



Committee: Joint
Committee Review: At a future date
Staff: Gene Smith, Legislative Analyst
Glenn Orlin, Senior Analyst
Purpose: To introduce agenda item – no vote expected
Keywords: White Flint

AGENDA ITEM #3D
February 9, 2021
Introduction

SUBJECT

Resolution to repeal and replace Resolution No. 16-1570 with respect to the White Flint Sector Plan Implementation Strategy and Infrastructure Improvement List and related amendments to the FY21-26 Capital Improvements Program

EXPECTED ATTENDEES

None

COUNCIL DECISION POINTS & COMMITTEE RECOMMENDATION

- N/A

DESCRIPTION/ISSUE

The Executive recommends that the Council amend the current resolution governing the White Flint Special Taxing District and related Capital Improvement Program (CIP) projects. The proposed amendments would specify the repayment plan for previously approved funding from the general fund, allow for the Executive to propose a tax rate that is commensurate to the rate required to repay any bonds issued, and generally amends the process for funding CIP projects in White Flint.

SUMMARY OF KEY DISCUSSION POINTS

- The public hearing for subject resolution and CIP amendments is tentatively scheduled for Thursday, February 25, 2021 at 7:00 PM.
- The approval of the White Flint Special Taxing District waived certain funding sources (e.g., transportation impact taxes) and replaced it with an ad valorem real property tax.
- The ad valorem real property tax was capped at 10% of the total tax rate for the district.
- The County has advanced about \$45 million for CIP projects in White Flint. Any general fund advances must be repaid in a reasonable timeframe.
- The Executive's proposal achieves the following objectives:
 - Amends the process for approving CIP projects in White Flint to align with the traditional CIP process.
 - Amends certain CIP projects to allow use of general obligation bond premium and detail a repayment plan for these projects.
 - Allows for repayment of the general fund advances to the district.
 - Amends the setting of the ad valorem real property tax rate to allow the rate to fluctuate based on bonds issued and repayment terms.

This report contains:

Executive memorandum
Proposed resolution
Proposed CIP amendments

© #1-4
© #5-9
© #10-30

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OFFICE OF THE COUNTY EXECUTIVE
ROCKVILLE, MARYLAND 20850

Marc Elrich
County Executive

MEMORANDUM

February 3, 2021

TO: Tom Hucker, President, County Council

FROM: Marc Elrich, County Executive 

SUBJECT: Recommended White Flint Redevelopment Financing and Repayment Plan and Related CIP Amendments and Resolutions

As required by Bill 50-10, I am submitting recommendations to implement a financing and repayment plan for the initial transportation infrastructure investments for the White Flint Development District. I would ask that the Council act on these items as soon as possible, so that we can take advantage of favorable financing conditions, avoid exceeding our authorized \$45 million cap on advances, and take advantage of the opportunity to use General Obligation Bond premium to minimize short-term tax rate increases.

Background

The White Flint Special Taxing District was created in 2010 to support a pedestrian-friendly transit-oriented urban redevelopment initiative. The legislation and resolutions approved to form the district included provisions that waived requirements for transportation impact taxes as well as payments that would have otherwise been required under local area transportation and policy area mobility reviews. Instead, these payments were to be replaced with an ad valorem tax on property located in the district. While the special district taxes were required to fully fund the desired District transportation infrastructure improvements, the County was authorized to advance up to \$45 million to begin transforming the district into a more walkable community. The County Code also envisioned the use of special taxing district-supported debt to reduce the annual tax burden on the district property owners. A repayment plan for advances and debt is required to be approved by Council.

While the district has doubled its assessable tax base since its inception, revenues have not grown as previously estimated. District-funded transportation project costs have also increased in ways that were unavoidable if the pedestrian friendly vision and maximum development potential were to be maintained. While it is not possible to maintain the 10% tax cap envisioned in Resolution 16-1570, my recommended repayment and financing plan delays and minimizes the necessary special taxing district rate increases as much as possible.

White Flint Special Taxing District Initial Financing and Repayment Plan

Total costs through FY26 for the four CIP projects funded by district taxes (White Flint Redevelopment Program, White Flint West Workaround, White Flint District West: Transportation, and White Flint District East: Transportation) are estimated to be approximately \$85.5 million, with nearly 99 percent of the costs spent by FY23. The recommended financing and repayment plan assumes:

- General fund cash advances through FY20 for the White Flint Redevelopment Program (\$1,000,000), the White Flint Development West: Transportation (\$600,000), and the White Flint West Workaround (\$16,800,000) project;
- An additional \$11.6 million in future General Fund cash advances;
- \$15 million in General Obligation Bond premium to be used in lieu of cash from the County;
- \$18.9 million in special taxing district bond proceeds to be issued in FY22;
- \$13.9 million in district tax revenues spent through FY20; and
- \$5.3 million in future district tax revenues and \$2.4 million in intergovernmental and other contributions.
- The County will not charge the District interest on advances to the district.

General Fund cash advances must be paid back within a reasonable period of time, which for these CIP project purposes has been identified as 10 years from the end of the fiscal year in which they were incurred. The financing estimates assume General Obligation Bond premium advances already deposited to the CIP will be repaid after all General Fund cash advances have been repaid. Bond premium will then be repaid over the next 10 years. This deferral of bond premium repayment will delay and minimize the impact on the district tax rate.

This initial plan does not include financing for the portions of the White Flint District East and West Transportation projects that are currently planned to begin after FY26. These projects can be accelerated as district revenues increase.

While no changes in the special district tax are required at this time, the Finance Department and its Financial Advisors have conducted an analysis that, under conservative assumptions with limited new development, shows that the current district tax rate might have to increase to \$0.1720 in FY24, \$0.1780 in FY25, \$0.1840 in FY26, and \$0.1910 between FY28 and FY33 with taxes decreasing to \$0.1000 from FY34 through FY43. Once all transportation infrastructure in the district is paid for, the special tax rate

will be zero. The actual future tax rates required may be lower if further development or other assessable base growth occurs, interest rates are lower than the assumed 4 percent, or project costs decrease. If additional transportation infrastructure costs are added for the district, the tax rates could be higher. As noted in the attached replacement resolution, district tax rates will be set annually by the County Council to cover the costs of the transportation improvements.

Required Actions

To implement the recommended financing and repayment plan, the Council will need to:

- Approve CIP amendments for the White Flint Redevelopment Program, White Flint West Workaround, White Flint District West: Transportation, and White Flint District East: Transportation projects. These amendments have language specifying expected repayment time periods and updated funding source assumptions.
- Adoption of a resolution to repeal and replace Resolution 16-1570. A recommended replacement resolution is attached.

The recommended replacement of White Flint Council Resolution will accomplish three objectives. First, they will acknowledge the need for a special tax district to repay approximately \$45 million of advances.¹ Second, they will guarantee the special tax district the ability to set its tax rate yearly at a level sufficient to pay district expenses.² Third, they will allow the White Flint projects to be updated and modified via the CIP process for future changes in project cost and/or scope.

Should the pace of redevelopment of the area accelerate, it will mitigate the need for tax rate increases. With ready public transportation, significant undeveloped land, a highly educated workforce, and proximity to the National Institutes of Health, the Walter Reed National Military Medical Center, and numerous biotechnology companies, the properties around the White Flint Metro Station represent a unique development opportunity for the County as a research and innovation center. That is why the County is devoting significant time under an MOU with the Washington Metropolitan Area Transportation Authority (WMATA) to redevelop the White Flint metro station property; work with the community on marketing and placemaking; and recruit potential institutions and companies to locate in the district.

¹ . This is comprised of current (\$18.4 million) and future estimated (\$11.6 million) General Fund cash and \$15 million of bond sale premium to be provided in lieu of General Fund cash.

² District expenses include: debt service and repayment of County General Fund cash contributions within a rolling ten-year period and within the ten-year window based on the initial year of advance expense and to repay the bond premium following the General Fund cash advance repayment period.

Tom Hucker, President, County Council
February 3, 2021
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As previously mentioned, I have attached a revised resolution to replace Resolution 16-1570. Under separate cover, I am transmitting the necessary capital improvement program amendments.

ME:mb

Attachment: Revised resolution to repeal and replace Resolution No. 16-5170 - White Flint Sector Plan Implementation Strategy and Infrastructure Improvement List

c: Michael Coveyou, Director, Finance Department
Jennifer Bryant, Director, Office of Management and Budget
Marc Hansen, County Attorney
Chris Conklin, Director, Department of Transportation

Resolution No.: _____
Introduced: _____
Adopted: _____

**COUNTY COUNCIL
FOR MONTGOMERY COUNTY, MARYLAND**

By: Council President at the Request of the County Executive

SUBJECT: To repeal and replace Resolution No. 16-1570 with respect to the White Flint Sector Plan Implementation Strategy and Infrastructure Improvement List

Background

1. On March 23, 2010, the Montgomery County Council (the “County Council”), sitting as the District Council, adopted the White Flint Sector Plan (the “Plan”), which approved a long-range vision of transforming the Plan area into a pedestrian-friendly transit-oriented urban setting.
2. The County Council enacted Bill 50-10, codified as Chapter 68C of the Montgomery County Code (the “Act”), which (among other things) established the White Flint Special Taxing District (the “District”), authorized the levy of an ad valorem tax on property located in the District (“Special Tax”) to fund transportation infrastructure improvements in the District and set forth the circumstances under which the County may advance funds to the District which the District is required to repay.
3. Section 68C-4 of the Act requires that the County Council approve a resolution that lists each transportation infrastructure improvement that is to be paid for by the Special Tax imposed in the District and the estimated costs of each such improvement (which must include a contingency amount); and provides that the County Council may amend such resolution after holding a public hearing.
4. Section 68C-4(f) of the Act further provides that before the County may advance any funds to the District that the District is required to repay to the County, the County Council must adopt a repayment plan in a resolution adopted under Section 68C-4 of the Act or as part of an approved Capital Improvements Program resolution, that specifies: (i) each transportation infrastructure improvement for which funds would be advanced; (ii) the amount of funds advanced which the District must repay; (iii) the expected rate of interest, if any, the District must repay; (iv) the time period during which the District is expected to repay the amount due; and (v) any other principal term of repayment; and that such repayment plan is binding on the District and the County, except as later modified in a Council resolution.

5. The County Council approved Resolution No. 16-1570 (the “Original Resolution”) on November 20, 2010 to implement the Plan in compliance with the Act, which such Original Resolution: (i) identified specific transportation infrastructure improvements to be financed by the Special Tax along with an estimated cost for each improvement (including a contingency amount) and (ii) authorized the County to provide forward or advanced funding for certain infrastructure improvement costs identified therein.
6. While Section 68C-3(a) of the Act permits the Special Tax authorized under the Act to be an amount not to exceed the amount sufficient to cover the costs of transportation improvements that have been approved in a resolution under Section 68C-4 of the Act, the Original Resolution articulated a policy goal for the maximum Special Tax rate for the District (no more than 10% of the total tax rate of the District) and limited the ability of the County to issue debt secured or intended to be paid by the District, should it be determined that repaying such debt would require a District Special Tax rate in excess of the policy goal.
7. The County Council has determined that it is necessary to repeal and replace the Original Resolution in order to (i) update the list of transportation infrastructure improvements to be paid for by the Special Tax, (ii) modify the previously adopted repayment plan with respect to forward advances of funding for the District, (iii) eliminate limitations created by the Original Resolution as to the maximum Special Tax rate which are more restrictive than the parameters established by the Act, and (iv) state its intent to use the proceeds of general obligation bonds as one of the sources to provide advances to the District for all or a portion of the advanced funds used for the design, construction, improvement and equipping of the transportation project identified herein.

Action

The County Council for Montgomery County, Maryland approves the following resolution:

1. The Original Resolution is repealed in its entirety and is of no further force or effect.
2. Pursuant to Section 68C-3(a) of the Act, in each tax year the County Council may levy against all the assessable real and personal property in the District a sum on each \$100 of assessable property in an amount that does not exceed an amount to cover the costs of the transportation infrastructure improvements identified in Exhibit A hereto as such transportation infrastructure improvements may be amended and modified from time to time by the County Council through the adoption of the County Capital Improvements Program, including (without limitation) costs of planning, designing, constructing, improving, acquiring, equipping and financing such transportation infrastructure improvements and administrative costs relating thereto.
3. The specific transportation infrastructure improvements that will be financed by the District are listed in Exhibit A, along with the estimated cost for such improvements,

including a contingency amount. The District will remain responsible for the actual cost of each designated transportation infrastructure improvement, including any future cost increase.

4. In accordance with the County's policy to promptly implement the Plan, the inclusion in the Capital Improvements Program of forward funding or advance funds for the following projects in the following amounts through fiscal year 2020 is hereby approved:

- (a) White Flint Redevelopment Program (\$1,000,000);

- (b) White Flint District West: Transportation (\$600,000); and

- (c) White Flint West Workaround (\$16,800,000).

The County may provide additional forward funding or advance funds for transportation infrastructure improvement projects among those identified in Exhibit A, provided that the aggregate amount of such funds provided for such additional improvements, together with any funds forward or advanced funded for the improvements enumerated in (a), (b) and (c) above, does not exceed \$45 million.

5. As used in the preceding paragraph, forward funds or advance funds means the County would include these items in the County Capital Improvements Program and fund them accordingly, and the District, subject to applicable provisions of Chapter 68C, would, on a dollar-for-dollar basis, without any interest accruing, repay the County commencing on the date 10 years from the end of the fiscal year in which each such advance was made (except as expressly provided otherwise in paragraph 6 hereof with respect to advances from general obligation bond premium proceeds), or such other repayment period as the County Council may determine in the adoption of the Capital Improvement Plan, *provided however*, that advances from the general fund made from the commencement of fiscal year 2016 through and including the end of fiscal year 2026 shall be repaid during the time period from and including fiscal year 2024 through and including fiscal year 2033.

However, the District may repay the County earlier for any item to the extent that revenue generation exceeds the funds needed to pay for other improvements assigned to the District and no stage of development under the Plan would be delayed.

6. The County Executive should include the projects comprising the advanced or forward funding in the Executive's Capital Improvements Program Amendments. The Capital Improvements Program Amendments should identify the source of such advanced forward funding, which may include proceeds of the County's general obligation bonds, including \$15,000,000 of the premium portion of the bond proceeds of the Consolidated Public Improvement Bonds of 2019, Series A for the transportation infrastructure projects listed in Exhibit A. Advances from such bond premium proceeds shall be repaid by the District during the time period from and including fiscal year 2033 through and including fiscal year 2043.

For the avoidance of doubt, the District may repay the County earlier for any such advance of bond premium proceeds to the extent that revenue generation exceeds the funds needed to pay for other improvements assigned to the District and no stage of development under the Plan would be delayed.

7. The Council intends to fund in the White Flint Special Taxing District Capital Improvements Program referred to in paragraph 6, to the extent legally allowable, personnel costs and other staffing expenses including the development coordinator for the White Flint planning area that the Executive is required to designate under County Code Section 2-25(c) enacted in Council Bill 1-10, and related expenses incurred by the County, including (without limitation) fees of counsel and financial advisors engaged by the County.
8. This Resolution is effective as of July 1, 2015.

This is a correct copy of Council action.

Selena Mendy Singleton, Esq.
Clerk of the Council

Approved:

Marc Elrich
County Executive

Exhibit A

White Flint West Workaround (See attached CIP# P501506 for the description of the specific infrastructure improvements, as such may be amended) (Estimated cost: \$74,200,000)

White Flint Redevelopment Program (See attached CIP# P151200 for the description of the specific infrastructure improvements, as such may be amended) (Estimated cost: \$4,700,000)

White Flint District West: Transportation (See attached CIP# P501116 for the description of the specific infrastructure improvements, as such may be amended) (Estimated cost: \$71,100,000)

White Flint District East: Transportation (See attached CIP# P501204 for the description of the specific infrastructure improvements, as such may be amended) (Estimated Cost \$29,700,000)



White Flint West Workaround (P501506)

Category	Transportation	Date Last Modified	02/01/21
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
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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 Approp. 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 FY 14 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-I, 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 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



White Flint Redevelopment Program (P151200)

Category	General Government	Date Last Modified	02/01/21
SubCategory	Economic Development	Administering Agency	County Executive
Planning Area	North Bethesda-Garrett Park	Status	Planning 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	4,376	3,024	193	1,159	342	229	147	147	147	147	-
Land	204	204	-	-	-	-	-	-	-	-	-
Other	78	78	-	-	-	-	-	-	-	-	-
TOTAL EXPENDITURES	4,658	3,306	193	1,159	342	229	147	147	147	147	-

FUNDING SCHEDULE (\$000s)											
White Flint Special Tax District	4,658	3,306	193	1,159	342	229	147	147	147	147	-
TOTAL FUNDING SOURCES	4,658	3,306	193	1,159	342	229	147	147	147	147	-

APPROPRIATION AND EXPENDITURE DATA (\$000s)				
Appropriation FY 22 Approp. Request		229	Year First Appropriation	FY09
Cumulative Appropriation		3,841	Last FY's Cost Estimate	4,658
Expenditure / Encumbrances		3,342		
Unencumbered Balance		499		

PROJECT DESCRIPTION

This program provides for the plans, studies, analysis, and development coordination activities by the County necessary to implement redevelopment in the White Flint Sector Plan Area. Specialized services as detailed in the "Project Justification" section below are required to implement the extensive public infrastructure requirements called for in the Sector Plan, and for the implementation of the specified public financing mechanism and related requirements for infrastructure funding. This program also provides for certain land acquisitions necessary to support Transit-Oriented Development (TOD) activities in the White Flint Sector Plan Area.

COST CHANGE

Cost change reflects updated staff charges and the addition of FY25 and FY26 to this project.

PROJECT JUSTIFICATION

In the spring of 2010, the Montgomery County Council approved the new White Flint Sector Plan, which covers a 430 acre area. The Plan establishes a vision for transforming what has long been an auto-oriented suburban development pattern into a denser, mixed-used 'urban' center in which people can walk to work, shops and transit. An expanded street grid and other infrastructure improvements will create walkable blocks containing residences, retail, offices and local services. The Plan also calls for a financing mechanism that would generate significant revenues from properties and developments within the Sector Plan Area. The County Council further defined this financing mechanism in Bill 50-10, which established a White Flint Special Taxing District, authorized the levy of a property tax and the issuance of bonds to finance transportation infrastructure improvements, and stated conditions for the loaning or advancing of County funds to the District. In Resolution No. 16-1570, the Council adopted an implementation strategy which required the Executive to carry out a feasibility or other study to assess whether debt repayment will require a district tax rate that exceeds certain policy goals, and called for the forward funding or advance funding of specified items in order to promptly implement the Sector Plan. In addition to the financing implementation, specialized services are required related to the complex land assemblage and disposition actions necessary to implement the new street grid and for the reconfiguration of Executive Boulevard/Old Georgetown Road associated with implementation of Stage 1. Staff time and services are required to manage and coordinate efforts to develop detailed staging plans, to assess opportunities to maximize property dedications, and to negotiate property dedications to avoid or minimize acquisition costs. Necessary services will include appraisals, legal services, title services and consultants versed in land assemblage. The County is also currently implementing roadway improvements through the Conference Center site, which is a County asset. Special requirements related to the Conference Center include negotiations with the private hotel owner as well as the Hotel and Conference Center management firm, and the provision of interim and permanent parking related to the impacts of road rights of way that traverse the site and will reduce the number of parking spaces available to patrons.

FISCAL NOTE

The funding source for this project is White Flint Special Taxing District tax 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 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 \$1,000,000 will be repaid within 10 years from the end of the fiscal year in which the project advances were made.

COORDINATION

Office of the County Executive, Department of Finance, Department of Transportation, Revenue Authority, Maryland Department of Transportation (MDOT),



White Flint District West: Transportation (P501116)

Category	Transportation	Date Last Modified	02/01/21
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
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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 Approp. 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 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 District East: Transportation (P501204)

Category	Transportation	Date Last Modified	02/01/21
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 Approp. 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 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




OFFICE OF THE COUNTY EXECUTIVE
ROCKVILLE, MARYLAND 20850

Marc Elrich
County Executive

MEMORANDUM

February 3, 2021

TO: Tom Hucker, President, County Council

FROM: Marc Elrich, County Executive 

SUBJECT: Amendment to the FY21-26 Capital Improvements Program #17-A21-CMCG-5
Montgomery County Government, Department of Transportation
White Flint West Workaround (No. P501506), White Flint District East: Transportation
(No. P501204), and White Flint District West: Transportation (No. P501116), and
Amendment to the FY21-26 Capital Improvements Program #17-A21-CMCG-6
Montgomery County Government, Office of the County Executive
White Flint Redevelopment Program (No. P151200)

I am recommending amendments to the FY21-26 Capital Improvements Program for the following four projects in the White Flint district: White Flint West Workaround (No. P501506), White Flint District East: Transportation (No. P501204), and White Flint District West: Transportation (No. P501116), and White Flint Redevelopment Program (No. P151200).

The attached amendments are needed because they will permit continuation of advanced project funding of transportation improvements in the White Flint area as well as provide the County with an executable repayment plan from White Flint Special Taxing District revenues. The White Flint real estate tax base growth has not been sufficient to date to pay for the planned improvements. These amendments will put in place a funding and repayment plan to pay for project costs through FY26.

The recommended amendments are consistent with the criteria for amending the CIP because the projects must be amended for technical reasons to meet Bill 50-10 requirements for a repayment plan of County General Fund cash advances and bond premium for district transportation improvements and other district costs through FY26.

I appreciate your prompt consideration of this action.

ME:ps

Attachment: Amendments to the FY21-26 Capital Improvements Program #17-A21-CMCG-5 and #17-A21-CMCG-6

c: Michael Coveyou, Director, Finance Department
Jennifer Bryant, Director, Office of Management and Budget
Marc Hansen, County Attorney
Chris Conklin, Director, Department of Transportation

Resolution No: _____
Introduced: _____
Adopted: _____

COUNTY COUNCIL
FOR MONTGOMERY COUNTY, MARYLAND

By: Council President at the Request of the County Executive

SUBJECT: Amendment to the FY21-26 Capital Improvements Program #17-A21-CMCG-5
Montgomery County Government
Department of Transportation
White Flint West Workaround (No. P501506), White Flint District East:
Transportation (No. P501204), and White Flint District West: Transportation (No.
P501116)

Background

1. Section 302 of the Montgomery County Charter provides that the Council may amend an approved capital improvements program at any time by an affirmative vote of no fewer than six members of the Council.
2. The County Executive recommends this amendment to the FY21-26 Capital Improvements Program as shown on the attached project description form.
3. The attached amendments are needed because they will permit continuation of advanced project funding of transportation improvements in the White Flint area as well as provide the County with an executable repayment plan from White Flint Special Taxing District revenues. The White Flint real estate tax base growth has not been sufficient to date to pay for the planned improvements. These amendments will put in place a funding and repayment plan to pay for project costs through FY26.
4. The recommended amendment is consistent with the criteria for amending the CIP because the project must be amended for technical reasons to meet Bill 50-10 requirements for a repayment plan of County General Fund cash advances and bond premium for district transportation improvements and other district costs through FY26. In order to delay and minimize district tax rate increases, construction and other district costs will be funded in the following manner:
 - General fund cash advances through FY20 for the White Flint Redevelopment Program (\$1,000,000), the White Flint Development West: Transportation (\$600,000), and the White Flint West Workaround (\$16,800,000) project.
 - An additional \$11.6 million in future General Fund cash advances;
 - \$15 million in General Obligation Bond premium to be used as an advance from the County;

- \$18.9 million in special taxing district bond proceeds to be issued in FY22;
 - \$13.9 million in district tax revenues spent through FY20; and
 - \$5.3 million in future district tax revenues and \$2.4 million in intergovernmental and other contributions.
 - The County will not charge the District interest on advances to the district.
5. The County Executive recommends amendments to the White Flint West Workaround (No. P501506), White Flint District East: Transportation (No. P501204), and White Flint District West: Transportation (No. P501116) projects to specify expected repayment time periods and update funding source assumptions.

Action

The County Council for Montgomery County, Maryland, approves the following action:

The FY21-26 Capital Improvements Program of the Montgomery County Government is amended as described above and as reflected on the attached project description form.

This is a correct copy of Council action.

Selena Mendy Singleton, Esq.
Clerk of the Council



White Flint West Workaround (P501506)

Category	Transportation	Date Last Modified	02/01/21
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 Approp. 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 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



White Flint District West: Transportation (P501116)

Category	Transportation	Date Last Modified	02/01/21
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
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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 Approp. 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 Woodglan Drive: new two-lane 1,200 foot roadway. 2. Main Street/Market Street (LB-1)-Old Georgetown Rd (MD 187) to Woodglan 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 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 District East: Transportation

(P501204)

Category	Transportation	Date Last Modified	02/01/21
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 Approp. 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 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

Resolution No: _____
Introduced: _____
Adopted: _____

COUNTY COUNCIL
FOR MONTGOMERY COUNTY, MARYLAND

By: Council President at the Request of the County Executive

SUBJECT: Amendment to the FY21-26 Capital Improvements Program #17-A21-CMCG-6
Montgomery County Government
Office of the County Executive
White Flint Redevelopment Program (No. P151200)

Background

1. Section 302 of the Montgomery County Charter provides that the Council may amend an approved capital improvements program at any time by an affirmative vote of no fewer than six members of the Council.
2. The County Executive recommends this amendment to the FY21-26 Capital Improvements Program as shown on the attached project description form.
3. The attached amendments are needed because they will permit continuation of advanced project funding of transportation improvements in the White Flint area as well as provide the County with an executable repayment plan from White Flint Special Taxing District revenues. The White Flint real estate tax base growth has not been sufficient to date to pay for the planned improvements. These amendments will put in place a funding and repayment plan to pay for project costs through FY26.
4. The recommended amendment is consistent with the criteria for amending the CIP because the project must be amended for technical reasons to meet Bill 50-10 requirements for a repayment plan of County General Fund cash advances and bond premium for district transportation improvements and other district costs through FY26. In order to delay and minimize district tax rate increases, construction and other district costs will be funded in the following manner:
 - General fund cash advances through FY20 for the White Flint Redevelopment Program (\$1,000,000), the White Flint Development West: Transportation (\$600,000), and the White Flint West Workaround (\$16,800,000) project.
 - An additional \$11.6 million in future General Fund cash advances;
 - \$15 million in General Obligation Bond premium to be used as an advance from the County;
 - \$18.9 million in special taxing district bond proceeds to be issued in FY22;

- \$13.9 million in district tax revenues spent through FY20; and
 - \$5.3 million in future district tax revenues and \$2.4 million in intergovernmental and other contributions.
 - The County will not charge the District interest on advances to the district.
5. The County Executive recommends this amendment to the White Flint Redevelopment Program (No. P151200) project to specify expected repayment time periods and update funding source assumptions.

Action

The County Council for Montgomery County, Maryland, approves the following action:

The FY21-26 Capital Improvements Program of the Montgomery County Government is amended as described above and as reflected on the attached project description form.

This is a correct copy of Council action.

Selena Mendy Singleton, Esq.
Clerk of the Council



White Flint Redevelopment Program (P151200)

Category	General Government	Date Last Modified	02/01/21
SubCategory	Economic Development	Administering Agency	County Executive
Planning Area	North Bethesda-Garrett Park	Status	Planning 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	4,376	3,024	193	1,159	342	229	147	147	147	147	-
Land	204	204	-	-	-	-	-	-	-	-	-
Other	78	78	-	-	-	-	-	-	-	-	-
TOTAL EXPENDITURES	4,658	3,306	193	1,159	342	229	147	147	147	147	-

FUNDING SCHEDULE (\$000s)											
White Flint Special Tax District	4,658	3,306	193	1,159	342	229	147	147	147	147	-
TOTAL FUNDING SOURCES	4,658	3,306	193	1,159	342	229	147	147	147	147	-

APPROPRIATION AND EXPENDITURE DATA (\$000s)				
Appropriation FY 22 Approp. Request		229	Year First Appropriation	FY09
Cumulative Appropriation		3,841	Last FY's Cost Estimate	4,658
Expenditure / Encumbrances		3,342		
Unencumbered Balance		499		

PROJECT DESCRIPTION

This program provides for the plans, studies, analysis, and development coordination activities by the County necessary to implement redevelopment in the White Flint Sector Plan Area. Specialized services as detailed in the "Project Justification" section below are required to implement the extensive public infrastructure requirements called for in the Sector Plan, and for the implementation of the specified public financing mechanism and related requirements for infrastructure funding. This program also provides for certain land acquisitions necessary to support Transit-Oriented Development (TOD) activities in the White Flint Sector Plan Area.

COST CHANGE

Cost change reflects updated staff charges and the addition of FY25 and FY26 to this project.

PROJECT JUSTIFICATION

In the spring of 2010, the Montgomery County Council approved the new White Flint Sector Plan, which covers a 430 acre area. The Plan establishes a vision for transforming what has long been an auto-oriented suburban development pattern into a denser, mixed-used 'urban' center in which people can walk to work, shops and transit. An expanded street grid and other infrastructure improvements will create walkable blocks containing residences, retail, offices and local services. The Plan also calls for a financing mechanism that would generate significant revenues from properties and developments within the Sector Plan Area. The County Council further defined this financing mechanism in Bill 50-10, which established a White Flint Special Taxing District, authorized the levy of a property tax and the issuance of bonds to finance transportation infrastructure improvements, and stated conditions for the loaning or advancing of County funds to the District. In Resolution No. 16-1570, the Council adopted an implementation strategy which required the Executive to carry out a feasibility or other study to assess whether debt repayment will require a district tax rate that exceeds certain policy goals, and called for the forward funding or advance funding of specified items in order to promptly implement the Sector Plan. In addition to the financing implementation, specialized services are required related to the complex land assemblage and disposition actions necessary to implement the new street grid and for the reconfiguration of Executive Boulevard/Old Georgetown Road associated with implementation of Stage 1. Staff time and services are required to manage and coordinate efforts to develop detailed staging plans, to assess opportunities to maximize property dedications, and to negotiate property dedications to avoid or minimize acquisition costs. Necessary services will include appraisals, legal services, title services and consultants versed in land assemblage. The County is also currently implementing roadway improvements through the Conference Center site, which is a County asset. Special requirements related to the Conference Center include negotiations with the private hotel owner as well as the Hotel and Conference Center management firm, and the provision of interim and permanent parking related to the impacts of road rights of way that traverse the site and will reduce the number of parking spaces available to patrons.

FISCAL NOTE

The funding source for this project is White Flint Special Taxing District tax 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 district personnel costs as adopted or revised in subsequent County 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 \$1,000,000 will be repaid within 10 years from the end of the fiscal year in which the project advances were made.

COORDINATION

Office of the County Executive, Department of Finance, Department of Transportation, Revenue Authority, Maryland Department of Transportation (MDOT),

