

T&E COMMITTEE #6
June 23, 2016

MEMORANDUM

June 21, 2016

TO: Transportation, Infrastructure, Energy and Environment (T&E) Committee

FROM: ^{GO} Glenn Orlin, Deputy Council Administrator

SUBJECT: Supplemental appropriation and amendment to the FY15-20 Capital Improvements Program - \$36,000,000 for MD 355 Crossing (BRAC) project (Source: Federal aid)

The Executive has requested this supplemental appropriation and CIP amendment in response to bids that came in much higher than anticipated. The \$36 million request represents a 49.3% increase in the cost of the project. The project description has been revised to reflect the \$108.98 million total cost. The entire supplemental appropriation request would be funded with Federal aid.

The Executive's transmittal memo is on ©1, and the draft resolution is on ©2-6, including the revised project description form on ©4-6. **Council staff recommendation: Concur with the Executive.** Department of Transportation staff will be on hand to answer any questions.

The Council's public hearing and action are scheduled for June 28.

MEMORANDUM

June 7, 2016

TO: Nancy Floreen, President, County Council

FROM: Isiah Leggett, County Executive

SUBJECT: Amendment to the FY15-20 Capital Improvements Program and Supplemental Appropriation #25-S16-CMCG-11 to the FY16 Capital Budget
Montgomery County Government
Department of Transportation
MD 355 Crossing (BRAC) (No. 501209), \$36,000,000

I am recommending a supplemental appropriation to the FY16 Capital Budget and amendment to the FY15-20 Capital Improvements Program in the amount of \$36,000,000 for MD 355 Crossing (BRAC) (No. 501209). Appropriation for this project will fund design and construction of a multi-modal grade separated connection between the Walter Reed National Military Medical Center and the Medical Center Metro Rail station improvements to support mobility, traffic operations and pedestrian safety in the Bethesda-Chevy Chase area.

This increase is needed because price proposals received for the project exceed the available funding. This project supports an Effective and Efficient Transportation Network. The recommended amendment is consistent with the criteria for amending the CIP because the project leverages significant non-County sources of funds.

I recommend that the County Council approve this supplemental appropriation and amendment to the FY15-20 Capital Improvements Program in the amount of \$36,000,000 and specify the source of funds as Federal Aid.

I appreciate your prompt consideration of this action.

IL: alt

Attachment: Amendment to the FY15-20 Capital Improvements Program and Supplemental Appropriation #25-S16-CMCG-11

cc: Al R. Roshdieh, Director, Department of Transportation
Jennifer Hughes, Director, Office of Management and Budget

①

Resolution: _____
Introduced: _____
Adopted: _____

COUNTY COUNCIL
FOR MONTGOMERY COUNTY, MARYLAND

By: Council President at the Request of the County Executive

SUBJECT: Amendment to the FY15-20 Capital Improvements Program and Supplemental Appropriation #25-S16-CMCG-11 to the FY16 Capital Budget
Montgomery County Government
Department of Transportation
MD 355 Crossing (BRAC) (No. 501209), \$36,000,000

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> |
|------------------------|-----------------------|---------------------|---------------------|------------------------|
| MD 355 Crossing (BRAC) | 501209 | PDS | \$4,351,000 | Federal Aid |
| | | SIU | (\$2,460,000) | |
| | | Construction | <u>\$34,109,000</u> | |
| TOTAL | | | \$36,000,000 | \$36,000,000 |

4. This increase is needed to support an effective and efficient transportation network. The recommended amendment is consistent with the criteria for amending the CIP because the project leverages significant non-County sources of funds.
5. The County Executive recommends an amendment to the FY15-20 Capital Improvements Program and a supplemental appropriation in the amount of \$36,000,000 for MD 355 Crossing (BRAC) (No. 501209), 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 action:

The FY15-20 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> |
|------------------------|-----------------------|---------------------|---------------------|------------------------|
| MD 355 Crossing (BRAC) | 501209 | PDS | \$4,351,000 | Federal Aid |
| | | SIU | (\$2,460,000) | |
| | | Construction | <u>\$34,109,000</u> | |
| TOTAL | | | \$36,000,000 | \$36,000,000 |

This is a correct copy of Council action.

Linda M. Lauer, Clerk of the Council

MD 355 Crossing (BRAC) (P501209)

| | | | |
|----------------------|--------------------------------|-----------------------------------|----------|
| Category | Transportation | Date Last Modified | 6/10/16 |
| Sub Category | Pedestrian Facilities/Bikeways | Required Adequate Public Facility | No |
| Administering Agency | Transportation (AAGE30) | Relocation Impact | None |
| Planning Area | Bethesda-Chevy Chase | Status | Bids Let |

| | Total | Thru FY14 | Rem FY14 | Total 6 Years | FY 15 | FY 16 | FY 17 | FY 18 | FY 19 | FY 20 | Beyond 6 Yrs |
|--|-------|-----------|----------|---------------|-------|-------|-------|-------|-------|-------|--------------|
|--|-------|-----------|----------|---------------|-------|-------|-------|-------|-------|-------|--------------|

EXPENDITURE SCHEDULE (\$000s)

| | Total | Thru FY14 | Rem FY14 | Total 6 Years | FY 15 | FY 16 | FY 17 | FY 18 | FY 19 | FY 20 | Beyond 6 Yrs |
|----------------------------------|----------------|--------------|----------|----------------|--------------|------------|---------------|---------------|---------------|---------------|--------------|
| Planning, Design and Supervision | 16,360 | 4,073 | 0 | 12,287 | 1,076 | 229 | 2,745 | 2,745 | 2,745 | 2,747 | 0 |
| Land | 330 | 0 | 0 | 330 | 0 | 0 | 330 | 0 | 0 | 0 | 0 |
| Site Improvements and Utilities | 12,290 | 0 | 0 | 12,290 | 19 | 0 | 3,065 | 3,065 | 3,065 | 3,076 | 0 |
| Construction | 80,000 | 3 | 0 | 79,997 | 5 | 0 | 20,000 | 20,000 | 20,000 | 19,992 | 0 |
| Other | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total | 108,980 | 4,076 | 0 | 104,904 | 1,100 | 229 | 26,140 | 25,810 | 25,810 | 25,815 | 0 |

FUNDING SCHEDULE (\$000s)

| | Total | Thru FY14 | Rem FY14 | Total 6 Years | FY 15 | FY 16 | FY 17 | FY 18 | FY 19 | FY 20 | Beyond 6 Yrs |
|--------------|----------------|--------------|----------|----------------|--------------|------------|---------------|---------------|---------------|---------------|--------------|
| Federal Aid | 104,174 | 4,076 | 0 | 100,098 | 1,100 | 229 | 26,140 | 25,810 | 21,004 | 25,815 | 0 |
| State Aid | 4,806 | 0 | 0 | 4,806 | 0 | 0 | 0 | 0 | 4,806 | 0 | 0 |
| Total | 108,980 | 4,076 | 0 | 104,904 | 1,100 | 229 | 26,140 | 25,810 | 25,810 | 25,815 | 0 |

APPROPRIATION AND EXPENDITURE DATA (000s)

| | | |
|------------------------------------|-------|---------|
| Appropriation Request | FY 15 | 0 |
| Appropriation Request Est. | FY 16 | 0 |
| Supplemental Appropriation Request | | 36,000 |
| Transfer | | 0 |
| Cumulative Appropriation | | 72,980 |
| Expenditure / Encumbrances | | 4,372 |
| Unencumbered Balance | | 104,608 |

| | |
|--------------------------|--------------------|
| Date First Appropriation | FY 12 |
| First Cost Estimate | |
| Current Scope | FY 16 108,980 |
| Last FY's Cost Estimate | 72,980 |

Description

This design-build project provides for right-of-way negotiations, utility relocations, and the design and construction of a multi-modal grade separated connection between the Walter Reed National Military Medical Center (WRNMMC) and the Medical Center Metro Rail station. The project consists of two major elements: (1) a shallow pedestrian and bicycle underpass below MD 355/Rockville Pike just south of the South Wood Road/South Drive intersection; access to the underpass will be provided by elevators and stairs; and (2) a bank of high-speed elevators on the eastern side of MD 355 that will provide a direct connection from the WRNMMC to the existing Metro station mezzanine, about 120 feet below the elevation of MD 355. The project also includes extension of the southbound MD 355 left turn lane in the existing median to provide additional queuing for vehicles turning into the WRNMC hospital entrance at South Wood Road; expansion of the curb radius at the northwestern corner of MD 355/South Drive to improve bus access to the Metrorail station; and stormwater management. The scope of the work is included in the NEPA document prepared by the County Department of Transportation (DOT) and approved by the Federal Highway Administration. This project also provides for the construction of the MD 355 and Jones Bridge Road/Center Drive (BRAC) intersection improvements, which are intended to increase the capacity and operations of the intersection to support the mission of the new WRNMMC. The westbound lanes of Jones Bridge Road will have modified lane configurations to provide a double left-turn lane onto southbound MD 355. Eastbound Center Drive will be widened to the south to provide an exclusive left-turn lane onto northbound MD 355. A dynamic lane control will be implemented between Wood Road/South Drive and Jones Bridge Road/Center Drive. Pedestrian safety improvements include upgrading the intersections and sidewalks to comply with the Americans with Disabilities Act (ADA). Improvements and connections to existing hiker/biker trails are also included with this project. Other improvements include reconstruction of traffic signals and improved drainage facilities.

Estimated Schedule

This project started design in FY12 and will complete construction in FY20.

Cost Change

Cost increase and scope change is based on price proposals received in response to a competitive solicitation.

Justification

MD 355 Crossing (BRAC) (P501209)

This project is needed to improve the mobility, traffic operations, and safety for all facility users within the project area by reducing existing conflicts between pedestrians and vehicles. Currently, transit users, pedestrians, and bicyclists crossing MD 355 between WRNMMC, the Medical Center Metrorail Station, and the National Institutes of Health (NIH) must compete for traffic signal time and space with very high traffic volumes along the 6 lanes of MD 355 and with the traffic turning to and from South Wood Road and from South Drive onto MD 355. With the implementation of the 2005 Base Realignment and Closure Act (BRAC), the existing conflicts will increase as the number of visitors to the Hospital is expected to double from the current 500,000 visitors per year to 1,000,000 visitors per year. It is also expected that a majority of visitors will rely on public transportation which requires them to cross MD 355 since parking availability at the site has been significantly reduced. The MD 355 and Jones Bridge Road intersection improvements are needed to improve the capacity and operations of the intersection to support the mission of the new WRNMMC and provide safe pedestrian and bicycle facilities. To reduce disruption and improve coordination, the County will perform the intersection improvements and will be fully reimbursed by the State Highway Administration.

Other

This project will be constructed through a design-build contract, where a single contractor will perform both design and construction of the project, resulting in cost and time savings compared to design-bid-build contracts.

Fiscal Note

This project is funded entirely with Federal Aid and State Aid. Preliminary design and environmental analysis (NEPA Study) funding was included in the State Transportation Participation project (500722) in the amount of \$880,000. The additional FY16 appropriation in the amount of \$36 million is for a supplemental Federal Grant from the U.S. Office of Economic Adjustment (OEA) in the amount of \$34 million and reallocation by SHA of \$2 million in lapsed Federal earmarks as authorized by the 2015 Omnibus Appropriations Act.

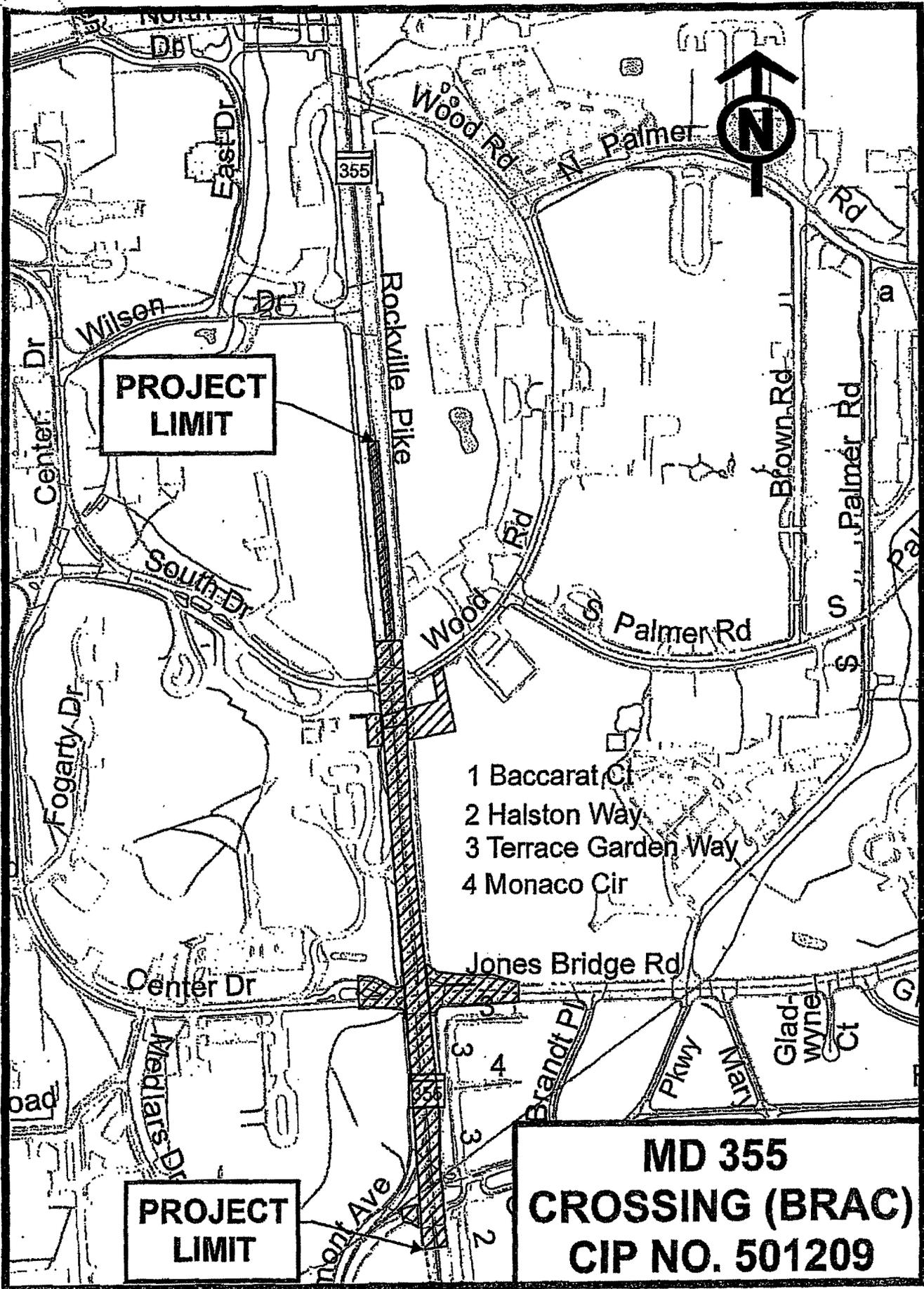
Disclosures

A pedestrian impact analysis has been completed for this project.

The Executive asserts that this project conforms to the requirements of relevant local plans, as required by the Maryland Economic Growth, Resource Protection and Planning Act.

Coordination

Maryland-National Capital Park & Planning Commission, Maryland State Highway Administration, Maryland Department of the Environment, Maryland Department of Planning/Maryland Historical Trust, Washington Metropolitan Area Transit Authority, Federal Highway Administration, Naval Support Activity Bethesda, National Institutes of Health



6