625-09-03) on behalf of the Department of Defense. The County's funding match requirement of \$92,740 will be met by contributions from existing County staff whose personnel costs are already appropriated in the FY10 Operating Budget.

The 2005 Base Realignment and Closure (BRAC) recommendations moved to establish the new Walter Reed National Military Medical Center on the Bethesda, Maryland campus of the present National Naval Medical Center by September 2011. Specific changes at the Bethesda campus will include construction and renovation of the clinical hospital and administrative space where approximately 2,200 additional medical and administrative personnel will join the staff, which will impact the transportation infrastructure in the surrounding area.

Phil Andrews, President, County Council

July 1, 2009

Page 2

The recommended amendment is consistent with the criteria for amending the CIP because the project leverages significant non-County source of funds, offers a significant opportunity which will be lost if not taken at this time, and is needed to address an urgent safety concern.

I recommend that the County Council approve this special appropriation and amendment to the FY09-14 CIP in the amount of \$750,000 and specify the source of funds as Federal Aid.

I appreciate your prompt consideration of this action.

IL:mh

Attachment: Amendment to the FY09-14 Capital Improvements Program and Special Appropriation #2-E10-CMCG-2

c: Arthur Holmes, Jr., Director, Department of Transportation  
Joseph F. Beach, Director, Office of Management and Budget  
Kathleen Boucher, Assistant Chief Administrative Officer

Resolution No: \_\_\_\_\_  
Introduced: \_\_\_\_\_  
Adopted: \_\_\_\_\_

COUNTY COUNCIL  
FOR MONTGOMERY COUNTY, MARYLAND

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By: Council President at the Request of the County Executive

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SUBJECT: Amendment to the FY09-14 Capital Improvements Program and  
Special Appropriation #2-E10-CMCG-2 to the FY10 Capital Budget  
Montgomery County Government  
Department of Transportation  
BRAC Bicycle and Pedestrian Facilities (No. 501000), \$750,000

Background

1. Section 308 of the Montgomery County Charter provides that a special appropriation: (a) may be made at any time after public notice by news release; (b) must state that the special appropriation is necessary to meet an unforeseen disaster or other emergency or to act without delay in the public interest; (c) must specify the revenues necessary to finance it; and (d) must be approved by no fewer than six members of the Council.
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>
BRAC Bicycle & Pedestrian Facilities	501000	PDS	<u>\$750,000</u>	
TOTAL			\$750,000	Federal Aid

4. The 2005 Base Realignment and Closure (BRAC) recommendations moved to establish the new Walter Reed National Military Medical Center on the Bethesda, Maryland campus of the present National Naval Medical Center by September 2011. Specific changes at the Bethesda campus will include construction and renovation of the clinical hospital and administrative space where approximately 2,200 additional medical and administrative personnel will join the staff, which will impact the transportation infrastructure in the surrounding area.

This amendment and special appropriation is needed to obtain spending authority for a Federal grant awarded to the County to plan and study transportation mode improvements and safe pedestrian and bicycle facilities for citizens residing in surrounding urban neighborhoods and persons commuting to the site. This grant has been awarded in accordance with the Office of Economic Adjustment (OEA) Department of Defense Community Planning Assistance Funds Grant Agreement (Bethesda NNMC Federal Identifier RA0625-09-03) on behalf of the Department of Defense.

5. The County Executive recommends an amendment to the FY09-14 Capital Improvements Program and a special appropriation in the amount of \$750,000 for BRAC Bicycle and Pedestrian Facilities (No. 501000), and specifies that the source of funds will be Federal Aid.
6. Notice of public hearing was given and a public hearing was held.

Action

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

1. The FY09-14 Capital Improvements Program of the Montgomery County Government is amended as reflected on the attached project description form and a special 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>
BRAC Bicycle & Pedestrian Facilities	501000	PDS	\$750,000	
TOTAL			\$750,000	Federal Aid

2. The County Council declares that this action is necessary to act without delay in the public interest and that this appropriation is needed to meet the emergency.

This is a correct copy of Council action.

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Linda M. Lauer, Clerk of the Council

# BRAC Bicycle and Pedestrian Facilities -- No. 501000

Category  
Subcategory  
Administering Agency  
Planning Area

Transportation  
Pedestrian Facilities/Bikeways  
Transportation  
Bethesda-Chevy Chase

Date Last Modified  
Required Adequate Public Facility  
Relocation Impact  
Status

July 01, 2009  
Yes  
None.  
Planning Stage

### EXPENDITURE SCHEDULE (\$000)

Cost Element	Total	Thru FY08	Rem. FY08	Total 5 Years	FY09	FY10	FY11	FY12	FY13	FY14	Beyond 5 Years
Planning, Design, and Supervision	750	0	0	750	0	750	0	0	0	0	0
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	0	0	0	0	0	0	0	0	0	0	0
Other	0	0	0	0	0	0	0	0	0	0	0
<b>Total</b>	<b>750</b>	<b>0</b>	<b>0</b>	<b>750</b>	<b>0</b>	<b>750</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>

### FUNDING SCHEDULE (\$000)

Federal Aid	750	0	0	750	0	750	0	0	0	0	0
<b>Total</b>	<b>750</b>	<b>0</b>	<b>0</b>	<b>750</b>	<b>0</b>	<b>750</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>

#### DESCRIPTION

This project provides for the planning and preliminary engineering of a bikeway network and addition of pedestrian facilities surrounding the National Naval Medical Center (NNMC) in Bethesda, Maryland due to Base Realignment and Closure (BRAC).

The BRAC study will analyze connectivity, smooth transition to the transportation pedestrian and bicycle network, preliminary engineering for the facilities, and a signing bicycling plan within adjacent neighborhoods. A review of the site and local master plans for impacts to pedestrians, bicycles and the requirements of the ADA (Americans with Disabilities Act of 1991) will be performed and addressed by this project. It will include provisions to provide additional safe pedestrian/bicycle facilities such as master planned bike paths, sidewalks, signing, pavement markings, lighting, bus stop pads, minor landscaping, and other pertinent issues to ensure pedestrian and bicycle safety.

The final scope of work will be coordinated with local communities and property owners before final design and construction plans are developed for the following components:

1. East and West Cedar Lane Bike Path SR-54 [Old Georgetown Road to Beach Drive] - The off road bike path for the north side of East Cedar Lane begins at Wisconsin Avenue (MD 355) and ties to an existing path which continues to Beach Drive. The off-road bike path for the south side of West Cedar Lane begins at Old Georgetown Road (MD 187) and continues to Wisconsin Avenue (MD 355). *Rockville Pike*
2. Battery Lane Area Pedestrian and Bicycle Improvements [Battery Park-MD 355] and Glenbrook Parkway Pedestrian/Bicycle Safety Improvements [MD 355 to Jones Bridge Road] - Both projects will provide improved safety on existing sidewalks and bike paths with provisions for sidewalk repairs, lighting and improved directional signing.
3. Wisconsin Avenue (MD 355) SP-62 [East Cedar Lane to Jones Bridge Road] - This project provides an off-road bike path along the east side, as a relocation or expansion of the existing sidewalk.
4. Jones Bridge Road BL-9 [MD 355 to Naval Uniformed Services Univ. of the Health Sciences Entrance at 4301 Jones Bridge Road] - This project provides 5 foot wide bike lanes along the north and south side of Jones Bridge Road or an off road bike path.

#### CAPACITY

The implementation of this grant will provide a specific program for improved and safer access to the National Naval Medical Center (NNMC) campus by adding bicycle and pedestrian routes.

#### JUSTIFICATION

The 2005 Base Realignment and Closure (BRAC) recommendations moved to establish the new Walter Reed National Military Medical Center (WRNMMC) to be a tri-service military medical center located on the Bethesda, Maryland campus of the present National Naval Medical Center (NNMC) by September 2011. Specific changes at the realigned Bethesda campus will include construction and renovation of approximately 2,400,000 square feet of clinical hospital and administrative space where approximately 2,200 additional medical and administrative personnel from the Army and Air Force will join the staff. The additional jobs created and medical services provided will have impact on the transportation infrastructure. Federal money has been granted to the County to plan and study priority alternative transportation mode improvements and safe pedestrian and bicycle facilities for citizens residing in surrounding urban neighborhoods and persons commuting to the site.

#### OTHER

A pedestrian safety analysis has been completed for this project.

#### FISCAL NOTE

The County's funding match requirement of \$92,740 will be met by contributions from existing County staff whose personnel costs are already appropriated in the FY10 Operating Budget. The FY10 special appropriation request is in accordance with the Office of Economic Adjustment (OEA) Department of Defense

#### APPROPRIATION AND EXPENDITURE DATA

Date First Appropriation	FY10	(\$000)
First Cost Estimate	FY10	750
Current Scope		
Last FY's Cost Estimate		0
Appropriation Request	FY10	0
Supplemental Appropriation Request		750
Transfer		0
Cumulative Appropriation		0
Expenditures / Encumbrances		0
Unencumbered Balance		0
Partial Closeout Thru	FY07	0
New Partial Closeout	FY08	0
Total Partial Closeout		0

#### COORDINATION

Bethesda Chevy Chase Regional Services Center (BCC)  
Bethesda Urban Partnership  
Montgomery Bicycle Action Group (MCBAG)  
Montgomery Bike (MOBIKE)  
Maryland-National Capital Park and Planning Commission  
Maryland State Highway Administration  
Bethesda CBD Streetscaping  
Maryland Mass Transit Administration  
Washington Metropolitan Transit Authority (WMATA)  
Base Realignment & Closure (BRAC)  
Office of Economic Adjustment (OEA)  
North Bethesda Transportation Management District (NBTMD)  
National Institutes of Health (NIH)  
National Naval Medical Center (NNMC)

#### MAP

See Map on Next Page

# BRAC Bicycle and Pedestrian Facilities -- No. 501000 (continued)

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Community Planning Assistance Funds Grant Agreement (Bethesda NNMC Federal identifier RA0625-09-03) with the County on behalf of the Department of Defense.



## SUPPLEMENTAL OR SPECIAL APPROPRIATION REQUEST SUMMARY

**1. Please fill in the following table:**

Agency	Montgomery County Government
Department	Transportation
Fund (County Government only)	CIP
Fiscal year	FY10
Supplemental or Special	Special

**2. What is the amount and source of funding?**

Source of funding (Please list sources)	Amount
Federal Aid	\$750,000
Total request	\$750,000

**3. Please explain why you did not request this during the annual budget process.**

This is a Federal grant that was recently awarded.



Federal Identifier  
RA0625-09-03  
Bethesda NNMC

Ms. Kathleen Mary Boucher  
Assistant Chief Administrative Officer  
Office of the County Executive  
Montgomery County  
101 Monroe Street  
Rockville, MD 20850-2503

Dear Ms. Boucher:

I am pleased to inform you that I have approved the request for \$876,567 of Department of Defense Community Planning Assistance Funds to carry out a community economic adjustment program at National Naval Medical Center Bethesda. If the provisions of the enclosed grant agreement are acceptable, please sign the document online.

Standard Form (SF) 270, "Request for Advance or Reimbursement" is used to request grant funds. The first request for payment may be submitted electronically once you have signed the grant agreement. Subsequent payment requests will be approved for disbursement contingent upon acceptance of the interim performance reports. The SF 269A, "Financial Status Report" is used to report final outlays and obligations for the entire grant period and must be submitted to close out the grant.

This grant has been assigned the Federal Identifier RA0625-09-03. Please use this identifier on all grant-related correspondence.

You may direct questions regarding this award to your OEA Project Manager, Ms. Cyrena Eitler, at (703) 604-5139 or [cyrena.eitler@wso.whs.mil](mailto:cyrena.eitler@wso.whs.mil). We look forward to working with you.

Sincerely,

Patrick O'Brien 5/11/2009 1:16:10 PM  
Patrick J. O'Brien  
Director  
Office of Economic Adjustment

Enclosure:  
As stated

cc:  
Mr. Phil Alperson

(24)



OFFICE OF THE COUNTY EXECUTIVE  
ROCKVILLE, MARYLAND 20850

Isiah Leggett  
County Executive

MEMORANDUM

July 1, 2009

TO: Phil Andrews, President, County Council

FROM: Isiah Leggett, County Executive

SUBJECT: Amendment to the FY09-14 Capital Improvements Program and  
Special Appropriation #1-E10-CMCG-1 to the FY10 Capital Budget  
Montgomery County Government  
Department of Transportation  
ARRA Traffic Improvements (No. 501002), \$2,775,000  
ARRA Highway Improvements (No. 501003), \$5,715,000

I am recommending a special appropriation to the FY10 Capital Budget and amendment to the FY09-14 Capital Improvements Program (CIP) in the amount of \$8,490,000 for the American Recovery and Reinvestment Act (ARRA) Traffic Improvements project (No. 501002) and the ARRA Highway Improvements project (No. 501003). Appropriation for these projects will fund various traffic and highway improvements Countywide.

This special increase is needed to obtain appropriation authority for the Federal economic stimulus American Recovery and Reinvestment Act (ARRA), Local Highway Allocation, awarded to the County through a Highway Improvements Program grant. These funds will be used for: (1) Advance Transportation Management System/Fiber Optics (\$600,000); (2) Streetlight Installation/MD124 (\$1,100,000); (3) Traffic Signals Uninterruptible Power Supply / Battery Backup (\$600,000); (4) Traffic Sign Upgrades (\$250,000); (5) Guard Rail End Treatments (\$225,000); and (6) Paving and Resurfacing of various Primary Roads in the Federal Aid System (\$5,715,000). These funds do not require a match from the County.

The recommended amendment is consistent with the criteria for amending the CIP because the project leverages significant non-County source of funds and offers a significant opportunity which will be lost if not taken at this time

Phil Andrews, President, County Council  
July 1, 2009  
Page 2

I recommend that the County Council approve this special appropriation and amendment to the FY09-14 Capital Improvements Program in the amount of \$8,490,000 and specify the source of funds as Federal Aid.

I appreciate your prompt consideration of this action.

IL:mh

Attachment: Amendment to the FY09-14 Capital Improvements Program and Special  
Appropriation #1-E10-CMCG-1

c: Arthur Holmes, Jr., Director, Department of Transportation  
Joseph Beach, Director, Office Management and Budget  
Kathleen Boucher, Assistant Chief Administrative Officer

Resolution No: \_\_\_\_\_  
 Introduced: \_\_\_\_\_  
 Adopted: \_\_\_\_\_

COUNTY COUNCIL  
 FOR MONTGOMERY COUNTY, MARYLAND

By: Council President at the Request of the County Executive

SUBJECT: Amendment to the FY09-14 Capital Improvements Program and  
 Special Appropriation #1-E10-CMCG-1 to the FY10 Capital Budget  
 Montgomery County Government  
 Department of Transportation  
 ARRA Traffic Improvements (No. 501002), \$2,775,000  
 ARRA Highway Improvements (No. 501003), \$5,715,000

Background

1. Section 308 of the Montgomery County Charter provides that a special appropriation: (a) may be made at any time after public notice by news release; (b) must state that the special appropriation is necessary to meet an unforeseen disaster or other emergency or to act without delay in the public interest; (c) must specify the revenues necessary to finance it; and (d) must be approved by no fewer than six members of the Council.
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>
ARRA Traffic Improvements	501002	SIU	\$2,775,000	
ARRA Highway Improvements	501003	PDS Construction	\$ 860,000 \$4,855,000	
TOTAL			\$8,490,000	Federal Aid

4. This special increase is needed to obtain appropriation authority for the Federal economic stimulus American Recovery and Reinvestment Act (ARRA), Local Highway Allocation, awarded to the County through a Highway Improvements Program grant. These funds will be used for: (1) Advance Transportation Management System/Fiber Optics (\$600,000); (2) Streetlight Installation/MD124 (\$1,100,000); (3) Traffic Signals Uninterruptible Power Supply (UPS) / Battery Backup (BBU) (\$600,000); (4) Traffic Sign Upgrades (\$250,000); (5) Guard Rail End Treatments (\$225,000); and (6) Paving and Resurfacing of various Primary Roads in the Federal Aid System (\$5,715,000). These funds do not require a match from the County.

The recommended amendment is consistent with the criteria for amending the CIP because the project leverages significant non-County source of funds and offers a significant opportunity which will be lost if not taken at this time.

5. The County Executive recommends an amendment to the FY09-14 Capital Improvements Program and a special appropriation in the amount of \$8,490,000 for ARRA Traffic Improvements (No. 501002) and ARRA Highway Improvements (No. 501003), and specifies that the source of funds will be Federal Aid.
6. Notice of public hearing was given and a public hearing was held.

Action

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

1. The FY09-14 Capital Improvements Program of the Montgomery County Government is amended as reflected on the attached project description form and a special 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>
ARRA Traffic Improvements	501002	SIU	\$2,775,000	
ARRA Highway Improvements	501003	PDS Construction	\$ 860,000 <u>\$4,855,000</u>	
TOTAL			\$8,490,000	Federal Aid

2. The County Council declares that this action is necessary to act without delay in the public interest and that this appropriation is needed to meet the emergency.

This is a correct copy of Council action.

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Linda M. Lauer, Clerk of the Council

# ARRA Traffic Improvements -- No. 501002

Category	Transportation	Date Last Modified	July 01, 2009
Subcategory	Traffic Improvements	Required Adequate Public Facility	No
Administering Agency	Transportation	Relocation Impact	None.
Planning Area	Countywide	Status	Preliminary Design Stage

## EXPENDITURE SCHEDULE (\$000)

Cost Element	Total	Thru FY08	Rem. FY08	Total 6 Years	FY09	FY10	FY11	FY12	FY13	FY14	Beyond 6 Years
Planning, Design, and Supervision	0	0	0	0	0	0	0	0	0	0	0
Land	0	0	0	0	0	0	0	0	0	0	0
Site Improvements and Utilities	2,775	0	0	2,775	0	1,675	1,100	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0	0
Other	0	0	0	0	0	0	0	0	0	0	0
<b>Total</b>	<b>2,775</b>	<b>0</b>	<b>0</b>	<b>2,775</b>	<b>0</b>	<b>1,675</b>	<b>1,100</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>

## FUNDING SCHEDULE (\$000)

Fed Stimulus (State Allocation)	2,775	0	0	2,775	0	1,675	1,100	0	0	0	0
<b>Total</b>	<b>2,775</b>	<b>0</b>	<b>0</b>	<b>2,775</b>	<b>0</b>	<b>1,675</b>	<b>1,100</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>

### DESCRIPTION

This project provides for various traffic improvements to be funded under the American Recovery and Reinvestment Act (ARRA) Federal economic stimulus program.

- (1) Advance Transportation Management System (Fiber Optics) (\$600,000) - Installation of fiber optic cable plant along the US29 corridor from the current terminus at Briggs Chaney Road to the Howard County line (5.5 mi.)
- (2) Streetlight Installation on MD124 (\$1,100,000) - Installation and energizing of lights (approximately 150)
- (3) Traffic Signals UPS/BBU (\$500,000) - Deployment of Uninterruptible Power Supply (UPS) / Battery Backup (BBU) at approximately 40 traffic signals
- (4) Traffic Sign Upgrades (\$250,000) - Upgrade or replacement of traffic warning signs with fluorescent micro-prismatic sign sheeting
- (5) Guard Rail End Treatments (\$225,000) - Replacement of deficient and/or substandard guardrail end treatments to meet current standards (approximately 75)

### JUSTIFICATION

- (1) Advance Transportation Management System (Fiber Optics) will facilitate the deployment of new traffic signal control features and functionality.
- (2) Streetlight Installation on MD124  
Maryland State Highway Administration (MSHA) is currently reconstructing this stretch of road, which is suburban with numerous commercial zones, but is not installing lighting as part of their project. Installation of streetlights along MD124 between Air Park Road and Rosewood Manor Lane will improve safety. At the County's request, MSHA has agreed to install conduits and handboxes for a pedestrian lighting system. The County will install and energize the lights.
- (3) Traffic Signals UPS/BBU mitigates the vulnerability of the traffic control system due to loss of electrical power during storms or in the case of an evacuation.
- (4) Traffic Sign Upgrades improves visibility and traffic safety, particularly during low light and inclement weather situations.
- (5) Guard Rail End Treatments improves traffic safety and reduces the severity of run-off-the-road accidents.

### OTHER

Plans and Studies:

Streetlight Installation on MD124: MSHA Contract No. MO6325171

Traffic Signals UPS/BBU: Concept of Operations, Version: Revision 1, dated February 8, 2007; System Requirements, Version: Revision F, dated May 16, 2007

Traffic Sign Upgrades: Manual on Uniform Traffic Control Devices

Guard Rail End Treatments: Current MSHA guardrail standards and Montgomery County Department of Transportation 2004 guardrail study.

Pedestrian Safety Impact analyses, have, or will be completed for these projects.

### FISCAL NOTE

Funding is provided under the Federal economic stimulus ARRA, Local Highway Allocation, awarded to the County through a Highway Improvements Program grant. Total grant funds are \$8.49M and do not require a County match. See the ARRA Highway Improvements project (#501003) for the remainder of the grant.

Conditions precedent to disbursement of the grant require the State of Maryland to approve planning, specifications and estimates as well as the low, responsive and responsible bidder for construction.

APPROPRIATION AND EXPENDITURE DATA	COORDINATION	MAP																																																
<table border="1" style="width: 100%; border-collapse: collapse;"> <tr> <td>Date First Appropriation</td> <td style="text-align: center;">FY10</td> <td style="text-align: right;">(\$000)</td> </tr> <tr> <td>First Cost Estimate</td> <td></td> <td></td> </tr> <tr> <td>Current Scope</td> <td style="text-align: center;">FY10</td> <td style="text-align: right;">2,775</td> </tr> <tr> <td>Last FY's Cost Estimate</td> <td></td> <td style="text-align: right;">0</td> </tr> <tr> <td colspan="3"> </td> </tr> <tr> <td>Appropriation Request</td> <td style="text-align: center;">FY10</td> <td style="text-align: right;">0</td> </tr> <tr> <td>Supplemental Appropriation Request</td> <td></td> <td style="text-align: right;">2,775</td> </tr> <tr> <td>Transfer</td> <td></td> <td style="text-align: right;">0</td> </tr> <tr> <td colspan="3"> </td> </tr> <tr> <td>Cumulative Appropriation</td> <td></td> <td style="text-align: right;">0</td> </tr> <tr> <td>Expenditures / Encumbrances</td> <td></td> <td style="text-align: right;">0</td> </tr> <tr> <td>Unencumbered Balance</td> <td></td> <td style="text-align: right;">0</td> </tr> <tr> <td colspan="3"> </td> </tr> <tr> <td>Partial Closeout Thru</td> <td style="text-align: center;">FY07</td> <td style="text-align: right;">0</td> </tr> <tr> <td>New Partial Closeout</td> <td style="text-align: center;">FY08</td> <td style="text-align: right;">0</td> </tr> <tr> <td>Total Partial Closeout</td> <td></td> <td style="text-align: right;">0</td> </tr> </table>	Date First Appropriation	FY10	(\$000)	First Cost Estimate			Current Scope	FY10	2,775	Last FY's Cost Estimate		0				Appropriation Request	FY10	0	Supplemental Appropriation Request		2,775	Transfer		0				Cumulative Appropriation		0	Expenditures / Encumbrances		0	Unencumbered Balance		0				Partial Closeout Thru	FY07	0	New Partial Closeout	FY08	0	Total Partial Closeout		0	<p>Maryland State Highway Administration</p>	
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Partial Closeout Thru	FY07	0																																																
New Partial Closeout	FY08	0																																																
Total Partial Closeout		0																																																

# ARRA Highway Improvements -- No. 501003

Category  
Subcategory  
Administering Agency  
Planning Area

Transportation  
Highway Maintenance  
Transportation  
Countywide

Date Last Modified  
Required Adequate Public Facility  
Relocation Impact  
Status

July 01, 2009  
No  
None.  
Final Design Stage

### EXPENDITURE SCHEDULE (\$000)

Cost Element	Total	Thru FY08	Rem. FY08	Total 6 Years	FY09	FY10	FY11	FY12	FY13	FY14	Beyond 6 Years
Planning, Design, and Supervision	860	0	0	860	0	860	0	0	0	0	0
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	4,855	0	0	4,855	0	4,855	0	0	0	0	0
Other	0	0	0	0	0	0	0	0	0	0	0
<b>Total</b>	<b>5,715</b>	<b>0</b>	<b>0</b>	<b>5,715</b>	<b>0</b>	<b>5,715</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>

### FUNDING SCHEDULE (\$000)

Fed Stimulus (State Allocation)	5,715	0	0	5,715	0	5,715	0	0	0	0	0
<b>Total</b>	<b>5,715</b>	<b>0</b>	<b>0</b>	<b>5,715</b>	<b>0</b>	<b>5,715</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>

**DESCRIPTION**

This project provides for paving and resurfacing of various primary roads within the County that are in the Federal Aid System and to be funded under the American Recovery and Reinvestment Act (ARRA) Federal economic stimulus program. Approximately 40 lane miles on stretches of road throughout the County will be resurfaced including: (1) Barnesville Road from Mt. Ephraim Road to Rt117 Buck Lodge Road; (2) Shady Grove Road from I270 to Darnestown Road, (3) Forest Glen Road from MD97 - Georgia Avenue to Brunett Avenue (4) Old Columbia Pike from MD198/Spencerville Road to US29-Columbia Pike ramp; (5) Randolph Road East of Nebel Street.

**JUSTIFICATION**

The repair of the County's primary and arterial roadway infrastructure is critical to mobility throughout the County. In addition, the state of disrepair of the primary and arterial roadway system causes travel delays, increased traffic congestion, and compromises the safety and ease of travel. Well maintained road surfaces assist in the relief of traffic congestion.

The March 2008 "Report of the Infrastructure Maintenance Task Force" identified an annual resurfacing program level of effort based on a 12 year resurfacing frequency.

**OTHER**

Plans and Studies:

Montgomery County completed a countywide Pavement Management Study in FY08 that physically inspected and rated all County maintained roadways. An independent consultant, specializing in pavement management, conducted all physical inspections and developed subsequent ratings based on levels of observed pavement distress (type and extent), average daily traffic (ADT) and designation as an emergency route.

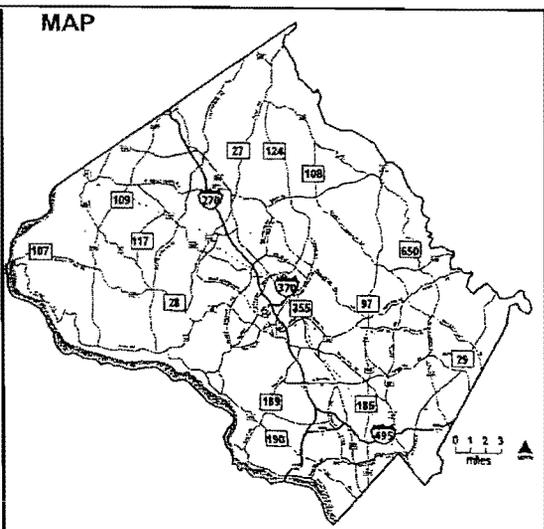
**FISCAL NOTE**

Funding is provided under the Federal economic stimulus ARRA, Local Highway Allocation, awarded to the County through a Highway Improvements Program grant. Total grant funds are \$8.49M and do not require a County match. See the ARRA Traffic Improvements project (#501002) for the remainder of the grant.

Conditions precedent to disbursement of the grant require the State of Maryland to approve planning, specifications and estimates as well as the low, responsive and responsible bidder for construction.

APPROPRIATION AND EXPENDITURE DATA		
Date First Appropriation	FY10	(\$000)
First Cost Estimate	FY10	5,715
Current Scope		
Last FY's Cost Estimate		0
Appropriation Request	FY10	0
Supplemental Appropriation Request		5,715
Transfer		0
Cumulative Appropriation		0
Expenditures / Encumbrances		0
Unencumbered Balance		0
Partial Closeout Thru	FY07	0
New Partial Closeout	FY08	0
Total Partial Closeout		0

**COORDINATION**  
Maryland State Highway Administration



**SUPPLEMENTAL OR SPECIAL APPROPRIATION REQUEST SUMMARY****1. Please fill in the following table:**

Agency	Montgomery County Government
Department	Transportation
Fund (County Government only)	CIP
Fiscal year	FY10
Supplemental or Special	Special

**2. What is the amount and source of funding?**

Source of funding (Please list sources)	Amount
Federal Aid	\$8,490,000
Total request	\$8,490,000

**3. Please explain why you did not request this during the annual budget process.**

The County was recently advised of the approval of these funds approved under the Federal economic stimulus American Recovery and Reinvestment Act (ARRA), Local Highway Allocation, and awarded via a Highway Improvements Program grant.

Copy of A.R.



RECEIVED

Martin O'Malley, Governor  
Anthony G. Brown, Lt. Governor

State Highway  
Administration

John D. Porcari, Secretary  
Neil J. Pedersen, Administrator

Maryland Department of Transportation  
May 22, 2009

DOT  
DIRECTOR'S OFFICE

Mr. Arthur Holmes, Jr., Director  
Montgomery County Department of Transportation  
101 Monroe Street, 10<sup>th</sup> Floor  
Rockville, Maryland 20850

Re: American Recovery and Reinvestment Act of 2009

Dear Mr. Holmes,

Thank you for your ARRA request dated May 15, 2009. The State Highway Administration is pleased to accept your proposed ARRA projects as the County's official list. As our schedule calls for all local projects to be identified by June 17, 2009, please advise us as soon as possible if you need to make any changes to your list.

You should now continue to process these projects for PSE submission. The PSE needs to be submitted to our Federal Aid Programming Section on or before August 17, 2009.

If you have any questions concerning the processing of your projects, please feel free to contact Mr. Guy Talerico (410-545-5780) or Mr. Stephen Pearce (410-545-5776) of the Federal Aid Programming Section.

Sincerely,  
Neil J. Pedersen  
Administrator

by: Lisa B. Conners, Director  
Office of Finance

NJP/LBC/GRG/SP/sp

Cc: Mr. Douglas H. Simmons  
Mr. Guy Talerico  
Mr. Stephen Pearce  
Mr. Jeffery Smith  
Mr. Edgar Gonzalez – Montgomery County  
Project file

My telephone number/toll-free number is \_\_\_\_\_  
Maryland Relay Service for Impaired Hearing or Speech: 1.800.735.2258 Statewide Toll Free

Street Address: 707 North Calvert Street • Baltimore, Maryland 21202 • Phone: 410.545.0300 • www.marylandroads.com

