



State Transportation Participation

(P500722)

Category	Transportation	Date Last Modified	01/07/20
SubCategory	Roads	Administering Agency	Transportation
Planning Area	Countywide	Status	Ongoing
Required Adequate Public Facility	Yes		

EXPENDITURE SCHEDULE (\$000s)

Cost Elements	Total	Thru FY19	Est FY20	Total 6 Years	FY 21	FY 22	FY 23	FY 24	FY 25	FY 26	Beyond 6 Years
Planning, Design and Supervision	3,532	2,436	1,096	-	-	-	-	-	-	-	-
Land	1	1	-	-	-	-	-	-	-	-	-
Construction	11,249	11,248	1	-	-	-	-	-	-	-	-
Other	69,668	63,723	5,945	-	-	-	-	-	-	-	-
TOTAL EXPENDITURES	84,450	77,408	7,042	-	-	-	-	-	-	-	-

FUNDING SCHEDULE (\$000s)

Funding Source	Total	Thru FY19	Est FY20	Total 6 Years	FY 21	FY 22	FY 23	FY 24	FY 25	FY 26	Beyond 6 Years
Contributions	2,575	175	2,400	-	-	-	-	-	-	-	-
G.O. Bonds	9,883	5,583	4,300	-	-	-	-	-	-	-	-
Impact Tax	2,179	2,179	-	-	-	-	-	-	-	-	-
Revenue Bonds: Liquor Fund	53,350	53,350	-	-	-	-	-	-	-	-	-
State Aid	16,463	16,121	342	-	-	-	-	-	-	-	-
TOTAL FUNDING SOURCES	84,450	77,408	7,042	-	-	-	-	-	-	-	-

APPROPRIATION AND EXPENDITURE DATA (\$000s)

Appropriation FY 21 Request	-	Year First Appropriation	FY07
Appropriation FY 22 Request	-	Last FY's Cost Estimate	84,450
Cumulative Appropriation	84,450		
Expenditure / Encumbrances	77,409		
Unencumbered Balance	7,041		

PROJECT DESCRIPTION

This project provides for the County's participation for the funding of State and Washington Metropolitan Area Transit Authority (WMATA) transportation projects that will add transportation capacity to the County's network, reduce traffic congestion in different areas of the County, and provide overall benefits to the public at large. Major projects to be funded will be selected from the most recent Joint Priorities letter signed by the County Executive and the President of the County Council and submitted to the state Department of Transportation (MDOT).

PROJECT JUSTIFICATION

Montgomery County, as part of the Washington Region, has the highest level of traffic congestion in the nation. In order to directly address the congestion problems in Montgomery County, the County will participate in the construction of State projects to improve the quality of life for our residents, eliminate or reduce delays at major bottlenecks in our transportation system, improve safety, and improve air quality in the immediate vicinity of the projects.

OTHER

Through FY16, the County entered into various Memoranda of Understanding (MOUs) with the State for the following projects: • MD 355/Montrose Parkway interchange (Phase I and II) • I-270/Watkins Mill Road interchange • MD 97 at Randolph Road interchange • Bus Rapid Transit on Viers Mill Road between Wheaton and Rockville • MD 97 from Forest Glen through Montgomery Hills • MD 97/Brookville Bypass • MD 124 between Mid-County Highway and Airpark Road • Intersection Improvements of State-County roads (50%-50% cost share) Also included: Funding for the design and environmental analysis of the MD 355 Crossing (CIP #501209) and engineering design of a pedestrian tunnel beneath Georgia Avenue to access the Forest Glen Metro Rail Station. The SHA has agreed to perform the additional work for the Tapestry subdivision on West Old Baltimore Road as part of its improvements at the intersection of MD355 and West Old Baltimore Road.

FISCAL NOTE

The funding schedule aligns with current MOU agreements with the State. \$14.463 million was originally advanced by the County to the State for the MD 355/Montrose Parkway interchange. The County received reimbursement from the State in FY10. \$2.0 million of State Aid programmed in FY11 has been moved to the Traffic System Signal Modernization project (CIP #500704) with repayment to this project in FY17. \$1.6 million in available liquor bond appropriation is reallocated to the Rapid Transit System CIP. In FY18, a funding switch was made to reduce Revenue Bonds: Liquor Fund appropriation and increase GO Bonds by \$ 7.5 million. Remaining funding in the program is anticipated for use as part of the MD 355 and West Old Baltimore Road intersection and sidewalk/sidepath gaps in its immediate vicinity. FY19 funding switch of \$1,569,000 between GO Bonds and Impact Tax. FY19 funding switch of \$1,565,000 between GO Bonds and Impact Tax.

DISCLOSURES

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

COORDINATION

Maryland State Highway Administration, Developers, Maryland-National Capital Park and Planning Commission, Montgomery County Fire and Rescue Service, Washington Metropolitan Area Transit Authority