

MEMORANDUM

June 15, 2018

TO: County Council
FROM: Glenn Orlin, Deputy Director
SUBJECT: Expedited Bill 20-18, Special Capital Improvements Project – Bus Rapid Transit:
US 29

PURPOSE: Public Hearing followed by Action on Bill – roll call vote required

Expedited Bill 20-18, Special Capital Improvements Project – Bus Rapid Transit: US 29, sponsored by Lead Sponsor Council President at the request of the County Executive, was introduced on May 24. Action is scheduled following this hearing.

Section §302 of the County Charter and Section §20-1 of the County Code require certain capital improvement projects to be individually authorized by law if the locally-funded cost is projected to exceed \$16,431,000 in FY19 dollars. Expedited Bill 20-18 would authorize the planning, design, site improvement and utilities and construction costs of the Bus Rapid Transit: US 29, Project No. 501912, along US 29 from Burtonsville to Silver Spring.

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Expedited Bill No. 20-18
Concerning: Special Capital
Improvements Project – Bus Rapid
Transit: US 29
Revised: 5/22/2018 Draft No. 1
Introduced: May 24, 2018
Expires: November 24, 2019
Enacted: [date]
Executive: [date signed]
Effective: [date takes effect]
Sunset Date: None
Ch. [#], Laws of Mont. Co. [year]

COUNTY COUNCIL FOR MONTGOMERY COUNTY, MARYLAND

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

AN EXPEDITED ACT to: authorize the planning, design, construction, and renovation of the Bus Rapid Transit: US 29, Project No. 501912, in the Kemp Mill-Four Corners and Vicinity area.

By adding to Laws of Montgomery County 2018

Boldface	<i>Heading or defined term.</i>
<u>Underlining</u>	<i>Added to existing law by original bill.</i>
[Single boldface brackets]	<i>Deleted from existing law by original bill.</i>
<u>Double underlining</u>	<i>Added by amendment.</i>
[[Double boldface brackets]]	<i>Deleted from existing law or the bill by amendment.</i>
* * *	<i>Existing law unaffected by bill.</i>

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

LEGISLATIVE REQUEST REPORT

Expedited Bill 20-18

Special Capital Improvements Project – Bus Rapid Transit: US 29

DESCRIPTION:	The County Executive requests that capital project No. 501912, Bus Rapid Transit: US 29 be authorized as a “Special Capital Improvements Project” pursuant to Section §302 of the County Charter and Section §20-1 of the Montgomery County Code.
PROBLEM:	Section §302 of the County Charter and Section §20-1 of the County Code require certain capital improvement projects to be individually authorized by law if the locally-funded cost is projected to exceed \$16,431,000 in FY19 dollars. The estimated locally-funded cost of this project in the FY19 Capital Budget and FY19-24 Capital Improvements Program is \$19,500,000 for planning, design, site improvement and utilities, and construction costs.
GOALS AND OBJECTIVES:	This project provides for the construction of a new Bus Rapid Transit (BRT) line on US 29 from Burtonsville Park-and-Ride lot to the Silver Spring Transit Center. The project will build 18 new BRT station platforms with level boarding and off-board fare payment, purchase 14 new 60-foot articulated vehicles, implement Transit Signal Priority at 15 intersections, and construct improved bicycle and pedestrian infrastructure, including 10 new Capital Bikeshare stations. The new BRT service will use the existing bus-on-shoulder lanes on US 29 in the northern section of the corridor and operate in mixed traffic in the southern section of US 29 and along Lockwood Drive, Stewart Lane, Briggs Chaney Road, and Castle Boulevard.
COORDINATION:	Maryland Department of Transportation, Washington Metropolitan Area Transit Authority, and Maryland-National Capital Park and Planning Commission.
FISCAL IMPACT:	N/A
ECONOMIC IMPACT:	This project will transform mobility options with the implementation of a 14-mile, premium, branded, limited-stop BRT service along US 29. This new service will improve transit travel time and increase opportunity for a broad range of users, including a significant number of minority and low-income riders living along a highly congested corridor.
EVALUATION:	Capital projects are evaluated biennially by the County Executive and County Council as part of the Capital Improvements Program review.
EXPERIENCE ELSEWHERE:	N/A
SOURCE OF INFORMATION:	Department of Transportation
APPLICATION WITHIN MUNICIPALITIES:	N/A
PENALTIES:	None Required

Bill



OFFICE OF THE COUNTY EXECUTIVE
ROCKVILLE, MARYLAND 20850

Isiah Leggett
County Executive

GD
CC
MM
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MEMORANDUM

May 22, 2018

TO: Hans Riemer, President, County Council
FROM: Isiah Leggett, County Executive *[Signature]*
SUBJECT: Special Capital Improvements Project Legislation
Bus Rapid Transit: US 29 (P501912)

RECEIVED
MONTGOMERY COUNTY
MAY 22 11 12 AM '18

In accordance with Section 302 of the County Charter and Section 20-1 of the Montgomery County Code, I am forwarding the attached Special Capital Improvements Project Legislation Authorization and Legislative Request Report for the Bus Rapid Transit: US 29 (P501912) project.

This request is necessary because the local cost of the above project exceeds the FY19 Special Capital Improvements Project Legislation threshold of \$16,431,000 as set by Executive Order. The purpose of the project is set forth below.

The Bus Rapid Transit: US 29 project provides for the construction of a new Bus Rapid Transit (BRT) line on US 29 from Burtonsville Park-and-Ride lot to the Silver Spring Transit Center. The project will build 18 new BRT station platforms with level boarding and off-board fare payment, purchase 14 new 60-foot articulated vehicles, implement Transit Signal Priority at 15 intersections, and construct improved bicycle and pedestrian infrastructure, including 10 new Capital Bikeshare stations. The new BRT service will use the existing bus-on-shoulder lanes on US 29 in the northern section of the corridor and operate in mixed traffic in the southern section of US 29 and along Lockwood Drive, Stewart Lane, Briggs Chaney Road, and Castle Boulevard.

I recommend prompt passage of this legislation to advance this project.

IL:hpv

Attachments (5)

cc: Bonnie Kirkland, Assistant Chief Administrative Officer
Jennifer A. Hughes, Director, Office of Management and Budget
Al R. Roshdieh, Director, Department of Transportation

Fiscal Impact Statement
Council Bill XX-18 Special Capital Improvements Project
Bus Rapid Transit: US 29

1. Legislative Summary.

Section §302 of the County Charter and Section §20-1 of the County Code require certain capital improvement projects to be individually authorized by law if the locally-funded cost is projected to exceed \$16,431,000 in FY19 dollars. The Executive requested a bill for one project – Bus Rapid Transit: US 29 - that now requires Special Capital Improvement Project legislation.

2. An estimate of changes in County revenues and expenditures regardless of whether the revenues or expenditures are assumed in the recommended or approved budget. Includes source of information, assumptions, and methodologies used.

There are no expenditures or revenues associated with this bill. The bill only authorizes the designation of the Bus Rapid Transit: US 29 as a Special Capital Improvement Project.

3. Revenue and expenditure estimates covering at least the next 6 fiscal years.

See item #2 above.

4. An actuarial analysis through the entire amortization period for each bill that would affect retiree pension or group insurance costs.

Not applicable. There are no personnel costs associated with this bill.

5. Later actions that may affect future revenue and expenditures if the bill authorizes future spending.

Not applicable.

6. An estimate of the staff time needed to implement the bill.

Not applicable. This bill does not affect staff responsibilities.

7. An explanation of how the addition of new staff responsibilities would affect other duties.

Not applicable.

8. An estimate of costs when an additional appropriation is needed.

Not applicable.

9. A description of any variable that could affect revenue and cost estimates.

Not applicable.

10. Ranges of revenue or expenditures that are uncertain or difficult to project.

Not applicable.

11. If a bill is likely to have no fiscal impact, why that is the case.

This bill authorizes the designation of the project as a Special Capital Improvement project. No new appropriation is required.

12. Other fiscal impacts or comments.

None.

13. The following contributed to and concurred with this analysis:

Helen P. Vallone, Office of Management and Budget.

Jennifer A. Hughes
Jennifer A. Hughes, Director
Office of Management and Budget

5/21/18
Date

Economic Impact Statement
Council Bill XX-18, Special Capital Improvements Project
Bus Rapid Transit: US 29

Background:

Section §302 of the County Charter and Section §20-1 of the County Code require certain capital improvement projects to be individually authorized by law if the locally-funded cost is projected to exceed \$16,431,000 in FY19 dollars. The Executive requested a bill for one project Bus Rapid Transit: US 29 - that now requires Special Capital Improvement Project legislation.

1. The sources of information, assumptions, and methodologies used.

This bill has no economic impact, as it serves only to authorize the designation of the Bus Rapid Transit: US 29 as a Special Capital Improvement Project.

2. A description of any variable that could affect the economic impact estimates.

Not applicable. This bill has no economic impact, as it serves only to authorize the designation of the Bus Rapid Transit: US 29 Capital Improvement Project.

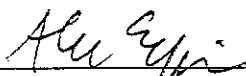
3. The Bill's positive or negative effect, if any on employment, spending, saving, investment, incomes, and property values in the County.

The bill has no economic impact – as it serves only to authorize the designation of the Bus Rapid Transit: US 29 as a Special Capital Improvement Project.

4. If a Bill is likely to have no economic impact, why is that the case?

The bill has no economic impact – as it serves only to authorize the designation of the Bus Rapid Transit: US 29 as a Special Capital Improvement Project.

5. The following contributed to and concurred with this analysis: David Platt,
Finance and Helen P. Vallone, Management and Budget.



Alexandre A. Espinosa, Director
Department of Finance

5/18/2018
Date



Bus Rapid Transit: US 29 (P501912)

Category Transportation **Date Last Modified** 05/09/18
SubCategory Mass Transit (MCG) **Administering Agency** Transportation
Planning Area Kemp Mill-Four Corners and Vicinity **Status**

Total	Thru FY17	Est FY18	Total 6 Years	FY 19	FY 20	FY 21	FY 22	FY 23	FY 24	Beyond 6 Years
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EXPENDITURE SCHEDULE (\$000s)

Planning, Design and Supervision	785	-	785	285	500	-	-	-	-	-
Land	2,000	-	2,000	2,000	-	-	-	-	-	-
Site Improvements and Utilities	3,215	-	3,215	2,215	1,000	-	-	-	-	-
Construction	11,000	-	11,000	7,000	4,000	-	-	-	-	-
Other	14,000	-	14,000	14,000	-	-	-	-	-	-
TOTAL EXPENDITURES	31,000	-	31,000	25,500	5,500	-	-	-	-	-

FUNDING SCHEDULE (\$000s)

Short-Term Financing	14,000	-	14,000	14,000	-	-	-	-	-	-
Federal Aid	9,500	-	9,500	9,500	-	-	-	-	-	-
G.O. Bonds	5,500	-	5,500	2,000	3,500	-	-	-	-	-
Contributions	2,000	-	2,000	-	2,000	-	-	-	-	-
TOTAL FUNDING SOURCES	31,000	-	31,000	25,500	5,500	-	-	-	-	-

APPROPRIATION AND EXPENDITURE DATA (\$000s)

Appropriation FY 19 Request	30,500	Year First Appropriation
Appropriation FY 20 Request	500	Last FY's Cost Estimate
Cumulative Appropriation	-	
Expenditure / Encumbrances	-	
Unencumbered Balance	-	

PROJECT DESCRIPTION

This project will construct a new Bus Rapid Transit (BRT) line on US 29 from Burtonsville Park-and-Ride lot to the Silver Spring Transit Center. The project will build 18 new BRT station platforms with level boarding and off-board fare payment, purchase 14 new 60-foot articulated vehicles, implement Transit Signal Priority at 15 intersections, and construct improved bicycle and pedestrian infrastructure, including 10 new Capital Bikeshare stations. The new BRT service will use the existing bus-on-shoulder lanes on US 29 in the northern section of the corridor and operate in mixed traffic in the southern section of US 29 and along Lockwood Drive, Stewart Lane, Briggs Chaney Road, and Castle Boulevard.

ESTIMATED SCHEDULE

Project planning was completed in FY18 in project #501318 and design will be completed in early FY19. Construction will begin in FY19 and be completed by FY20, with revenue service starting in FY20.

PROJECT JUSTIFICATION

The project will transform mobility options with the implementation of a 14-mile, premium, branded, limited-stop BRT service along US 29. This new service will improve transit travel time and increase opportunity for a broad range of users, including a significant number of minority and low-income riders living along a highly congested corridor. The project will improve passenger transit mobility by connecting riders to high density housing and employment centers. This project is vital to the success of significant new private development and employment in the adopted White Oak Science Gateway Master Plan.

Plans & Studies: MCDOT Countywide Bus Rapid Transit Study, Final Report (July 2011); County Executive's Transit Task Force (May 2012); Countywide Transit Corridors Functional Master Plan (November 2013); MCDOT US 29 Bus Rapid Transit Project Description Report (March 2017); Maryland Department of Transportation/Maryland Transit Administration US 29 Bus Rapid Transit Corridor Planning Study (April 2017).

OTHER

Prior to FY19, \$6.5 million for Planning and Design and \$500,000 in grant management was included in PDF 501318: Rapid Transit System (renamed to Bus Rapid Transit System Development in FY19). Since Planning and Design were close to completion at the end of FY18, only funds for the construction phase of the project (FY19 and 20) have been moved to this new PDF.

FISCAL NOTE

The project is receiving \$10 million of Federal funds through the Transportation Infrastructure Generating Economic Recovery (TIGER) program. The Federal funds will be used towards station and pedestrian/bicycle infrastructure construction. The Maryland Department of Transportation Consolidated Transportation Program (CTP) for 2014-2019 provided \$10 million for County Rapid Transit System planning, a portion of which was used to begin facility planning on the US 29 corridor.

Assumes \$2 million in private contributions. Reflects reallocation of \$1.3 million in GO Bonds from the ADA Compliance: Transportation project (#509325) to cover ADA sidewalk upgrades.

COORDINATION

Maryland Department of Transportation, Washington Metropolitan Area Transit Authority, Maryland-National Capital Park and Planning Commission