


MEMORANDUM

February 28, 2014

TO: Transportation, Infrastructure, Energy and Environment Committee
FROM:  Glenn Orlin, Deputy Council Administrator
SUBJECT: FY15-20 Capital Improvements Program: White Flint projects; CIP wrap-up

This is the third Committee worksession scheduled to review the transportation portion of the FY15-20 Capital Improvements Program. This worksession will include a review of the three road projects funded by the White Flint Special Taxing District. The Committee will also have the opportunity to finalize its recommendations for the full-Council worksession, scheduled for March 18.

1. *White Flint road projects.* There are three separate projects that comprise the White Flint road improvement program: White Flint District East: Transportation (22-48), White Flint District West: Transportation (22-51), and White Flint West Workaround (22-54). The funding for these three projects total \$163,474,000; the source of funding for all of it is proceeds from the White Flint Special Taxing District. This is an increase of \$35,432,000 (27.7%) over the funding in the Approved CIP. With only a few small exceptions, this estimate does not include the cost of acquiring right-of-way. The pages in the CIP associated with each project, as well as a breakdown of the costs by subproject and year, are attached:

<u>White Flint West Workaround</u>	©1-4
<u>White Flint District West: Transportation</u>	©5-8
<u>White Flint District East: Transportation</u>	©9-12

The revenue that has and will be collected from the special tax is not enough to pay for the year-by-year expenditures on these PDFs:

White Flint Special Taxing District Expenditures and Revenue, through FY20 (\$000)

	Thru FY13	FY14	FY15	FY16	FY17	FY18	FY19	FY20
Expenditures	2,150	5,715	6,133	8,152	25,034	24,229	9,434	4,468
Tax District revenue	1,691	1,251	1,222	1,642	2,174	2,902	3,729	4,426
Difference	(459)	(4,464)	(4,911)	(6,510)	(22,860)	(21,327)	(5,705)	(42)

So far the difference between the expenditures and the special tax revenue are being made up by advances from the General Fund's reserve. The Department of Finance has noted that special district tax bonds will be issued—possibly by FY16, certainly by FY17—to allow the tax proceeds to pay these expenditures over a much longer period of time (but with interest, of course).

Bruce Johnston, Chief of DOT's Transportation Engineering Division, will brief the Committee on the progress in designing the road improvements in these three projects. Department of Finance staff will be on hand to answer questions about the status of the special taxing district.

Council staff recommendation: Concur with the Executive on all three projects.

2. *Wrap up.* A summary of the Committee's tentative recommendations on February 10 and 24 is on ©13. It shows the expenditure changes by project and by fiscal year compared to the Executive's Recommended CIP. The cumulative impact of these tentative recommendations would increase transportation project funding within the six-year period by \$28,376,000, or by about 3% over the Executive's cumulative recommendations. Furthermore, the Committee's recommendations would accelerate considerable funding from FYs19-20 to FYs17-18.

White Flint West Workaround (P501506)

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

Date Last Modified 1/6/14
 Required Adequate Public Facility No
 Relocation Impact None
 Status Final 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
EXPENDITURE SCHEDULE (\$000s)											
Planning, Design and Supervision	5,421	0	0	5,421	200	537	1,757	2,013	744	170	0
Land	500	0	0	500	0	500	0	0	0	0	0
Site Improvements and Utilities	23,423	0	0	23,423	0	5,245	11,529	5,699	950	0	0
Construction	25,995	0	0	25,995	0	0	7,228	12,397	5,120	1,250	0
Other	0	0	0	0	0	0	0	0	0	0	0
Total	55,339	0	0	55,339	200	6,282	20,514	20,109	6,814	1,420	0

FUNDING SCHEDULE (\$000s)											
White Flint - Special Tax District	55,339	0	0	55,339	200	6,282	20,514	20,109	6,814	1,420	0
Total	55,339	0	0	55,339	200	6,282	20,514	20,109	6,814	1,420	0

APPROPRIATION AND EXPENDITURE DATA (000s)

Appropriation Request	FY 15	200
Appropriation Request Est.	FY 16	6,282
Supplemental Appropriation Request		0
Transfer		0
Cumulative Appropriation		0
Expenditure / Encumbrances		0
Unencumbered Balance		0

Date First Appropriation	FY 15
First Cost Estimate	
Current Scope	FY 15 55,339
Last FY's Cost Estimate	0

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 Rd.) (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.

Estimated Schedule

1. Main Street/Market Street (B-10) - Design in FY14 through FY15, SI&U in FY16 through FY18, and construction in FY17 and FY18.
2. Main Street/Market Street (LB-1) - Design in FY14 through FY15, SI&U in FY16 through FY18, and construction in FY17 and 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.

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

Fiscal Note

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.

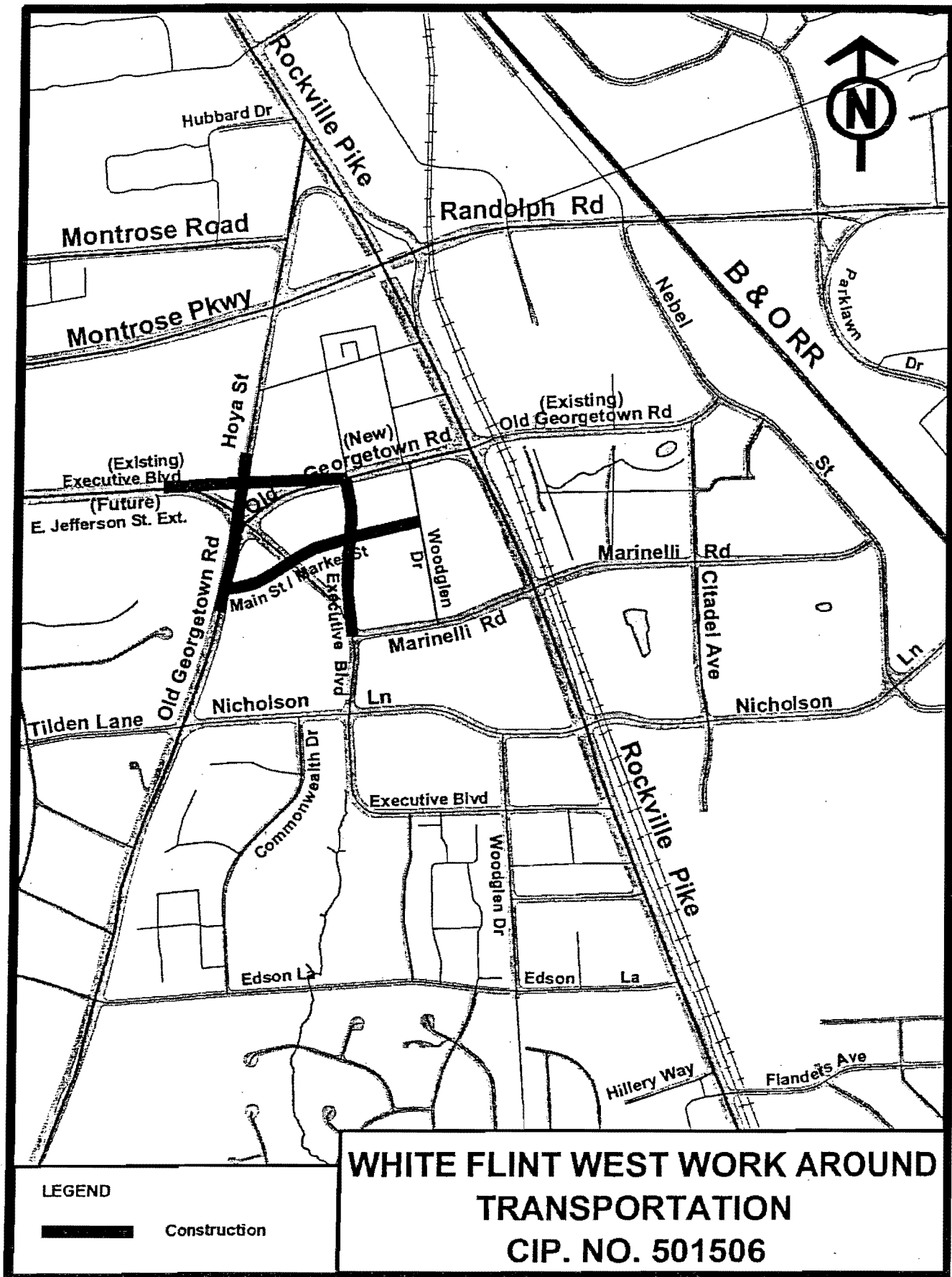
White Flint West Workaround (P501506)

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



SCENARIO Appendix																	
WHITE FLINT WEST Workaround																	
Main Market Street - Full build and land donated																	
Executive Blvd - Full build and land donated																	
Old Georgetown Rd - Reduced Scope on north, south and east legs include 300' of Hoya Street																	
Updated for FY15 PDF		12.19.2013	DMS														

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White Flint District West: Transportation (P501116)

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

Date Last Modified 1/6/14
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
EXPENDITURE SCHEDULE (\$000s)											
Planning, Design and Supervision	14,651	1,134	2,780	4,600	0	0	0	0	2,200	2,400	6,137
Land	529	220	1	208	0	0	0	0	0	208	100
Site Improvements and Utilities	3,000	0	0	0	0	0	0	0	0	0	3,000
Construction	60,265	0	0	0	0	0	0	0	0	0	60,265
Other	0	0	0	0	0	0	0	0	0	0	0
Total	78,445	1,354	2,781	4,808	0	0	0	0	2,200	2,608	69,502

FUNDING SCHEDULE (\$000s)											
White Flint - Special Tax District	78,445	1,354	2,781	4,808	0	0	0	0	2,200	2,608	69,502
Total	78,445	1,354	2,781	4,808	0	0	0	0	2,200	2,608	69,502

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 78,445
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 projects are proposed for both design and construction in the FY19-20 and Beyond 6-Years periods:

5. Rockville Pike (MD 355) (M-6) – Flanders Avenue to Hubbard Drive – 6,300 feet of reconstructed 6-8 lane roadway.
6. Hoya Street (M-4A) – Montrose Parkway to the intersection of Old Georgetown Road – 1,100 feet of reconstructed four-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. Expenditures for Hoya Street are updated to reflect the completion of 35 percent preliminary engineering and are deferred to the Beyond Six-Years period due to fiscal constraints.

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

White Flint District West: Transportation (P501116)

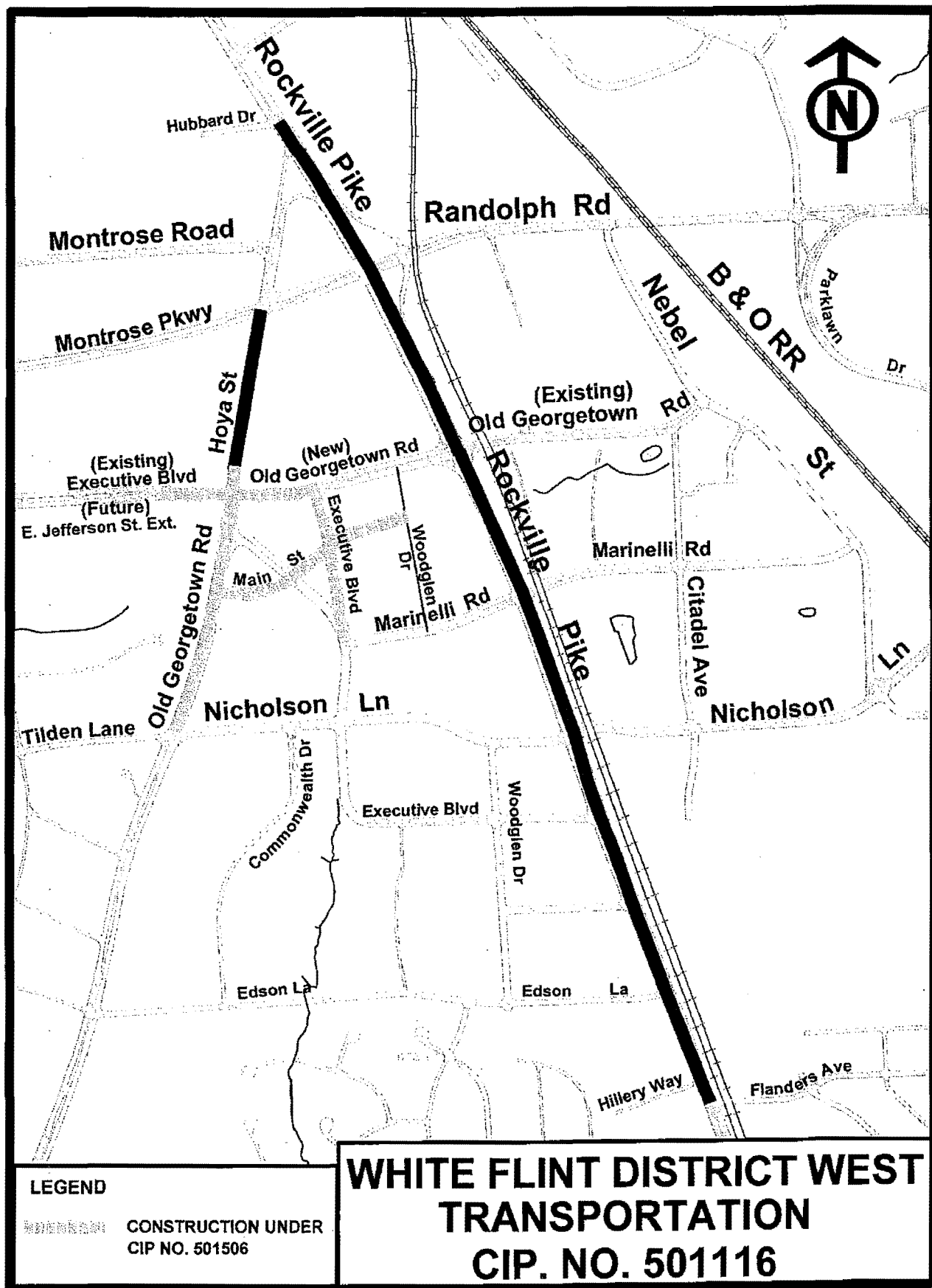
Funding Sources: The ultimate funding source for these projects will be White Flint Special Taxing District tax revenues and related special obligation bond issues. Debt service on the special obligation bond issues will be paid solely from White Flint Special Taxing District revenues. Resolution No. 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.

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



WHITE FLINT WEST PDF		2000445		Updated for FY15 PDF 12/17/2013 DMS															
Distribution of Construction Funding in the White Flint West PDF																			
						TOTAL	FY11	FY12	FY13	FY14	Fy15	FY16	FY17	FY18	FY19	FY20	Beyond 6 years		
1 Main St/ Market St (B-10) and (LB-1)	Old Georgetown to Woodglen	2 lanes bikeway	1200'	PDS		\$1,046	\$100	\$66	\$130	\$750									
				Land		\$75		\$10	\$50	\$15									
				SIU		\$0													
				Construction		\$0													
				Other		\$0													
				TOTAL	\$0	\$1,121	\$100	\$76	\$180	\$765	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
2 Executive BLvd (B-15)	Marinelli to Old Georgtown Rd	4 lanes	900'	PDS		\$1,275	\$89	\$61	\$160	\$965									
				Land		\$85		\$20	\$50	\$15									
				SIU		\$0													
				Construction		\$0													
				Other		\$0													
				TOTAL	\$0	\$1,360	\$89	\$81	\$210	\$980	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
3 Old Georgetown Rd (M-4A) Intersection of Hoya and Old Georgetown Rd	Old Georgetown Rd Int. of Exec. Blvd., Hoya and OGR	6 lanes Intersection 4 legs	1600'	PDS		\$1,442		\$89	\$153	\$1,200									
				Land		\$61		\$16	\$30	\$15									
				SIU		\$0													
				Construction		\$0													
				Other		\$0													
				TOTAL	\$0	\$1,503	\$0	\$105	\$183	\$1,215	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
4 Hoya St (M-4A)	Montrose Parkway to 300 feet north of intersection	4 lanes	800'	PDS		\$1,150		\$50	\$100									\$1,000	
				Land		\$100												\$100	
				SIU		\$3,000												\$3,000	
				Construction		\$3,250												\$3,250	
				Other		\$0													
				TOTAL	\$0	\$7,500	\$0	\$50	\$100	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$7,350	
5 Rockville Pike Md 355 M-6)	Flanders Ave to Hubbard Drive	6-8 lanes	6300'	PDS		\$9,737									\$2,200	\$2,400	\$5,137		
				land		\$208										\$208			
				SIU		\$0													
				Construction		\$57,015											\$57,015		
				Other		\$0													
				TOTAL	\$0	\$66,960	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,200	\$2,608	\$62,152		
						PDF													
						TOTAL	FY11	FY12	FY13	FY14	FY15	FY16	FY17	FY18	FY19	FY20	Beyond 6 years	Total 6 years	
TOTAL PDF				TOTAL PDS	\$0	\$14,651	\$189	\$266	\$543	\$2,915	\$0	\$0	\$0	\$0	\$2,200	\$2,400	\$6,137	\$4,600	
				TOTAL LAND	\$0	\$529	\$0	\$46	\$130	\$45	\$0	\$0	\$0	\$0	\$0	\$208	\$100	\$208	
				TOTAL SIU	\$0	\$3,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$3,000	\$0	
				TOTAL CONSTRUCT	\$0	\$60,265	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$60,265	\$0	
				TOTAL OTHER	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
				TOTAL	\$0	\$78,445	\$189	\$312	\$673	\$2,960	\$0	\$0	\$0	\$0	\$2,200	\$2,608	\$69,502	\$4,808	

White Flint District East: Transportation (P501204)

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

Date Last Modified 1/6/14
 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
EXPENDITURE SCHEDULE (\$000s)											
Planning, Design and Supervision	6,383	620	1,483	2,880	1,620	400	460	400	0	0	1,400
Land	0	0	0	0	0	0	0	0	0	0	0
Site Improvements and Utilities	5,860	0	0	1,240	100	800	340	0	0	0	4,620
Construction	17,447	0	0	9,867	3,267	0	3,300	3,300	0	0	7,580
Other	0	0	0	0	0	0	0	0	0	0	0
Total	29,690	620	1,483	13,987	4,987	1,200	4,100	3,700	0	0	13,600

FUNDING SCHEDULE (\$000s)											
White Flint - Special Tax District	29,690	620	1,483	13,987	4,987	1,200	4,100	3,700	0	0	13,600
Total	29,690	620	1,483	13,987	4,987	1,200	4,100	3,700	0	0	13,600

OPERATING BUDGET IMPACT (\$000s)											
Maintenance				2	0	0	0	0	1	1	
Net Impact				2	0	0	0	0	1	1	

APPROPRIATION AND EXPENDITURE DATA (000s)

Appropriation Request	FY 15	740
Appropriation Request Est.	FY 16	1,200
Supplemental Appropriation Request		0
Transfer		0
Cumulative Appropriation		6,350
Expenditure / Encumbrances		825
Unencumbered Balance		5,525

Date First Appropriation	FY 14	
First Cost Estimate		
Current Scope	FY 13	29,400
Last FY's Cost Estimate		29,400

Description

This project provides for design, engineering plans, and construction for three new roads and one new bridge in the White Flint District East area as follows:

1. Executive Boulevard Extended East (B-7) – Rockville Pike/MD 355 to a New Private Street - construct 1,100 feet of four-lane roadway.
2. Executive Boulevard Extended East (B-7) – New Private Street to new Nebel Street Extended - construct 600 feet of four-lane roadway.
3. Nebel Street (B-5) – Nicholson Lane South to a Combined Property site - construct 1,200 feet of four-lane roadway.
4. Bridge across Washington Metropolitan Area Transit Authority (WMATA) tracks adjacent to White Flint Metro Station – on future MacGrath Boulevard between MD 355 and future Station Street - construct 80-foot-long three-lane bridge.

All the roadway segments will be designed in FY14 - FY16. Various improvements to the roads will include new traffic lanes, shared-use paths, the undergrounding of overhead utility lines where required, other utility relocations, and streetscaping. These projects will become stand-alone projects once engineering is complete and final construction costs can be accurately determined. This project also assumes the developers will dedicate the land needed for these sub-projects in a timely manner.

Estimated Schedule

Design of all road projects began in FY12 and is expected to conclude in FY16. Construction of Executive Boulevard Extended East from Rockville Pike/MD 355 to a New Private Street will begin in FY17 and is expected to conclude in FY18, subject to tax district affordability. Design of Executive Boulevard East Extended was delayed due to coordination between the stakeholders over the road alignment. Design for the bridge across the the WMATA tracks adjacent to the White Flint Metro Station has been delayed due to negotiations between WMATA, State Highway Administration (SHA), the County, and the developers; bridge design will begin after a Memorandum of Understanding between the parties has been finalized.

Cost Change

Cost increase of \$290,000 due to revised inflation estimates resulting from delays in the project.

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

White Flint District East: Transportation (P501204)

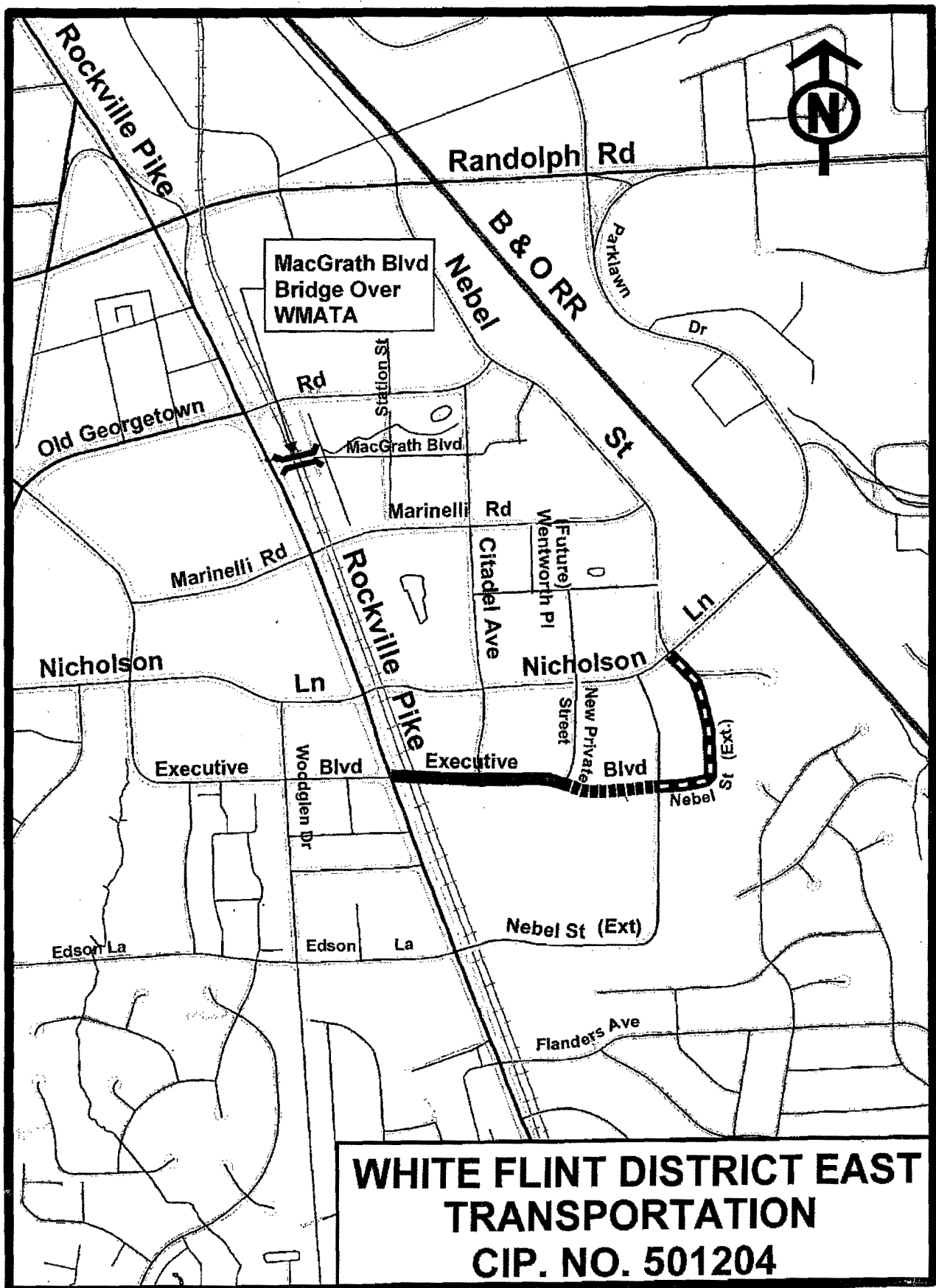
Funding Sources: The ultimate funding source for these projects will be White Flint Development District tax revenues and related special obligation bond issues. Debt service on the special obligation bond issues will be paid solely from White Flint Special Taxing District revenues. **Cost Estimation:** Construction cost estimates are based on concepts, projected from unit length costs of similar prior projects and are not based on quantity estimates or engineering designs. Final construction costs will be determined after the preliminary engineering (35 percent) phase.

Disclosures

A pedestrian impact analysis has been completed for this project.

Coordination

Maryland-National Capital Park and Planning Commission, White Flint Sector Plan, Washington Metropolitan Area Transit Administration, Maryland State Highway Administration, Federal Agencies including the Nuclear Regulatory Commission, Developers, Department of Environmental Protection, Department of Permitting Services



WHITE FLINT EAST PDF

Distribution of Construction Funding in the White Flint East PDF

DMS		6.17.2013				PDF	Total										Beyond
						TOTAL	FY13-18	FY12	FY13	FY14	FY15	FY16	FY17	FY18	FY19	FY20	6 years
1 Executive Blvd Ext. East (B-7)	Rockville Pike to New Private Street	4 lanes	1100'	PDS		\$2,060	\$1,920	\$140	\$50	\$350	\$460	\$200	\$460	\$400			\$0
	STAGE 1			Land		\$0	\$0										
				SIU		\$1,140	\$1,140					\$800	\$340				\$0
				Construction		\$6,600	\$6,600						\$3,300	\$3,300			\$0
				Other		\$0	\$0										
				TOTAL		\$9,800	\$9,660	\$140	\$50	\$350	\$460	\$1,000	\$4,100	\$3,700	\$0	\$0	\$0
2 Executive Blvd Ext. East (B-7)	New Private Street to Nebel St. Ext.	4 lanes	600'	PDS		\$1,370	\$600	\$100	\$50	\$200	\$150	\$200					\$670
	South Stage 3			Land		\$0	\$0										
				SIU		\$2,320	\$0										\$2,320
				Construction		\$3,210	\$0										\$3,210
				Other		\$0	\$0										
				TOTAL		\$6,900	\$600	\$100	\$50	\$200	\$150	\$200	\$0	\$0	\$0	\$0	\$6,200
3 Nebel St. (B-5)	Nicholson Land South to combined property	4 lanes	1200'	PDS		\$1,530	\$700	\$100	\$20	\$340	\$340						\$730
	Stage 3			Land		\$0	\$0										\$0
				SIU		\$2,300	\$0										\$2,300
				Construction		\$4,370	\$0										\$4,370
				Other		\$0	\$0										
				TOTAL		\$8,200	\$700	\$100	\$20	\$340	\$340	\$0	\$0	\$0	\$0	\$0	\$7,400
4 Bridge over WMATA (future MacGrath Blvd)	Md 355 to future Station Street	3 lanes	80'	PDS		\$1,423	\$1,298	\$125	\$28	\$600	\$670						\$0
	Stage 1			Land		\$0	\$0				\$0						\$0
				SIU		\$100	\$100				\$100						
				Construction		\$3,267	\$3,267				\$3,267						\$0
				Other		\$0	\$0										
				TOTAL		\$4,790	\$4,665	\$125	\$28	\$600	\$4,037	\$0	\$0	\$0	\$0	\$0	\$0
						PDF	Total										Beyond
TOTAL PDF						TOTAL	FY13-18	FY12	FY13	FY14	Fy15	FY16	FY17	FY18	FY19	FY20	6 years
						TOTAL PDS	\$6,383	\$4,518	\$465	\$148	\$1,490	\$1,620	\$400	\$460	\$400	\$0	\$1,400
						TOTAL LAND	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
						TOTAL SIU	\$5,860	\$1,240	\$0	\$0	\$100	\$800	\$340	\$0	\$0	\$0	\$4,620
						TOTAL CONSTRUCT	\$17,447	\$9,867	\$0	\$0	\$0	\$3,267	\$0	\$3,300	\$3,300	\$0	\$7,580
						TOTAL OTHER	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
						TOTAL	\$29,690	\$15,625	\$465	\$148	\$1,490	\$4,987	\$1,200	\$4,100	\$3,700	\$0	\$13,600

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T&E Recommended Changes to Exec's Rec. CIP (\$000)

PDF	FY15	FY16	FY17	FY18	FY19	FY20	FY15-20	Notes
Bethesda Bikeway & Ped. Fac.	905	-525	-380				0	Keep to Approved CIP schedule; do not delay 2 years
Bethesda CBD Streetscape		-361	1839	2367	-359	-3486	0	Keep to Approved CIP schedule; do not delay 2 years
Bethesda Metro South Entrance	-1000	1000	9900	10000	-10450	-9450	0	Keep to Approved CIP schedule
Bicycle-Ped Priority Area Imprvts		1000	1000	1000	1000	1000	5000	New project
Capital Crescent Trail		320	640	2640	-2750	-250	600	Keep to Approved CIP schedule; add \$600K for conduit
East Gude Drive Improvements	-749	-417	544	-798	-3236	1215	-3441	Keep to Approved CIP schedule; do not accelerate 2 yrs
Falls Road East Side Trail				119	1992	-946	1165	Keep to Approved CIP schedule; do not delay 1 year
Guardrail Projects	40	5	5	-55	5	5	5	Level spending
MacArthur Blvd Bikeway Imprvts	506	954	4430	2700			8590	Add southern segment; complete by FY18
Metropolitan Branch Trail	-444	1457	-1804	791			0	Accelerate non-train station segments
Montgomery Mall Transit Center	-1311	1311					0	Defer 1 year to match shopping center's schedule
Observation Drive Extended					1265	1195	2460	Start design of entire road in FY19
Permanent Patching	-100	-600	1400	-100	-500		100	Level spending
Rainbow Drive-Thompson Road	451	89					540	Construct the connection, summer of 2015
Resid./Rural Road Rehabilitation	-600	-600	2900	-1600	-1000	1000	100	Level spending
Resurfacing: Primary/Arterial	100	-900	1100	-1400	500	500	-100	Level spending
Resurfacing: Residential/Rural			-500	333	-100	-100	-367	Level spending starting in FY17
Seminary Road Imprvts		466	67	1992	891	-3098	318	Accelerate 1 year; complete in FY20
Seven Locks Bikeway & Safety				1723	1680	1521	4924	Keep to Approved CIP schedule; do not delay 2 years
Sidewalk, Curb & Gutter Repl.	400	1400	2400	900		1000	6100	Add \$1M/year over Approved CIP
Sidewalk Pgm - Minor Projects	-501	501			-500	500	0	Level spending
Silver Spring Green Trail	257	448	1297	1398	-1692	-1708	0	Keep to Approved CIP schedule
Streetlighting				460	-480	20	0	Level spending
Traffic Signals		110	1860	-883	460	460	2007	Add \$2M with level spending
Transit Park & Ride Lot Renov.	-85	558	258	-356			375	Accelerate some renovations
Net change from Rec. CIP	-2131	6216	26956	21231	-13274	-10622	28376	

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