

# White Flint West Workaround (P501506)

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

Date Last Modified 11/17/14  
 Required Adequate Public Facility No  
 Relocation Impact None  
 Status Final Design Stage

Total	Thru FY14	Rem 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	6,421	0	0	6,421	300	1,321	1,955	1,981	724	140	0
Land	600	0	0	600	0	600	0	0	0	0	0
Site Improvements and Utilities	26,423	0	0	26,423	0	7,756	11,530	6,483	654	0	0
Construction	29,245	0	0	29,245	0	4,494	6,578	12,012	4,961	1,200	0
Other	0	0	0	0	0	0	0	0	0	0	0
<b>Total</b>	<b>62,689</b>	<b>0</b>	<b>0</b>	<b>62,689</b>	<b>300</b>	<b>14,171</b>	<b>20,063</b>	<b>20,476</b>	<b>6,339</b>	<b>1,340</b>	<b>0</b>

### FUNDING SCHEDULE (\$000s)

White Flint - Special Tax District	62,689	0	0	62,689	300	14,171	20,063	20,476	6,339	1,340	0
<b>Total</b>	<b>62,689</b>	<b>0</b>	<b>0</b>	<b>62,689</b>	<b>300</b>	<b>14,171</b>	<b>20,063</b>	<b>20,476</b>	<b>6,339</b>	<b>1,340</b>	<b>0</b>

### APPROPRIATION AND EXPENDITURE DATA (000s)

Appropriation Request	FY 16	4,666
Supplemental Appropriation Request		0
Transfer		0
Cumulative Appropriation		9,805
Expenditure / Encumbrances		0
Unencumbered Balance		300

Date First Appropriation	FY 15
First Cost Estimate	
Current Scope	FY 15 62,689
Last FY's Cost Estimate	62,689

## Description

This project provides for land acquisition, site improvements and utility (SI&U) relocations, construction management and construction for one new road, one new bikeway, one relocated road, and an intersection realignment improvement in the White Flint District area for Stage 1. 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. Preliminary and final engineering were funded through FY14 by White Flint District West: Transportation (CIP #501116).

The proposed projects for construction are:

1. Main Street/Market Street (B-10) - Old Georgetown Road (MD187) to Woodglen Drive – new two-lane 1,200-foot roadway.
2. Main Street/Market Street (LB-1) - Old Georgetown Road (MD187) to Woodglen Drive – new 1,200-foot bikeway.
3. Executive Boulevard Extended (B-15) - Marinelli Road to Old Georgetown Road (MD187) – 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 and the portion of Hoya Street from the intersection realignment of Hoya Street/Old Georgetown Road/Executive Boulevard to a point just north of the intersection to provide access to new development.
5. Hoya Street (M-4A) – Montrose Parkway to the intersection of Old Georgetown Road – 1,100 feet of reconstructed 4-lane roadway.

## Estimated Schedule

1. Main Street/Market Street (B-10) - Design in FY14 through FY15, SI&U in FY15 through FY18, and construction in FY16 through FY18.
2. Main Street/Market Street (LB-1) - Design in FY14 through FY15, SI&U in FY15 through FY18, and construction in FY16 through FY18.
3. Executive Boulevard Extended (B-15) - Design in FY14 through FY15, SI&U and construction in FY16 through FY20.
4. Intersection of Hoya Street (formerly 'Old' Old Georgetown Road) (M-4A), Old Georgetown Road, and Executive Boulevard - Design in FY14 through FY15, land acquisition in FY16, SI&U in FY16 through FY18, and construction in FY17 through FY19.
5. Hoya Street (M-4A) - Design in FY14 through FY15, land acquisition in FY16, SI&U in FY16 through FY18, and construction in FY17 through FY18.

The schedule assumes that all land needed for road construction will be dedicated by the major developers in a timely manner and that the construction of conference center replacement parking will take place prior to the start of the road construction.

## 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.

## Other

The segments of Main Street/Market Street and Executive Boulevard Extended that are adjacent to the Conference Center site will be constructed by the contractor of the Conference Center Parking Garage. Expenditures for these segments are accelerated to FY16 and FY17 in order to coordinate with the construction of the parking garage and minimize impacts to the surrounding community. An FY15 supplemental request will provide additional appropriations for these road segments in order to finalize an agreement with the contractor.

## Fiscal Note

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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." If White Flint Special Tax District revenues are not sufficient to fund these projects then the County will utilize forward funding, advance funding, and management of debt insurance 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**

Maryland-National Capital Park and Planning Commission, Washington Area Metropolitan Transit Authority, City of Rockville, State Highway Administration, Town of Garrett Park, Neighborhood Civic Associations, Developers