

White Flint District West: Transportation (P501116)

Category Transportation
 Sub Category Roads
 Administering Agency Transportation (AAGE30)
 Planning Area North Bethesda-Garrett Park

Date Last Modified 4/21/14
 Required Adequate Public Facility No
 Relocation Impact None
 Status Preliminary Design Stage

Total	Thru FY13	Est FY14	Total 6 Years	FY 15	FY 16	FY 17	FY 18	FY 19	FY 20	Beyond 6 Yrs
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EXPENDITURE SCHEDULE (\$000s)

Planning, Design and Supervision	13,651	1,134	2,780	4,600	0	0	0	0	2,200	2,400	5,137
Land	429	220	1	208	0	0	0	0	0	208	0
Site Improvements and Utilities	0	0	0	0	0	0	0	0	0	0	0
Construction	57,015	0	0	0	0	0	0	0	0	0	57,015
Other	0	0	0	0	0	0	0	0	0	0	0
Total	71,095	1,354	2,781	4,808	0	0	0	0	2,200	2,608	62,152

FUNDING SCHEDULE (\$000s)

White Flint - Special Tax District	71,095	1,354	2,781	4,808	0	0	0	0	2,200	2,608	62,152
Total	71,095	1,354	2,781	4,808	0	0	0	0	2,200	2,608	62,152

APPROPRIATION AND EXPENDITURE DATA (000s)

Appropriation Request	FY 15	0
Appropriation Request Est.	FY 16	0
Supplemental Appropriation Request		0
Transfer		0
Cumulative Appropriation		5,935
Expenditure / Encumbrances		2,949
Unencumbered Balance		2,986

Date First Appropriation	FY 11
First Cost Estimate	
Current Scope	FY 15 71,095
Last FY's Cost Estimate	98,642

Description

This project provides for engineering, utility design, and land acquisition for one new road, one relocated road, improvements to three existing roads, and one new bikeway in the White Flint District area for Stage 1. The project also includes both design and future construction expenditures for the reconstruction of Rockville Pike and Hoya Street. Various improvements to the roads will include new traffic lanes, shared-use paths, undergrounding of overhead utility lines where required, other utility relocations and streetscaping. The new White Flint West Workaround project (CIP #501506) continues funding for several western workaround road projects.

The following projects are funded through FY14 for final design:

1. Main Street/Market Street (B-10) – Old Georgetown Road (MD 187) to Woodglen Drive – new two-lane 1,200 foot roadway.
2. Main Street/Market Street (LB-1) – Old Georgetown Road (MD 187) to Woodglen Drive – new 1,200 foot bikeway.
3. Executive Boulevard Extended (B-15) – Marinelli Road to Old Georgetown Road (MD 187) – 900 feet of relocated four-lane roadway.
4. Intersection of Hoya Street (formerly 'Old' Old Georgetown Road) (M-4A), Old Georgetown Road, and Executive Boulevard, including the approaches to Old Georgetown Road.

The following project is proposed for both design and construction in the FY19-20 and Beyond 6-Years period:

5. Rockville Pike (MD 355) (M-6) – Flanders Avenue to Hubbard Drive – 6,300 feet of reconstructed 6-8 lane roadway.

This project also provides for consulting fees for the analysis and studies necessary to implement the district.

Estimated Schedule

Design is underway on all road projects in the western workaround, with the exception of the Rockville Pike segment, and will conclude in FY15 (FY15 design is funded through White Flint West Workaround). Design of the Rockville Pike section will begin in FY19 and will conclude in FY21 in order to coordinate with the implementation of the Rapid Transit System (RTS) (CIP #501318). Some property acquisition may occur on this section in FY20. The current expenditure/funding schedule assumes that land needed for road construction will be dedicated by the major developers in a timely manner.

Cost Change

Staff, land, and construction costs for several road projects have been moved to the new White Flint West Workaround project for improved coordination. Expenditures related to Rockville Pike design and construction is deferred to FY19-20 and the Beyond Six-Years period.

Justification

The vision for the White Flint District is for a more urban core with a walkable street grid, sidewalks, bikeways, trails, paths, public use space, parks and recreational facilities, mixed-use development, and enhanced streetscape to improve the areas for pedestrian circulation and transit-oriented development around the Metro Station. These road improvements, along with other District roads proposed to be constructed by developers will fulfill the strategic program plan for a more effective and efficient transportation system. The proposed improvements are in conformance with the White Flint Sector Plan Resolution 16-1300 adopted March 23, 2010.

Fiscal Note

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Funding Sources: The ultimate funding source for these projects will be White Flint Special Taxing District tax revenues and related special obligation bond issues. Debt service on the special obligation bond issues will be paid solely from White Flint Special Taxing District revenues. Resolution No. 16-1570 states that "The County's goal is that the White Flint Special Taxing District special tax rate must not exceed ten percent of the total tax rate for the District, except that the rate must be sufficient to pay debt service on any bonds that are already outstanding." With an overall goal of providing infrastructure financing to allow implementation in a timely manner, the County will conduct feasibility studies to determine the affordability of special bond obligation issues prior to the funding of the projects 1, 2, 3, and 4 listed in the Description section above. If White Flint Special Tax District revenues are not sufficient to fund these projects, the County will utilize forward funding, advance funding, and management of debt issuance or repayment in a manner to comply with the goal. A public-private partnership will be considered to expedite this project.

Disclosures

A pedestrian impact analysis has been completed for this project.

Coordination

Washington Area Metropolitan Transit Authority, City of Rockville, State Highway Administration, Town of Garrett Park, Neighborhood Civic Associations, Developers