
A G E N D A I T E M S U M M A R Y**Reference No:** CR-65-1990**Draft No.:** 1**P r i n c e G e o r g e ' s****Meeting Date:** 7/31/90**C o u n t y C o u n c i l****Requestor:** CO. EXEC.

Item Title: A resolution to authorize the transfer of
Maryland Department of Transportation Bond
proceeds between approved capital projects

Sponsors C B WI CA

Date Presented ___/___/___ **Executive Action** ___/___/___ ___
Committee Referral (1) 6/26/90 F&P **Effective Date** ___/___/___
Committee Action (1) 7/10/90 FAV
Date Introduced 6/26/90
Pub. Hearing Date () ___/___/___ __:___

Council Action (1) 7/31/90 Adopted
Council Votes B_: A_, CA: A_, C_: A_, CI: __, MC: A_, M_: A_,
 P_: A_, W_: A_, WI: A_, __: __, __: __, __: __
Pass/Fail P

Remarks _____

Drafter: Steve Kaplan **Resource** Bill Blazak
OMB **Personnel:** DPW&T

LEGISLATIVE HISTORYCOMMITTEE-OF-THE-WHOLE REPORT

DATE: 7/10/90

Committee Vote: Favorable, 3-0 (In favor: Council Members Bell, Casula
and MacKinnon)

A resolution that would transfer M-DOT funds in the amount of \$450,000 from Sweitzer Lane to Addison Road. The funding transfer will be used to initiate design for the Addison Road project. A letter has been sent to the State Department of Transportation for their approval of the County's intention to transfer funds between these two approved transportation projects. The Director of Finance has certified in writing that the amount of \$450,000 is available in Sweitzer Lane for transfer to Addison Road.

The Office of Law and the Legislative Officer have certified in writing to the legal sufficiency of this resolution.

There should not be any negative fiscal impact on the County as a result of adopting CR-65-1990.

BACKGROUND INFORMATION/FISCAL IMPACT

(Includes reason for proposal, as well as any unique statutory requirements)

CB-100-1986 authorized the County to participate in the 1986 Maryland Department of Transportation general obligation bond sale. That sale included Sweitzer Lane in the amount of \$1,400,000.

Funding will shortly be needed to proceed with the design phase of Addison Road. Excess funds are available from the proceeds of the 1986 Maryland Department of Transportation bond sale in the Sweitzer Lane project. These funds can be transferred to the Addison Road project upon authorization by the County Council.