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:

<table>
<thead>
<tr>
<th>Project Name</th>
<th>Project Number</th>
<th>Cost Element</th>
<th>Cost Amount</th>
<th>Source of Funds</th>
</tr>
</thead>
<tbody>
<tr>
<td>MD 355 Crossing (BRAC)</td>
<td>501209</td>
<td>PDS</td>
<td>$4,351,000</td>
<td>Federal Aid</td>
</tr>
<tr>
<td></td>
<td></td>
<td>SIU</td>
<td>($2,460,000)</td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td>Construction</td>
<td>$34,109,000</td>
<td></td>
</tr>
<tr>
<td>TOTAL</td>
<td></td>
<td></td>
<td>$36,000,000</td>
<td></td>
</tr>
</tbody>
</table>
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:

<table>
<thead>
<tr>
<th>Project Name</th>
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</table>

This is a correct copy of Council action.

_Linda M. Lauer, Clerk of the Council_
MD 355 Crossing (BRAC) (P501209)

<table>
<thead>
<tr>
<th>Category</th>
<th>Transportation</th>
<th>Date Last Modified</th>
<th>6/10/16</th>
</tr>
</thead>
<tbody>
<tr>
<td>Sub Category</td>
<td>Pedestrian Facilities/Bikeways</td>
<td>Required Adequate Public Facility</td>
<td>No</td>
</tr>
<tr>
<td>Administering Agency</td>
<td>Transportation (AAGE30)</td>
<td>Relocation Impact</td>
<td>None</td>
</tr>
<tr>
<td>Planning Area</td>
<td>Bethesda-Chevy Chase</td>
<td>Status</td>
<td>Bids Le</td>
</tr>
</tbody>
</table>
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