

MEMORANDUM

May 3, 2022

TO: Transportation and Environment Committee
Planning, Housing, and Economic Development Committee

FROM: Glenn Orlin, Senior Analyst
Gene Smith, Legislative Analyst

SUBJECT: **FY23-28 Capital Improvements Program (CIP): State-Funded White Flint Redevelopment Infrastructure and White Flint Metro Station Access Improvements projects¹**

PURPOSE: Develop Committee recommendations for Council consideration

Expected Participants:

- Christopher Conklin, Director, Department of Transportation (DOT)
- David Dise, Director, Department of General Services (DGS)
- Thomas Lewis, Office of the County Executive
- Greg Ossont, Deputy Director, DGS
- Emil Wolanin, Deputy Director, DOT
- Hannah Henn, Deputy Director for Transportation Policy, DOT
- Tim Cupples, Chief, Division of Transportation Engineering, DOT
- Brady Goldsmith, Chief, Management Services, DOT
- Felicia Hyatt, Office of Management and Budget (OMB)

State-Funded White Flint Redevelopment Infrastructure (©1-2). On April 18, the Executive transmitted this new project that would fund improvements on the site of potential development on WMATA-owned “Parcel B” in White Flint. Parcel B is bounded on the north by Old Georgetown Road and on the east by Citadel Avenue; the project would construct the extension of Chapman Avenue to form the western edge as well as a block of planned McGrath Boulevard on the south side (see map on ©3).

¹ Key words: #FY23 Operating Budget, FY21-26 CIP, FY23-28 CIP, plus search terms transportation, bikeway, bridge, leaf collection.

The State provided the \$16,000,000 for this project: \$10,000,000 from the Governor's supplemental FY23 operating budget and \$6,000,000 pre-authorized for FY24 in the State's capital budget. Of this amount, about \$8,100,000 is the estimated cost of the two blocks of street, streetlights, necessary utility relocations, storm drain infrastructure, and grading the site (©4-5). The project suggests that the balance of the \$10,000,000 in FY23 could be used for ped/bike safety measures and the creation of "activated" spaces, but specific improvements have not yet been identified. Similarly, the use of the \$6,000,000 pre-authorized for FY24 has not been identified.

The State bill pre-authorizing the FY24 funds states that the funds can be used for "the acquisition, planning, design, construction, repair, renovation, reconstruction, site improvement, and capital equipping of redevelopment projects in White Flint." This is very broad language; it could apply to sites other than Parcel B and likely to improvements to off-site public infrastructure that would directly serve such redevelopment.

Council staff recommendation: Concur with the Executive's recommended project, but appropriate now only the \$8,100,000 needed for the work on and around Parcel B. The \$7,900,000 balance should not be appropriated until specific uses are identified for it. Council staff believes it should be considered a placeholder for one or more candidate uses that would serve Parcel B directly, such as:

- Funds toward closing the remaining \$21,600,000 funding gap for the White Flint Metro Station North Entrance project. By next year we should know if there will be development above the north entrance location, which could result in a different design and construction cost and potential cost participation by the developer.
- Bike/ped improvements in the immediate vicinity of Parcel B, particularly along Old Georgetown Road between Rockville Pike and Nebel Street, where a two-way separated bikeway is planned on the south (Parcel B) side.
- Any increased site development costs on Parcel B beyond the \$8,100,000 already budgeted.

White Flint Metro Station Access Improvements (©6-8). This project was tentatively approved by the Council in March. It will modify the four corners of the Rockville Pike/Old Georgetown Road intersection to eliminate the "hot" right turns and to reconstruct the sidewalks on each side of Rockville Pike near this intersection to create grass buffers. It will also build a sidewalk along Old Georgetown Road near the intersection and expand the bus bays on the east side of the Metro tracks.

DOT has received \$360,000 from MDOT that the Executive recommends using to supplant an equal amount of County funding, reducing the latter by about 10%. **Council staff recommends concurring with the Executive.**



State-Funded White Flint Redevelopment Infrastructure

(P502315)

Category	General Government	Date Last Modified	04/17/22
SubCategory	Economic Development	Administering Agency	General Services
Planning Area	Rockville	Status	Planning Stage

Total	Thru FY21	Est FY22	Total 6 Years	FY 23	FY 24	FY 25	FY 26	FY 27	FY 28	Beyond 6 Years
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EXPENDITURE SCHEDULE (\$000s)

	Total	Thru FY21	Est FY22	Total 6 Years	FY 23	FY 24	FY 25	FY 26	FY 27	FY 28	Beyond 6 Years
Planning, Design and Supervision	3,200	-	-	3,200	2,000	1,200	-	-	-	-	-
Construction	12,800	-	-	12,800	8,000	4,800	-	-	-	-	-
TOTAL EXPENDITURES	16,000	-	-	16,000	10,000	6,000	-	-	-	-	-

FUNDING SCHEDULE (\$000s)

	Total	Thru FY21	Est FY22	Total 6 Years	FY 23	FY 24	FY 25	FY 26	FY 27	FY 28	Beyond 6 Years
State Aid	16,000	-	-	16,000	10,000	6,000	-	-	-	-	-
TOTAL FUNDING SOURCES	16,000	-	-	16,000	10,000	6,000	-	-	-	-	-

APPROPRIATION AND EXPENDITURE DATA (\$000s)

Appropriation FY 23 Request	10,000	Year First Appropriation	
Appropriation FY 24 Request	6,000	Last FY's Cost Estimate	-
Cumulative Appropriation	-		
Expenditure / Encumbrances	-		
Unencumbered Balance	-		

PROJECT DESCRIPTION

The FY23 State operating budget provided \$10 million in the Governor's supplemental budget for projects in the White Flint North Bethesda area to support infrastructure for the redevelopment of that area as a Life Science/mixed use development hub. That focus on life science is in alignment with the JLL market feasibility report commissioned by WMATA for the WMATA property at the North Bethesda/White Flint Metro Station, which determined that "based on market research, physical capacity of the site, and current zoning and financial feasibility, a life science development is the highest and best use" for this property. The project will fund infrastructure that is designed to spur private sector redevelopment. These improvements will include investments to make the WMATA North Bethesda/White Flint Metro Station site pad ready, improvements to street grids and pedestrian and bicycle facilities and other placemaking investments.

LOCATION

Rockville / White Flint North Bethesda

PROJECT JUSTIFICATION

The undeveloped WMATA site is at the core of the North Bethesda/White Flint redevelopment area and is a key to spurring further development of the entire White Flint area. The JLL Market Feasibility report analysis noted that land values reflected the cost of development and construction of pad-ready sites. Similarly, the JLL White Flint Station Joint Development Initiative study looked at the specifics of development for the WMATA site and concluded that "life science supports residual land value to WMATA only if "pad-ready" sites are offered (e.g. - infrastructure funded outside the project). Based on these studies, the top priority for WMATA and the County for the use of the supplemental budget funds is site work on the WMATA property at the North Bethesda/White Flint Metro station to make that currently unimproved site more "development ready" for an expected solicitation of a master developer. That work, which is already planned and budgeted to cost \$8 million would also complete an additional piece of the road grid from the 2010 White Flint master plan. The remaining \$2 million in the FY 23 budget was envisioned to support another key part of the 2010 White Flint segment master plan, and the conclusions of the 2019 "Pike District Placemaking Report," which noted that pedestrian and bikeway safety improvements in the White Flint area on or near the MD 355 corridor, and "activated spaces" were critical to spur new development. The work identified in the Placemaking Report as needed to create a sense of place for the White Flint area included the need for, and the location of, a "Recreation Loop" in the North Bethesda/White Flint community. That report also noted the critical need for activated spaces and showed examples of a number of prospective activities, both temporary and ongoing, that have been effective in creating a positive sense of place in other developing communities. The particular uses for the \$6 million pre-authorized for FY 24 have not yet been specifically committed, although clearly the needs already mentioned will consume the funding available for this year and needed projects will remain. As such, priority should be given to using the planned future State Aid to support infrastructure investments that are most likely to incentivize new development. The County plans to convene multiple stakeholders including community groups and developers to seek their input on what specific projects among the many the Planning Board and consultants identified above would be expected to spur the most immediate benefit in expediting redevelopment.

FISCAL NOTE

In addition to the \$10.0 million approved in the FY23 State budget, the state legislature pre-authorized an additional \$6.0 million in FY24 funding.

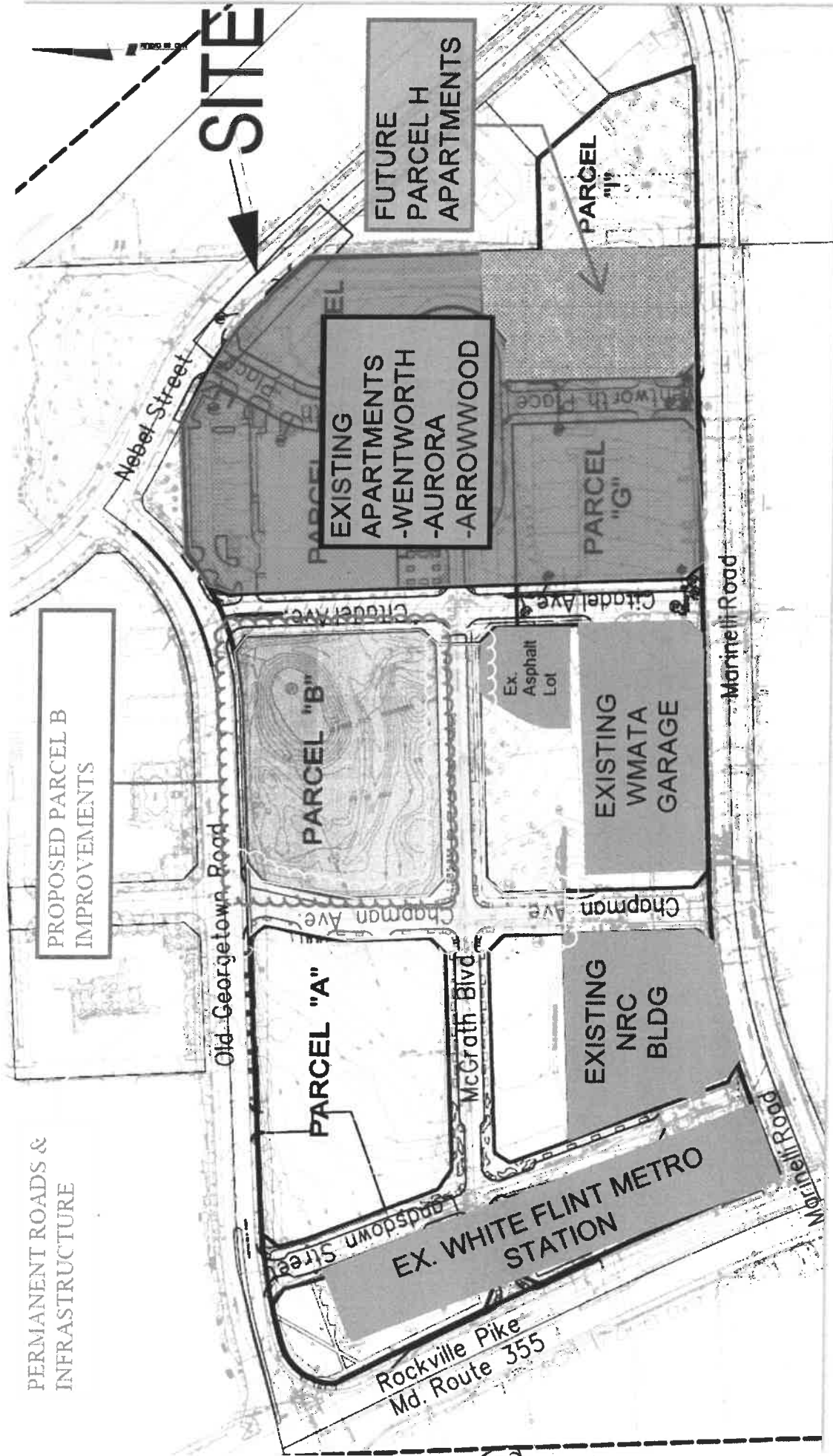
DISCLOSURES

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

COORDINATION

Washington Metropolitan Area Transit Authority (WMATA), Maryland National Capital Park and Planning Commission (MNCPPC), Montgomery County Economic Development Corporation (MCEDC), Department of Transportation, local community advisory groups such as the White Flint Downtown Advisory Committee, White Flint Planning Advisory Group, and the North Bethesda Transportation Management District. Studies include: WMATA White Flint Market Feasibility Report completed December 2021/released March 2022; WMATA-commission JLL, White Flint Station Joint Development Initiative study (November 2021); 2010 White Flint segment Master Plan; Pike District Placemaking Report (Maier and Warner, March 2019), and Advancing the Pike District study (Dec 2022).

Aerial Overview



Parcel B Temporary Improvements

SUMMARY

WMATA has asked LCOR Incorporated to give a Rough Order of Magnitude (ROM) estimate to grade the area defined as Parcel B and install the surrounding roads, located at the intersections of Chapman Avenue, Citadel Avenue, McGrath Boulevard and Old Georgetown Road, North Bethesda, MD 20852. LCOR has assembled a project team of Design Collective, VIKA and Davis Construction to transform Parcel B and the surrounding area from an unused plot of land into an area that can be used by the North Bethesda community in the interim before its eventual redevelopment. LCOR proposes the following scenario to supplement the Parcel B improvements:

Parcel B Improvements and Construction of Permanent Roads (Chapman Avenue & McGrath Boulevard)

- Scope:
 - Design & Entitle Permanent Roads at Chapman and McGrath
 - Clear & Grade Parcel B and Roads
 - Install Sewer/Storm/Water Utilities to Support Future Development
 - Install Curb/Gutter, Streetscape and Hardscape
 - Install Hardscape and Plantings for Parcel B
- Project Duration – 28 Months
- ROM Project Cost - \$8.0MM

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This plan includes a fully functional public right-of-way with curb, gutter, MDOT rated traffic bearing surfaces as well as the permanent storm, sanitary and water infrastructure to support the future buildings on the adjacent parcels based on the future density in the approved site plan. The Entitlement/Permitting process for these streets which includes WSSC, DPS and potentially PEPCO review cycles in addition to the Montgomery County standard entitlements. Record plats would be created for the right-of-ways and dedicated public for future and perpetual use by the public.

Project Budget

	Total Project Budget 28 Months
SOFT COSTS	
A&E	\$280,000
Traffic Engineer	\$30,000
Civil Engineer - VIKA	\$180,000
Permits & Fees	\$225,000
Project Overhead	\$75,000
Insurance	\$150,000
Legal	\$60,000
Project Management	\$384,406
Soft Cost Contingency (10%)	\$100,000
Total Soft Costs	\$1,484,406
HARD COSTS	
PARCEL B IMPROVEMENTS	
Sitework/Grading/Seeding	\$150,000
Storm Drain Infrastructure	\$500,000
Hardscape	\$1,700,000
Site Furnishings	\$50,000
Temporary Lighting	\$250,000
STREET IMPROVEMENTS	
Asphalt/Curb/Gutter	\$500,000
Power/Streetlight Allowance	\$750,000
Permanent Utility Allowance	\$650,000
Misc.	\$50,000
GC Fees	\$391,000
Escalation (20%)	\$998,200
Hard Cost Contingency (10%)	\$598,920
Total Hard Costs	\$6,588,120
Total Project Cost	\$8,072,526

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White Flint Metro Station Access Improvements (P502106)

Category	Transportation	Date Last Modified	03/05/22
SubCategory	Mass Transit (MCG)	Administering Agency	Transportation
Planning Area	North Bethesda-Garrett Park	Status	Final Design Stage

	Total	Thru FY21	Est FY22	Total 6 Years	FY 23	FY 24	FY 25	FY 26	FY 27	FY 28	Beyond 6 Years
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EXPENDITURE SCHEDULE (\$000s)

	Total	Thru FY21	Est FY22	Total 6 Years	FY 23	FY 24	FY 25	FY 26	FY 27	FY 28	Beyond 6 Years
Planning, Design and Supervision	1,244	300	644	300	300	-	-	-	-	-	-
Land	15	-	15	-	-	-	-	-	-	-	-
Construction	2,311	-	343	1,968	1,968	-	-	-	-	-	-
TOTAL EXPENDITURES	3,570	300	1,002	2,268	2,268	-	-	-	-	-	-

FUNDING SCHEDULE (\$000s)

	Total	Thru FY21	Est FY22	Total 6 Years	FY 23	FY 24	FY 25	FY 26	FY 27	FY 28	Beyond 6 Years
G.O. Bonds	3,210	300	1,002	1,908	1,908	-	-	-	-	-	-
State Aid	360	-	-	360	360	-	-	-	-	-	-
TOTAL FUNDING SOURCES	3,570	300	1,002	2,268	2,268	-	-	-	-	-	-

OPERATING BUDGET IMPACT (\$000s)

	Total	Thru FY21	Est FY22	Total 6 Years	FY 23	FY 24	FY 25	FY 26	FY 27	FY 28	Beyond 6 Years
Maintenance				25	-	5	5	5	5	5	5
Energy				5	-	1	1	1	1	1	1
NET IMPACT				30	-	6	6	6	6	6	6

APPROPRIATION AND EXPENDITURE DATA (\$000s)

Appropriation FY 23 Approp. Request	670	Year First Appropriation	FY21
Appropriation FY 24 Approp. Request	-	Last FY's Cost Estimate	2,900
Cumulative Appropriation	2,900		
Expenditure / Encumbrances	674		
Unencumbered Balance	2,226		

PROJECT DESCRIPTION

This project provides the final design and construction of access improvements to the White Flint Metro Station. Access is currently limited to the southern end of the platform. Planned improvements funded for design and construction include modification of the intersection of Old Georgetown Road and Rockville Pike and sidewalk and streetscape improvements on the frontage of roads connecting the White Flint Metro Station entrance to surrounding areas. Metro has conducted a feasibility study of providing access at the northern end of the platform, including potential pedestrian underpass connections of MD 355 (Rockville Pike). Construction of northern access to the station will reduce walk times to the Metro Platform.

LOCATION

MD 355 (Rockville Pike) at Old Georgetown Road/White Flint Metro Station

ESTIMATED SCHEDULE

Construction of the sidewalk and streetscape improvements along MD 355 (Rockville Pike) will be completed in FY22. The construction of intersection improvements at Old Georgetown Road and MD 355 will be completed in FY23.

COST CHANGE

The cost increase is due to a more detailed design that included extensive coordination with Maryland State Highway Administration and other agencies.

PROJECT JUSTIFICATION

This project is needed to improve the mobility and safety for all facility users within the project area by improving the walking routes to the Metro station platforms. The project may also reduce existing conflicts between pedestrians and vehicles. Currently, transit users, pedestrians, and bicyclists cross MD 355 (Rockville Pike) and Old Georgetown Road to access the Metro station. Traffic volumes and speeds on MD 355 can be high, and pedestrians must cross over seven lanes of traffic.

FISCAL NOTE

A state grant provided \$360,000 in FY23 for pedestrian improvements in the White Flint area.

DISCLOSURES

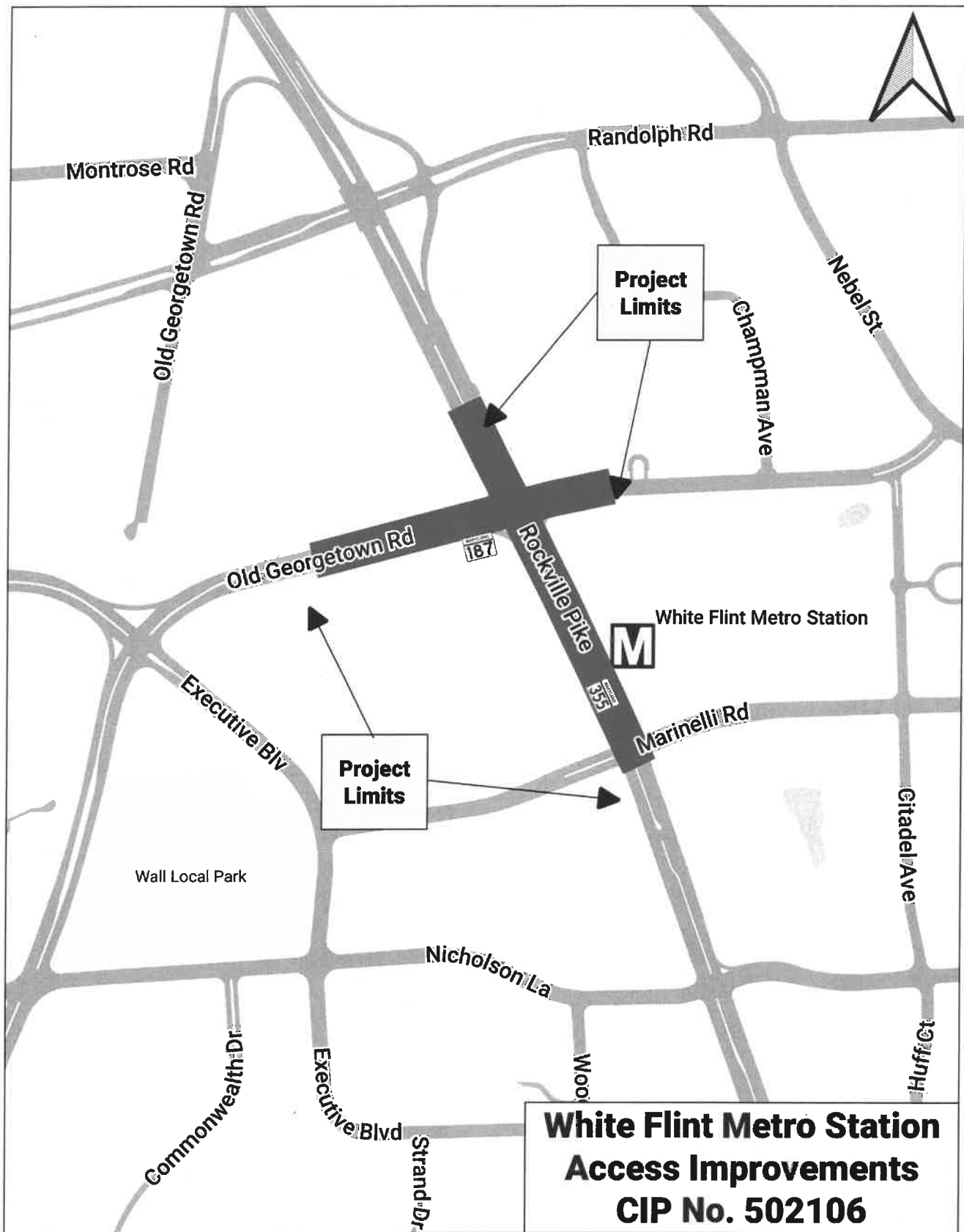
The County Executive asserts that this project conforms to the requirement of relevant local plans, as required by the Maryland Economic Growth, Resource Protection and Planning Act.

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COORDINATION

Maryland-National Capital Park and Planning Commission, Maryland State Highway Administration, Washington Metropolitan Area Transit Authority

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