

Resolution No.: 16-846
Introduced: January 27, 2009
Adopted: February 10, 2009

**COUNTY COUNCIL
FOR MONTGOMERY COUNTY, MARYLAND**

By: Council President at the Request of the County Executive

SUBJECT: Amendment to the FY09-14 Capital Improvements Program and Supplemental Appropriation #24-S09-CMCG-5 to the FY09 Capital Budget Montgomery County Government Department of Transportation Bus Stop Improvements (No. 507658), \$250,000

Background

1. Section 307 of the Montgomery County Charter provides that any supplemental appropriation shall be recommended by the County Executive who shall specify the source of funds to finance it. The Council shall hold a public hearing on each proposed supplemental appropriation after at least one week's notice. A supplemental appropriation that would comply with, avail the County of, or put into effect a grant or a Federal, State or County law or regulation, or one that is approved after January 1 of any fiscal year, requires an affirmative vote of five Councilmembers. A supplemental appropriation for any other purpose that is approved before January 1 of any fiscal year requires an affirmative vote of six Councilmembers. The Council may, in a single action, approve more than one supplemental appropriation. The Executive may disapprove or reduce a supplemental appropriation, and the Council may reapprove the appropriation, as if it were an item in the annual budget.
2. 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.
3. The County Executive recommends the following capital project appropriation increases:

<u>Project Name</u>	<u>Project Number</u>	<u>Cost Element</u>	<u>Amount</u>	<u>Source of Funds</u>
Bus Stop Improvements	507658	Site Improvements	<u>\$250,000</u>	State Aid
TOTAL			\$250,000	State Aid

4. This increase is required due to a request from the Maryland Department of Transportation (MDOT) State Highway Administration (SHA) for additional work to be done in conjunction with the bus stop improvements being implemented along Bradley Boulevard (MD 191) between Goldsboro Road (MD 614) and Wilson Lane (MD 188). A Letter of Agreement between MDOT SHA and Montgomery County has been signed which specifies the work requested and commitment to fund costs, not to exceed \$250,000, through the MDOT SHA Bicycle Retrofit Program. The work shall include:
 - a. Rehabilitation of deteriorated roadway shoulders for bicycling between MD 614 and MD 188;
 - b. Construction of corresponding geometrics related to accessibility and curb and gutters at pedestrian crossings and intersections within the project limits.
5. The County Executive recommends an amendment to the FY09-14 Capital Improvements Program and a supplemental appropriation in the amount of \$250,000 for the Bus Stop Improvements project (No. 507658) and specifies that the source of funds will be State Aid.
6. Notice of public hearing was given and a public hearing was held.

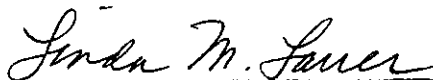
Action

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

The FY09-14 Capital Improvements Program of the Montgomery County Government is amended as reflected on the attached project description form and a supplemental appropriation is approved as follows:

<u>Project Name</u>	<u>Project Number</u>	<u>Cost Element</u>	<u>Amount</u>	<u>Source of Funds</u>
Bus Stop Improvements	507658	Site Improvements	<u>\$250,000</u>	State Aid
TOTAL			\$250,000	State Aid

This is a correct copy of Council action.



Linda M. Lauer, Clerk of the Council

Bus Stop Improvements -- No. 507658

Category
Subcategory
Administering Agency
Planning Area

Transportation
Mass Transit
Transportation
Countywide

Date Last Modified
Required Adequate Public Facility
Relocation Impact
Status

January 05, 2009
No
None.
On-going

*Thru Est
FY07 FY08*

EXPENDITURE SCHEDULE (\$000)

Cost Element	Total	Thru FY08	Rem. FY08	Total 6 Years	FY09	FY10	FY11	FY12	FY13	FY14	Beyond 6 Years
Planning, Design, and Supervision	1,000	0	0	1,000	240	240	240	240	20	20	0
Land	0	0	0	0	0	0	0	0	0	0	0
Site Improvements and Utilities	258	0	8	250	250	0	0	0	0	0	0
Construction	7,752	0	352	7,400	1,760	1,760	1,760	1,760	180	180	0
Other	28	0	28	0	0	0	0	0	0	0	0
Total	9,038	0	388	8,650	2,250	2,000	2,000	2,000	200	200	0

FUNDING SCHEDULE (\$000)

G.O. Bonds	7,643	0	443	7,200	1,800	1,800	1,800	1,800	0	0	0
Mass Transit Fund	1,500	0	300	1,200	200	200	200	200	200	200	0
State Aid	-105	0	-355	250	250	0	0	0	0	0	0
Total	9,038	0	388	8,650	2,250	2,000	2,000	2,000	200	200	0

DESCRIPTION

This project provides for the installation and improvement of capital amenities at bus stops in Montgomery County to make them safer, more accessible, and attractive to users and to improve pedestrian safety for County transit passengers. These enhancements can include items such as sidewalk connections, improved pedestrian access, pedestrian refuge islands and other crossing safety measures, area lighting, paved passenger standing areas, and other safety upgrades. In prior years, this project included funding for the installation and replacement of bus shelters and benches along Ride-On and County Metrobus routes; benches and shelters are now handled under the operating budget.

COST CHANGE

Increase due to addition of State Aid (\$250K) in FY09 for pedestrian and bicycle improvements to be done in conjunction with bus stop improvements being constructed along Bradley Blvd (MD-191) between Goldsboro Rd (MD-614) and Wilson La (MD-186). Work includes rehabilitation of roadway shoulders and corresponding geometrics at pedestrian crossings and intersections within the project limits.

JUSTIFICATION

Many of the County's bus stops have safety, security, or right-of-way deficiencies since they are located on roads which were not originally built to accommodate pedestrians. Problems include: lack of drainage around the site, sidewalk connections, passenger standing areas or pads, lighting or pedestrian access, and unsafe street crossings to get to the bus stop. This project addresses significant bus stop safety issues to ease access to transit service. Correction of these deficiencies will result in fewer pedestrian accidents related to bus riders, improved accessibility of the system, increased attractiveness of transit as a means of transportation, and greater ridership. Making transit a more viable option than the automobile requires enhanced facilities as well as increased frequency and level of service. Getting riders to the bus and providing an adequate and safe facility to wait for the bus will help to achieve the goal. The County has approximately 5,400 bus stops. The completed inventory and assessment of each bus stop has determined what is needed at each location to render the stop safe and accessible to all transit passengers.

In FY05, a contractor developed a GIS-referenced bus stop inventory and condition assessment for all bus stops in the County, criteria to determine which bus stops need improvements, and a prioritized listing of bus stop relocations, improvements, and passenger amenities. The survey and review of bus stop data have been completed and work is on-going. Full-scale construction began in October 2008. In the first year of the project, 729 bus stops were reviewed and modified, with significant construction occurring at 219 of these locations.

OTHER

Any required purchase of land for right-of-way will be funded initially out of the Advance Land Acquisition Revolving Fund (ALARF), then reimbursed by a future appropriation from this project. The total cost of this project may increase when land expenditures are programmed.

FISCAL NOTE

Funding for this project includes general obligation bonds dedicated to Mass Transit with debt service financed from the Mass Transit Facilities Fund. The additional funds in FY09 (\$250K) are to be funded with State Aid through the State Bicycle Retrofit Program.

OTHER DISCLOSURES

- A pedestrian impact analysis will be performed during design or is in progress.
- The Executive asserts that this project conforms to the requirements of relevant local plans, as required by the Maryland Economic Growth, Resource Protection and Planning Act.

<p>APPROPRIATION AND EXPENDITURE DATA</p> <table border="1" style="width: 100%; border-collapse: collapse;"> <tr> <td>Date First Appropriation</td> <td style="text-align: right;">FY78</td> <td style="text-align: right;">(\$000)</td> </tr> <tr> <td>First Cost Estimate</td> <td style="text-align: right;">FY10</td> <td style="text-align: right;">9,038</td> </tr> <tr> <td>Current Scope</td> <td></td> <td></td> </tr> <tr> <td>Last FY's Cost Estimate</td> <td></td> <td style="text-align: right;">10,648</td> </tr> <tr> <td colspan="3"><hr/></td> </tr> <tr> <td>Appropriation Request</td> <td style="text-align: right;">FY10</td> <td style="text-align: right;">2,000</td> </tr> <tr> <td>Supplemental Appropriation Request</td> <td></td> <td style="text-align: right;">250</td> </tr> <tr> <td>Transfer</td> <td></td> <td style="text-align: right;">0</td> </tr> <tr> <td colspan="3"><hr/></td> </tr> <tr> <td>Cumulative Appropriation</td> <td></td> <td style="text-align: right;">2,389</td> </tr> <tr> <td>Expenditures / Encumbrances</td> <td></td> <td style="text-align: right;">2,263</td> </tr> <tr> <td>Unencumbered Balance</td> <td></td> <td style="text-align: right;">125</td> </tr> <tr> <td colspan="3"><hr/></td> </tr> <tr> <td>Partial Closeout Thru</td> <td style="text-align: right;">FY07</td> <td style="text-align: right;">3,391</td> </tr> <tr> <td>New Partial Closeout</td> <td style="text-align: right;">FY08</td> <td style="text-align: right;">1,858</td> </tr> <tr> <td>Total Partial Closeout</td> <td></td> <td style="text-align: right;">5,249</td> </tr> </table>	Date First Appropriation	FY78	(\$000)	First Cost Estimate	FY10	9,038	Current Scope			Last FY's Cost Estimate		10,648	<hr/>			Appropriation Request	FY10	2,000	Supplemental Appropriation Request		250	Transfer		0	<hr/>			Cumulative Appropriation		2,389	Expenditures / Encumbrances		2,263	Unencumbered Balance		125	<hr/>			Partial Closeout Thru	FY07	3,391	New Partial Closeout	FY08	1,858	Total Partial Closeout		5,249	<p>COORDINATION</p> <p>Civic Associations Municipalities Maryland State Highway Administration Maryland Transit Administration Washington Metropolitan Area Transit Authority Commission on Aging Commission on People with Disabilities Montgomery County Pedestrian Safety Advisory Committee Citizen Advisory Boards</p>	<p>MAP</p>
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