



Committee: Directly to Council
Committee Review: N/A
Staff: Glenn Orlin, Senior Analyst
Purpose: To receive testimony/final action - vote expected
Keywords: #FY23-28 CIP, Bowie Mill Road Bikeway

AGENDA ITEM #5
October 4, 2022
Public Hearing/Action

SUBJECT

Amendment to the FY23-28 Capital Improvements Program (CIP) and Special Appropriation to the County Government's FY23 Capital Budget, Montgomery County Department of Transportation – Bowie Mill Road Bikeway (No. 502108), \$2,245,000 (Sources of Funds: State Aid and General Obligation Bonds)

EXPECTED ATTENDEES

None.

SUMMARY OF KEY DISCUSSION POINTS

This project was scheduled in last year's Capital Improvements Program to begin design in FY24 and be completed in FY29. In his January 2022 Recommended FY23-28 CIP, the Executive proposed keeping it on the same schedule. In late February the Council received a request from the Greater Olney Citizens Association (GOCA) to accelerate this project; as a result, the Council tentatively decided to accelerate it by one year, so design would start in FY23 and construction completed in FY28. Subsequently the General Assembly approved \$1.5 million of State aid for the project, which represents about 7% of the \$20.7 million cost estimate. However, going into CIP Reconciliation, the Council found itself more than \$156 million over what it could afford - even with the added State aid. This required difficult choices, including delaying school projects that were previously scheduled in the Approved CIP. Ultimately the Council decided not to accelerate the Bowie Mill Road Bikeway project.

After much disappointment was expressed in the Olney community, Council and Executive staffs developed a new approach: for the Council to approve a CIP amendment that would accelerate much of the \$1.5 million of State aid from FY24 to FY23, which would allow final design activity to begin this fall instead of next summer. The amendment would not accelerate the construction funding at this time, however. A decision whether to accelerate those funds would be made by the Council next spring and be based on two factors: (1) that the design work undertaken this fiscal year proceeds well enough to make it plausible to complete the project by the end of FY28, and (2) that next spring, the Council could find spare fiscal capacity to accelerate the construction funding given competing priorities, especially Montgomery County Public Schools projects. The Council President supports this approach.

This report contains:

Draft adoption resolution (with CIP amendment)

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Resolution No.: _____
Introduced: September 13, 2022
Adopted: _____

**COUNTY COUNCIL
FOR MONTGOMERY COUNTY, MARYLAND**

Lead Sponsor: Council President Albornoz

SUBJECT: Special Appropriation to the FY23 Capital Budget, and
Amendment to the FY23-28 Capital Improvements Program,
Montgomery County Department of Transportation,
Bowie Mill Road Bikeway, \$2,245,000
Sources of Funds: State Aid and General Obligation Bonds

Background

1. Section 308 of the County Charter provides that a special appropriation is an appropriation which states that it is necessary to meet an unforeseen disaster or other emergency, or to act without delay in the public interest. Each special appropriation shall be approved by not less than six Councilmembers. The Council may approve a special appropriation at any time after public notice by news release. Each special appropriation shall specify the source of funds to finance it.
2. Section 302 of the County Charter provides that the Council may amend an approved capital improvements program at any time by an affirmative vote of no fewer than six members of the Council.
3. On September 13, 2022, the County Council President requested a special appropriation and amendment to the FY23-28 Capital Improvements Program to initiate the design of the Bowie Mill Road Bikeway project in FY23 rather than FY24, as follows:

<u>Project Name</u>	<u>Project Number</u>	<u>Amount</u>	<u>Source of Funds</u>
Bowie Mill Road Bikeway	P502108	\$2,245,000	State Aid & G.O. Bonds

4. This increase is needed to provide the possibility of ultimately accelerating the completion of this project in FY28, if the design work proceeds expeditiously and if fiscal resources become available at a later date to move forward more quickly with land acquisition, utility relocation, site improvements, and construction.

5. Notice of public hearing was given, and a public hearing was held.
6. The County Council declares this request is in the public interest to be acted upon without delay as provided for under special appropriation requirements described in Article 3, Section 308 of the Montgomery County Charter.

Action

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

A special appropriation for the FY23 Capital Budget and amendment to the FY23-28 Capital Improvements Program of the Montgomery County Department of Transportation is approved as follows:

<u>Project Name</u>	<u>Project Number</u>	<u>Amount</u>	<u>Source of Funds</u>
Bowie Mill Road Bikeway	P502108	\$2,245,000	State Aid & G.O. Bonds

The amended project description form is attached to this resolution.

This is a correct copy of Council action.

Judy K. Rupp
Clerk of the Council

Bowie Mill Road Bikeway (P502108)

Category	Transportation	Date Last Modified	May 26, 2022
SubCategory	Pedestrian Facilities/Bikeways	Administrating Agency	Transportation
Planning Area	Olney and Upper Rock Creek	Status	Preliminary Design Stage

EXPENDITURE SCHEDULE (\$000)

Cost Elements	Total	Thru FY21	Est. FY22	Total 6 Years	FY23	FY24	FY25	FY26	FY27	FY28	Beyond 6 Years
Planning, Design and Supervision	4,395	-	-	3,317	750	1,120	375	-	-	1,072	1,078
Land	1,091	-	-	1,091	-	-	160	465	466	-	-
Site Improvements and Utilities	3,146	-	-	2,696	-	-	-	200	179	2,317	450
Construction	12,074	-	-	5,801	-	-	-	-	-	5,801	6,273
TOTAL EXPENDITURES	20,706	-	-	12,905	750	1,120	535	665	645	9,190	7,801

FUNDING SCHEDULE (\$000)

Funding Sources	Total	Thru FY21	Est. FY22	Total 6 Years	FY23	FY24	FY25	FY26	FY27	FY28	Beyond 6 Years
G.O. Bonds	19,206	-	-	11,405	-	370	535	665	645	9,190	7,801
State Aid	1,500	-	-	1,500	750	750	-	-	-	-	-
TOTAL FUNDING SOURCES	20,706	-	-	12,905	750	1,120	535	665	645	9,190	7,801

APPROPRIATION AND EXPENDITURE DATA (\$000)

Appropriation FY23 Request	2,245	First Year Appropriation	-
Appropriation FY24 Request	-	Last FY's Cost Estimate	20,706
Cumulative Appropriation	-		
Expenditure/Encumbrances	-		
Unencumbered Balance	-		

PROJECT DESCRIPTION

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

LOCATION

Olney and Upper Rock Creek Planning Areas.

ESTIMATED SCHEDULE

Design to start in FY23 and be completed in FY25. Land acquisition to start in FY25 and be completed in FY27. Utility relocation and site improvements to start in FY26 and be completed in FY29. Construction to start in FY28 and be completed in FY29. The schedules for land acquisition, utility relocation, site improvements and construction will be reconsidered in the spring of FY23 based on how design proceeds and whether there is the fiscal capacity at that time to accelerate them, given competing capital budget priorities.

PROJECT JUSTIFICATION

The Montgomery County Bicycle Master Plan, approved in November 2018, recommends a sidepath along Bowie Mill Road. The project is a critical connection in the existing bikeway network between existing trails and important destinations, including the Needwood Road Bikepath, the North Branch Trail, the Intercounty Connector (ICC) Trail, Shady Grove Metro Station, Sequoyah ES, Colonel Zadok Magruder HS, and Olney Town Center.

OTHER

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

FISCAL NOTE

\$1,500,000 of G.O. Bonds was substituted with State Aid.

DISCLOSURES

A pedestrian impact analysis has been completed for the project. The project conforms to the requirement of relevant local plans, as required by the Maryland Economic Growth, Resource and Planning Act.

COORDINATION

Maryland State Highway Administration, Maryland-National Capital Park and Planning Commission, Department of Permitting Services, Greater Olney Citizens Association (GOCA), and utility companies.