

MEMORANDUM

December 2, 2019

TO: Transportation and Environment (T&E) Committee

FROM: ^{GO} Glenn Orlin, Deputy Director

SUBJECT: Amendment to the FY19-24 Capital Improvements Program (CIP) and supplemental appropriation to the FY20 Capital Budget: White Flint West Workaround, \$15,910,000

PURPOSE: Worksession

Those expected to participate in the worksession include:

- Emil Wolanin, Deputy Director, Department of Transportation (DOT)
- Tim Cupples, Chief, Transportation Engineering Division, DOT
- Dan Sheridan, Transportation Engineering Division, DOT
- Alison Dollar-Sibal, Budget Analyst, Office of Management and Budget (OMB)

On November 15 the Executive requested this CIP amendment and supplemental appropriation to authorize spending for the balance of this project and recognizing that its cost has increased by \$11,425,000 (+18.2%) over the Approved CIP. The additional funds are needed due to design changes for storm drain and utility conflicts, land acquisitions, utility relocations, and related construction costs.

The major portion of the increase, about \$10.8 million, is due to a much higher cost estimate to relocate high-power electric lines and to make storm drain modifications. There are three PEPCO services in the project limits, including high voltage transmission (69kV), transmission (34kV), and distribution (13kV) lines. Each service requires a separate underground duct bank, and each duct bank has horizontal and vertical clearance requirements. The higher cost estimate for the lines only became available from PEPCO this year, and they are much higher than DOT's prior estimates. In addition, there is a \$261,000 contribution from the Pike & Rose development for a set of traffic signals at the intersection of Towne Road and Rose Avenue.

The revised project description form also reflects the fact that the estimated cost of relocating certain water and sanitary lines, will be split roughly evenly between the County and the Washington Suburban Sanitary Commission.

On November 25 the Council received a memorandum from the OMB Director noting a correction to the requested appropriation: *the amount to be authorized should be \$18,168,000, not \$15,910,000* (see below):

Cost estimate in Approved CIP:	\$62,689,000
Cost increase in this CIP amendment:	<u>\$11,425,000</u>
New total cost:	\$74,114,000
Appropriation in the Approved CIP:	\$55,946,000
<i>Appropriation needed for new total cost:</i>	<u>\$18,168,000</u>
New total cost	\$74,114,000

The funds for this request would come from WSSC (\$2,500,000), developer contributions (\$261,000), and the White Flint Special Taxing District (\$15,407,000).

The Executive notes that the White Flint Special Taxing District funding responsibility has been managed through General Fund advances. To date there have been over \$19 million in advances for this project; with this appropriation the taxing district would “owe” the General Fund about \$34.5 million. An overall financing plan for the District will be required to cover these expenditures. The Department of Finance is developing plan options, and they will be shared with the Council within the next few months.

Council staff recommends approving the CIP amendment and supplemental appropriation for \$18,168,000 as shown on ©8-12.

This report contains:

Executive’s November 15 transmittal memo	© 1-2
November 15 draft resolution, with project description form	© 3-6
OMB Director’s November 25 memo correcting the request	© 7
November 25 draft resolution, with project description form	© 8-12



OFFICE OF THE COUNTY EXECUTIVE
ROCKVILLE, MARYLAND 20850

NOV 15 PM 3:40


Marc Elrich
County Executive

RECEIVED
MONTGOMERY COUNTY
COUNCIL

MEMORANDUM

November 15, 2019

TO: Nancy Navarro, President, County Council

FROM: Marc Elrich, County Executive 

SUBJECT: Amendment to the FY19-24 Capital Improvements Program and Supplemental Appropriation #11-S20-CMCG-3 to the FY20 Capital Budget
Montgomery County Government
Department of Transportation
White Flint West Workaround (CIP No. 501506), \$15,910,000

I am recommending a supplemental appropriation to the FY20 Capital Budget and amendment to the FY19-24 Capital Improvements Program (CIP) in the amount of \$15,910,000 for the White Flint West Workaround (CIP No. 501506). This amendment will permit work on the project to progress without delay and will authorize necessary infrastructure and roadway infrastructure improvements.

This increase is needed due to design changes for storm drain and utility conflicts, land acquisitions, utility relocations and related construction costs. If this supplemental is not approved, construction costs are likely to increase, and it would not be possible to fully fund utility relocations negatively impacting the property owner's ability to implement approved development plans. The recommended amendment is consistent with the criteria for amending the CIP in that it leverages significant non-County sources, supports significant economic development initiatives, and the increase exceeds 10% over the last adopted in FY19-24 CIP.

I recommend that the County Council approve this supplemental appropriation and amendment to the FY19-24 Capital Improvements Program in the amount of \$15,910,000 and specify the source of funds as Intergovernmental, Developer Payments and White Flint Special Tax District.

The County is seeing less revenue for the Special Taxing District than expected. To date, the Department of Finance has been managing the expenditures through General Fund advances and no debt has been issued. However, as projects are progressing, an overall financing

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Nancy Navarro, President, County Council
November 15, 2019
Page two

plan will be required to cover the programmed expenditures. The Department of Finance is performing a comprehensive analysis of the district and developing financing plan options, which will be shared with County Council within the next few months.

I appreciate your prompt consideration of this action.

ME:ad

Attachment: Amendment to the FY19-24 Capital Improvement Program and Supplemental Appropriation #11-S20-CMCG-3

cc: Christopher R. Conklin, Director, Department of Transportation
Richard S. Madaleno, Director, Office of Management and Budget

Resolution: _____
Introduced: _____
Adopted: _____

COUNTY COUNCIL
FOR MONTGOMERY COUNTY, MARYLAND

By: Council President at the Request of the County Executive

SUBJECT: Amendment to the FY19-24 Capital Improvements Program and Supplemental Appropriation #11-S20-CMCG-3 to the FY20 Capital Budget
Montgomery County Government
Department of Transportation
White Flint West Workaround (CIP No. 501506), \$15,910,000

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 (CIP) 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>
White Flint West Workaround	501506	Construction	\$2,500,000	Intergovernmental
		SIU	\$261,000	Development
			\$13,149,000	Approval
				White Flint Special Tax District
		Total	\$15,910,000	

4. This increase is needed due to design changes for storm drain and utility conflicts, land acquisitions, utility relocations and related construction costs. If this supplemental is not approved, -construction costs are likely to increase, and it would not be possible to fully fund utility relocations negatively impacting the property owner's ability implement approved development plans. The recommended amendment is consistent with the criteria for amending the CIP in that it leverages significant non-County sources, supports significant economic development initiatives, and the increase exceeds 10% over the last adopted in FY19-24 CIP.

5. The County Executive recommends and amendment to the FY19-24 Capital Improvements Program and an FY20 Supplemental Appropriation in the amount of \$15,910,000 and specifies the source of funds as Intergovernmental, Developer Payments, and White Flint Special Tax District.

6. Notice of public hearing was given and a public hearing was held.

Action

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

The FY19-24 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>
White Flint West Workaround	501506	Construction SIU	\$2,500,000 \$261,000	Intergovernmental Development Approval White Flint Special Tax District
		Total	\$13,149,000 \$15,910,000	

This is a correct copy of Council Action

Selena Singleton, Clerk of the Council



White Flint West Workaround (P501506)

Category	Transportation	Date Last Modified	03/12/19
Sub-Category	Roads	Administering Agency	Transportation
Planning Area	North Bethesda-Cornell Park	Station	Final Design Stage

Total	FY15	FY16	FY17	FY18	FY19	FY20	FY21	FY22	FY23	FY24	5 Year Total
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EXPENDITURE SCHEDULE (\$000s)

Planning, Design and Supervision	7,239	1,777	891	4,871	1,279	1,802,825	2,011,085	795,000	-	-	-
Land	592	161	103	378	1,000	1,000	1,000	1,000	-	-	-
Site Improvements and Utilities	23,898	898	3,209	19,953	3,863	1,000	1,000	1,000	-	-	-
Construction	30,800	7,586	802	22,800	4,000	1,000	1,000	1,000	-	-	-
TOTAL EXPENDITURES	62,529	10,172	4,805	47,712	9,239	1,000	1,000	1,000	-	-	-

DEVELOPER PAYMENTS
ENTER GENERAL FUNDING

FUNDING SCHEDULE (\$000s)

White Flint Special Tax District	62,529	10,172	4,805	47,712	9,239	1,000	1,000	1,000	-	-	-
TOTAL FUNDING SOURCES	62,529	10,172	4,805	47,712	9,239	1,000	1,000	1,000	-	-	-

OPERATING BUDGET IMPACT (\$000s)

Maintenance	14	-	-	-	-	-	-	-	7	7	-
Energy	2	-	-	-	-	-	-	-	1	1	-
NET IMPACT	16	-	-	-	-	-	-	-	8	8	-

APPROPRIATION AND EXPENDITURE DATA (\$000s)

Appropriation FY 20 Request	2,268	Year First Appropriation	FY15
Cumulative Appropriation	53,888	Last FY's Cost Estimate	62,529
Expenditure / Encumbrances	12,414	<i>Supplemental</i>	15,910
Unencumbered Balance	41,274		

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 Woodglan Drive- new two-lane 1,200-foot roadway. 2. Main Street/Market Street (LB-1) - Old Georgetown Road (MD187) to Woodglan 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 Hoya Street (formerly 'Old' Old Georgetown Road) (M-4A), Old Georgetown Road, and Executive Boulevard, including the approaches to Old Georgetown Road and the portion of Hoya Street from the intersection realignment of Hoya Street/Old Georgetown Road/Executive Boulevard to a point just north of the intersection to provide access to new development. 5. Hoya Street (M-4A)- Monirose Parkway to the intersection of Old Georgetown Road-1,100 feet of reconstructed 4-lane roadway.

ESTIMATED SCHEDULE

1. Main Street/Market Street (B-10) - Design in FY14 through FY18, SI&U in FY17 through FY19, and construction in FY17 through FY19. 2. Main Street/Market Street (LB-1) - Design in FY14 through FY18, SI&U in FY17 through FY19, and construction in FY16 through FY19. 3. Executive Boulevard Extended (B-15) - Design in FY14 through FY18, SI&U and construction in FY17 through FY18 (Phase 1) and FY20 through FY21 (Phase 2). 4. Intersection of Hoya Street (formerly 'Old' Old Georgetown Road) (M-4A), Old Georgetown Road, and Executive Boulevard - Design in FY14 through FY18, land acquisition in FY18 and FY19, SI&U and construction in FY19 through FY22. 5. Hoya Street (M-4A) - Design in FY14 through FY18, land acquisition in FY18 through FY20, SI&U and construction in FY19 through FY22. 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

(5)

the Conference Center Parking Garage. Expenditures for these segments are in FY17 and FY18 in order to coordinate with the construction of the parking garage and minimize impacts to the surrounding community.

FISCAL NOTE

The ultimate funding source for these projects will be White Flint Special Taxing District tax revenues and related special obligation bond issues. Debt service on the special obligation bond issues will be paid solely from White Flint Special Taxing District revenues. Resolution No. 16-1570 states that "The County's goal is that the White Flint Special Taxing District special tax rate must not exceed ten percent of the total tax rate for the District, except that the rate must be sufficient to pay debt service on any bonds that are already outstanding." If White Flint Special Tax District revenues are not sufficient to fund these projects then the County will utilize advance funding and management of debt issuance or repayment in a manner to comply with the goal. A public-private partnership will be considered to expedite this project.

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

ADDED TO FISCAL NOTE

In FY20 Council approved a supplemental appropriation and amendment to add \$11,425,000 (\$261,000 in Developer Payments, \$2,500,000 in Intergovernmental, and \$8,664,000 in White Flint Special Tax District), and fully appropriated the project.



OFFICE OF MANAGEMENT AND BUDGET

Marc Elrich
County Executive

Richard S. Madaleno
Director

MEMORANDUM

November 25, 2019

TO: Nancy Navarro, President, County Council

FROM: Richard S. Madaleno, Director *RSM*

SUBJECT: Technical Adjustment to the Amendment to the FY19-24 Capital Improvements Program and Supplemental Appropriation #11-S20-CMCG-3 to the FY20 Capital Budget
Montgomery County Government
Department of Transportation
White Flint West Workaround (CIP No. 501506), ~~\$2,258,000~~ ^{\$18,168,000}

The Amendment to the FY19-24 Capital Improvements program and Supplemental Appropriation for the White Flint West Workaround needs a technical adjustment. An additional \$2,258,000 in appropriation is needed to fully appropriate the project.

It is important to note that this adjustment does not increase the total project cost. The total project increase remains at \$11,425,000 and the total appropriation request is now \$18,168,000.

This technical adjustment will permit work on the project to progress without delay and will authorize necessary infrastructure and roadway infrastructure improvements. I recommend that the County Council approve the additional appropriation request.

I appreciate your prompt consideration of this action.

RSM:ad

c: Christopher R. Conklin, Director, Department of Transportation

7

Office of the Director

101 Monroe Street, 14th Floor • Rockville, Maryland 20850 • 240-777-2800
www.montgomerycountymd.gov/omb

Resolution: _____
Introduced: _____
Adopted: _____

COUNTY COUNCIL
FOR MONTGOMERY COUNTY, MARYLAND

By: Council President at the Request of the County Executive

SUBJECT: Amendment to the FY19-24 Capital Improvements Program and Supplemental Appropriation #11-S20-CMCG-3 to the FY20 Capital Budget
Montgomery County Government
Department of Transportation
White Flint West Workaround (CIP No. 501506), \$18,168,000

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 (CIP) 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>
White Flint West Workaround	501506	Construction	\$2,500,000	Intergovernmental
		SIU	\$261,000	Development Approval
			\$15,407,000	White Flint Special Tax District
		Total	\$18,168,000	

4. This increase is needed due to design changes for storm drain and utility conflicts, land acquisitions, utility relocations and related construction costs. If this supplemental is not approved, -construction costs are likely to increase, and it would not be possible to fully fund utility relocations negatively impacting the property owner's ability implement approved development plans. The recommended amendment is consistent with the criteria for amending the CIP in that it leverages significant non-County sources, supports significant economic development initiatives, and the increase exceeds 10% over the last adopted in FY19-24 CIP.

5. The County Executive recommends and amendment to the FY19-24 Capital Improvements Program and an FY20 Supplemental Appropriation in the amount of \$18,168,000 and specifies the source of funds as Intergovernmental, Developer Payments, and White Flint Special Tax District.

6. Notice of public hearing was given and a public hearing was held.

Action

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

The FY19-24 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>
White Flint West Workaround	501506	Construction SIU	\$2,500,000 \$261,000	Intergovernmental Development Approval
			\$15,407,000	White Flint Special Tax District
		Total	\$18,168,000	

This is a correct copy of Council Action

~~Mary Anne Paradise~~, Acting Clerk of the Council

Selen a Mendy Singleton

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White Flint West Workaround (P501506)

Category	Transportation	Date Last Modified	03/12/19
SubCategory	Roads	Administering Agency	Transportation
Planning Area	North Bethesda-Garrett Park	Status	Final Design Stage

EXPENDITURE SCHEDULE (\$000s)

Cost Elements	Total	Thru FY18	Rem-FY18	Total 6 Years	FY 19	FY 20	FY 21	FY 22	FY 23	FY 24	Beyond 6 Years
Planning, Design and Supervision	5615 2,209	1,777	-604	6828 4,274	1977 1,278	2460 2,028	1608 4,066	793 500	-	-	-
Land	931 502	111	409	820 378	257 148	431 232	601 62	62	-	-	-
Site Improvements and Utilities	10224 23,868	696	9,209	9528 19,063	2,863	8,000	6,800	500	-	-	-
Construction	54344 30,690	7,588	-902	22,500 46,736	3918 4,000	380 10,089	4876 8,998	4230 7,602	-	-	-
TOTAL EXPENDITURES	62,889 74,114	10,172	4,805	47,712 63,942	9,288 6,164	19,956 13,855	15,468 27,831	3,000 16,589	-	-	-

FUNDING SCHEDULE (\$000s)

Funding Source	Total	Thru FY18	Rem-FY18	Total 6 Years	FY 19	FY 20	FY 21	FY 22	FY 23	FY 24	Beyond 6 Years
White Flint Special Tax District	71253 62,889	10,172	4,805	61181 47,742	6164 9,288	13358 19,956	27831 15,468	13828 3,000	-	-	-
TOTAL FUNDING SOURCES	62,889 74,114	10,172	4,805	47,742 63,942	9,288 6,164	19,956 13,855	15,468 27,831	3,000 16,589	-	-	-
Developer Payments	261	0	-	261	0	0	0	261	-	-	-
Intergovernmental	2500	0	-	2500	0	0	0	2500	-	-	-

OPERATING BUDGET IMPACT (\$000s)

Impact Type	Total 6 Years	FY 19	FY 20	FY 21	FY 22	FY 23	FY 24
Maintenance	14	-	-	-	-	7	7
Energy	2	-	-	-	-	1	1
NET IMPACT	16	-	-	-	-	8	8

APPROPRIATION AND EXPENDITURE DATA (\$000s)

Appropriation FY 20 Request	2,258	Year First Appropriation	FY15
Cumulative Appropriation	53,688	Last FY's Cost Estimate	62,689
Expenditure / Encumbrances	12,414	Supplemental Appropriation	18,168
Unencumbered Balance	41,274		

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.

COST CHANGE

Reflects increased cost of \$11,425,000 due to higher costs associated with storm drain and utility conflicts, land acquisition, utility relocations, and related construction costs.

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} Hoya Street (formerly 'Old' ^{Hoya Street} Old Georgetown Road) (M-4A), Old Georgetown Road, and Executive Boulevard, including the approaches to Old Georgetown Road and the portion of ^{Towne Road} Hoya Street from the intersection realignment of ^{Towne Road} Hoya Street/Old Georgetown Road/Executive Boulevard to a point just north of the intersection to provide access to new development. 5. ^{Towne Road} Hoya Street (M-4A)- Montrose Parkway to the intersection of Old Georgetown Road-1,100 feet of reconstructed 4-lane roadway.

ESTIMATED SCHEDULE

1. Main Street/Market Street (B-10) - Design in FY14 through FY18, SI&U in FY17 through FY19, and construction in FY17 through FY19. 2. Main Street/Market Street (LB-1) - Design in FY14 through FY18, SI&U in FY17 through FY19, and construction in FY16 through FY19. 3. Executive Boulevard Extended (B-15) - Design in FY14 through FY18, SI&U and construction in FY17 through FY18 (Phase 1) and FY20 through FY21(Phase 2). 4. Intersection of ^{Towne Road} Hoya Street (formerly 'Old' ^{Hoya Street} Old Georgetown Road) (M-4A), Old Georgetown Road, and Executive Boulevard - Design in FY14 through FY18, land acquisition in FY18 and FY19, SI&U and construction in FY19 through FY22. 5. ^{Towne Road} Hoya Street (M-4A) - Design in FY14 through FY18, land acquisition in FY18 through FY20, SI&U and construction in FY19 through FY22. 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. Resolution No. 16-1570 states that "The County's goal is that the White Flint Special Taxing District special tax rate must not exceed ten percent of the total tax rate for the District, except that the rate must be sufficient to pay debt service on any bonds that are already outstanding." If White Flint Special Tax District revenues are not sufficient to fund these projects then the County will utilize advance funding and management of debt issuance or repayment in a manner to comply with the goal. A public-private partnership will be considered to expedite this project.

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

12