

MEMORANDUM

April 27, 2021

TO: Transportation and Environment Committee

FROM: Glenn Orlin, Senior Analyst

SUBJECT: **Department of Transportation General and Leaf Vacuuming Funds' FY22 Operating Budgets, and amendments to the FY21-26 Capital Improvements Program¹**

PURPOSE: Develop Committee recommendations for Council consideration

Expected Participants:

- Christopher Conklin, Director, Department of Transportation (DOT)
- Emil Wolanin, Deputy Director, DOT
- Hannah Henn, Deputy Director for Transportation Policy, DOT
- Tim Cupples, Chief, Division of Transportation Engineering, DOT
- Richard Dorsey, Chief, Division of Highway Services, DOT
- Michael Paylor, Chief, Division of Traffic Engineering and Operations, DOT
- Brady Goldsmith, Chief, Management Services, DOT
- Derrick Harrigan, Office of Management and Budget (OMB)

FY22 Operating Budget Summary: General and Leaf Vacuuming Funds

Summary of FY22 Recommended Budget and Key Discussion Issues

DOT General, Leaf Vacuuming, and Grant Funds	FY21 Approved	FY22 CE Recommended	Change from FY21 Approved
General Fund	\$46,518,227	\$45,899,389	(1.3%)
Personnel Costs	\$23,088,712 254.02 FTEs	\$24,152,008 252.52 FTEs	4.6% (1.5 FTEs)
Operating Costs	\$23,429,515	\$21,747,361	(7.2%)
Capital Outlay	\$0	\$0	0.0%

¹ Key words: #FY22 Operating Budget, FY21-26 CIP, plus search terms transportation, bikeway, bridge, transit, road, leaf collection.

	FY21 Approved	FY22 CE Recommended	Change from FY21 Approved
Leaf Vacuuming Fund	\$6,367,886	\$6,690,951	5.1%
Personnel Costs	\$3,493,804 31.03 FTEs	\$3,317,330 31.03 FTEs	(5.1%) 0.0 FTEs
Operating Costs	\$2,874,062	\$3,373,621	17.4%
Grant Fund	\$104,942	\$80,321	(23.5%)
Personnel Costs	\$104,942 15.00 FTEs	\$80,321 15.00 FTEs	(23.5%) 0.0 FTEs
Operating Costs	\$0	\$0	0.0%
Total Expenditures (All Funds)	\$52,991,055 285.80 FTEs	\$52,670,661 284.30 FTEs	(0.6%) (1.5 FTEs)

The Executive's recommendations for these funds are on ©1-13.

The budgets of DOT's General Fund divisions—Traffic Engineering and Operations, Highway Services, and portions of Transportation Engineering and the Director's Office—are presented in 7 programs, consolidated from the 23 programs that had been displayed in budgets up through and including FY20. However, the budget includes a crosswalk showing the budgets of 21 subprograms that the Committee wished to have displayed for more transparency. That crosswalk is on ©13.

The Council President has provided guidance that any increase over the Executive's recommendation proposed by a Committee should be placed into one of three categories:

- **Category #1: One-time, non-recurring expenditures related to COVID-19 response and recovery that should be considered for unallocated ARPA funding.** Since a portion of the ARPA funds will not become available until later in FY22, we have time to make the final determination on use of these funds. After the FY22 budget process is completed, the Council will work with the Executive to determine priorities for ARPA funding.
- **Category #2: Additions to the base budget that should be considered as soon as additional resources are available.** During FY22, perhaps as early as this summer, the Council can consider adding items from this list to the base budget if additional resources become available. For example, receiving more FEMA reimbursements than anticipated could free up County General Fund dollars.
- **Category #3: Critical expenditures that should be considered for funding in the FY22 base budget.** Due to uncertainties for future-year revenues, only the most urgent ongoing expenditures should be considered for addition to the base budget and they should be limited. It is likely that we will need to identify potential offsetting reductions to the base that could help fund these critical needs while still meeting our fiscal policy goals.

The General Fund budget is recommended for a 1.3% funding reduction overall, but in terms of workload the reduction is a bit deeper, since the overall reduction masks a 4.6% rise in personnel costs, which are mostly due to negotiated compensation increases. The workload

reductions with service impacts are: patching to repair potholes and to fill in cracks (-\$288,319, -1.3%), preventive maintenance surface treatment to keep roads that are in fair condition from deteriorating to the point where more significant (and costly) roadway resurfacing or rehabilitation efforts would become necessary (-\$429,636; -16%), load-bearing tests for bridges (-\$150,000; -100% - all relevant bridges have currently been addressed), and reducing the frequency by which traffic signals are optimized (-\$70,000, -33%). Increases (other than compensation) are modest and mostly limited to those needed to maintain the additional inventory of streets (from new subdivisions) and traffic signals added in the past year.

The General Fund budgets also reflects certain savings with no service impacts. There are savings from elimination of two vacant positions (-\$179,432), re-lamping streetlights with LED lights (-\$110,000), and efficiencies in the enforcement of residential parking and other on-street parking outside the Parking Lot Districts (-\$155,910).

The Council has regularly wanted to keep track of how many traffic studies requested by civic associations and constituents are pending. DOT's summary is on ©14, categorizing the studies by type. The backlog of 264 studies (as of March 31) is somewhat higher than the average over the past decade (208).

The Leaf Vacuuming Fund budget is recommended for a 5.1% increase. The annual charge for a single family house and a multi-family unit would remain unchanged at \$116.46/house and \$4.54/unit, respectively.

Racial Equity and Social Justice (RESJ) in General Fund Programs

Council staff requested answers to three generic RESJ questions regarding DOT's General Fund programs. The questions and answers are shown below:

- Does your department use quantitative and qualitative data to track program access and/or service outcomes for different population groups?
 - Provision of infrastructure maintenance services is based on the condition of the infrastructure and is provided without consideration for population groups.
 - Safety improvements as a part of the Vision Zero program are primarily data-informed by crash and injury history. Recent safety audits and resulting improvements have been located within Equity Emphasis Areas (Middlebrook Road, Lockwood Drive, Bel Pre Road) based on crash history. Upcoming safety improvements are scheduled for the Equity Emphasis Area of Aspen Hill, including segments of Georgia Avenue and Connecticut Avenue. In addition, the County recently applied for an MWCOC safety grant for New Hampshire Avenue that spans from south of the Beltway in Montgomery County, through Prince George's County, to Piney Branch Road in Montgomery County.
- Which community residents will potentially benefit the most from your program proposal or be burdened by your program proposal?
 - In general, services are performed across the County and benefits of services and programs are free to anyone in the public to use (i.e. pavement conditions, bridge

repairs, etc.). The primary factors in determining specific locations for service delivery are: a) the safety need of a particular location, and b) condition of the infrastructure. Services such as leaf vacuum collection, are based on district boundaries within which residents pay a fee to cover the cost, and those boundaries may be changed over time at the request of the public.

- DOT has established itself as a leader in piloting new designs to support multimodal access (including lower cost modes like biking and walking) and to make best efforts to ensure that new designs are safe for people with disabilities. DOT applied for and was awarded a grant from MWCOC to develop a design toolkit for people with vision disabilities, and that project is currently underway and anticipated to benefit people with vision disabilities in future transportation design work in the County.
 - DOT has established a collaborative working group with Montgomery Planning to accelerate the rollout of pilot bus lanes that would benefit the majority BIPOC population using public transit. Ongoing efforts to implement transit signal priority, queue jumps, and other operational improvements for buses will help to achieve similar benefits for the majority BIPOC population using area buses.
- How does the program promote racial equity?
 - Generally, services to date have not specifically included racial equity as a factor.

DOT's General Fund program spending is allocated within each program by need. For example, the resurfacing efforts in the CIP and operating budget are directed to those streets and roads where the need for repair or rehabilitation are most pressing, as guided by a biennial survey to determine each street's Pavement Condition Index (PCI). PCI is a numerical rating of the pavement condition based on the type and severity of distresses observed on the pavement surface. The PCI value of the pavement condition is represented by a numerical index between 0 and 100, where 0 is the worst possible condition and 100 is the best possible condition. The estimated average PCI in the County is currently 65.2.

Council staff requested the Division of Highway Services (DHS) for the planned resurfacing work in FY22, noting what part of that work would be occurring in COG Equity Emphasis Areas. DHS's chart is on ©15. Note that there are relatively few projects in Equity Emphasis Areas. This suggests that the most pressing resurfacing needs in FY22 are in non-minority neighborhoods.² For a fuller evaluation of RESJ concerns, Council staff recommends that the next biennial pavement condition survey annotate the average PCI for every neighborhood.

Some transportation programs lend themselves to RESJ evaluation by whether they are active in COG Equity Emphasis Areas, while others are not. For example, primary and arterial roads are used by the entire traveling public, so just because a road passes through an Equity

² The projects under the "Residential Concrete Program" category are for sidewalk and curb replacement, not resurfacing, so they do not factor into the 65.2 average PCI. The projects under "Primary Arterial MICRO" are for preventive maintenance to keep roads in better shape from needing more expensive resurfacing treatment. Three roads in the other categories have PCIs somewhat better than 65.2 (Glen Road, Barnes Road, and Longmead Crossing Drive), but each have shorter segments that are much worse than the average, and so for operational efficiency the entire lengths of these roads are scheduled for resurfacing in FY22.

Emphasis Area doesn't suggest it should receive preferential treatment. On the other hand, a residential street is used primarily by folks living in a neighborhood; if the average PCI of the residential streets in a COG Equity Emphasis neighborhood is below standard, then that neighborhood should get priority in the resurfacing schedule. Below is Council staff's first cut at which General Fund projects and programs lend themselves to an RESJ analysis by Equity Emphasis Area, and which do not:

Project or Program	Appropriate or Not Appropriate
Road capacity improvement	Not Appropriate
Bikeway improvement	Usually Not Appropriate
Sidewalk improvement	Appropriate
Primary/arterial maintenance*	Not Appropriate
Residential street maintenance*	Appropriate
Streetlighting	Usually Appropriate
Traffic signal installation	Not Appropriate
Primary/arterial snow removal	Not Appropriate
Residential street snow removal	Appropriate
Bridge maintenance	Not Appropriate
Sidewalk and curb maintenance	Usually Appropriate
Tree maintenance	Appropriate

* Including resurfacing and snow removal.

Hopefully over the course of FY22, the Office of Racial Equity and Social Justice, working with DOT and Council staff, will develop metrics for RESJ regarding transportation projects and programs in time for the FY23 Operating Budget and FY23-28 CIP.

General Fund CIP Amendments

Most of the Executive's March 15 amendments in the General Fund are proposed as a means to reconcile his total recommended expenditures to funds available, the same process the Council will use in CIP Reconciliation in May. Some of the proposed amendments would be modest funding accelerations, and others would be more significant deferrals. Council staff believes all the accelerations would be useful and so all are recommended to be tentatively approved, subject to CIP Reconciliation. Conversely, Council staff urges that none of the deferrals be approved at this time, although they, too, may be subject to review again at CIP Reconciliation.

Bikeway projects. The Executive recommends adding \$500,000 in FY22 and reducing \$500,000 in FY23 in Bikeway Program – Minor Projects (©16). The \$500,000 in FY22 would be used to fund the Marinelli Road separated bike lanes between Rockville Pike and Nebel Street in White Flint, which would be built in the late summer/early fall of this year. Initially, the Marinelli Road project had been programmed for construction in FY19, but DOT intentionally delayed it because its timing interfered with PEPCO's transmission and distribution line construction work along Marinelli Road and its construction of the White Flint substation along Marinelli Road and Nebel Street. The \$500,000 in FY19 was used instead for the Emory Lane and Muncaster Mill Road shared use path, which came in at a higher cost than anticipated.

The \$500,000 reduction in FY23 Executive’s proposal would lessen the construction funding for the Dr. Bird Road shared use path near Olney. The Approved CIP budgeted \$3,005,000 for construction, starting in late FY22 and completing in early FY24. The Executive’s recommendation would reduce the construction funding to \$2,505,000. There is no updated cost estimate that would deviate from the \$3,005,000 figure, either up or down. **Council staff recommends adding back \$500,000 in G.O. bond funding in FY23 to make the Dr. Bird Road subproject whole without affecting the scope or schedule of other subprojects.**

The Executive is recommending deferring by 2½ years the reconstruction of the Oberlin Avenue to District of Columbia boundary segment of the MacArthur Blvd Bikeway Improvements (©17-18), delaying by 2 years the design and construction of Goldsboro Road Sidewalk and Bikeway (©19-20), and deferring by 1 year the design and construction of the Bowie Mill Road Bikeway (©21-22). All these projects were included in the CIP at the Council’s initiatives; when faced with funding limitations, historically, Executives had chosen to recommend delaying such projects and, historically, the Council has tried not to delay them, although periodically some delays are accepted as a result of CIP Reconciliation. The chart below shows the completion dates for construction (1) when initially included in the CIP, (2) in the Approved CIP, and (3) as recommended now by the Executive:

Project	Initially	Approved CIP	Exec. Rec. CIP
MacArthur Blvd: Oberlin Ave to DC	FY22	FY24	FY26
Goldsboro Rd Sidewalk & Bikeway	FY27	FY28	FY30
Bowie Mill Rd Bikeway	FY29	FY29	FY30

The MacArthur Boulevard project has already been delayed 2 years and the Goldsboro Road project by 1 year. The Bowie Mill Road project first entered the CIP last year, so this would be its first deferral.

The Executive makes the further point that none of these bikeway projects are in Equity Emphasis Areas. However, as pointed out earlier in this memorandum, most bikeway projects—including these three—are used by more than those folks living in the immediate areas through which they pass, so applying this Equity Emphasis Areas as an RESJ evaluation tool is not particularly appropriate. **Council staff does not recommend the Executive’s proposed amendments for these three bikeway projects.**

Highway services projects. The Executive recommends accelerating \$1 million each from FY24 to FY22 in Resurfacing: Primary/Arterial (©23-24) and in Resurfacing: Residential/Rural Roads (©25), and he proposes accelerating \$500,000 from FY23 to FY22 in Sidewalk & Curb Replacement (©26-27). Even though his recommendations do not add funds for these programs over the CIP period, accelerating funding is always warranted, as the County has never been able to fund these types of infrastructure maintenance to an optimum level. **Council staff concurs with the Executive’s recommendations, subject to CIP Reconciliation.**

White Flint Special Taxing District (STD) projects. On March 16 the GO and T&E Committees reviewed the Executive’s proposal to repay the General Fund for advances to projects funded by the White Flint STD. Included in his proposal were amendments to the White Flint District East: Transportation (©28-29), White Flint District West: Transportation (©30-31), and

White Flint West Workaround (©32-33) projects. The Committees recommended approval of the use of \$15 million in General Obligation (G.O.) bond premium in FY21 for White Flint West Workaround project, to amend Resolution No. 16-1750 to allow the use of G.O. bond premium, and to amend Resolution 16-1750 to allow County advances to exceed \$45 million for White Flint West Workaround. The Committees also requested that County staff work with the White Flint District's stakeholders to determine alternative approaches to the repayment plan.

The Executive's proposed amendment to White Flint West Workaround reflects some acceleration of funding that has occurred, in addition to the use of G.O. bond premium funds. However, the Fiscal Note on the proposed PDF assumes that the Council has approved repealing and replacing Resolution 16-1750, which it has not done. **Council staff recommends approving the Executive's recommended amendment for White Flint West Workaround, but with the Fiscal Note that appears in the PDF of the Approved CIP instead.**

The only proposed revision to the other two projects again is Fiscal Note text language reflecting the Council's approving repealing and replacing Resolution 16-1750. Therefore, neither proposed amendment is appropriate at this time. **Council staff recommends not approving the Executive's recommended amendments for White Flint District East: Transportation and White Flint District West: Transportation.**



Transportation

RECOMMENDED FY22 BUDGET

\$52,670,661

FULL TIME EQUIVALENTS

284.30

 **CHRISTOPHER CONKLIN, DIRECTOR**

MISSION STATEMENT

The mission of the Department of Transportation's (DOT) General Fund supported programs is to provide an effective and efficient transportation system to ensure the safe and convenient movement of persons and vehicles on County roads; to plan, design, and coordinate development and construction of transportation and pedestrian routes; to operate and maintain the traffic signal system and road network in a safe and efficient manner; and to develop and implement transportation policies to maximize efficient service delivery. The General Fund supports programs in the Division of Traffic Engineering and Operations, the Division of Parking Management, the Division of Highway Maintenance, the Division of Transportation Engineering, the Division of Transit Services, and the Director's Office.






BUDGET OVERVIEW

The total recommended FY22 Operating Budget for the Department of Transportation is \$52,670,661, a decrease of \$320,394 or 0.60 percent from the FY21 Approved Budget of \$52,991,055. Personnel Costs comprise 52.31 percent of the budget for 457 full-time position(s) and seven part-time position(s), and a total of 284.30 FTEs. Total FTEs may include seasonal or temporary positions and may also reflect workforce charged to or from other departments or funds. Operating Expenses account for the remaining 47.69 percent of the FY22 budget.

In addition, this department's Capital Improvements Program (CIP) requires Current Revenue funding.

COUNTY PRIORITY OUTCOMES

While this program area supports all seven of the County Executive's Priority Outcomes, the following are emphasized:

-  **Thriving Youth and Families**
-  **A Greener County**
-  **Easier Commutes**
-  **Safe Neighborhoods**
-  **Effective, Sustainable Government**

PROGRAM CONTACTS

Contact Brady Goldsmith of the Department of Transportation at 240.777.2793 or Mary Beck of the Office of Management and

PROGRAM PERFORMANCE MEASURES

Performance measures for this department are included below (where applicable), with multi-program measures displayed at the front of this section and program-specific measures shown with the relevant program. The FY21 estimates reflect funding based on the FY21 Approved Budget. The FY22 and FY23 figures are performance targets based on the FY22 Recommended Budget and funding for comparable service levels in FY23.

PROGRAM DESCRIPTIONS

Community/Transportation Safety

This program provides engineering studies and investigations that evaluate pedestrian and traffic operations and safety deficiencies, and includes the need for alternative pedestrian crossing signalization or beaconing; parking conflicts; streetlighting conditions, upgrades, and maintenance; traffic signing and pavement marking needs; and sight distance deficiencies on neighborhood streets, arterial roads, and major roadways. The program also provides for the installation and maintenance of traffic control devices along County roadways and includes activities directed at the elimination of graffiti vandalism in the County through GRAB (Graffiti Abatement Partners), a not-for-profit private-public partnership .

Program Performance Measures	Actual FY19	Actual FY20	Estimated FY21	Target FY22	Target FY23
Number of traffic studies completed	240	333	300	330	360
Percent of traffic studies completed within scheduled timeframe	78%	74%	80%	82%	85%
Number of serious and fatal crashes on Montgomery County maintained roads	84	92	67	65	52

FY22 Recommended Changes	Expenditures	FTEs
FY21 Approved	4,835,800	22.60
Decrease Cost: Streetlight Maintenance/Relamping to Reflect Savings from Switch to LED Lights	(110,000)	0.00
Multi-program adjustments, including negotiated compensation changes, employee benefit changes, changes due to staff turnover, reorganizations, and other budget changes affecting multiple programs.	22,298	0.30
FY22 Recommended	4,748,098	22.90

Non- Roadway Right of Way Maintenance

Elements supported under this program provide positive value to the quality of life for residents and visitors through 'green infrastructure' maintenance activities located in the County right-of-way.

Through scheduled maintenance and emergency response to hazardous conditions, priority activities associated with non-roadway maintenance include efforts to ensure the safety of all pedestrians, bicyclists and motorists travelling within the County. Some examples include hazardous tree removal, tree pruning, traffic barrier repair, shoulder mowing and foliage removal to provide adequate road clearance and sign, signal and streetlight visibility. Many tree maintenance activities also contribute to the County's efforts to mitigate damage to public and private property due to severe weather events and unanticipated environmental risks.

In addition to the elements of safety, this program also offers positive environmental impacts and contributes to aesthetically mindful maintenance operations that help the County create and maintain a healthy and thriving environment. Some examples relative to environmentally conscious activities include street tree preservation and planting, tree stump removal for the establishment of new planting sites, vacuum leaf collections through the Annual Leaf Collection Program within the established leafing districts, street sweeping operations which contribute to the County's MS4 environmental permit, maintenance of a dedicated trail and bike network, beauty spot improvements, and shoulder litter removal.

Program Performance Measures	Actual FY19	Actual FY20	Estimated FY21	Target FY22	Target FY23
Number of Trees Planted (includes Tree Replacement Fund)	1,951	1,723	1,600	1,600	1,600
Backlog of 311 requests for Tree Maintenance	623	247	250	250	250
Number of verified missed streets for leaf collections	165	306	245	225	200
Survival rate of street trees planted	90%	91%	90%	90%	90%
FY22 Recommended Changes			Expenditures	FTEs	
FY21 Approved			14,271,259	71.88	
Multi-program adjustments, including negotiated compensation changes, employee benefit changes, changes due to staff turnover, reorganizations, and other budget changes affecting multiple programs.			490,694	0.00	
FY22 Recommended			14,761,953	71.88	

Parking Outside the Parking Districts

This program administers, operates, and maintains the parking program outside the Parking Districts. Included in this program are residential permit parking and peak hour traffic enforcement. The residential permit parking program is responsible for the sale of parking permits and parking enforcement in these areas. Participation in the program is requested through a petition of the majority of the citizens who live in that area. The program is designed to mitigate the adverse impact of commuters parking in residential areas. Peak hour traffic enforcement in the Bethesda and Silver Spring Central Business Districts assures the availability of travel lanes during peak traffic periods. The program is also responsible for the management of the Council Office Building (COB) garage and the County employee parking in the Rockville core area.

FY22 Recommended Changes	Expenditures	FTEs
FY21 Approved	1,081,038	1.60
Decrease Cost: Efficiency Improvements in Parking Enforcement	(155,910)	0.00
Multi-program adjustments, including negotiated compensation changes, employee benefit changes, changes due to staff turnover, reorganizations, and other budget changes affecting multiple programs.	5,046	0.00
FY22 Recommended	930,174	1.60

Transportation Infrastructure Construction & Maintenance

This program provides an effective and efficient transportation system, ensuring the safe and convenient movement of persons, bicycles and vehicles throughout Montgomery County. The primary focus of this program is to proactively identify and address infrastructure within the County right-of-way that is in need of maintenance and to utilize industry standard best practices to determine the highest quality and most cost-effective method of repair. Infrastructure elements within this program include 5,200 lane miles of roadway, 1,665 miles of sidewalk, curb and gutter, bridges, culverts, and an extensive storm drain system. Work performed under this program ranges from extensive redesign with reconstruction, to preventative maintenance measures that extend the longevity of existing infrastructure in good condition at a lower cost of repair. In addition to scheduled construction and

maintenance, this program also supports reactive measures to address unanticipated emergencies within the County right-of-way that must be expeditiously addressed to ensure the safety of the travelling public and clear passage of the extensive transportation network.

Since 2005 the Montgomery County Department of Transportation has been a member of the Montgomery County Infrastructure Maintenance Task Force whose mission is focused on operating programs engaged in preventative maintenance that preserves the quality of capital assets so that it can be functional throughout its usual life. Currently the way this program is utilized, and the continuous effort we make to improve our maintenance operations, provides the opportunity to make repairs with a more proactive and affordable strategy. Through our routine and emergency maintenance operations we can monitor existing infrastructure and make appropriate repairs as necessary to ensure the County can obtain and keep roads in good or better condition.

Common activities associated with this program include, but are not limited to: pavement surface treatment of residential and rural roadways; hot mix asphalt road patching (temporary and permanent repairs, crack sealing); concrete sidewalk, curb and gutter repair; storm drain maintenance including repair and/or replacement of failed storm drain pipes; basic maintenance of bridges and box culverts; construction administration and management; and inspection and testing of materials. The surface treatment activity within this program represents only the preventative maintenance measures for roadway condition repairs, and is supplemental to the more extensive, and costly, repair strategies utilized under the roadway maintenance Capital Improvement Programs (CIP). Projects and repair strategies under this program are often identified through condition assessments and collaborative efforts between department staff, County agencies, local utilities, municipalities, and local community leaders/HOAs.

Program Performance Measures	Actual FY19	Actual FY20	Estimated FY21	Target FY22	Target FY23
Number of lane miles rehabilitated	197	281	144	159	159
Average Pavement Condition Index (PCI) of roadway network	67.1	66.7	65.2	65.0	64.5
Percent of primary/arterial road quality rated good or better	46%	45%	40%	30%	25%
Percent of rural/residential road quality rated good or better	45%	45%	43%	41%	38%

FY22 Recommended Changes	Expenditures	FTEs
FY21 Approved	16,910,506	102.14
Enhance: Maintenance of Newly Accepted Subdivision Roads	136,565	0.00
Enhance: Maintenance costs for various closed out CIP projects	28,000	0.00
Reduce: Patching - Represents 3% of the Budget	(288,319)	0.00
Reduce: Resurfacing - Represents 16% of Budget	(429,636)	0.00
Multi-program adjustments, including negotiated compensation changes, employee benefit changes, changes due to staff turnover, reorganizations, and other budget changes affecting multiple programs.	(398,579)	0.00
FY22 Recommended	15,958,537	102.14

Transportation Management, Operations and Emergency/Storm Response

This program supports the Department's mission to provide an effective and efficient transportation system to ensure the safe and convenient movement of persons, bicycles, and vehicles throughout the County through daily traffic management operations and response to emergency events such as winter snow storms, severe wind/rain storms, natural disasters, and man-made emergency incidents.

Elements associated with the daily traffic management of this program focus on the general engineering and maintenance activities relative to the design, construction, and maintenance of traffic signals, the Advanced Transportation Management System (ATMS), and communication infrastructure that includes the County's fiber optic network. For real-time management of the traffic signal infrastructure this program also provides for the daily operations of the County's Transportation Management Center (TMC) to monitor the computerized traffic signal system, assist with multi-agency incident management response activities, and coordinate special event traffic management. Daily operations relative to the traffic signal system management account for approximately 50 percent of the program's proposed budget.

In addition to the daily traffic management of signal functionality, this program is also an integral part of coordinating the response to emergencies and severe weather events through the preparation, active response, and post storm/emergency cleanup. Tasks performed during these operations include snow pretreatment, roadway snow removal, sidewalk snow removal, salt application, post snow storm street sweeping, wind and rain storm debris removal, and immediate emergency repairs to damaged and unsafe infrastructure. Emergency operations often require rapid deployment of resources to clear debris/snow to ensure all transportation systems are passable for emergency first responders and the travelling public. During emergency events, this program operates the Storm Operations Center which monitors and coordinates real-time activities Countywide with Fire and Rescue, Police, Emergency Management and Homeland Security, local utility companies, and other County agencies and local jurisdictions as needed. The primary goal for the emergency response component of this program is to keep the County residents and traveling public safe, while providing reliable access to the extensive transportation network. Emergency operations under this program are funded by approximately 50 percent of the program's proposed budget. Actual annual costs associated with the emergency response activities regularly exceed the approved budget by over 900 percent, therefore expenditures over the budgeted program amount are covered by the Climate Response Non-Departmental Account.

Program Performance Measures	Actual FY19	Actual FY20	Estimated FY21	Target FY22	Target FY23
Number of snow and rain storms addressed	13	11	13	13	13
Number of verified reports of unplowed or missed streets	363	0	250	225	200
Percent of Traffic Signals with fully functioning equipment	85%	81%	81%	85%	90%

FY22 Recommended Changes	Expenditures	FTEs
FY21 Approved	6,665,947	39.70
Enhance: Traffic Signals - Operation and Maintenance for new signals added to the network	36,000	0.00
Enhance: Maintenance for cameras and fiber added to the Advanced Transportation Management System	30,000	0.00
Enhance: Uninterrupted Power Supply (UPS) Unit Maintenance at 443 Intersections	11,250	0.00
Reduce: Signal Optimization Timing - Extend Comprehensive System Review from 8-10 Years to 12-14 Years	(70,000)	0.00
Multi-program adjustments, including negotiated compensation changes, employee benefit changes, changes due to staff turnover, reorganizations, and other budget changes affecting multiple programs.	132,761	1.20
FY22 Recommended	6,805,958	40.90

Transportation Policy, Planning, and Project Development

This program formulates transportation and related environmental policy and provides leadership in developing a capital improvements program that achieves policy goals. In addition, this program provides coordination with regional entities to ensure compliance with environmental requirements and reviews developer plans to ensure that transportation infrastructure constructed

by the private sector also achieves these policy goals.

Program Performance Measures	Actual FY19	Actual FY20	Estimated FY21	Target FY22	Target FY23
Linear feet of sidewalk construction completed (000) ¹	29	32	25	25	25
Number of development applications reviewed	294	250	250	255	265
Number of Transportation Demand Management plans approved	104	114	135	145	160

¹ The cost per linear foot of sidewalk can increase dramatically if retaining walls or the acquisition of right-of-way is required. This significantly impacts the linear feet constructed per year.

FY22 Recommended Changes	Expenditures	FTEs
FY21 Approved	2,109,346	12.19
Increase Cost: Workforce Adjustment	0	0.50
Eliminate: Bridge Load Bearing Testing - All Relevant Bridges Addressed - No Safety Impact	(150,000)	0.00
Multi-program adjustments, including negotiated compensation changes, employee benefit changes, changes due to staff turnover, reorganizations, and other budget changes affecting multiple programs.	(354,279)	(3.00)
FY22 Recommended	1,605,067	9.69

Transportation Services General Administration

The Director's Office provides overall leadership for the Department, including policy development, planning, accountability, service integration, customer service, and the formation of partnerships. It also handles administration of the day-to-day operations of the Department, including direct service delivery, budget and fiscal management oversight (capital and operating), training, contract management, logistics and facilities support, human resources management, and information technology. In addition, administration staff coordinates the departmental review of proposed State legislation and provides a liaison between the County and WMATA. As previously mentioned, the Department consists of five divisions: the Division of Traffic Engineering and Operations, the Division of Parking Management, the Division of Highway Maintenance, the Division of Transportation Planning, and the Division of Transit Services.

FY22 Recommended Changes	Expenditures	FTEs
FY21 Approved	7,117,159	35.69
Re-align: Eliminate Vacant Positions - No Service Impact	(179,432)	(2.00)
Multi-program adjustments, including negotiated compensation changes, employee benefit changes, changes due to staff turnover, reorganizations, and other budget changes affecting multiple programs.	923,147	1.50
FY22 Recommended	7,860,874	35.19

BUDGET SUMMARY

	Actual FY20	Budget FY21	Estimate FY21	Recommended FY22	%Chg Bud/Rec
COUNTY GENERAL FUND					
EXPENDITURES					
Salaries and Wages	17,146,103	17,078,017	17,506,797	18,247,373	6.9 %
Employee Benefits	6,324,602	6,010,695	4,543,266	5,904,635	-1.8 %
County General Fund Personnel Costs	23,470,705	23,088,712	22,050,063	24,152,008	4.6 %
Operating Expenses	24,231,028	23,429,515	25,688,095	21,747,381	-7.2 %

BUDGET SUMMARY

	Actual FY20	Budget FY21	Estimate FY21	Recommended FY22	%Chg Bud/Rec
Capital Outlay	10,068	0	0	0	—
County General Fund Expenditures	47,711,801	46,518,227	47,738,158	45,899,389	-1.3 %
PERSONNEL					
Full-Time	457	456	456	456	—
Part-Time	8	7	7	7	—
FTEs	255.02	254.02	254.02	252.52	-0.6 %
REVENUES					
Bus Advertising	18,750	0	0	0	—
Federal Grants	1,019,000	0	0	0	—
Miscellaneous Revenues	364,526	300,000	500,000	150,000	-50.0 %
Motor Pool Charges/Fees	10,771	0	0	0	—
Other Charges/Fees	271,078	750,000	750,000	435,000	-42.0 %
Other Fines/Forfeitures	4,650	0	0	0	—
Parking Fees	163,310	210,000	105,000	105,000	-50.0 %
Parking Fines	924,726	1,300,000	350,000	650,000	-50.0 %
Residential Parking Permits	103,179	24,000	12,000	12,000	-50.0 %
State Aid: Highway User	7,185,109	8,447,837	7,501,691	7,946,699	-5.9 %
State Grants	0	650,000	650,000	650,000	—
Street Tree Planting	145,574	75,000	75,000	75,000	—
Subdivision Plan Review	178,487	300,000	170,000	225,000	-25.0 %
Traffic Signals Maintenance	0	994,000	994,000	994,000	—
County General Fund Revenues	10,389,160	13,050,837	11,107,691	11,242,699	-13.9 %

LEAF VACUUMING

EXPENDITURES

Salaries and Wages	2,802,251	2,736,673	1,821,848	2,542,105	-7.1 %
Employee Benefits	838,104	757,131	588,391	775,225	2.4 %
Leaf Vacuuming Personnel Costs	3,640,355	3,493,804	2,410,239	3,317,330	-5.1 %
Operating Expenses	3,332,724	2,874,082	3,140,434	3,373,621	17.4 %
Leaf Vacuuming Expenditures	6,973,079	6,367,886	5,550,673	6,690,951	5.1 %

PERSONNEL

Full-Time	0	0	0	0	—
Part-Time	0	0	0	0	—
FTEs	31.03	31.03	31.03	31.03	—

REVENUES

Investment Income	44,939	34,880	2,620	1,630	-95.3 %
Leaf Vacuum Collection Fees	7,976,694	8,591,838	8,591,838	8,600,551	0.1 %
Other Charges/Fees	11,004	0	0	0	—
Leaf Vacuuming Revenues	8,032,637	8,626,718	8,594,458	8,602,181	-0.3 %

BUDGET SUMMARY

	Actual FY20	Budget FY21	Estimate FY21	Recommended FY22	%Chg Bud/Rec
GRANT FUND - MCG					
EXPENDITURES					
Salaries and Wages	0	87,894	87,894	63,009	-28.3 %
Employee Benefits	2,466	17,048	17,048	17,312	1.6 %
Grant Fund - MCG Personnel Costs	2,466	104,942	104,942	80,321	-23.5 %
Operating Expenses	(272,860)	0	0	0	—
Grant Fund - MCG Expenditures	(270,394)	104,942	104,942	80,321	-23.5 %
PERSONNEL					
Full-Time	1	1	1	1	—
Part-Time	0	0	0	0	—
FTEs	0.75	0.75	0.75	0.75	—
REVENUES					
Federal Grants	0	0	104,942	80,321	—
State Grants	0	104,942	0	0	-100.0 %
Grant Fund - MCG Revenues	0	104,942	104,942	80,321	-23.5 %
DEPARTMENT TOTALS					
Total Expenditures	54,414,486	52,991,055	53,393,773	52,670,661	-0.6 %
Total Full-Time Positions	458	457	457	457	—
Total Part-Time Positions	8	7	7	7	—
Total FTEs	286.80	285.80	285.80	284.30	-0.5 %
Total Revenues	18,421,797	21,782,497	19,807,091	19,925,201	-8.5 %

FY22 RECOMMENDED CHANGES

	Expenditures	FTEs
COUNTY GENERAL FUND		
FY21 ORIGINAL APPROPRIATION	46,518,227	254.02
Changes (with service impacts)		
Enhance: Maintenance of Newly Accepted Subdivision Roads [Transportation Infrastructure Construction & Maintenance]	136,565	0.00
Enhance: Traffic Signals - Operation and Maintenance for new signals added to the network [Transportation Management, Operations and Emergency/Storm Response]	36,000	0.00
Enhance: Maintenance for cameras and fiber added to the Advanced Transportation Management System [Transportation Management, Operations and Emergency/Storm Response]	30,000	0.00
Enhance: Maintenance costs for various closed out CIP projects [Transportation Infrastructure Construction & Maintenance]	28,000	0.00
Enhance: Uninterrupted Power Supply (UPS) Unit Maintenance at 443 Intersections [Transportation Management, Operations and Emergency/Storm Response]	11,250	0.00

FY22 RECOMMENDED CHANGES

	Expenditures	FTEs
Reduce: Signal Optimization Timing - Extend Comprehensive System Review from 8-10 Years to 12-14 Years [Transportation Management, Operations and Emergency/Storm Response]	(70,000)	0.00
Eliminate: Bridge Load Bearing Testing - All Relevant Bridges Addressed - No Safety Impact [Transportation Policy, Planning, and Project Development]	(150,000)	0.00
Reduce: Patching - Represents 3% of the Budget [Transportation Infrastructure Construction & Maintenance]	(288,319)	0.00
Reduce: Resurfacing - Represents 16% of Budget [Transportation Infrastructure Construction & Maintenance]	(429,636)	0.00
<u>Other Adjustments (with no service impacts)</u>		
Increase Cost: FY21 Compensation Adjustment	694,307	0.00
Increase Cost: FY22 Compensation Adjustment	679,723	0.00
Increase Cost: Workforce Adjustment [Transportation Policy, Planning, and Project Development]	0	0.50
Decrease Cost: Print and Mail Adjustment	(969)	0.00
Decrease Cost: Streetlight Maintenance/Relamping to Reflect Savings from Switch to LED Lights [Community/Transportation Safety]	(110,000)	0.00
Decrease Cost: Retirement Adjustment	(126,302)	0.00
Decrease Cost: Efficiency Improvements in Parking Enforcement [Parking Outside the Parking Districts]	(155,910)	0.00
Re-align: Eliminate Vacant Positions - No Service Impact [Transportation Services General Administration]	(179,432)	(2.00)
Decrease Cost: Motor Pool Adjustment	(724,115)	0.00
FY22 RECOMMENDED	45,899,389	252.52

LEAF VACUUMING

FY21 ORIGINAL APPROPRIATION	6,367,886	31.03
<u>Other Adjustments (with no service impacts)</u>		
Increase Cost: Motor Pool Adjustment	220,539	0.00
Increase Cost: FY21 Compensation Adjustment	71,451	0.00
Increase Cost: FY22 Compensation Adjustment	41,001	0.00
Decrease Cost: Retirement Adjustment	(9,926)	0.00
FY22 RECOMMENDED	6,690,951	31.03

GRANT FUND - MCG

FY21 ORIGINAL APPROPRIATION	104,942	0.75
<u>Other Adjustments (with no service impacts)</u>		
Increase Cost: Annualization of FY21 Personnel Costs	(24,621)	0.00
FY22 RECOMMENDED	80,321	0.75

PROGRAM SUMMARY

Program Name	FY21 APPR Expenditures	FY21 APPR FTEs	FY22 REC Expenditures	FY22 REC FTEs
--------------	---------------------------	-------------------	--------------------------	------------------

Transportation

Transportation **49-9**

PROGRAM SUMMARY

Program Name	FY21 APPR Expenditures	FY21 APPR FTEs	FY22 REC Expenditures	FY22 REC FTEs
Community/Transportation Safety	4,835,800	22.60	4,748,098	22.90
Non- Roadway Right of Way Maintenance	14,271,259	71.88	14,761,953	71.88
Parking Outside the Parking Districts	1,081,038	1.60	930,174	1.60
Transportation Infrastructure Construction & Maintenance	16,910,506	102.14	15,958,537	102.14
Transportation Management, Operations and Emergency/Storm Response	6,665,947	39.70	6,805,958	40.90
Transportation Policy, Planning, and Project Development	2,109,346	12.19	1,605,067	9.69
Transportation Services General Administration	7,117,159	35.69	7,860,874	35.19
Total	52,991,055	285.80	52,670,661	284.30

CHARGES TO OTHER DEPARTMENTS

Charged Department	Charged Fund	FY21 Total\$	FY21 FTEs	FY22 Total\$	FY22 FTEs
COUNTY GENERAL FUND					
Urban Districts	Bethesda Urban District	30,000	0.00	30,000	0.00
Urban Districts	Silver Spring Urban District	25,000	0.00	25,000	0.00
Urban Districts	Wheaton Urban District	12,900	0.00	12,900	0.00
Transit Services	Mass Transit	208,058	1.00	208,058	1.00
Environmental Protection	Water Quality Protection	4,147,667	32.29	4,198,553	32.29
Recycling and Resource Management	Solid Waste Disposal	320,434	2.90	315,023	2.90
CIP	Capital Fund	15,348,379	147.73	15,183,560	147.48
Cable Television Communications Plan	Cable TV	877,792	0.75	873,196	0.75
Total		20,970,230	184.67	20,846,290	184.42

FUNDING PARAMETER ITEMS

CE RECOMMENDED (\$000S)

Title	FY22	FY23	FY24	FY25	FY26	FY27
COUNTY GENERAL FUND						
EXPENDITURES						
FY22 Recommended	45,899	45,899	45,899	45,899	45,899	45,899
No inflation or compensation change is included in outyear projections.						
Elimination of One-Time Items Recommended in FY22	0	718	718	718	718	718
Items recommended for one-time reduction in FY22, including Patching and Resurfacing, will be added to the base in the outyears.						
Labor Contracts	0	597	597	597	597	597
These figures represent the estimated annualized cost of general wage adjustments, service increments, and other negotiated items.						
Subtotal Expenditures	45,899	47,214	47,214	47,214	47,214	47,214
Labor Contracts	0	60	60	60	60	60

FUNDING PARAMETER ITEMS

CE RECOMMENDED (\$000\$)

Title	FY22	FY23	FY24	FY25	FY26	FY27
These figures represent the estimated annualized cost of general wage adjustments, service increments, and other negotiated items.						
Subtotal Expenditures	0	60	60	60	60	60

FY22-27 PUBLIC SERVICES PROGRAM: FISCAL PLAN				Leaf Vacuuming Fund			
FISCAL PROJECTIONS	FY21 ESTIMATE	FY22 REC	FY23 PROJECTION	FY24 PROJECTION	FY25 PROJECTION	FY26 PROJECTION	FY27 PROJECTION
ASSUMPTIONS							
Indirect Cost Rate	18.64%	19.18%	19.18%	19.18%	19.18%	19.18%	19.18%
CPI (Fiscal Year)	1.3%	1.6%	2.0%	2.4%	2.4%	2.4%	2.4%
Investment Income Yield	0.2%	0.1%	0.4%	0.4%	0.4%	0.4%	0.4%
Charge per single-family household	116.46	116.46	116.46	119.42	120.87	127.11	132.98
% of leaves attributed to single-family households	97.2%	97.2%	97.2%	97.2%	97.2%	97.2%	97.2%
% of leave attributed to multi-family units and townhome units	2.8%	2.8%	2.8%	2.8%	2.8%	2.8%	2.8%
BEGINNING FUND BALANCE	13,121	1,073,831	749,739	684,303	618,868	553,433	487,997
REVENUES							
Charges For Services	8,591,838	8,600,551	8,882,574	9,224,146	9,331,516	9,792,252	9,948,946
Miscellaneous	2,620	1,630	5,710	5,710	5,710	5,710	5,710
Subtotal Revenues	8,594,458	8,602,181	8,888,284	9,229,856	9,337,226	9,797,962	9,954,656
INTERFUND TRANSFERS (Net Non-CIP)	(1,983,075)	(2,235,322)	(2,069,923)	(2,246,351)	(2,183,184)	(2,469,221)	(2,446,954)
Transfers To The General Fund	(863,574)	(836,284)	(660,375)	(676,079)	(692,296)	(708,909)	(725,927)
Indirect Costs	(863,574)	(836,284)	(880,375)	(678,079)	(692,296)	(708,909)	(725,927)
Transfers To Special Fds: Non-Tax + ISF	(1,319,501)	(1,599,058)	(1,409,548)	(1,570,272)	(1,490,888)	(1,760,312)	(1,721,027)
To Solid Waste Disposal	(1,319,501)	(1,599,058)	(1,409,548)	(1,570,272)	(1,490,888)	(1,760,312)	(1,721,027)
TOTAL RESOURCES	6,624,504	7,440,690	7,568,100	7,667,808	7,772,910	7,882,174	7,995,699
PSP OPER. BUDGET APPROP/ EXP'S.							
Operating Budget	(5,550,673)	(6,690,951)	(6,824,101)	(6,989,244)	(7,159,781)	(7,334,481)	(7,513,442)
Labor Agreement	n/a	0	(59,696)	(59,696)	(59,696)	(59,696)	(59,696)
Subtotal PSP Oper Budget Approp / Exp's	(5,550,673)	(6,690,951)	(6,883,797)	(7,048,940)	(7,219,477)	(7,394,177)	(7,573,138)
TOTAL USE OF RESOURCES	(5,550,673)	(6,690,951)	(6,883,797)	(7,048,940)	(7,219,477)	(7,394,177)	(7,573,138)
YEAR END FUND BALANCE	1,073,831	749,739	684,303	618,868	553,433	487,997	422,561
END-OF-YEAR RESERVES AS A PERCENT OF RESOURCES	16.2%	10.1%	9.0%	8.1%	7.1%	6.2%	5.3%
Assumptions: 1. Leaf Vacuuming rates are adjusted to achieve cost recovery. 2. The Vacuum Leaf Collection fund balance policy target is \$250,000. However, experience has shown that a \$500,000 balance provides a better buffer in the event of adverse weather conditions. In future years, rates will be adjusted annually to fund the approved service program and to maintain the appropriate ending balance.							

Community Transportation and Safety	FY21 Approved	FY22 Recommended
<i>Traffic and Pedestrian Safety</i>	1,952,466	1,947,949
<i>Traffic Sign and Marking</i>	2,353,705	2,385,516
<i>Streetlighting</i>	514,629	399,633
<i>Miscellaneous</i>	15,000	15,000
TOTAL	4,835,800	4,748,098
Non-Roadway Right of Way Maintenance	FY21 Approved	FY22 Recommended
<i>Tree Maintenance</i>	4,728,665	4,752,880
<i>Vacuum Leaf Collection</i>	6,434,026	6,690,951
<i>Miscellaneous</i>	3,108,568	3,318,122
TOTAL	14,271,259	14,761,953
Parking Outside the PLDs	FY21 Approved	FY22 Recommended
<i>Parking</i>	1,081,038	930,174
TOTAL	1,081,038	930,174
Transportation Infrastructure Construction & Maintenance	FY21 Approved	FY22 Recommended
<i>Patching</i>	10,523,430	9,864,381
<i>Resurfacing</i>	2,684,410	2,184,774
<i>Bridge Maintenance</i>	189,047	188,818
<i>Bikeway Maintenance</i>	150,000	150,000
<i>Sidewalk and Curb Maintenance</i>	869,424	866,898
<i>Storm Drain Maintenance*</i>	4,147,667	4,198,553
<i>Miscellaneous</i>	2,494,195	2,703,666
TOTAL	16,910,506	15,958,537
*Storm Drain maintenance costs are charged to the Water Quality Protection Fund and thus are not included in the program budget total.		
Transportation Management, Operations and Emergency/Storm Response	FY21 Approved	FY22 Recommended
<i>Snow Removal/Wind/Rain Storms</i>	3,422,977	3,487,594
<i>Traffic Operations (Traffic Mngt & Ops, Traffic Signals & ATMS)</i>	3,242,970	3,318,364
TOTAL	6,665,947	6,805,958
Transportation Policy, Planning, and Project Development	FY21 Approved	FY22 Recommended
<i>Traffic Planning/Development Review</i>	1,189,305	943,021
<i>Capital Project Management</i>	920,041	662,046
TOTAL	2,109,346	1,605,067
Transportation Services General Administration	FY21 Approved	FY22 Recommended
<i>General Administration</i>	5,644,760	6,396,313
<i>Bikeshare</i>	1,472,399	1,464,561
TOTAL	7,117,159	7,860,874
GRAND TOTAL	52,991,055	52,670,661

PENDING TRAFFIC STUDIES

CATEGORY	As of 3/30/21
AR = access restrictions	2
ATC = arterial traffic safety / calming	7
BDP = business district parking	0 * Handled by Division of Parking Services
C = crosswalks	8
CBD = CBD street safety	2
IS = intersection safety	2
MISC = uncategorized issues	95
MR = marking request	21
PBS = pedestrian / bicycle safety	16
PP = permit parking	0
PR = plan review (simple)	2
RP = residential parking	1
RSS = residential stop sign	7
RTC = residential traffic safety / calming	7
SD = sight distance investigations	1
SH = speed hump study	1
SIO = signalized intersection operations	1
SLR = speed limit review	3
SPR = site plan review (comprehensive)	3
SR = sign request	41
SZS = school zone safety	0
TIS = traffic impact study	1
TSR = traffic signal request (new)	22
TSS = traffic signal study	21
Total	264

Highway Services Scheduled FY22 Projects				
	Residential Concrete Program - 508182		PCI	LM
1	Rock Creek Forest Phase III	Curb & Sidewalk (Residential)	59.8	6.7
2	Stonegate	Curb & Sidewalk (Residential)	69.9	44.4
3	Brooke Manor	Curb & Sidewalk (Residential)	74.5	5.5
4	Thistlebridge	Curb & Sidewalk (Residential)	81.5	3.2
5	Barnsley Manor Ests.	Curb & Sidewalk (Residential)	65.1	17.4
	Primary Arterial MICRO - 508527			
1	Crabbs Branch Way	Micro Surfacing	67.6	6.0
2	Dennis Avenue	Micro Surfacing	66.5	4.4
3	Germantown Road (Equity Emphasis Areas)	Micro Surfacing	63.8	3.2
4	Post Oak Road	Micro Surfacing	72.0	3.4
5	Sundown Road	Micro Surfacing	66.7	8.3
6	Plyers Mill Road	Micro Surfacing	67.7	3.6
	Primary Arterial HMA - 508527			
1	Glen Road	Patch & Mill & Resurface (Primary)	67.1	9.2
2	Falls Road	Patch & Mill & Resurface (Primary)	57.0	3.4
3	Brighton Dam Rd	Patch & Mill & Resurface (Primary)	57.4	7.2
4	Greencastle Road (Equity Emphasis Areas)	Patch & Mill & Resurface (Primary)	55.1	5.8
	Residential Resurfacing - 500511			
1	Greenwood Knolls Phase III (Equity Emphasis Areas)	Patch & Mill & Resurface (Residential)	55.1	5.2
2	Wheaton Forest	Patch & Mill & Resurface (Residential)	48.6	2.7
3	Connecticut Avenue Hills	Patch & Mill & Resurface (Residential)	47.4	3.8
4	Fairland Farms	Patch & Mill & Resurface (Residential)	51.5	5.5
	Operating - 506002021			
1	Gregg Road	Patching	47.8	3.3
2	Hipsley Mill Road Phase 1	Patching	52.4	3.5
3	Rocky Rd	Patching	56.4	3.8
4	Old Orchard Road	Patching	54.3	0.9
5	Barnes Road	Patching	67.5	1.3
6	White Ground Rd	Patching	54.9	7.9
7	Spring Meadows Dr	Patching	60.0	4.2
	Permanent Patching - 501106			
1	Longmead Crossing Dr (Equity Emphasis Areas)	Permanent Patch (Residential)	67.2	3.5
2	Dufief Mill Phase II	Permanent Patch (Residential)	52.7	14.0
3	Dufief Mill Phase I	Permanent Patch (Residential)	53.0	10.4
	Residential Rehabilitation - 500914			
1	Sumner Phase 1	Rehab (Residential)	50.0	9.3
2	Burnt Mills Garden Village Phase 1	Rehab (Residential)	54.0	6.0
3	Elkhart Street	Rehab (Residential)	50.8	0.2
4	Burnt Mills Garden Village Phase 11	Rehab (Residential)	58.8	10.1



Bikeway Program Minor Projects

(P507596)

Category	Transportation	Date Last Modified	03/11/21
SubCategory	Pedestrian Facilities/Bikeways	Administering Agency	Transportation
Planning Area	Countywide	Status	Ongoing

Total	Thru FY20	Rem FY20	Total 6 Years	FY 21	FY 22	FY 23	FY 24	FY 25	FY 26	Beyond 6 Years
-------	-----------	----------	---------------	-------	-------	-------	-------	-------	-------	----------------

EXPENDITURE SCHEDULE (\$000s)

Planning, Design and Supervision	7,124	3,264	515	3,345	495	375	530	510	935	500	-
Land	573	155	168	250	-	150	-	100	-	-	-
Site Improvements and Utilities	95	95	-	-	-	-	-	-	-	-	-
Construction	9,249	1,111	1,473	6,665	635	1,545	1,540	960	705	1,280	-
TOTAL EXPENDITURES	17,041	4,625	2,156	10,260	1,130	2,070	2,070	1,570	1,640	1,780	-

FUNDING SCHEDULE (\$000s)

Contributions	200	200	-	-	-	-	-	-	-	-	-
G.O. Bonds	14,383	2,111	2,112	10,160	1,030	2,070	2,070	1,570	1,640	1,780	-
Impact Tax	1,680	1,680	-	-	-	-	-	-	-	-	-
State Aid	778	634	44	100	100	-	-	-	-	-	-
TOTAL FUNDING SOURCES	17,041	4,625	2,156	10,260	1,130	2,070	2,070	1,570	1,640	1,780	-

OPERATING BUDGET IMPACT (\$000s)

Maintenance				6	1	1	1	1	1	1	1
NET IMPACT				6	1	1	1	1	1	1	1

APPROPRIATION AND EXPENDITURE DATA (\$000s)

Appropriation FY 22 Request	1,970	Year First Appropriation	FY75
Cumulative Appropriation	8,011	Last FY's Cost Estimate	17,041
Expenditure / Encumbrances	6,549		
Unencumbered Balance	1,462		

PROJECT DESCRIPTION

This program provides for the planning, design, and construction of bikeways, trails, neighborhood greenways and directional route signs throughout the County to develop the bikeway network specified by master plans and those requested by the community to provide access to commuter rail, mass transit, major employment centers, recreational and educational facilities, and other major attractions. The program will construct bicycle facilities that typically cost less than \$1,000,000 including shared use paths, on-road bicycle facilities, wayfinding, and signed shared routes.

PROJECT JUSTIFICATION

There is a continuing and increasing need to develop a viable and effective bikeway and trail network throughout the County to increase bicyclist safety and mobility, provide an alternative to the use of automobiles, reduce traffic congestion, reduce air pollution, conserve energy, enhance quality of life, provide recreational opportunities, and encourage healthy life styles. This program implements the bikeways recommended in local area master plans, in the November 2018 Approved and Adopted Montgomery County Bicycle Master Plan, and those identified by individuals, communities, the Montgomery County Bicycle Action Group, and bikeway segments and connectors necessitated by the subdivision process. Projects identified by individuals and communities will be used as an ongoing project guide which will be implemented in accordance with the funds available in each fiscal year. This program also complements and augments the bikeways that are included in road projects and supports the County Executive's Vision Zero initiative which aims to reduce injuries and fatalities to zero on all roads by 2030.

FISCAL NOTE

In FY20, funding switch from GO Bonds to Impact Tax. FY22 acceleration due to affordability.

DISCLOSURES

A pedestrian impact analysis has been completed for this project. Expenditures will continue indefinitely. 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 Department of Transportation State Highway Administration, Maryland-National Capital Park and Planning Commission, Department of Police, Citizen Advisory Boards, Montgomery County Bicycle Action Group, Coalition for the Capital Crescent Trail, Montgomery Bicycle Advocates, Washington Area Bicyclist Association, Washington Metropolitan Area Transit Authority, Department of Permitting Services and Utility Companies.



MacArthur Blvd Bikeway Improvements (P500718)

Category	Transportation	Date Last Modified	03/08/21
SubCategory	Pedestrian Facilities/Bikeways	Administering Agency	Transportation
Planning Area	Bethesda-Chevy Chase and Vicinity	Status	Final Design Stage

Total	Thru FY20	Rem FY20	Total 6 Years	FY 21	FY 22	FY 23	FY 24	FY 25	FY 26	Beyond 6 Years
-------	-----------	----------	------------------	-------	-------	-------	-------	-------	-------	-------------------

EXPENDITURE SCHEDULE (\$000s)

Planning, Design and Supervision	5,491	3,049	296	2,146	694	100	-	300	450	602	-
Land	258	181	-	77	46	31	-	-	-	-	-
Site Improvements and Utilities	204	8	2	194	2	-	-	100	32	60	-
Construction	12,945	5,563	-	7,382	-	-	-	1,100	3,182	3,100	-
Other	3	3	-	-	-	-	-	-	-	-	-
TOTAL EXPENDITURES	18,901	8,804	298	9,799	742	131	-	1,500	3,664	3,762	-

FUNDING SCHEDULE (\$000s)

G.O. Bonds	18,901	8,804	298	9,799	742	131	-	1,500	3,664	3,762	-
TOTAL FUNDING SOURCES	18,901	8,804	298	9,799	742	131	-	1,500	3,664	3,762	-

OPERATING BUDGET IMPACT (\$000s)

Maintenance			44	-	-	-	-	22	22
NET IMPACT			44	-	-	-	-	22	22

APPROPRIATION AND EXPENDITURE DATA (\$000s)

Appropriation FY 22 Request	650	Year First Appropriation	FY07
Cumulative Appropriation	9,844	Last FY's Cost Estimate	18,901
Expenditure / Encumbrances	8,804		
Unencumbered Balance	1,040		

PROJECT DESCRIPTION

This project provides shared use path improvements along 4.7 miles of MacArthur Boulevard from I-495 to the District of Columbia. To increase capacity and enhance safety for users, the existing shared-use path along the south side of MacArthur Boulevard will be widened, wherever feasible, to an eight-foot paved width with a five-foot wide grass buffer provided between the path and the roadway. In addition, to encourage alternate modes of travel and to accommodate the needs of on-road commuters and experienced bicyclists, the roadway itself will be widened, wherever feasible, to a consistent 26-foot pavement width, essentially adding a three-foot wide shoulder to each side of the existing 20-foot pavement width. The project will also provide safety improvements along MacArthur Boulevard to enhance overall safety for pedestrians, cyclists and motorists alike.

LOCATION

MacArthur Boulevard between I-495 and the District of Columbia

ESTIMATED SCHEDULE

I-495 to Oberlin Avenue: Construction of approximately 2.6 miles of shared use path completed in FY15. Oberlin Avenue to the District line: Design started in FY20. Construction to start in FY24 and be completed in FY26.

COST CHANGE

Increased cost due to design, construction, land, and utilities relocation.

PROJECT JUSTIFICATION

This project improves safety and accessibility for pedestrians and bicyclists of all experience levels and enhances connectivity with other bikeways in the vicinity. In addition, spot improvements will improve deficiencies and immediate safety on MacArthur Boulevard. The Department of Transportation (DOT) prepared a Transportation Facility Planning Study document entitled "MacArthur Boulevard Bike Path/Lane Improvements". Project Prospectus in February 2004, is consistent with the October 2004 Potomac Subregion Master Plan and the 2018 Bicycle Master Plan.

OTHER

Preliminary design costs were funded through Facility Planning: Transportation (CIP #509337). The project will help the County achieve its Vision Zero goals to reduce deaths and serious injuries on County Roadways to zero by 2030.

DISCLOSURES

A pedestrian impact analysis has been completed for this project.

COORDINATION

U.S. Army Corps of Engineers (Washington Aqueduct Division), National Park Service (NPS), Maryland Department Of Natural Resources (DNR), Maryland-National Capital Park and Planning Commission (M-NCPPC), Town Of Glen Echo, Washington Suburban Sanitary Commission (WSSC), PEPCO, Verizon, Comcast; Special Capital Projects Legislation will be proposed by the County Executive.



Goldsboro Road Sidewalk and Bikeway (P501917)

Category	Transportation	Date Last Modified	03/09/21
SubCategory	Pedestrian Facilities/Bikeways	Administering Agency	Transportation
Planning Area	Bethesda-Chevy Chase and Vicinity	Status	Preliminary Design Stage

Total	Thru FY20	Rem FY20	Total 6 Years	FY 21	FY 22	FY 23	FY 24	FY 25	FY 26	Beyond 6 Years
-------	-----------	----------	------------------	-------	-------	-------	-------	-------	-------	-------------------

EXPENDITURE SCHEDULE (\$000s)

Planning, Design and Supervision	3,769	-	-	1,294	-	-	-	-	364	930	2,475
Land	574	-	-	-	-	-	-	-	-	-	574
Site Improvements and Utilities	1,150	-	-	-	-	-	-	-	-	-	1,150
Construction	15,603	-	-	-	-	-	-	-	-	-	15,603
TOTAL EXPENDITURES	21,096	-	-	1,294	-	-	-	-	364	930	19,802

FUNDING SCHEDULE (\$000s)

G.O. Bonds	21,096	-	-	1,294	-	-	-	-	364	930	19,802
TOTAL FUNDING SOURCES	21,096	-	-	1,294	-	-	-	-	364	930	19,802

APPROPRIATION AND EXPENDITURE DATA (\$000s)

Appropriation FY 22 Request	-	Year First Appropriation	
Cumulative Appropriation	-	Last FY's Cost Estimate	21,096
Expenditure / Encumbrances	-		
Unencumbered Balance	-		

PROJECT DESCRIPTION

This project provides for the final design and construction of two 11-foot travel lanes for a one mile segment of Goldsboro Road (MD 614) from MacArthur Boulevard to River Road (MD 190), a shared use path along the north side, a 5-foot sidewalk on the south side at selected locations. Where feasible, drainage improvements are included in the scope of the project. The existing pedestrian bridge over Minnehaha Branch on the south side of Goldsboro Road near Wedgewood Road is proposed to be replaced.

LOCATION

Goldsboro Road (MD 614) from MacArthur Boulevard to River Road (MD 190)

ESTIMATED SCHEDULE

Design will start in FY25. Land acquisition and construction are scheduled beyond the six years.

PROJECT JUSTIFICATION

This project will comply with the 1990 Bethesda-Chevy Chase Master Plan and the 2018 Countywide Bikeways Master Plan to improve pedestrian and bicycle facilities, encourage usage and improve safety for all users. It will improve access to major destinations in and beyond the project area and ultimately connect to other sidewalk and bicycle facilities.

OTHER

The preliminary design costs for this project are covered in the "Facility Planning - Transportation" project (#509337). Right-of-way acquisition is required. The project will help the County achieve its Vision Zero goals to reduce deaths and serious injuries on County Roadways to zero by 2030.

FISCAL NOTE

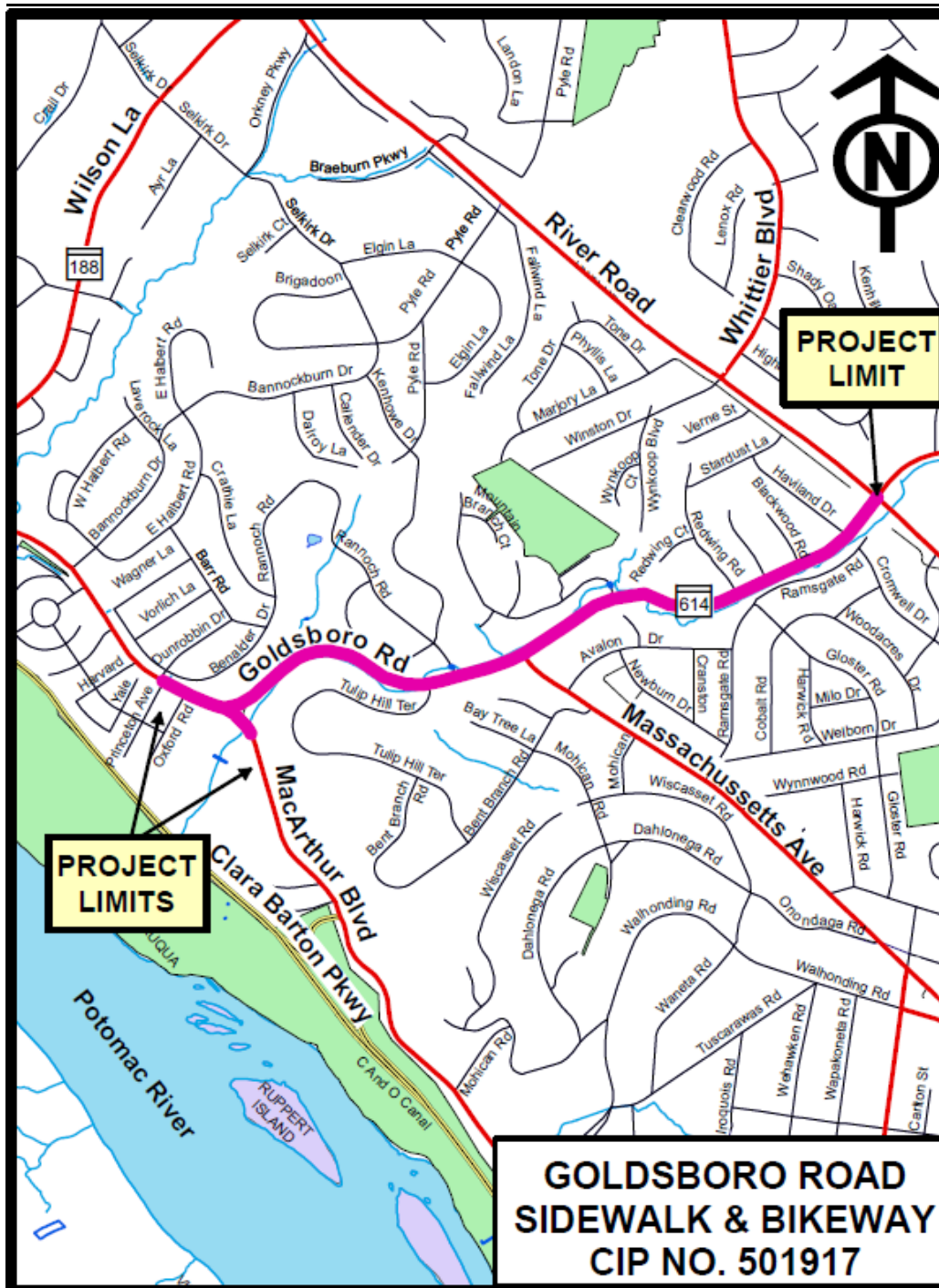
Construction cost estimates will be updated during the final design.

DISCLOSURES

A pedestrian impact analysis has been completed for this project.

COORDINATION

Facility Planning - Transportation CIP No. 509337, U.S. Army Corps of Engineers, Maryland DOT State Highway Administration, Maryland Department of the Environment, National Park Service, Maryland-National Capital Park and Planning Commission, Montgomery County Department of Permitting Services, Montgomery County Department of Environmental Protection, Utilities





Bowie Mill Road Bikeway (P502108)

Category	Transportation	Date Last Modified	03/09/21
SubCategory	Pedestrian Facilities/Bikeways	Administering Agency	Transportation
Planning Area	Darnestown and Vicinity	Status	Preliminary Design Stage

Total	Thru FY20	Rem FY20	Total 6 Years	FY 21	FY 22	FY 23	FY 24	FY 25	FY 26	Beyond 6 Years
-------	-----------	----------	------------------	-------	-------	-------	-------	-------	-------	-------------------

EXPENDITURE SCHEDULE (\$000s)

Planning, Design and Supervision	4,395	-	-	2,245	-	-	-	-	1,122	1,123	2,150
Land	1,091	-	-	-	-	-	-	-	-	-	1,091
Site Improvements and Utilities	3,146	-	-	-	-	-	-	-	-	-	3,146
Construction	12,074	-	-	-	-	-	-	-	-	-	12,074
TOTAL EXPENDITURES	20,706	-	-	2,245	-	-	-	-	1,122	1,123	18,461

FUNDING SCHEDULE (\$000s)

G.O. Bonds	20,706	-	-	2,245	-	-	-	-	1,122	1,123	18,461
TOTAL FUNDING SOURCES	20,706	-	-	2,245	-	-	-	-	1,122	1,123	18,461

APPROPRIATION AND EXPENDITURE DATA (\$000s)

Appropriation FY 22 Request	-	Year First Appropriation	
Cumulative Appropriation	-	Last FY's Cost Estimate	20,706
Expenditure / Encumbrances	-		
Unencumbered Balance	-		

PROJECT DESCRIPTION

This project provides for the design and construction of a new eight to ten feet wide sidepath for 3.3 miles along Bowie Mill Road from Olney Laytonsville Road (MD 108) to Muncaster Mill Road (MD 115) and continues along Muncaster Mill Road to Needwood Road. The project also provides a new pedestrian bridge over Rock Creek North Branch for continuation of the sidepath along Bowie Mill Road.

LOCATION

Olney-Derwood

ESTIMATED SCHEDULE

Design to start in FY25 and be completed in FY26. Land acquisition and construction to start beyond the six years.

PROJECT JUSTIFICATION

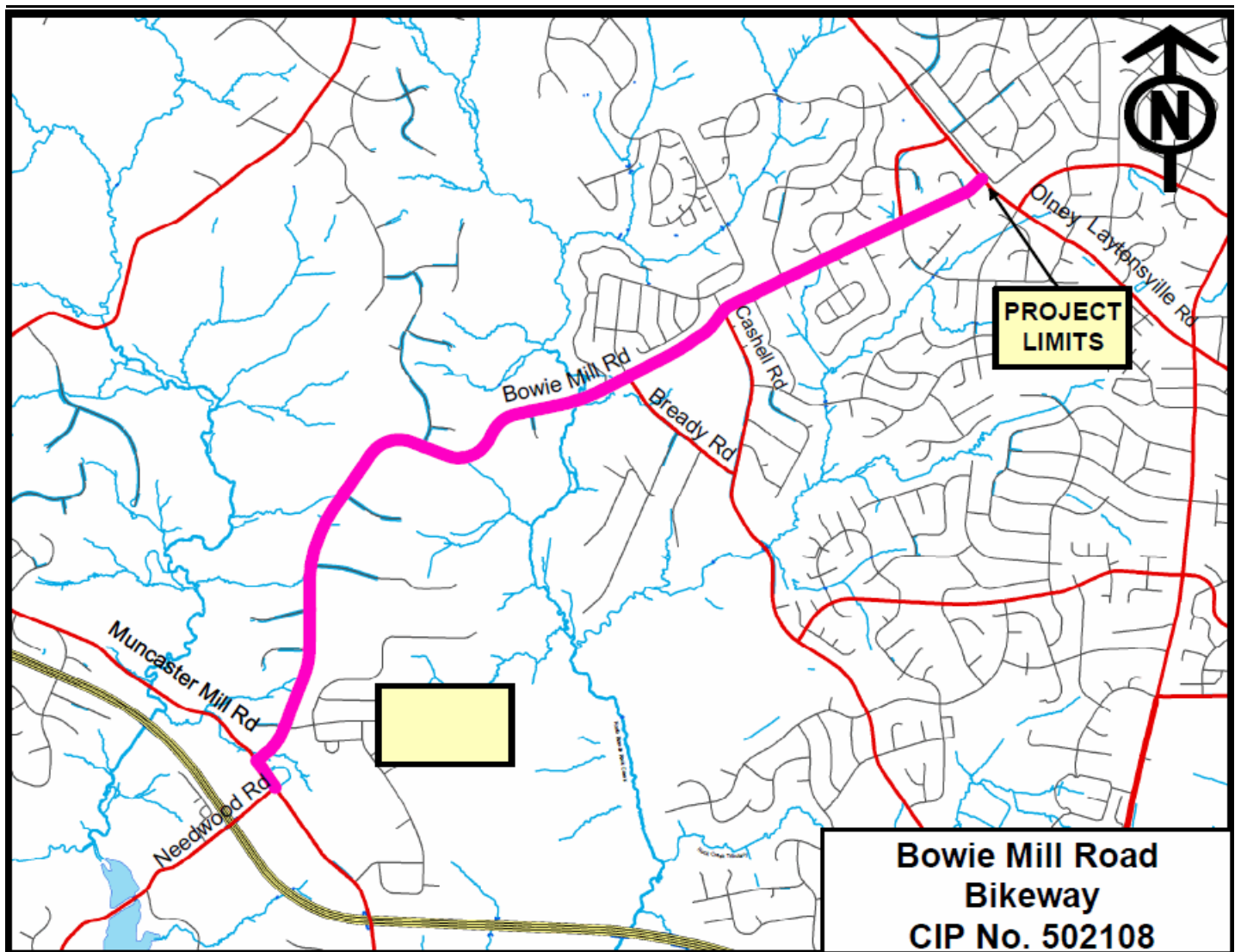
The Montgomery County Bicycle Master Plan, approved in November 2018, recommends a sidepath along Bowie Mill Road. The project is a critical connection in the existing bicycle network between the existing trails and important destinations including Needwood Road Bike Path, North Branch Trail, the Inter-County Connector (ICC) Trail, Shady Grove Metro Station, Sequoyah Elementary School, Colonel Zadok Magruder High School, and Olney Town Center.

OTHER

This project also supports the County Executive's Vision Zero initiative which aims to reduce injuries and fatalities on all roads.

DISCLOSURES

A pedestrian impact analysis has been completed for this project.





Resurfacing: Primary/Arterial (P508527)

Category	Transportation	Date Last Modified	03/11/21
SubCategory	Highway Maintenance	Administering Agency	Transportation
Planning Area	Countywide	Status	Ongoing

	Total	Thru FY20	Rem FY20	Total 6 Years	FY 21	FY 22	FY 23	FY 24	FY 25	FY 26	Beyond 6 Years
EXPENDITURE SCHEDULE (\$000s)											
Planning, Design and Supervision	6,515	-	593	5,922	862	1,012	1,012	1,012	1,012	1,012	-
Construction	76,939	43,361	-	33,578	4,888	6,738	5,738	4,738	5,738	5,738	-
Other	36	36	-	-	-	-	-	-	-	-	-
TOTAL EXPENDITURES	83,490	43,397	593	39,500	5,750	7,750	6,750	5,750	6,750	6,750	-

FUNDING SCHEDULE (\$000s)											
G.O. Bond Premium	5,000	-	-	5,000	5,000	-	-	-	-	-	-
G.O. Bonds	74,684	39,591	593	34,500	750	7,750	6,750	5,750	6,750	6,750	-
Recordation Tax Premium (MCG)	3,806	3,806	-	-	-	-	-	-	-	-	-
TOTAL FUNDING SOURCES	83,490	43,397	593	39,500	5,750	7,750	6,750	5,750	6,750	6,750	-

APPROPRIATION AND EXPENDITURE DATA (\$000s)			
Appropriation FY 22 Request	7,750	Year First Appropriation	FY85
Cumulative Appropriation	49,740	Last FY's Cost Estimate	83,490
Expenditure / Encumbrances	43,977		
Unencumbered Balance	5,763		

PROJECT DESCRIPTION

The County maintains approximately 991 lane-miles of primary and arterial roadways. This project provides for the systematic milling, pavement repair, and bituminous concrete resurfacing of selected primary and arterial roads and revitalization of others. This project provides for a systematic, full-service, and coordinated revitalization of the primary and arterial road infrastructure to ensure viability of the primary transportation network, and enhance safety and ease of use for all users. Mileage of primary/arterial roads has been adjusted to conform with the inventory maintained by the State Highway Administration; this inventory is updated annually.

PROJECT JUSTIFICATION

Primary and arterial roadways provide transport support for tens of thousands of trips each day. Primary and arterial roads connect diverse origins and destinations that include commercial, retail, industrial, residential, places of worship, recreation, and community facilities. The repair of the County's primary and arterial roadway infrastructure is critical to mobility throughout the County. In addition, the state of disrepair of the primary and arterial roadway system causes travel delays, increased traffic congestion, and compromises the safety and ease of travel along all primary and arterial roads for drivers, pedestrians, and bicyclists. Well maintained road surfaces increase safety and assist in the relief of traffic congestion. In FY09, the Department of Transportation instituted a contemporary pavement management system. This system provides for systematic physical condition surveys and subsequent ratings of all primary/arterial pavements as well as calculating the rating health of the primary roadway network as a whole. Physical condition inspections of the pavements will occur on a two-to-three year cycle. The physical condition surveys note the type, level, and extent of primary/arterial pavement deterioration combined with average daily traffic and other usage characteristics. This information is used to calculate specific pavement ratings, types of repair strategies needed, and associated repair costs, as well as the overall Pavement Condition Index (PCI) of the entire primary/arterial network. The system also provides for budget optimization and recommends annual budgets for a systematic approach to maintaining a healthy primary/arterial pavement inventory.

OTHER

One aspect of this project will focus on improving pedestrian mobility by creating a safer walking and biking environment, utilizing selected engineering technologies, and ensuring Americans with Disabilities Act (ADA) compliance. The design and planning stages, as well as final completion of the project will comply with the Department of Transportation (DOT), Maryland State Highway Administration (MSHA), Manual on Uniform Traffic Control Devices (MUTCD), American Association of State Highway Officials (AASHTO), and ADA standards.

FISCAL NOTE

\$11.7 million is the annual requirement to maintain Countywide Pavement Condition Index of 69 for Primary/Arterial roads. \$14.6 million is the annual requirement to reach the goal of 80 Countywide Pavement Condition Index for Primary/Arterial roads. In FY21, funding switch with GO Bonds to allocate \$5 million in GO Bond Premium. FY22 acceleration due to affordability.

DISCLOSURES

A pedestrian impact analysis has been completed for this project. Expenditures will continue indefinitely.

COORDINATION

Washington Suburban Sanitary Commission, Other Utilities, Montgomery County Department of Housing and Community Affairs, Montgomery County Public Schools, Maryland - National Capital Park and Planning Commission, Montgomery County Department of Permitting Services, Regional Services Centers, Community Associations, Montgomery County Pedestrian Safety Advisory Committee, Commission on People with Disabilities.



Resurfacing: Residential/Rural Roads (P500511)

Category	Transportation	Date Last Modified	03/11/21
SubCategory	Highway Maintenance	Administering Agency	Transportation
Planning Area	Countywide	Status	Ongoing

	Total	Thru FY20	Rem FY20	Total 6 Years	FY 21	FY 22	FY 23	FY 24	FY 25	FY 26	Beyond 6 Years
EXPENDITURE SCHEDULE (\$000s)											
Planning, Design and Supervision	13,440	27	4,676	8,737	1,248	1,387	1,387	1,387	1,664	1,664	-
Site Improvements and Utilities	10	10	-	-	-	-	-	-	-	-	-
Construction	202,202	147,939	-	54,263	7,752	9,613	8,613	7,613	10,336	10,336	-
Other	225	225	-	-	-	-	-	-	-	-	-
TOTAL EXPENDITURES	215,877	148,201	4,676	63,000	9,000	11,000	10,000	9,000	12,000	12,000	-

FUNDING SCHEDULE (\$000s)											
Current Revenue: General	1,865	1,865	-	-	-	-	-	-	-	-	-
G.O. Bond Premium	9,000	-	-	9,000	9,000	-	-	-	-	-	-
G.O. Bonds	200,483	141,807	4,676	54,000	-	11,000	10,000	9,000	12,000	12,000	-
PAYGO	1,617	1,617	-	-	-	-	-	-	-	-	-
Recordation Tax Premium (MCG)	2,912	2,912	-	-	-	-	-	-	-	-	-
TOTAL FUNDING SOURCES	215,877	148,201	4,676	63,000	9,000	11,000	10,000	9,000	12,000	12,000	-

APPROPRIATION AND EXPENDITURE DATA (\$000s)			
Appropriation FY 22 Request	11,000	Year First Appropriation	FY05
Cumulative Appropriation	161,877	Last FY's Cost Estimate	215,877
Expenditure / Encumbrances	152,411		
Unencumbered Balance	9,466		

PROJECT DESCRIPTION

This project provides for the permanent patching and resurfacing of rural and residential roadways using durable hot mix asphalt to restore long-term structural integrity to the aging rural and residential roadway infrastructure. The County maintains a combined total of 4,324 lane-miles of rural and residential roads. Preventative maintenance includes full-depth patching of distressed areas of pavement in combination with a new hot mix asphalt wearing surface of 1-inch to 2-inches depending on the levels of observed distress. A portion of this work will be performed by the County in-house paving crew.

PROJECT JUSTIFICATION

In FY09, the Department of Transportation instituted a contemporary pavement management system. This system provides for systematic physical condition surveys. The surveys note the type, level, and extent of residential pavement deterioration combined with average daily traffic and other usage characteristics. This information is used to calculate specific pavement ratings, types of repair strategies needed, and associated repair cost, as well as the overall Pavement Condition Index (PCI) of the entire residential network. The system also provides for budget optimization and recommending annual budgets for a systematic approach to maintaining a healthy residential pavement inventory.

OTHER

The design and planning stages, as well as project construction, will comply with the Department of Transportation (DOT), Maryland State Highway Administration (MSHA), Manual on Uniform Traffic Control Devices (MUTCD), American Association of State Highway and Transportation Officials (AASHTO), and American with Disabilities Act (ADA). Rural/residential road mileage has been adjusted to conform with the State inventory of road mileage maintained by the State Highway Administration (SHA). This inventory is updated annually.

FISCAL NOTE

\$57 million is the annual cost required to maintain the current Countywide Pavement Condition Index of 66 on residential and rural roads. \$60 million is the annual requirement to reach the goal of 70 Countywide Pavement Condition Index for residential and rural roads. Related CIP projects include Permanent Patching: Residential/Rural Roads (No. 501106) and Residential and Rural Road Rehabilitation (No. 500914). Funding switch in FY20 from GO Bonds to Recordation Tax Premium. In FY21, funding switch with GO Bonds to allocate \$9 million in GO Bond Premium. FY22 acceleration due to affordability.

DISCLOSURES

Expenditures will continue indefinitely.

COORDINATION

Washington Suburban Sanitary Commission, Washington Gas Light Company, PEPCO, Cable TV, Verizon, United States Postal Service.



Sidewalk and Curb Replacement (P508182)

Category	Transportation	Date Last Modified	03/11/21
SubCategory	Highway Maintenance	Administering Agency	Transportation
Planning Area	Countywide	Status	Ongoing

Total	Thru FY20	Rem FY20	Total 6 Years	FY 21	FY 22	FY 23	FY 24	FY 25	FY 26	Beyond 6 Years
-------	-----------	----------	------------------	-------	-------	-------	-------	-------	-------	-------------------

EXPENDITURE SCHEDULE (\$000s)

Planning, Design and Supervision	5,374	4	-	5,370	525	675	1,005	1,005	1,005	1,155	-
Site Improvements and Utilities	25	25	-	-	-	-	-	-	-	-	-
Construction	70,597	40,188	-	30,409	2,954	4,325	5,195	5,695	5,695	6,545	-
Other	55	55	-	-	-	-	-	-	-	-	-
TOTAL EXPENDITURES	76,051	40,272	-	35,779	3,479	5,000	6,200	6,700	6,700	7,700	-

FUNDING SCHEDULE (\$000s)

Contributions	7,205	4,205	-	3,000	500	500	500	500	500	500	-
G.O. Bonds	65,891	33,112	-	32,779	2,979	4,500	5,700	6,200	6,200	7,200	-
PAYGO	2,955	2,955	-	-	-	-	-	-	-	-	-
TOTAL FUNDING SOURCES	76,051	40,272	-	35,779	3,479	5,000	6,200	6,700	6,700	7,700	-

APPROPRIATION AND EXPENDITURE DATA (\$000s)

Appropriation FY 22 Request	5,000	Year First Appropriation	FY81
Cumulative Appropriation	43,751	Last FY's Cost Estimate	76,051
Expenditure / Encumbrances	40,925		
Unencumbered Balance	2,826		

PROJECT DESCRIPTION

This project provides for the removal and replacement of damaged or deteriorated sidewalks, curbs, and gutters in business districts and residential communities. The County currently maintains about 1,668 miles of sidewalks and about 3,336 miles of curbs and gutters. Many years of paving overlays have left some curb faces of two inches or less. Paving is milled, and new construction provides for a standard six-inch curb face. The project includes: overlay of existing sidewalks with asphalt; base failure repair and new construction of curbs; and new sidewalks with handicapped ramps to fill in missing sections. No changes will be made to existing structures unless necessary to eliminate erosion, assure drainage, and improve safety as determined by a County engineer. Some funds from this project support the Renew Montgomery program. A significant aspect of this project has been and will be to provide safe pedestrian access and to ensure Americans with Disabilities Act (ADA) compliance. Mileage of sidewalks and curb/gutters has been updated to reflect the annual acceptance of new infrastructure to the County's inventory.

PROJECT JUSTIFICATION

Curbs, gutters, and sidewalks have a service life of 30 years. Freeze/thaw cycles, de-icing materials, tree roots, and vehicle loads accelerate concrete failure. The County should replace 111 miles of curbs and gutters and 56 miles of sidewalks annually to provide for a 30 year cycle. Deteriorated curbs, gutters, and sidewalks are safety hazards to pedestrians and motorists, increase liability risks, and allow water to infiltrate into the sub-base causing damage to roadway pavements. Settled or heaved concrete can trap water and provide breeding places for mosquitoes. A Countywide inventory of deteriorated concrete was performed in the late 1980's. Portions of the Countywide survey are updated during the winter season. The March 2016 Report of the Infrastructure Maintenance Task Force identified an annual replacement program level of effort based on a 30-year life for curbs and gutters.

OTHER

The Department of Transportation (DOT) maintains a list of candidate projects requiring construction of curbs and gutters based on need and available funding. The design and planning stages, as well as final completion of the project will comply with the DOT, Maryland State Highway Administration (MSHA), Manual on Uniform Traffic Control Devices (MUTCD), American Association of State Highway and Transportation Officials (AASHTO), and ADA standards.

FISCAL NOTE

Since FY87, the County has offered to replace deteriorated driveway aprons at the property owners' expense up to a total of \$500,000 annually. Payments for this work are displayed as Contributions in the funding schedule. Acceleration from FY23 to FY22.

DISCLOSURES

Expenditures will continue indefinitely.

COORDINATION

Washington Suburban Sanitary Commission, Other Utilities, Montgomery County Public Schools, Homeowners, Montgomery County Pedestrian Safety



White Flint District East: Transportation

(P501204)

Category	Transportation	Date Last Modified	02/02/21
SubCategory	Roads	Administering Agency	Transportation
Planning Area	North Bethesda-Garrett Park	Status	Preliminary Design Stage

Total	Thru FY20	Rem FY20	Total 6 Years	FY 21	FY 22	FY 23	FY 24	FY 25	FY 26	Beyond 6 Years
-------	-----------	----------	---------------	-------	-------	-------	-------	-------	-------	----------------

EXPENDITURE SCHEDULE (\$000s)

Planning, Design and Supervision	5,894	755	19	-	-	-	-	-	-	5,120
Land	2	2	-	-	-	-	-	-	-	-
Site Improvements and Utilities	6,288	-	-	-	-	-	-	-	-	6,288
Construction	17,506	-	-	-	-	-	-	-	-	17,506
TOTAL EXPENDITURES	29,690	757	19	-	-	-	-	-	-	28,914

FUNDING SCHEDULE (\$000s)

White Flint Special Tax District	29,690	757	19	-	-	-	-	-	-	28,914
TOTAL FUNDING SOURCES	29,690	757	19	-	-	-	-	-	-	28,914

APPROPRIATION AND EXPENDITURE DATA (\$000s)

Appropriation FY 22 Request	-	Year First Appropriation	FY14
Cumulative Appropriation	2,477	Last FY's Cost Estimate	29,690
Expenditure / Encumbrances	940		
Unencumbered Balance	1,537		

PROJECT DESCRIPTION

This project provides for design, engineering plans, and construction for three new roads, one new bridge and master planned bikeways 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. Bikeway design and construction will be consistent with adopted master plan staging requirements. 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.

LOCATION

North Bethesda

ESTIMATED SCHEDULE

Most design and all construction cost have been delayed to beyond to FY26 due to affordability and other factors. Design of all road projects began in FY12 and has been delayed due to coordination with stakeholders. Construction of Executive Boulevard Extended East from Rockville Pike/MD 355 to a New Private Street was delayed due 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 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.

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

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. As noted in the resolution which repealed and replaced Resolution No. 16-1570, 1) the County Council will levy a tax sufficient to cover the cost of district transportation improvements and related district personnel costs as adopted or revised in subsequent Council Capital Improvement Program amendments; and 2) Advances will be identified by funding source and

will be repaid within a specified period of time. Advances are not anticipated for this project at this time.

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. The cost for the bridge is still unknown since engineering plans are not developed.

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 District West: Transportation

(P501116)

Category	Transportation	Date Last Modified	02/08/21
SubCategory	Roads	Administering Agency	Transportation
Planning Area	North Bethesda-Garrett Park	Status	Preliminary Design Stage

Total	Thru FY20	Rem FY20	Total 6 Years	FY 21	FY 22	FY 23	FY 24	FY 25	FY 26	Beyond 6 Years
-------	-----------	----------	---------------	-------	-------	-------	-------	-------	-------	----------------

EXPENDITURE SCHEDULE (\$000s)

Planning, Design and Supervision	15,177	5,416	-	-	-	-	-	-	-	9,761
Land	703	495	-	-	-	-	-	-	-	208
Construction	55,215	-	-	-	-	-	-	-	-	55,215
TOTAL EXPENDITURES	71,095	5,911	-	-	-	-	-	-	-	65,184

FUNDING SCHEDULE (\$000s)

White Flint Special Tax District	71,095	5,911	-	-	-	-	-	-	-	65,184
TOTAL FUNDING SOURCES	71,095	5,911	-	-	-	-	-	-	-	65,184

APPROPRIATION AND EXPENDITURE DATA (\$000s)

Appropriation FY 22 Request	-	Year First Appropriation	FY11
Cumulative Appropriation	5,935	Last FY's Cost Estimate	71,095
Expenditure / Encumbrances	5,911		
Unencumbered Balance	24		

PROJECT 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. Various improvements to the roads will include new traffic lanes, shared-use paths, the undergrounding of overhead utility lines, 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 FY18 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 Rd (MD 187) to Woodglen Drive: new 1,200 foot bikeway. 3. Executive Blvd Extended (B-15)-Marinelli Road to Old Georgetown Road (MD 187): 900 feet of relocated four-lane roadway 4. Intersection of Towne Road (formerly Hoya Street) (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 FY19-22 and Beyond 6-Years period: Rockville Pike (MD 355) (M-6)-Flanders Avenue to Hubbard Drive: 6,300 feet of reconstructed six-to-eight-lane roadway. This project also provides for consulting fees for the analysis and studies necessary to implement the district.

LOCATION

North Bethesda

ESTIMATED SCHEDULE

Design on all projects in the western workaround, with the exception of the Rockville Pike segment, and concluded in FY19. Design of the Rockville Pike section will begin in FY26 in order to coordinate with the implementation of the Rapid Transit System (RTS) (CIP#501318). The current expenditure/funding schedule assumes that land needed for road construction will be dedicated by the major developers in a timely manner.

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

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. As noted in the resolution which repealed and replaced Resolution No. 16-1570, 1) the County Council will levy a tax sufficient to cover the cost of district transportation improvements and related district personnel costs as adopted or revised in subsequent Council Capital Improvement Program amendments; and 2) Advances will be identified by funding source and will be repaid within a specified period of time. As such, General Fund cash advances of approximately \$600,000 will be repaid within 10 years from the end of the fiscal year in which the project advances were made.

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 Workaround (P501506)

Category	Transportation	Date Last Modified	02/02/21
SubCategory	Roads	Administering Agency	Transportation
Planning Area	North Bethesda-Garrett Park	Status	Final Design Stage

Total	Thru FY20	Rem FY20	Total 6 Years	FY 21	FY 22	FY 23	FY 24	FY 25	FY 26	Beyond 6 Years
-------	-----------	----------	---------------	-------	-------	-------	-------	-------	-------	----------------

EXPENDITURE SCHEDULE (\$000s)

Planning, Design and Supervision	6,480	4,551	-	1,929	856	673	400	-	-	-	-
Land	3,245	1,150	-	2,095	1,055	670	370	-	-	-	-
Site Improvements and Utilities	9,128	698	-	8,430	880	3,850	3,700	-	-	-	-
Construction	55,261	18,311	-	36,950	18,907	14,800	3,243	-	-	-	-
TOTAL EXPENDITURES	74,114	24,710	-	49,404	21,698	19,993	7,713	-	-	-	-

FUNDING SCHEDULE (\$000s)

Contributions	261	258	-	3	-	-	3	-	-	-	-
G.O. Bond Premium	15,000	-	-	15,000	15,000	-	-	-	-	-	-
Intergovernmental	2,500	2,175	-	325	-	-	325	-	-	-	-
Long-Term Financing - White Flint	18,863	-	-	18,863	-	18,863	-	-	-	-	-
White Flint Special Tax District	37,490	22,277	-	15,213	6,698	1,130	7,385	-	-	-	-
TOTAL FUNDING SOURCES	74,114	24,710	-	49,404	21,698	19,993	7,713	-	-	-	-

OPERATING BUDGET IMPACT (\$000s)

Maintenance				28	-	-	7	7	7	7
Energy				4	-	-	1	1	1	1
NET IMPACT				32	-	-	8	8	8	8

APPROPRIATION AND EXPENDITURE DATA (\$000s)

Appropriation FY 22 Request	-	Year First Appropriation	FY15
Cumulative Appropriation	74,114	Last FY's Cost Estimate	74,114
Expenditure / Encumbrances	62,408		
Unencumbered Balance	11,706		

PROJECT 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, and the reconstruction of an existing roadway 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 Towne Road (formerly Hoya Street) (M-4A), Old Georgetown Road, and Executive Boulevard, including the approaches to Old Georgetown Road and the portion of Towne Road from the intersection realignment of Towne Road/Old Georgetown Road/Executive Boulevard to a point just north of the intersection to provide access to new development. 5. Towne Road (M-4A)- Montrose Parkway to the intersection of Old Georgetown Road-1,100 feet of reconstructed 4-lane roadway. Note: The following street names have been changed. Main/Market Street is now Banneker Avenue. Hoya Street is now Towne Road. Executive Boulevard Extended is now Grand Park Avenue.

ESTIMATED SCHEDULE

1. Main Street/Market Street (B-10) - Design in FY14 through FY19, SI&U in FY17 through FY20, and construction in FY17 through FY20. 2. Main Street/Market Street (LB-1) - Design in FY14 through FY19, SI&U in FY17 through FY20, and construction in FY17 through FY20. 3. Executive Boulevard Extended (B-15) - Design in FY14 through FY19, SI&U and construction in FY17 through FY18 (Phase 1) and FY20 through FY21(Phase 2). 4. Intersection of Towne Road (formerly Hoya Street) (M-4A), Old Georgetown Road, and Executive Boulevard - Design in FY14 through FY19, land acquisition in FY19 and FY20, SI&U and construction in FY20 through FY23. 5. Towne Road (M-4A) - Design in FY14 through FY19, land acquisition in FY18 through FY20, SI&U and construction in FY19 through FY23. The schedule and cost estimates assume that all land needed for road construction will be dedicated by the major developers in a timely manner and that the construction of the conference center replacement parking will take place prior to the start of the road construction.

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 and bicycle 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 in FY17 and FY18 in order to coordinate with the construction of the parking garage and minimize impacts to the surrounding community.

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. As noted in the resolution which repealed and replaced Resolution No. 16-1570, 1) the County Council will levy a tax sufficient to cover the cost of district transportation improvements and related district personnel costs as adopted or revised in subsequent Council Capital Improvement Program amendments; and 2) Advances will be identified by funding source and will be repaid within a specified period of time. As such, funding switches are made in the Biennial FY21-26 CIP to reflect a proposed project funding plan using \$15 million of G.O. bond premium and approximately \$18.9 million in White Flint Long-Term Financing to minimize increases to the district tax rate and to avoid negative impacts to the General Fund. This is part of an overall financing plan which assumes repayment of approximately \$28.4 million in County General Fund cash project advances from FY24 through FY33 and repayment of \$15 million of bond premium advances in FY33-FY43 following the repayment of General Fund. An FY20 supplemental was approved to increase the project total by \$11.425 million due to higher costs associated with storm drain and utility conflicts, land acquisition, utility relocation, and related construction costs, and to fully appropriate the project. The County is expected to receive \$261,000 in Contributions for the installation of a new traffic signal at the intersection of Towne Road and Rose Ave, and \$2.5 million in Intergovernmental funding for the WSSC Contribution for water main and sanitary sewer construction costs.

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, 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

T&E Committee #5
April 30, 2021
Addendum

MEMORANDUM

April 28, 2021

TO: Transportation and Environment Committee

FROM: Glenn Orlin, Senior Analyst

SUBJECT: **Department of Transportation General and Leaf Vacuuming Funds' FY22 Operating Budgets, and amendments to the FY21-26 Capital Improvements Program¹: White Flint Special Taxing District projects**

PURPOSE: Develop Committee recommendations for Council consideration

Reflecting the recommendation of March 16's joint GO/T&E worksession on the White Flint Special Taxing District, in the main packet Council staff recommended approving the Executive's proposed amendment to White Flint West Workaround to the extent that it reflects some acceleration of funding that has occurred, in addition to the use of G.O. bond premium funds, but not the text in the Fiscal Note that assumes that the Council has approved repealing and replacing Resolution 16-1750, which it has not done. Council staff also recommended not approving the Executive's recommended amendments for White Flint District East: Transportation and White Flint District West: Transportation, since the only revisions to them is the same text in their Fiscal Notes.

We have just received from the Office of Management and Budget revised PDFs for all three projects that reflect the joint GO/T&E Committees' recommendations from their March 16 worksession on the White Flint Special Taxing District issues. **Council staff recommends approval of these revised PDFs (©1-6).**

F:\ORLIN\FY21\t&e\FY21-26 CIP\210430te-GFaddendum.docx

¹ Key words: #FY22 Operating Budget, FY21-26 CIP, plus search terms transportation, bikeway, bridge, transit, road, leaf collection.



White Flint West Workaround (P501506)

Category	Transportation	Date Last Modified	04/23/21
SubCategory	Roads	Administering Agency	Transportation
Planning Area	North Bethesda-Garrett Park	Status	Final Design Stage

Total	Thru FY20	Rem FY20	Total 6 Years	FY 21	FY 22	FY 23	FY 24	FY 25	FY 26	Beyond 6 Years
-------	-----------	----------	---------------	-------	-------	-------	-------	-------	-------	----------------

EXPENDITURE SCHEDULE (\$000s)

Planning, Design and Supervision	6,480	4,551	-	1,929	856	673	400	-	-	-
Land	3,245	1,150	-	2,095	1,055	670	370	-	-	-
Site Improvements and Utilities	9,128	698	-	8,430	880	3,850	3,700	-	-	-
Construction	55,261	18,311	-	36,950	18,907	14,800	3,243	-	-	-
TOTAL EXPENDITURES	74,114	24,710	-	49,404	21,698	19,993	7,713	-	-	-

FUNDING SCHEDULE (\$000s)

Contributions	261	258	-	3	-	-	3	-	-	-
G.O. Bond Premium	15,000	-	-	15,000	15,000	-	-	-	-	-
Intergovernmental	2,500	2,175	-	325	-	-	325	-	-	-
White Flint Special Tax District	56,353	22,277	-	34,076	6,698	19,993	7,385	-	-	-
TOTAL FUNDING SOURCES	74,114	24,710	-	49,404	21,698	19,993	7,713	-	-	-

OPERATING BUDGET IMPACT (\$000s)

Maintenance			28	-	-	7	7	7	7
Energy			4	-	-	1	1	1	1
NET IMPACT			32	-	-	8	8	8	8

APPROPRIATION AND EXPENDITURE DATA (\$000s)

Appropriation FY 22 Request	-	Year First Appropriation	FY15
Cumulative Appropriation	74,114	Last FY's Cost Estimate	74,114
Expenditure / Encumbrances	62,408		
Unencumbered Balance	11,706		

PROJECT 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, and the reconstruction of an existing roadway 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 Towne Road (formerly Hoya Street) (M-4A), Old Georgetown Road, and Executive Boulevard, including the approaches to Old Georgetown Road and the portion of Towne Road from the intersection realignment of Towne Road/Old Georgetown Road/Executive Boulevard to a point just north of the intersection to provide access to new development. 5. Towne Road (M-4A)- Montrose Parkway to the intersection of Old Georgetown Road-1,100 feet of reconstructed 4-lane roadway. Note: The following street names have been changed. Main/Market Street is now Banneker Avenue. Hoya Street is now Towne Road. Executive Boulevard Extended is now Grand Park Avenue.

ESTIMATED SCHEDULE

1. Main Street/Market Street (B-10) - Design in FY14 through FY19, SI&U in FY17 through FY20, and construction in FY17 through FY20. 2. Main Street/Market Street (LB-1) - Design in FY14 through FY19, SI&U in FY17 through FY20, and construction in FY17 through FY20. 3. Executive Boulevard Extended (B-15) - Design in FY14 through FY19, SI&U and construction in FY17 through FY18 (Phase 1) and FY20 through FY21(Phase 2). 4. Intersection of Towne Road (formerly Hoya Street) (M-4A), Old Georgetown Road, and Executive Boulevard - Design in FY14 through FY19, land acquisition in FY19 and FY20, SI&U and construction in FY20 through FY23. 5. Towne Road (M-4A) - Design in FY14 through FY19, land acquisition in FY18 through FY20, SI&U and construction in FY19 through FY23. The schedule and cost estimates assume that all land needed for road construction will be dedicated by the major developers in a timely manner and that the construction of the conference center replacement parking will take place prior to the start of the road construction.

COST CHANGE

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 and bicycle 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 in FY17 and FY18 in order to coordinate with the construction of the parking garage and minimize impacts to the surrounding community.

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 advance funding and management of debt issuance or repayment in a manner to comply with the goal. As part of an overall financing plan needed to address the issues of County General Fund cash project advances and insufficient tax revenues generated from the district, a funding switch was made in the Biennial FY21-26 CIP to reflect a proposed project funding plan using \$15 million of advanced G.O. bond premium. The County is working with District stakeholders to finalize a long-term financing plan for the districts costs.

An FY20 supplemental was approved to increase the project total by \$11.425 million due to higher costs associated with storm drain and utility conflicts, land acquisition, utility relocation, and related construction costs, and to fully appropriate the project. The County is expected to receive \$261,000 in Contributions for the installation of a new traffic signal at the intersection of Towne Road and Rose Ave, and \$2.5 million in Intergovernmental funding for the WSSC Contribution for water main and sanitary sewer construction costs.

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, 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



White Flint District East: Transportation (P501204)

Category	Transportation	Date Last Modified	04/23/21
SubCategory	Roads	Administering Agency	Transportation
Planning Area	North Bethesda-Garrett Park	Status	Preliminary Design Stage

Total	Thru FY20	Rem FY20	Total 6 Years	FY 21	FY 22	FY 23	FY 24	FY 25	FY 26	Beyond 6 Years
-------	-----------	----------	------------------	-------	-------	-------	-------	-------	-------	-------------------

EXPENDITURE SCHEDULE (\$000s)

Planning, Design and Supervision	5,894	755	19	-	-	-	-	-	-	5,120
Land	2	2	-	-	-	-	-	-	-	-
Site Improvements and Utilities	6,288	-	-	-	-	-	-	-	-	6,288
Construction	17,506	-	-	-	-	-	-	-	-	17,506
TOTAL EXPENDITURES	29,690	757	19	-	-	-	-	-	-	28,914

FUNDING SCHEDULE (\$000s)

White Flint Special Tax District	29,690	757	19	-	-	-	-	-	-	28,914
TOTAL FUNDING SOURCES	29,690	757	19	-	-	-	-	-	-	28,914

APPROPRIATION AND EXPENDITURE DATA (\$000s)

Appropriation FY 22 Request	-	Year First Appropriation	FY14
Cumulative Appropriation	2,477	Last FY's Cost Estimate	29,690
Expenditure / Encumbrances	940		
Unencumbered Balance	1,537		

PROJECT DESCRIPTION

This project provides for design, engineering plans, and construction for three new roads, one new bridge and master planned bikeways 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. Bikeway design and construction will be consistent with adopted master plan staging requirements. 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.

LOCATION

North Bethesda

ESTIMATED SCHEDULE

Most design and all construction cost have been delayed to beyond to FY26 due to affordability and other factors. Design of all road projects began in FY12 and has been delayed due to coordination with stakeholders. Construction of Executive Boulevard Extended East from Rockville Pike/MD 355 to a New Private Street was delayed due 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 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

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.

OTHER

FISCAL NOTE

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. The cost for the bridge is still unknown since engineering plans are not developed. The County is working with District stakeholders to finalize a long-term financing plan for the districts costs.

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 District West: Transportation

(P501116)

Category	Transportation	Date Last Modified	04/23/21
SubCategory	Roads	Administering Agency	Transportation
Planning Area	North Bethesda-Garrett Park	Status	Preliminary Design Stage

Total	Thru FY20	Rem FY20	Total 6 Years	FY 21	FY 22	FY 23	FY 24	FY 25	FY 26	Beyond 6 Years
-------	-----------	----------	---------------	-------	-------	-------	-------	-------	-------	----------------

EXPENDITURE SCHEDULE (\$000s)

Planning, Design and Supervision	15,177	5,416	-	-	-	-	-	-	-	9,761
Land	703	495	-	-	-	-	-	-	-	208
Construction	55,215	-	-	-	-	-	-	-	-	55,215
TOTAL EXPENDITURES	71,095	5,911	-	-	-	-	-	-	-	65,184

FUNDING SCHEDULE (\$000s)

White Flint Special Tax District	71,095	5,911	-	-	-	-	-	-	-	65,184
TOTAL FUNDING SOURCES	71,095	5,911	-	-	-	-	-	-	-	65,184

APPROPRIATION AND EXPENDITURE DATA (\$000s)

Appropriation FY 22 Request	-	Year First Appropriation	FY11
Cumulative Appropriation	5,935	Last FY's Cost Estimate	71,095
Expenditure / Encumbrances	5,911		
Unencumbered Balance	24		

PROJECT 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. Various improvements to the roads will include new traffic lanes, shared-use paths, the undergrounding of overhead utility lines, 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 FY18 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 Rd (MD 187) to Woodglen Drive: new 1,200 foot bikeway. 3. Executive Blvd Extended (B-15)-Marinelli Road to Old Georgetown Road (MD 187): 900 feet of relocated four-lane roadway 4. Intersection of Towne Road (formerly Hoya Street) (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 FY19-22 and Beyond 6-Years period: Rockville Pike (MD 355) (M-6)-Flanders Avenue to Hubbard Drive: 6,300 feet of reconstructed six-to-eight-lane roadway. This project also provides for consulting fees for the analysis and studies necessary to implement the district.

LOCATION

North Bethesda

ESTIMATED SCHEDULE

Design on all projects in the western workaround, with the exception of the Rockville Pike segment, and concluded in FY19. Design of the Rockville Pike section will begin in FY26 in order to coordinate with the implementation of the Rapid Transit System (RTS) (CIP#501318). 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

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.

OTHER

FISCAL NOTE

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. The County is working with District stakeholders to finalize a long-term financing plan for the districts costs.

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