

#1 - County Government CIP amendments and Capital Budget: this resolution requires 6 affirmative votes.

Resolution No:	<u>17-140</u>
Introduced:	<u>May 26, 2011</u>
Adopted:	<u>May 26, 2011</u>

**COUNTY COUNCIL
FOR MONTGOMERY COUNTY, MARYLAND**

By: County Council

SUBJECT: Approval of Amendments to the Approved FY 2011-2016 Capital Improvements Program, and Approval of and Appropriation for the FY 2012 Capital Budget of the Montgomery County Government

Background

1. Section 302 of the County Charter requires the County Executive to send to the County Council by January 15 in each even-numbered calendar year a 6-year Capital Improvements Program (CIP), which the Executive did on January 15, 2010 for the 6-year period FY 2011-2016. Section 302 requires the affirmative vote of at least 5 Councilmembers to approve or modify the Executive's Recommended CIP. On May 27, 2010, the Council approved a CIP for FY 2011-2016 in Resolution 16-1364. After the Council approves a CIP, Section 302 permits the Council to amend it at any time with the affirmative vote of at least 6 Councilmembers.
2. Section 303 of the Charter requires the Executive to send to the Council by January 15 in each year a Recommended Capital Budget, which the Executive did on January 14, 2011 for FY 2012. The Executive also sent several recommended amendments to the Approved CIP for FY 2011-2016.
3. On March 15, 2011 the Executive sent to the Council several additional recommended amendments to the Approved CIP for FY 2011-2016 and associated FY 2012 Capital Budget recommendations for County Government projects. Councilmembers proposed CIP amendments and associated capital budget amendments for County Government projects as well.
4. On April 12, 2011 the Executive sent to the Council three additional recommended amendments to the Approved CIP for FY 2011-2016 and associated FY 2012 Capital Budget recommendations for County Government projects. Councilmembers proposed a CIP amendment and an associated capital budget amendment for a County Government project as well.

5. As required by Section 304 of the Charter, the Council held a public hearing on February 8 and April 5, 6, and 7, and May 3, 2011 on the FY 2012 Recommended Capital Budget and on amendments requested to the Approved CIP for FY 2011-2016.

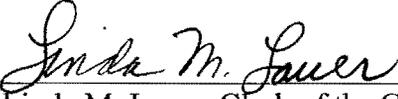
Action

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

1. For FY 2012, the Council approves the Capital Budget and appropriates the amounts by project which are shown in Part I. The expenditure of funds for each item in the Capital Budget must comply with all restrictions and requirements in the project description form for that item, as the form is contained in the Approved CIP as amended by this resolution, and as the CIP is amended by the Council under Charter Section 302 after this resolution is adopted.
2. The Council reappropriates the appropriations made in prior years for all capital projects:
 - a) except as specifically reflected elsewhere in this resolution;
 - b) in the amounts and for the purposes specified in the approved CIP for FY 2011-2016; and
 - c) to the extent that those appropriations are not expended or encumbered.
3. The Council approves those projects shown in Part II as amendments to the Approved FY 2011-2016 CIP.
4. The Council approves the close out of the projects in Part III.
5. The Council approves the partial close out of the projects in Part IV.
6. For FY 2012, when the County Government decides that it will apply for a grant or respond to a granting agency on how it would spend a formula-awarded grant, the Chief Administrative Officer or his designee must notify the Council Staff Director in writing of the name and purpose of the grant, the amount being requested or the formula-driven award amount, the name of the agency the application is directed to, the term of the grant, and the name of the department or departments that seek to receive the grant award. This requirement applies when any of the following conditions are met:
 - the application is for a new grant of more than \$200,000 or formula-driven award of more than \$200,000 for a new program; or,
 - the grant or award would require the appropriation of new tax-supported funds in the current or any future fiscal year; or,
 - the grant application or proposal to spend formula-driven funds will create a new position in County Government.

Upon request, the Chief Administrative Officer or his designee must send a copy of the grant application or description of the proposed use of a formula-driven award to the Council Staff Director within 3 working days after submitting it to the funding agency.

This is a correct copy of Council action.



Linda M. Lauer, Clerk of the Council

PART I: FY 2012 CAPITAL BUDGET FOR MONTGOMERY COUNTY GOVERNMENT

The appropriations for FY 2012 in this Part are made to implement the projects in the Capital Improvements Program for FY 2011-2016.

Project #	Project Name	FY12 Appropriation	Cumulative Appropriation	Total Appropriation
361205	1301 Piccard Loading Dock	648,000	0	648,000
471200	2nd District Police Station	120,000	0	120,000
470302	3rd District Police Station	1,488,000	24,067,000	25,555,000
500705	401 Hungerford Drive Garage	46,000	5,362,000	5,408,000
470301	6th District Police Station	1,406,000	20,261,000	21,667,000
509325	ADA Compliance: Transportation	1,495,000	1,634,000	3,129,000
509399	Advanced Transportation Management System	1,625,000	42,024,000	43,649,000
760100	Affordable Housing Acquisition and Preservation	15,000,000	67,500,000	82,500,000
788911	Ag Land Pres Easements	3,389,000	15,585,000	18,974,000
361107	Americans with Disabilities Act (ADA): Compliance	2,500,000	1,000,000	3,500,000
470400	Animal Shelter	3,369,000	20,326,000	23,695,000
507596	Annual Bikeway Program	550,000	628,000	1,178,000
506747	Annual Sidewalk Program	2,350,000	3,136,000	5,486,000
508728	Asbestos Abatement: MCG	100,000	163,000	263,000
500929	Bethesda Metro Station South Entrance	10,000,000	6,100,000	16,100,000
509132	Bridge Design	605,000	10,857,000	11,462,000
760900	Burtonsville Community Revitalization	1,080,000	1,405,000	2,485,000
507658	Bus Stop Improvements	2,000,000	2,935,000	4,935,000
767820	CDBG Capital Appropriation	1,328,000	1,890,000	3,218,000
501115	Century Boulevard	569,000	12,743,000	13,312,000
500719	Chapman Avenue Extended	4,663,000	8,265,000	12,928,000
649187	Child Care in Schools	739,000	3,388,000	4,127,000
720601	Cost Sharing: MCG	425,000	15,264,000	15,689,000
421100	Criminal Justice Complex	517,000	4,528,000	5,045,000
710703	Davis Library Renovation	-1,714,000	1,714,000	0
641106	Dennis Avenue Health Center	290,000	1,952,000	2,242,000
421101	DOCR Staff Training Center	115,000	421,000	536,000
509923	Elevator Modernization	1,000,000	6,654,000	7,654,000
507834	Energy Conservation: MCG	225,000	422,000	647,000
500918	Environmental Compliance: MCG	2,000,000	4,260,000	6,260,000
361200	EOB & Judicial Center Traffic Circle Repair	400,000	0	400,000
500933	Equipment Maintenance and Operations Center (EMOC)	5,229,000	129,181,000	134,410,000

Project #	Project Name	FY12 Appropriation	Cumulative Appropriation	Total Appropriation
500152	Facilities Site Selection: MCG	25,000	244,000	269,000
769375	Facility Planning: HCD	110,000	2,935,000	3,045,000
508768	Facility Planning: MCG	325,000	7,675,000	8,000,000
509525	Facility Planning: Parking	225,000	3,088,000	3,313,000
809319	Facility Planning: SM	1,200,000	7,362,000	8,562,000
508180	Facility Planning: Storm Drains	215,000	3,988,000	4,203,000
509337	Facility Planning-Transportation	3,003,000	37,624,000	40,627,000
509651	Fibernet	2,140,000	37,008,000	39,148,000
450302	Fire Stations: Life Safety Systems	320,000	2,577,000	2,897,000
450700	FS Emergency Power System Upgrade	750,000	4,000,000	4,750,000
361112	Fuel Management	1,125,000	1,362,000	2,487,000
710300	Gaithersburg Library Renovation	1,659,000	23,660,000	25,319,000
450900	Glenmont FS 18 Replacement	9,406,000	1,661,000	11,067,000
501107	Goshen Road South	2,000,000	2,560,000	4,560,000
500506	Greentree Road Sidewalk	200,000	3,286,000	3,486,000
508113	Guardrail Projects	180,000	237,000	417,000
640902	High School Wellness Center	204,000	1,938,000	2,142,000
458756	HVAC/Elec Replacement: Fire Stns	410,000	1,492,000	1,902,000
508941	HVAC/Elec Replacement: MCG	1,200,000	1,393,000	2,593,000
361102	Indoor Air Quality Improvement	165,000	501,000	666,000
340200	Integrated Justice Information System	1,955,000	13,367,000	15,322,000
507017	Intersection and Spot Improvements	1,160,000	2,130,000	3,290,000
100300	Judicial Center Annex	921,000	133,992,000	134,913,000
509970	Life Safety Systems: MCG	575,000	3,113,000	3,688,000
500718	MacArthur Blvd Bikeway Improvements	7,110,000	1,600,000	8,710,000
501100	Maple Avenue Storm Drain & Roadway Improvements	1,340,000	280,000	1,620,000
361109	MCPS & M-NCPPC Maintenance Facilities Relocation	4,447,000	0	4,447,000
361111	MCPS Food Distribution Facility Relocation	29,179,000	0	29,179,000
807359	Misc Stream Valley Improvements	1,395,000	3,858,000	5,253,000
360902	Montgomery County Radio Shop Relocation	646,000	7,335,000	7,981,000
500714	Montgomery Mall Transit Center	-1,269,000	1,319,000	50,000
500717	Montrose Parkway East	3,591,000	9,304,000	12,895,000
720921	Neighborhood Recreation Center Construction	-500,000	500,000	0
509523	Neighborhood Traffic Calming	310,000	501,000	811,000
720100	North Bethesda Community Recreation Center	-1,536,000	1,536,000	0
361113	Old Blair Auditorium Reuse	1,200,000	0	1,200,000

Project #	Project Name	FY12 Appropriation	Cumulative Appropriation	Total Appropriation
710301	Olney Library Renovation and Addition	1,200,000	11,674,000	12,874,000
470701	Outdoor Firearms Training Center	1,117,000	2,392,000	3,509,000
509948	Outfall Repairs	426,000	4,079,000	4,505,000
500333	Pedestrian Safety Program	1,400,000	5,075,000	6,475,000
501106	Permanent Patching: Residential/Rural Roads	3,000,000	3,000,000	6,000,000
508255	Pkg Beth Fac Renovations	655,000	4,163,000	4,818,000
508250	Pkg Sil Spg Fac Renovations	-11,413,000	24,261,000	12,848,000
509709	Pkg Wheaton Fac Renovations	112,000	635,000	747,000
509514	Planned Lifecycle Asset Replacement: MCG	750,000	951,000	1,701,000
501200	Platt Ridge Drive Extended	380,000	0	380,000
720905	Plum Gar Neighborhood Recreation Center	1,026,000	7,434,000	8,460,000
340901	Public Safety System Modernization	12,670,000	25,029,000	37,699,000
720917	Recreation Facility Modernization	100,000	100,000	200,000
500727	Red Brick Courthouse Structural Repairs	1,341,000	629,000	1,970,000
500914	Residential and Rural Road Rehabilitation	5,400,000	6,997,000	12,397,000
500720	Resurfacing Park Roads and Bridge Improvements	600,000	2,760,000	3,360,000
509914	Resurfacing Parking Lots: MCG	525,000	4,430,000	4,955,000
500511	Resurfacing: Residential/Rural Roads	534,000	39,076,000	39,610,000
508527	Resurfacing: Primary/Arterial	7,500,000	7,720,000	15,220,000
500821	Ride On Bus Fleet	1,018,000	46,837,000	47,855,000
458629	Roof Replacement: Fire Stations	74,000	870,000	944,000
508331	Roof Replacement: MCG	2,000,000	1,879,000	3,879,000
640400	School Based Health & Linkages to Learning Centers	6,266,000	8,119,000	14,385,000
720916	Scotland Neighborhood Recreation Center	1,431,000	6,567,000	7,998,000
508182	Sidewalk & Infrastructure Revitalization	6,300,000	7,371,000	13,671,000
710302	Silver Spring Library	3,060,000	56,590,000	59,650,000
501111	Silver Spring Lot 3 Parking Garage	90,000	0	90,000
509974	Silver Spring Transit Center	3,250,000	95,596,000	98,846,000
800700	SM Facility Major Structural Repair	1,350,000	4,300,000	5,650,000
800900	SM Retrofit - Government Facilities	4,900,000	4,657,000	9,557,000
808726	SM Retrofit: Countywide	2,425,000	5,625,000	8,050,000
501109	Snouffer School Road	550,000	1,549,000	2,099,000
500722	State Transportation Participation	6,477,000	74,575,000	81,052,000
500700	Street Tree Preservation	1,350,000	5,050,000	6,400,000
500512	Streetlight Enhancements-CBD/Town Center	250,000	1,720,000	1,970,000
507055	Streetlighting	750,000	1,422,000	2,172,000

Project #	Project Name	FY12 Appropriation	Cumulative Appropriation	Total Appropriation
501208	Stringtown Road	900,000	0	900,000
150701	Technology Modernization -- MCG	5,308,000	75,671,000	80,979,000
500704	Traffic Signal System Modernization	8,000,000	17,125,000	25,125,000
507154	Traffic Signals	4,225,000	6,072,000	10,297,000
500534	Transit Park and Ride Lot Renovations	620,000	654,000	1,274,000
509036	Transportation Improvements For Schools	200,000	529,000	729,000
450504	Travilah Fire Station	1,286,000	14,622,000	15,908,000
500101	Travilah Road	567,000	12,722,000	13,289,000
151201	Universities at Shady Grove Health Building	100,000	0	100,000
809342	Watershed Restoration - Interagency	175,000	4,243,000	4,418,000
720800	Wheaton Community Recreation Center - Rafferty	-423,000	985,000	562,000
361202	Wheaton Library and Community Recreation Center	250,000	0	250,000
150401	Wheaton Redevelopment Program	2,161,000	6,769,000	8,930,000
501204	White Flint District East: Transportation	2,200,000	0	2,200,000
501116	White Flint District West: Transportation	2,050,000	385,000	2,435,000
151200	White Flint Redevelopment Program	1,710,000	0	1,710,000
501202	White Flint Traffic Analysis and Mitigation	459,000	0	459,000
Total - Montgomery County Government		237,595,000	1,350,000,000	1,587,595,000

** In addition to the appropriation shown for this project, any actual revolving loan repayments received from the prior year are appropriated.*

Project #	Project Name	FY12 Appropriation
M-NCPPC Projects:		
998798	Acquisition: Non-Local Parks	135,000
018710	Legacy Open Space	2,325,000
The County contribution to Acquisition: Non-Local Parks and Legacy Open Space includes:		
998798	Acquisition: Non Local Parks - County Current Revenue - General	135,000
018710	Legacy Open Space - County Current Revenue	75,000
018710	Legacy Open Space-County G.O. Bonds	100,000

The County will contribute the following additional amounts for non-local park development and stormwater management facility maintenance:

1.	County G.O. Bonds	8,029,000
2.	County Current Revenue - General	1,838,000

Correction of FY11 Resolution No. 16-1367

- 1. The County will contribute \$100,000 in County G.O.Bonds to the Legacy Open Space project for Personnel Costs.*

PART II: REVISED PROJECTS

The projects described in this section were revised from, or were not included among, the projects approved by the County Council as they appeared in the Approved FY 2011 - 2016 Capital Improvements Program (CIP) as of May 27, 2010. These projects are approved.

1301 Piccard Loading Dock -- No. 361205

Category
Subcategory
Administering Agency
Planning Area

General Government
County Offices and Other Improvements
General Services
Rockville

Date Last Modified
Required Adequate Public Facility
Relocation Impact
Status

January 06, 2011
No
None.
Planning Stage

EXPENDITURE SCHEDULE (\$000)

Cost Element	Total	Thru FY10	Rem. FY10	Total 6 Years	FY11	FY12	FY13	FY14	FY15	FY16	Beyond 6 Years
Planning, Design, and Supervision	50	0	0	50	0	50	0	0	0	0	0
Land	0	0	0	0	0	0	0	0	0	0	0
Site Improvements and Utilities	100	0	0	100	0	100	0	0	0	0	0
Construction	498	0	0	498	0	498	0	0	0	0	0
Other	0	0	0	0	0	0	0	0	0	0	0
Total	648	0	0	648	0	648	0	0	0	0	0

FUNDING SCHEDULE (\$000)

G.O. Bonds	648	0	0	648	0	648	0	0	0	0	0
Total	648	0	0	648	0	648	0	0	0	0	0

DESCRIPTION

1301 Piccard Drive, a Health and Human Services facility, experiences heavy flooding in the parking lot/ loading dock areas during rain events. The problem is extensive in nature and has resulted in deterioration of parking surfaces and adjacent building structures. During flooding, water levels can reach up to 3 or 4 feet in the loading dock area causing safety concerns. Remedial actions will need to be implemented to resolve the flooding at the loading dock. The actions include providing an adequate outfall for the existing storm drain system, increasing the pumping capacity for the loading dock drains, installing sediment filtering measures, and new inlets to prevent and minimize future sediment build-up within the storm drain system(s).

ESTIMATED SCHEDULE

Estimated schedule for completion of the project is 180 days for design phase and 180 days for construction.

JUSTIFICATION

This drainage issue has been an on-going problem for Division of Facilities Management which is now causing building and parking lot deterioration. A Concept Study and Cost Budget Estimate, dated November 4, 2010, was prepared by Smislova, Kehnemui & Associates and forms the basis of this project request. The study concludes that existing drainage has been determined to be undersized and will require major redesign and construction of the parking/loading dock areas to properly drain storm water runoff. The design phase will need to take into consideration existing storm drain infrastructure and adjacent stream and watershed areas. Life safety is also a concern when the water level can rise to around 4 feet and at this level comes close to an existing electrical transformer.

OTHER DISCLOSURES

- A pedestrian impact analysis will be performed during design or is in progress.

APPROPRIATION AND EXPENDITURE DATA	COORDINATION	MAP												
<table border="1"> <tr> <td>Date First Appropriation</td> <td>FY12</td> <td>(\$000)</td> </tr> <tr> <td>First Cost Estimate</td> <td></td> <td></td> </tr> <tr> <td>Current Scope</td> <td>FY12</td> <td>648</td> </tr> <tr> <td>Last FY's Cost Estimate</td> <td></td> <td>0</td> </tr> </table>	Date First Appropriation	FY12	(\$000)	First Cost Estimate			Current Scope	FY12	648	Last FY's Cost Estimate		0	Department General Services Health Human Services Department of Permitting Services	
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First Cost Estimate														
Current Scope	FY12	648												
Last FY's Cost Estimate		0												
<table border="1"> <tr> <td>Appropriation Request</td> <td>FY12</td> <td>648</td> </tr> <tr> <td>Supplemental Appropriation Request</td> <td></td> <td>0</td> </tr> <tr> <td>Transfer</td> <td></td> <td>0</td> </tr> </table>	Appropriation Request	FY12	648	Supplemental Appropriation Request		0	Transfer		0					
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<table border="1"> <tr> <td>Cumulative Appropriation</td> <td></td> <td>0</td> </tr> <tr> <td>Expenditures / Encumbrances</td> <td></td> <td>0</td> </tr> <tr> <td>Unencumbered Balance</td> <td></td> <td>0</td> </tr> </table>	Cumulative Appropriation		0	Expenditures / Encumbrances		0	Unencumbered Balance		0					
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<table border="1"> <tr> <td>Partial Closeout Thru</td> <td>FY09</td> <td>0</td> </tr> <tr> <td>New Partial Closeout</td> <td>FY10</td> <td>0</td> </tr> <tr> <td>Total Partial Closeout</td> <td></td> <td>0</td> </tr> </table>	Partial Closeout Thru	FY09	0	New Partial Closeout	FY10	0	Total Partial Closeout		0					
Partial Closeout Thru	FY09	0												
New Partial Closeout	FY10	0												
Total Partial Closeout		0												

EOB & Judicial Center Traffic Circle Repair -- No. 361200

Category
Subcategory
Administering Agency
Planning Area

General Government
County Offices and Other Improvements
General Services
Rockville

Date Last Modified
Required Adequate Public Facility
Relocation Impact
Status

January 07, 2011
No
None.
Planning Stage

EXPENDITURE SCHEDULE (\$000)

Cost Element	Total	Thru FY10	Rem. FY10	Total 6 Years	FY11	FY12	FY13	FY14	FY15	FY16	Beyond 6 Years
Planning, Design, and Supervision	60	0	0	60	0	60	0	0	0	0	0
Land	0	0	0	0	0	0	0	0	0	0	0
Site Improvements and Utilities	0	0	0	0	0	0	0	0	0	0	0
Construction	266	0	0	266	0	266	0	0	0	0	0
Other	74	0	0	74	0	74	0	0	0	0	0
Total	400	0	0	400	0	400	0	0	0	0	0

FUNDING SCHEDULE (\$000)

G.O. Bonds	400	0	0	400	0	400	0	0	0	0	0
Total	400	0	0	400	0	400	0	0	0	0	0

DESCRIPTION

The traffic circle is located in front of the Executive Office Building and Judicial Center. The circle requires immediate repairs due to continual deterioration which is causing water infiltration into the EOB/Judicial Center Loading dock below. This first phase of what is a two phase project will address the failed expansion joint seals within Monroe Street. Phase I of the project, Monroe Street Expansion Joint Seal Replacement, will include the following; work to include selective structural road deck concrete patching and placement of a smoke and fire blanket beneath the joint seal. Phase II; Plaza renovation to include selected demolition and removal of plaza surfacing, asphalt topping, landscaping and concrete topping followed by reconstruction of wearing surface and landscaping will be programmed after the completion of Phase I and when Montgomery County's extent of financial responsibility has been established.

ESTIMATED SCHEDULE

Phase I immediate repairs are estimated to take 60 days for design and 180 days for construction and are scheduled to be completed in FY12. Phase II long term repairs are estimated to take 180 days for design and 360 days for construction.

JUSTIFICATION

The circle has been deteriorating and now is at a point that immediate repairs are needed due to life safety and structural concerns resulting from cracks in the roof deck and various openings in failed expansion joints. Extensive water infiltration in the loading dock servicing the EOB, JC and neighboring stores is occurring at an increasing rate due to failure of expansion joints in the traffic circle. Water infiltration is also causing parts of the concrete roof deck to fail resulting in concrete chunks falling onto the loading dock below. Continual water damage to the loading dock will result in higher repair costs in the future if this problem is not taken care of immediately.

A Structural Engineering and Condition Evaluation Study, dated April 7, 2010, was prepared by Smislova, Kehnemui & Associates and forms the basis of this project request. The study concludes that the plaza structure and envelope is in poor condition with specific components undergoing severe physical distress. Study recommendations are; Phase I, that a plaza repair program is performed on a prioritized basis starting with replacement of the deficient expansion joint seal located in the middle of Monroe Street and installing a smoke and fire blanket beneath the joint; Phase II, plaza resurfacing, waterproofing, and planter and structural deck repairs.

FISCAL NOTE

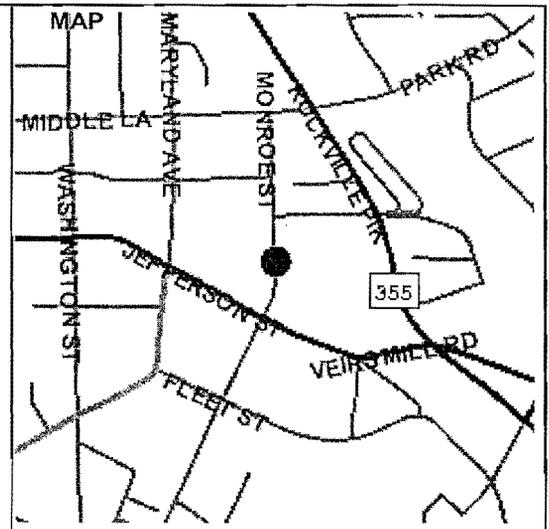
The traffic circle on Monroe Street is owned by multiple parties including Montgomery County, The City of Rockville, and private owners. A title search will need to be completed to determine the extent of Montgomery County's financial responsibility for the Phase II repairs.

OTHER DISCLOSURES

- A pedestrian impact analysis will be performed during design or is in progress.

APPROPRIATION AND EXPENDITURE DATA		
Date First Appropriation	FY12	(\$000)
First Cost Estimate		
Current Scope	FY12	400
Last FY's Cost Estimate		0
Appropriation Request	FY12	400
Supplemental Appropriation Request		0
Transfer		0
Cumulative Appropriation		0
Expenditures / Encumbrances		0
Unencumbered Balance		0
Partial Closeout Thru	FY09	0
New Partial Closeout	FY10	0
Total Partial Closeout		0

COORDINATION
Department of General Services
City of Rockville
Adjacent Property Owners



Montgomery County Government Complex -- No. 360901

Category
Subcategory
Administering Agency
Planning Area

General Government
County Offices and Other Improvements
General Services
Rockville

Date Last Modified
Required Adequate Public Facility
Relocation Impact
Status

April 15, 2011
No
None.
Preliminary Design Stage

EXPENDITURE SCHEDULE (\$000)

Cost Element	Total	Thru FY10	Rem. FY10	Total 6 Years	FY11	FY12	FY13	FY14	FY15	FY16	Beyond 6 Years
Planning, Design, and Supervision	4,613	781	2,832	1,000	0	500	500	0	0	0	0
Land	0	0	0	0	0	0	0	0	0	0	0
Site Improvements and Utilities	0	0	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0	0
Other	1	1	0	0	0	0	0	0	0	0	0
Total	4,614	782	2,832	1,000	0	500	500	0	0	0	0

FUNDING SCHEDULE (\$000)

G.O. Bonds	4,614	782	2,832	1,000	0	500	500	0	0	0	0
Total	4,614	782	2,832	1,000	0	500	500	0	0	0	0

DESCRIPTION

This project provides for the planning and design, to the end of the design development phase, of three components identified in the Government Core Facilities Optimization Master Plan Study: the new Council Office Building (COB), the COB garage addition, and a new pedestrian bridge. The Judicial Center Annex and Judicial Center renovation included in the Government Core Plan are being provided through CIP Project No. 100300, Judicial Center Annex. Other components of the Government Core Facilities Optimization Master Plan Study include the Executive Office Building, Red Brick Courthouse, Grey Courthouse, Grey Courthouse Annex, and Jury Parking Lot may be added to this project in future years.

The existing COB will be replaced by a new building that will be located adjacent to the Executive Office Building. The new COB will accommodate the existing COB occupants, projected COB occupant growth to year 2025, and approximately 77,000 gross square feet of additional space. The additional space will be used for consolidation of County departments currently located in leased facilities or the feasibility of relocating other County agencies will also be considered. The existing COB garage will be expanded by three floors to accommodate the parking requirements for the Judicial Center Annex and the new COB. The pedestrian bridge will cross Jefferson Street to connect the COB garage and the new COB, increasing pedestrian safety.

JUSTIFICATION

The Government Core Facilities Optimization Master Plan Study (funded under CIP Project No. 500721) analyzed short and long-term growth needs, speed and ease of implementation, cost effectiveness, creation of a suitable government complex, as well as improvement of government services and accessibility. The Government Core Facilities Optimization Master Plan Study recommended construction of a new COB, COB garage addition, and a Judicial Center Annex to meet the year 2025 growth requirements.

The Executive Office Building, COB, and COB garage are aged and in need of either renovation or major system replacement. There is also a need for space to consolidate government functions and provide future growth. Replacement and renovation of these facilities requires comprehensive planning and phasing.

Plans and Studies: Government Core Optimization Master Plan Study (February 2008, Matrix Settles/Staubach).

FISCAL NOTE

Shift \$500,000 in GO Bonds from each of FY11 and FY12 to FY12 and FY13. Construction cost estimates will be determined during the design development phase. The total estimated cost is between \$152 million and \$188 million, depending on whether a portion of the new COB is used solely for lease consolidation space or includes relocation of the other County agencies.

OTHER DISCLOSURES

- A pedestrian impact analysis has been completed for this project.
- Land acquisition will be funded initially through ALARF, and then reimbursed by a future appropriation from this project. The total cost of this project will increase when land expenditures are programmed.

APPROPRIATION AND EXPENDITURE DATA	COORDINATION	MAP
Date First Appropriation	County Council	
First Cost Estimate	Office of Legislative Oversight	
Current Scope	Office of the People's Counsel	
Last FY's Cost Estimate	Merit System Protection Board	
Appropriation Request	Office of Zoning and Administrative Hearings	
Supplemental Appropriation Request	Board of Appeals	
Transfer	Department of Technology Services	
Cumulative Appropriation	Department of Housing and Community Affairs	
Expenditures / Encumbrances	Office of Consumer Protection	
Unencumbered Balance	Ethics Commission	
Partial Closeout Thru	Department of Police	
New Partial Closeout	Department of General Services	
Total Partial Closeout	City of Rockville	
	Maryland State Highway Administration	

Technology Modernization -- MCG -- No. 150701

Category
Subcategory
Administering Agency
Planning Area

General Government
County Offices and Other Improvements
County Executive
Countywide

Date Last Modified
Required Adequate Public Facility
Relocation Impact
Status

March 11, 2011
No
None.
On-going

EXPENDITURE SCHEDULE (\$000)

Cost Element	Total	Thru FY10	Rem. FY10	Total 6 Years	FY11	FY12	FY13	FY14	FY15	FY16	Beyond 6 Years
Planning, Design, and Supervision	80,979	40,887	11,517	28,575	17,095	11,480	0	0	0	0	0
Land	0	0	0	0	0	0	0	0	0	0	0
Site Improvements and Utilities	0	0	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0	0
Other	0	0	0	0	0	0	0	0	0	0	0
Total	80,979	40,887	11,517	28,575	17,095	11,480	0	0	0	0	0

FUNDING SCHEDULE (\$000)

Current Revenue: General	42,856	25,234	92	17,530	11,462	6,068	0	0	0	0	0
Land Sale	2,634	2,634	0	0	0	0	0	0	0	0	0
Short-Term Financing	35,489	13,019	11,425	11,045	5,633	5,412	0	0	0	0	0
Total	80,979	40,887	11,517	28,575	17,095	11,480	0	0	0	0	0

OPERATING BUDGET IMPACT (\$000)

Maintenance				37,573	6,036	8,527	11,336	11,674	0	0
Productivity Improvements				-20,000	0	0	-5,000	-15,000	0	0
Net Impact				17,573	6,036	8,527	6,336	-3,326	0	0

DESCRIPTION

This project provides for the replacement, upgrade, and implementation of IT initiatives that will ensure ongoing viability of key processes, replace outdated and vulnerable systems, and produce a high return in terms of customer service and accountability to our residents. Major new IT systems being launched through this project are Enterprise Resource Planning (ERP), 311/Constituent Relationship Management (CRM), related Business Process Review (BPR) and planning activities for a new Department of Health and Human Services IT system to better support client services. ERP will modernize our Core Business Systems to improve the efficiency, effectiveness, and responsiveness of the County Government. The ERP project will provide needed upgrades to the County's financial, procurement, human resource, and budgeting systems and will streamline existing business processes. Business Process Review is occurring as part of ERP requirements analysis and planning. The first phase of this project, MTime, the implementation of electronic time reporting, is well underway. A new 311/CRM system will combine advanced telephony, internet, and computer technology with constituent-focused business processes. Residents will ultimately be able to call one number to access County government services and built-in tracking and accountability features will assure that every call receives a timely response. Completion of Phase I of the current MC311 (CRM) will include developing an automated service request processing system for the County's Department of Transportation including converting the systems currently used for leaf pick-up, snow removal, tree issues, and street light outages. A competent application support organization will be included as part of MC311 to maintain the mission-critical application without interruption to business users.

COST CHANGE

Increase due to the addition of planning funds for the Department of Health and Human Services Client Services IT project (\$300k) and application support organization for MC311 (\$470k).

JUSTIFICATION

According to a 2004 ranking of major existing technology systems based on their current health and relative need for upgrade or replacement, the County's current core business systems (ADPICS, FAMIS, BPREP, and HRMS) were ranked as Priority #1, which means "obsolete or vulnerable critical system in immediate risk of failure." These at-risk systems will be replaced with a state of the art ERP system which will provide a common database supporting financials, procurement, budget, and HR/payroll, and will include system-wide features for security, workflow, and reporting, and up-to-date technology architecture. Montgomery County seeks to set a national standard for accountability and responsiveness in governance and the delivery of services to its residents and businesses. A customer-oriented 311/CRM system is needed as a single one-stop-shop phone number and intake system to meet this growing demand. A competent application support organization is required to maintain the mission-critical application: without interruption to business users; to ensure high-availability to customers; to provide assistance to end-users; and to ensure that desired business process changes to the MC311 solution can be reengineered, implemented and deployed. The current cost estimate is based on detailed review of integrator, staffing, hardware, and software costs.

Information Technology Interagency Funding and Budgeting Committee's report of September 30, 2003.

MCG FY06 IT Budget Overview prepared by DTS.

OTHER

The Technology Modernization - MCG project has been intended to serve as an ongoing resource for future IT modernization to the County Government's

APPROPRIATION AND EXPENDITURE DATA	COORDINATION	MAP												
<table border="1"> <tr> <td>Date First Appropriation</td> <td>FY07</td> <td>(\$000)</td> </tr> <tr> <td>First Cost Estimate</td> <td></td> <td></td> </tr> <tr> <td>Current Scope</td> <td>FY12</td> <td>80,979</td> </tr> <tr> <td>Last FY's Cost Estimate</td> <td></td> <td>80,209</td> </tr> </table>	Date First Appropriation	FY07	(\$000)	First Cost Estimate			Current Scope	FY12	80,979	Last FY's Cost Estimate		80,209	<p>MCG efforts must be coordinated with the recent implementation of a new Financial Management System by MCPS and efforts by other agencies to ensure data transportability and satisfy reporting needs between agencies. Project staff are drawing on the implementation experiences of MCPS, WMATA and governments with functions and components similar to MCG during the project planning, requirements gathering, and requests for proposal (RFP) phases.</p> <p>Offices of the County Executive Office of the County Council Department of Finance Department of Technology Services Office of Procurement Office of Human Resources Office of Management and Budget Department of Health and Human Services All MCG Departments and Offices</p>	
Date First Appropriation	FY07	(\$000)												
First Cost Estimate														
Current Scope	FY12	80,979												
Last FY's Cost Estimate		80,209												
<table border="1"> <tr> <td>Appropriation Request</td> <td>FY12</td> <td>5,308</td> </tr> <tr> <td>Supplemental Appropriation Request</td> <td></td> <td>0</td> </tr> <tr> <td>Transfer</td> <td></td> <td>0</td> </tr> </table>	Appropriation Request	FY12	5,308	Supplemental Appropriation Request		0	Transfer		0					
Appropriation Request	FY12	5,308												
Supplemental Appropriation Request		0												
Transfer		0												
<table border="1"> <tr> <td>Cumulative Appropriation</td> <td></td> <td>75,671</td> </tr> <tr> <td>Expenditures / Encumbrances</td> <td></td> <td>59,092</td> </tr> <tr> <td>Unencumbered Balance</td> <td></td> <td>16,579</td> </tr> </table>	Cumulative Appropriation		75,671	Expenditures / Encumbrances		59,092	Unencumbered Balance		16,579					
Cumulative Appropriation		75,671												
Expenditures / Encumbrances		59,092												
Unencumbered Balance		16,579												
<table border="1"> <tr> <td>Partial Closeout Thru</td> <td>FY09</td> <td>0</td> </tr> <tr> <td>New Partial Closeout</td> <td>FY10</td> <td>0</td> </tr> <tr> <td>Total Partial Closeout</td> <td></td> <td>0</td> </tr> </table>	Partial Closeout Thru	FY09	0	New Partial Closeout	FY10	0	Total Partial Closeout		0					
Partial Closeout Thru	FY09	0												
New Partial Closeout	FY10	0												
Total Partial Closeout		0												

Technology Modernization -- MCG -- No. 150701 (continued)

business systems beyond the currently defined project scope. Future projects may include the following:

CRM
Phase II: This initiative will extend the service to municipalities in the County, and other County agencies (e.g. Board of Education, M-NCPPC, Montgomery College). This initiative will proceed based upon interest from these organizations and agreement on funding.

Creation of a Citizen Relationship Management (CRM) program which will develop or convert automated capabilities for all appropriate County services including:

- Case Management
- Events Management
- Field Services
- Grants Management
- Help Desk Solutions
- Point of Sales
- Resident Issue Tracking System
- Work Order Processing System

ERP
Business Intelligence/Data Warehouse Development
Loan Management
Property Tax Billing and Collection
Public Access to Contractor Payments
Upgrade to Oracle E-Business/Kronos/Siebel
Enhancements to comply with evolving Payment Card Industry (PCI) mandates

FISCAL NOTE

Project funding includes short-term financing for integrator services and software costs. Operating Budget Impact revised in FY13 and FY14 to reflect Council productivity targets.

Universities at Shady Grove Health Building -- No. 151201

Category
Subcategory
Administering Agency
Planning Area

General Government
Economic Development
Economic Development
Shady Grove Vicinity

Date Last Modified
Required Adequate Public Facility
Relocation Impact
Status

April 07, 2011
No
None.
Planning Stage

EXPENDITURE SCHEDULE (\$000)

Cost Element	Total	Thru FY10	Rem. FY10	Total 6 Years	FY11	FY12	FY13	FY14	FY15	FY16	Beyond 6 Years
Planning, Design, and Supervision	100	0	0	100	0	100	0	0	0	0	0
Land	0	0	0	0	0	0	0	0	0	0	0
Site Improvements and Utilities	0	0	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0	0
Other	0	0	0	0	0	0	0	0	0	0	0
Total	100	0	0	100	0	100	0	0	0	0	0

FUNDING SCHEDULE (\$000)

Current Revenue: General	100	0	0	100	0	100	0	0	0	0	0
Total	100	0	0	100	0	100	0	0	0	0	0

DESCRIPTION

This project provides planning funds to support the expansion of the Universities at Shady Grove (USG) at 9630 Gudelsky Drive in Rockville to include a fourth 220,000 sq. ft. building. This building will house science/engineering classrooms as well as clinical training laboratories for programs that will include health, allied health, science and engineering/technology programs in both traditional and bioscience areas and education degrees focused on science, technology, engineering and mathematics (STEM). USG is seeking County support to provide campus capacity for the new building and for the long-term expansion capabilities of the campus to meet growing higher education and workforce development needs.

The planning phase of the project will include identification of the relative responsibilities of the County Government and USG in facilitating the expansion of the USG campus.

FY12 funding will provide for appraisals, consultants to assist with property acquisition, and for the development of feasibility studies.

USG offers more than 70 undergraduate degree programs from nine of the schools in the University System of Maryland (USM). Located in the Great Seneca Science Corridor Master Plan Area, USG offers among its programs, courses that complement the life sciences focus of the Great Seneca Science Corridor Master Plan. These programs include biology, business, health systems management, nursing, pharmacy, public health sciences, and respiratory therapy. USG provides significant development of the workforce for high quality science jobs in Montgomery County. Approximately 600 undergraduate students and 400 to 500 students with graduate and professional degrees graduate each year at the USG. USG plans to increase its capacity to annually graduate 2,000 undergraduate students and approximately 1,200 graduate/professional degree students (several hundred of which will be in the biosciences and biotechnology disciplines).

The expanded education programs will be linked to the newly established Institute for Bioscience and Biotechnology Research (IBBR) on the USG campus.

JUSTIFICATION

This project is a step towards implementing several objectives of the Biosciences Strategy adopted by the County's Blue Ribbon Biosciences Task Force (December 2009). The new building is planned to be funded by the State with the County contributing towards the creation of site capacity for enhanced bioscience educational opportunities in Montgomery County. This expanded higher education presence in Montgomery County will help to build a robust biosciences workforce and to foster commercialization.

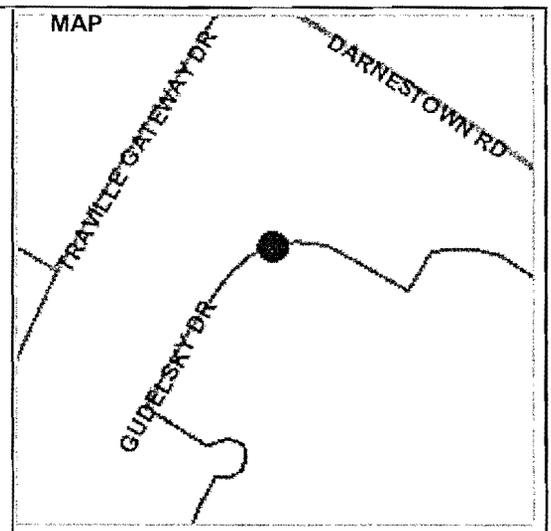
The Biosciences Strategy recommends as a specific action, that the County facilitate the USM expansion of its Center for Advanced Research in Biotechnology (CARB) at the USG campus through strong ties with the University of Maryland College Park and University of Maryland Schools of Medicine and Pharmacy. The IBBR replaces and expands CARB on the USG campus and the new building will house programs linked to the IBBR.

The Biosciences Strategy further recommends that the County support partnerships between higher education institutions, industry, and Montgomery County Public Schools to support STEM curriculum development, enhance STEM teacher preparation and expand "laboratory" programs designed to spark student interest in and preparation for health science and bioscience careers. The new building will house programs and curriculums focused on STEM education.

APPROPRIATION AND EXPENDITURE DATA		
Date First Appropriation	FY11	(\$000)
First Cost Estimate		
Current Scope	FY12	100
Last FY's Cost Estimate		0
Appropriation Request	FY12	100
Supplemental Appropriation Request		0
Transfer		0
Cumulative Appropriation		0
Expenditures / Encumbrances		0
Unencumbered Balance		0
Partial Closeout Thru	FY09	0
New Partial Closeout	FY10	0
Total Partial Closeout		0

COORDINATION

Department of Economic Development
Department of General Services
State of Maryland
University System of Maryland



White Flint Redevelopment Program -- No. 151200

Category
Subcategory
Administering Agency
Planning Area

General Government
Economic Development
County Executive
North Bethesda-Garrett Park

Date Last Modified
Required Adequate Public Facility
Relocation Impact
Status

January 04, 2011
No
None.
Planning Stage

EXPENDITURE SCHEDULE (\$000)

Cost Element	Total	Thru FY10	Rem. FY10	Total 6 Years	FY11	FY12	FY13	FY14	FY15	FY16	Beyond 6 Years
Planning, Design, and Supervision	2,940	0	0	2,940	0	910	820	670	270	270	0
Land	0	0	0	0	0	0	0	0	0	0	0
Site Improvements and Utilities	0	0	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0	0
Other	0	0	0	0	0	0	0	0	0	0	0
Total	2,940	0	0	2,940	0	910	820	670	270	270	*

FUNDING SCHEDULE (\$000)

White Flint - Special Tax District	2,940	0	0	2,940	0	910	820	670	270	270	0
Total	2,940	0	0	2,940	0	910	820	670	270	270	0

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 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.

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 establishes a White Flint Special Taxing District, authorizes the levy of a property tax and the issuance of bonds to finance transportation infrastructure improvements, and states conditions for the loaning or advancing of County funds to the District. In Resolution No. 16-1570 the Council adopted an implementation strategy which requires 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 calls 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 evaluating efforts needed to implement 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.

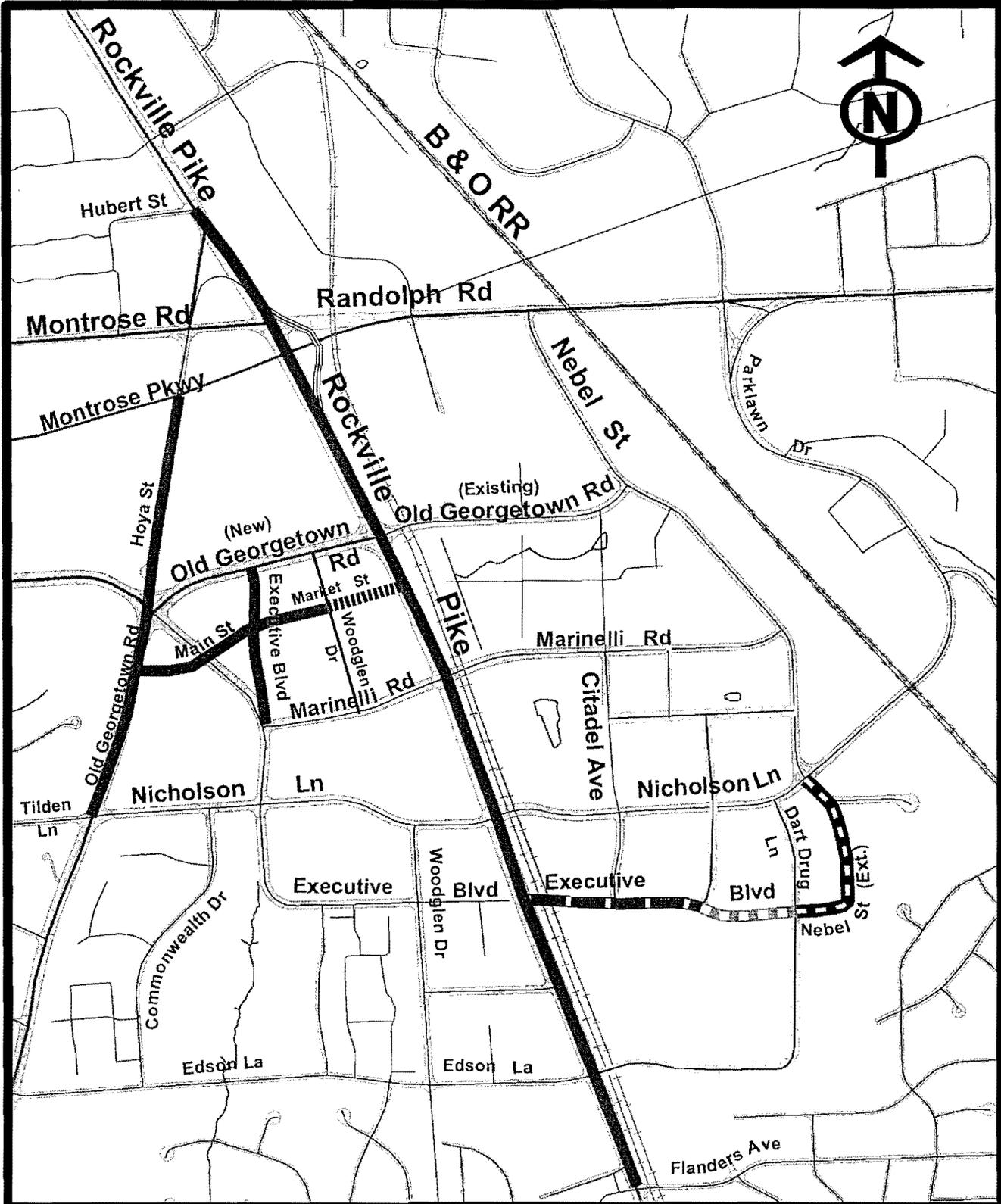
FISCAL NOTE

The ultimate funding source for these projects will be White Flint Special Taxing District tax revenues and related special obligation bond issues.

OTHER DISCLOSURES

- * Expenditures will continue indefinitely.

APPROPRIATION AND EXPENDITURE DATA	COORDINATION	MAP												
<table border="1"> <tr> <td>Date First Appropriation</td> <td>FY09</td> <td>(\$000)</td> </tr> <tr> <td>First Cost Estimate</td> <td></td> <td></td> </tr> <tr> <td>Current Scope</td> <td>FY12</td> <td>2,940</td> </tr> <tr> <td>Last FY's Cost Estimate</td> <td></td> <td>0</td> </tr> </table>	Date First Appropriation	FY09	(\$000)	First Cost Estimate			Current Scope	FY12	2,940	Last FY's Cost Estimate		0	Office of the County Executive Department of Finance Department of Transportation Department of Economic Development Developers	See Map on Next Page
Date First Appropriation	FY09	(\$000)												
First Cost Estimate														
Current Scope	FY12	2,940												
Last FY's Cost Estimate		0												
<table border="1"> <tr> <td>Appropriation Request</td> <td>FY12</td> <td>1,710</td> </tr> <tr> <td>Supplemental Appropriation Request</td> <td></td> <td>0</td> </tr> <tr> <td>Transfer</td> <td></td> <td>0</td> </tr> </table>	Appropriation Request	FY12	1,710	Supplemental Appropriation Request		0	Transfer		0					
Appropriation Request	FY12	1,710												
Supplemental Appropriation Request		0												
Transfer		0												
<table border="1"> <tr> <td>Cumulative Appropriation</td> <td></td> <td>0</td> </tr> <tr> <td>Expenditures / Encumbrances</td> <td></td> <td>0</td> </tr> <tr> <td>Unencumbered Balance</td> <td></td> <td>0</td> </tr> </table>	Cumulative Appropriation		0	Expenditures / Encumbrances		0	Unencumbered Balance		0					
Cumulative Appropriation		0												
Expenditures / Encumbrances		0												
Unencumbered Balance		0												
<table border="1"> <tr> <td>Partial Closeout Thru</td> <td>FY09</td> <td>0</td> </tr> <tr> <td>New Partial Closeout</td> <td>FY10</td> <td>0</td> </tr> <tr> <td>Total Partial Closeout</td> <td></td> <td>0</td> </tr> </table>	Partial Closeout Thru	FY09	0	New Partial Closeout	FY10	0	Total Partial Closeout		0					
Partial Closeout Thru	FY09	0												
New Partial Closeout	FY10	0												
Total Partial Closeout		0												



LEGEND

-  35% Design only
-  Final Design & Construction
-  East side segments

**WHITE FLINT
REDEVELOPMENT PROGRAM
CIP. NO. 151200**

Integrated Justice Information System -- No. 340200

Category
Subcategory
Administering Agency
Planning Area

General Government
Technology Services
Technology Services
Countywide

Date Last Modified
Required Adequate Public Facility
Relocation Impact
Status

January 04, 2011
No
None.
On-going

EXPENDITURE SCHEDULE (\$000)

Cost Element	Total	Thru FY10	Rem. FY10	Total 6 Years	FY11	FY12	FY13	FY14	FY15	FY16	Beyond 6 Years
Planning, Design, and Supervision	1,200	0	800	400	0	400	0	0	0	0	0
Land	0	0	0	0	0	0	0	0	0	0	0
Site Improvements and Utilities	0	0	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0	0
Other	14,467	8,787	3,280	2,400	500	1,555	345	0	0	0	0
Total	15,667	8,787	4,080	2,800	500	1,955	345	0	0	0	0

FUNDING SCHEDULE (\$000)

Current Revenue: General	10,287	3,407	4,080	2,800	500	1,955	345	0	0	0	0
Federal Aid	5,380	5,380	0	0	0	0	0	0	0	0	0
Total	15,667	8,787	4,080	2,800	500	1,955	345	0	0	0	0

OPERATING BUDGET IMPACT (\$000)

Program-Staff				1,200	0	0	300	300	300	300
Net Impact				1,200	0	0	300	300	300	300

DESCRIPTION

The Integrated Justice Information System (IJIS) will facilitate the exchange of data about criminals and criminal activity between Montgomery County agencies, the State of Maryland, and the Federal government. IJIS will simplify the steps for users to access data such as warrant and criminal background checks, while maintaining proper security and automatically exchanging data between appropriate agencies and systems. IJIS will be designed, implemented, and maintained to provide timely and appropriate data to field personnel in a clear and effective manner. Most field personnel will log on via a secure web site and view a simple menu of reports to access the data appropriate to their job function (e.g., a criminal background check on prisoners about to be released). IJIS will also be capable of routing data and/or warnings to the appropriate systems and personnel when certain events occur (e.g., if a person in the custody of the County is listed on a warrant from another jurisdiction). IJIS will link different data systems that are required to exchange data (e.g., arrest data between the Police department, the State of Maryland, the Courts, the Department of Correction and Rehabilitation, and the Federal Bureau of Investigation). The implementation of the Food Services and Time Scheduling modules of the Corrections and Rehabilitation Information Management System (CRIMS) will provide for an integrated Food Services solution allowing the easy identification of offenders requiring specialized diets based on, for example, medical needs. The Time Scheduling module will allow for the integration to MCTime, allowing for end-to-end scheduling and payroll activities.

ESTIMATED SCHEDULE

Estimated completion date for project is FY13.

JUSTIFICATION

IJIS will directly improve the delivery of public safety services to the estimated one million residents of Montgomery County and facilitate easier data transfers between Montgomery County and both the State and Federal public safety agencies. Criminal justice agencies in Montgomery County have embarked upon major business process changes by introducing the use of open and flexible information technology systems. Currently criminal justice agencies utilize a single system to hold criminal justice-related data known as the Criminal Justice Information System (CJIS). CJIS has reached the end of its useful life, especially with respect to changes to data structure and functionality. As new systems go on-line, data must still be exchanged between all the criminal justice agencies (e.g., outstanding arrest warrants, warnings about former prisoners if they are picked up in an arrest after their incarceration, domestic violence information, etc.). If this data is not exchanged properly, the lives of public safety personnel and the general public could be endangered. An interagency project team has developed a detailed design and business process analysis for an Integrated Justice Information System (IJIS) that will ensure that criminal justice agencies can accomplish their individual mission goals, while still exchanging data that is vital to the public's safety.

FISCAL NOTE

Defer current revenue of \$345,000 in FY12 to FY13 for fiscal capacity.

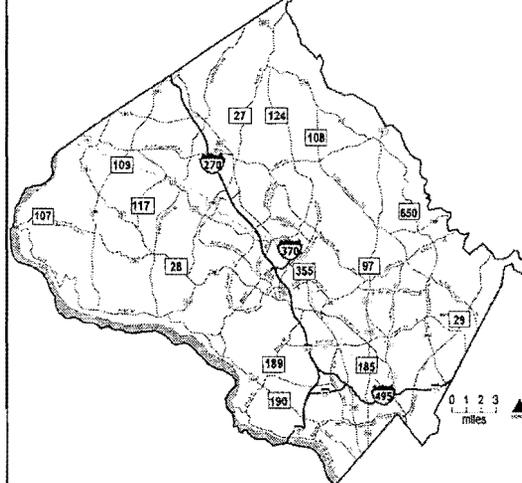
APPROPRIATION AND EXPENDITURE DATA

Date First Appropriation	FY02	(\$000)
First Cost Estimate		
Current Scope	FY11	15,667
Last FY's Cost Estimate		15,667
Appropriation Request	FY12	1,955
Supplemental Appropriation Request		0
Transfer		0
Cumulative Appropriation		13,367
Expenditures / Encumbrances		11,428
Unencumbered Balance		1,939
Partial Closeout Thru	FY09	0
New Partial Closeout	FY10	0
Total Partial Closeout		0

COORDINATION

Department of Technology Services
Criminal Justice Coordinating Commission and member agencies
Office of Management and Budget
Office of Intergovernmental Relations
State of Maryland
United States Department of Justice
Public Safety Communications Systems project team

MAP



Cabin John Fire Station #30 Addition/Renovation -- No. 450500

Category	Public Safety	Date Last Modified	January 05, 2011
Subcategory	Fire/Rescue Service	Required Adequate Public Facility	No
Administering Agency	General Services	Relocation Impact	None.
Planning Area	Cabin John	Status	Preliminary Design Stage

EXPENDITURE SCHEDULE (\$000)

Cost Element	Total	Thru FY10	Rem. FY10	Total 6 Years	FY11	FY12	FY13	FY14	FY15	FY16	Beyond 6 Years
Planning, Design, and Supervision	1,331	9	100	1,222	0	412	358	239	213	0	0
Land	0	0	0	0	0	0	0	0	0	0	0
Site Improvements and Utilities	707	0	0	707	0	0	296	228	183	0	0
Construction	4,474	0	0	4,474	0	0	840	2,189	1,445	0	0
Other	880	0	0	880	0	0	79	364	437	0	0
Total	7,392	9	100	7,283	0	412	1,573	3,020	2,278	0	0

FUNDING SCHEDULE (\$000)

G.O. Bonds	7,392	9	100	7,283	0	412	1,573	3,020	2,278	0	0
Total	7,392	9	100	7,283	0	412	1,573	3,020	2,278	0	0

OPERATING BUDGET IMPACT (\$000)

Energy				-5	0	0	0	0	0	-5
Net Impact				-5	0	0	0	0	0	-5

DESCRIPTION

This project provides for the major renovation of 8,485 gross square feet of living and administrative areas, minor renovation to existing apparatus bays, and an addition of 500 gsf for boat storage at 9404 Falls Road. The major renovation and modernization of the living and support areas will provide the functional space requirements for the day room, dining, fitness, dormitory, female facilities, administrative offices, training, storage, and other support rooms. The renovation also includes a replacement to all mechanical, electrical, life safety, and the building infrastructure. Minor renovations to the existing apparatus bays must be performed for the station to comply with current code and life safety requirements. This includes the installation of sprinklers, alarms, vehicle exhaust, and other life safety items. The new addition includes storage space for rescue boats and other water rescue gear and equipment.

ESTIMATED SCHEDULE

The design phase will commence during 2011 and is estimated to last nineteen months, followed by approximately six months for bidding with a construction period of approximately twenty months.

JUSTIFICATION

Cabin John Park Fire Station #30 was built in 1970. The station is one of the smallest in the County. In April 2001, the Station Location and Resource Allocation Work Group reaffirmed the need for a fire/rescue station located on or in the immediate vicinity of the current station. This project is recommended in the Fire, Rescue, Emergency Medical Services, and Community Risk Reduction Master Plan approved by the County Council in October 2005.

FISCAL NOTE

Expenditures and funding were shifted out one year to reflect the current implementation plan. The project provides for the design and construction phases. Debt service for this project will be financed with Consolidated Fire Tax District Funds.

CONDITIONS

Funds appropriated for this project must be used for project design only. No funds appropriated for this project may be used for construction costs until the Council receives a signed Memorandum of Understanding between the County and the Cabin John Park Volunteer Fire Department which addresses the terms for construction, financing, ownership, and operation of the station.

OTHER DISCLOSURES

- A pedestrian impact analysis has been completed for this project.

APPROPRIATION AND EXPENDITURE DATA	COORDINATION	MAP																																																
<table border="1" style="width: 100%; border-collapse: collapse;"> <tr> <td>Date First Appropriation</td> <td style="text-align: center;">FY05</td> <td style="text-align: right;">(\$000)</td> </tr> <tr> <td>First Cost Estimate</td> <td></td> <td></td> </tr> <tr> <td>Current Scope</td> <td style="text-align: center;">FY11</td> <td style="text-align: right;">7,392</td> </tr> <tr> <td>Last FY's Cost Estimate</td> <td></td> <td style="text-align: right;">7,392</td> </tr> <tr> <td colspan="3"> </td> </tr> <tr> <td>Appropriation Request</td> <td style="text-align: center;">FY12</td> <td style="text-align: right;">0</td> </tr> <tr> <td>Supplemental Appropriation Request</td> <td></td> <td style="text-align: right;">0</td> </tr> <tr> <td>Transfer</td> <td></td> <td style="text-align: right;">0</td> </tr> <tr> <td colspan="3"> </td> </tr> <tr> <td>Cumulative Appropriation</td> <td></td> <td style="text-align: right;">849</td> </tr> <tr> <td>Expenditures / Encumbrances</td> <td></td> <td style="text-align: right;">9</td> </tr> <tr> <td>Unencumbered Balance</td> <td></td> <td style="text-align: right;">840</td> </tr> <tr> <td colspan="3"> </td> </tr> <tr> <td>Partial Closeout Thru</td> <td style="text-align: center;">FY09</td> <td style="text-align: right;">0</td> </tr> <tr> <td>New Partial Closeout</td> <td style="text-align: center;">FY10</td> <td style="text-align: right;">0</td> </tr> <tr> <td>Total Partial Closeout</td> <td></td> <td style="text-align: right;">0</td> </tr> </table>	Date First Appropriation	FY05	(\$000)	First Cost Estimate			Current Scope	FY11	7,392	Last FY's Cost Estimate		7,392				Appropriation Request	FY12	0	Supplemental Appropriation Request		0	Transfer		0				Cumulative Appropriation		849	Expenditures / Encumbrances		9	Unencumbered Balance		840				Partial Closeout Thru	FY09	0	New Partial Closeout	FY10	0	Total Partial Closeout		0	<p>COORDINATION</p> <p>Montgomery County Fire and Rescue Service Cabin John Park Volunteer Fire Department Department of General Services Department of Permitting Services Department of Technology Services Office of the County Attorney M-NCPPC WSSC Bethesda/Chevy Chase Regional Services Center</p>	
Date First Appropriation	FY05	(\$000)																																																
First Cost Estimate																																																		
Current Scope	FY11	7,392																																																
Last FY's Cost Estimate		7,392																																																
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Unencumbered Balance		840																																																
Partial Closeout Thru	FY09	0																																																
New Partial Closeout	FY10	0																																																
Total Partial Closeout		0																																																

Clarksburg Fire Station -- No. 450300

Category
Subcategory
Administering Agency
Planning Area

Public Safety
Fire/Rescue Service
General Services
Clarksburg

Date Last Modified
Required Adequate Public Facility
Relocation Impact
Status

April 07, 2011
No
None.
Preliminary Design Stage

EXPENDITURE SCHEDULE (\$000)

Cost Element	Total	Thru FY10	Rem. FY10	Total 6 Years	FY11	FY12	FY13	FY14	FY15	FY16	Beyond 6 Years
Planning, Design, and Supervision	1,945	119	0	1,826	0	580	539	707	0	0	0
Land	2,001	442	0	1,559	1,559	0	0	0	0	0	0
Site Improvements and Utilities	1	1	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0	0
Other	5	5	0	0	0	0	0	0	0	0	0
Total	3,952	567	0	3,385	1,559	580	539	707	0	0	0

FUNDING SCHEDULE (\$000)

G.O. Bonds	3,952	567	0	3,385	1,559	580	539	707	0	0	0
Total	3,952	567	0	3,385	1,559	580	539	707	0	0	0

DESCRIPTION

This project provides for a new Fire and Rescue Station in the Clarksburg area and the purchase of associated apparatus. Also, the project will provide a connection to the Washington Suburban Sanitary Commission (WSSC) sanitary sewer system for the fire station and for properties along MD 355 within the Clarksburg Historic District. The new facility will be located at 23420 Frederick Road, Clarksburg. The new station will be constructed in accordance with square footage specifications of the prototype Program of Requirements (POR) for a Class I Fire Station. A Class I Fire Station is approximately 22,600 gross square feet and includes apparatus bays, dormitory and support space, personnel living quarters, administrative offices, and a meeting/training room. This station will include offices for a Battalion Chief, a Police satellite facility, additional space for the Upcounty Regional Services Center and personal protective equipment storage totaling 2,589 square feet. On-site parking will be provided. Fire/Rescue apparatus to be purchased for this station includes an aerial truck, a tanker and a brush truck.

ESTIMATED SCHEDULE

Due to the swift property acquisition, the design phase will commence during FY11 and it is estimated to last eighteen months.

JUSTIFICATION

A new station is necessary in this area due to the present and projected population density for the Clarksburg area. Clarksburg is expected to increase from a few thousand residents to more than 25,000. The Clarksburg Town Center is envisioned to include a mix of housing, commercial, retail, recreation and civic uses with the Clarksburg Historic District as the focal point. Residential areas include the Newcut Road neighborhood, the Cabin Branch neighborhood, the Ten Mile Creek area, the Ridge Road transition area, the Brink Road transition area, as well as projected residential development in the Transit Corridor District and the Gateway Center.

In addition, the property for the fire station and the surrounding properties are not connected to the sanitary sewer system; with failing septic systems they do not meet modern wastewater disposal standards. Therefore this project also includes the design and construction for the sanitary sewer connection for the fire station and 38 surrounding properties. This will help keep the Clarksburg Historic District a viable community, promote rehabilitation of existing structures, and to allow for limited development that is consistent with the adopted master plan. This sanitary sewer connection was based on the 2010 WSSC report "Sewer Facility Plan for Historic Clarksburg."

This project is recommended in the Fire, Rescue, Emergency Medical Services and Community Risk Reduction Master Plan approved by the County Council in October 2005 and the Montgomery County Fire and Rescue Service Station Location and Resource Allocation Work Group, Phase I Report, "Need for Upcounty Fire-Rescue Resource Enhancements, October 14, 1999. Development of this facility will help Montgomery County meet the NFPA 1710 Guidelines.

OTHER

The property for the fire station will require a sewer category change prior to the issuance of permits.

FISCAL NOTE

The project provides for the design phase. Debt service for this project will be financed with Consolidated Fire Tax District Funds. The total estimated project cost is \$21,725,000, which includes \$3,517,000 for fire apparatus. Also, WSSC will contribute an estimated \$570,000 to connect the properties in the Clarksburg Historic District to the sanitary sewer system.

OTHER DISCLOSURES

- A pedestrian impact analysis will be performed during design or is in progress.

APPROPRIATION AND EXPENDITURE DATA	COORDINATION	MAP
Date First Appropriation FY03 (\$000)	Montgomery County Fire and Rescue Service	
First Cost Estimate	Department of Police	
Current Scope FY11 3,952	Upcounty Regional Services Center	
Last FY's Cost Estimate 3,952	Department of General Services	
Appropriation Request FY12 0	Department of Permitting Services	
Supplemental Appropriation Request 0	Department of Technology Services	
Transfer 0	M-NCPPC	
Cumulative Appropriation 3,952	State Highway Administration	
Expenditures / Encumbrances 1,681		
Unencumbered Balance 2,271		
Partial Closeout Thru FY09 0		
New Partial Closeout FY10 0		
Total Partial Closeout 0		

Glenmont FS 18 Replacement -- No. 450900

Category
Subcategory
Administering Agency
Planning Area

Public Safety
Fire/Rescue Service
General Services
Kensington-Wheaton

Date Last Modified
Required Adequate Public Facility
Relocation Impact
Status

January 05, 2011
No
None.
Preliminary Design Stage

EXPENDITURE SCHEDULE (\$000)

Cost Element	Total	Thru FY10	Rem. FY10	Total 6 Years	FY11	FY12	FY13	FY14	FY15	FY16	Beyond 6 Years
Planning, Design, and Supervision	1,746	33	65	1,648	459	192	212	493	292	0	0
Land	0	0	0	0	0	0	0	0	0	0	0
Site Improvements and Utilities	1,046	0	0	1,046	0	152	224	521	149	0	0
Construction	8,354	0	0	8,354	0	525	2,354	4,587	888	0	0
Other	986	1	0	985	0	143	183	427	232	0	0
Total	12,132	34	65	12,033	459	1,012	2,973	6,028	1,561	0	0

FUNDING SCHEDULE (\$000)

G.O. Bonds	12,132	34	65	12,033	459	1,012	2,973	6,028	1,561	0	0
Total	12,132	34	65	12,033	459	1,012	2,973	6,028	1,561	0	0

OPERATING BUDGET IMPACT (\$000)

Maintenance				290	0	0	0	0	132	158
Energy				337	0	0	0	0	153	184
Net Impact				627	0	0	0	0	285	342

DESCRIPTION

This project provides for an approximately 19,900 gross square foot fire station to replace the current fire station located at the intersection of Georgia Avenue and Randolph Road. The recommended replacement fire-rescue station is a modified Class II station designed to meet current operational requirements and accommodate modern fire fighting apparatus. The project includes gear storage, decontamination, information technology rooms, and four apparatus bays.

ESTIMATED SCHEDULE

The design phase will commence upon land acquisition and it is estimated to last twenty months, followed by approximately six months for bidding, and a construction period of approximately eighteen months.

COST CHANGE

The cost decrease is due to the project's scope changing from a two-story fire station to a one-story fire station.

JUSTIFICATION

The Maryland State Highway Administration (SHA) plans to build a new intersection at Georgia Avenue and Randolph Road. The current station is located on the planned intersection site. The replacement fire station will be located on a different site but in proximity to the service area of the current station.

FISCAL NOTE

The project provides for the design and construction phase costs. Debt service for this project will be financed with Consolidated Fire Tax District Funds. There are no funds for fire apparatus included in project budget.

OTHER DISCLOSURES

- A pedestrian impact analysis will be performed during design or is in progress.

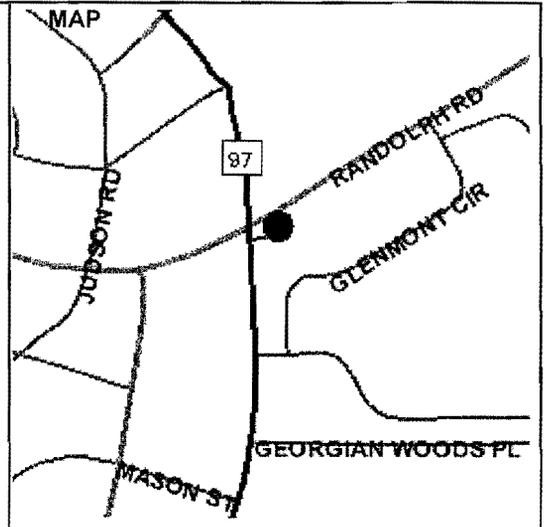
APPROPRIATION AND EXPENDITURE DATA

Date First Appropriation	FY10	(\$000)
First Cost Estimate	FY12	12,132
Current Scope		
Last FY's Cost Estimate		13,032
Appropriation Request	FY12	9,406
Supplemental Appropriation Request		0
Transfer		0
Cumulative Appropriation		1,661
Expenditures / Encumbrances		33
Unencumbered Balance		1,628
Partial Closeout Thru	FY09	0
New Partial Closeout	FY10	0
Total Partial Closeout		0

COORDINATION

Department of General Services
Department of Technology Services
Montgomery County Fire and Rescue Service
Department of Permitting Services
Maryland State Highway Administration
WSSC
PEPCO
WMATA
Mid-County Regional Services Center

Special Capital Projects Legislation [Bill No. 21-10] was adopted by Council November 30, 2010.



2nd District Police Station -- No. 471200

Category
Subcategory
Administering Agency
Planning Area

Public Safety
Police
General Services
Bethesda-Chevy Chase

Date Last Modified
Required Adequate Public Facility
Relocation Impact
Status

May 17, 2011
Yes
None.
Planning Stage

EXPENDITURE SCHEDULE (\$000)

Cost Element	Total	Thru FY10	Rem. FY10	Total 6 Years	FY11	FY12	FY13	FY14	FY15	FY16	Beyond 6 Years
Planning, Design, and Supervision	600	0	0	600	0	120	120	120	120	120	0
Land	0	0	0	0	0	0	0	0	0	0	0
Site Improvements and Utilities	0	0	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0	0
Other	8,650	0	0	8,650	0	0	0	0	200	8,450	0
Total	9,250	0	0	9,250	0	120	120	120	320	8,570	0

FUNDING SCHEDULE (\$000)

G.O. Bonds	9,250	0	0	9,250	0	120	120	120	320	8,570	0
Total	9,250	0	0	9,250	0	120	120	120	320	8,570	0

DESCRIPTION

This project provides for the County's share of costs for replacement of the existing 2nd District Police Station located at 7359 Wisconsin Avenue in Bethesda. Under the terms of a General Development Agreement (GDA) with the County, a private developer will provide the land, and will design and build a new district station in accordance with County requirements. The new station will be located at Cordell Avenue between Woodmont Avenue and Wisconsin Avenue. The station will be approximately 30,000 gross square foot facility on three floors with approximately 44 underground parking spaces.

The County will exchange the existing police station site as-is (estimated value of \$8,700,000) for the new developer-built station plus a County payment to the developer, which will not exceed \$7,250,000, for the new developer-built station.

JUSTIFICATION

The current 2nd District Police Station was constructed over 50 years ago and serves the Bethesda-Chevy Chase area and portions of Potomac and Silver Spring. The current 21,700 gross square foot station is too small for staff and programmatic requirements and requires major building repairs and upgrades. A 2005 County Maintenance report outlined a need for \$200,000 in deferred maintenance, HVAC deficiencies and security concerns. Continued population growth and development in the area also support the need for a new facility. In addition, the developer's improvements to the existing site will promote economic development in the Bethesda-Chevy Chase area.

OTHER

A developer was selected via a Request for Proposal (RFP) process and a General Development Agreement with the selected developer is being finalized.

FISCAL NOTE

The final project cost will be determined by and will be the responsibility of the developer. The County will fund \$9,250,000 which will provide for MCG planning, design and supervision costs (\$600,000), County payment to the Developer (\$7,250,000), and furniture/fixtures and equipment for the new police station (\$1,400,000).

OTHER DISCLOSURES

- A pedestrian impact analysis will be performed during design or is in progress.

APPROPRIATION AND EXPENDITURE DATA	COORDINATION	MAP												
<table border="1"> <tr> <td>Date First Appropriation</td> <td>FY</td> <td>(\$000)</td> </tr> <tr> <td>First Cost Estimate</td> <td>FY12</td> <td>9,250</td> </tr> <tr> <td>Current Scope</td> <td></td> <td></td> </tr> <tr> <td>Last FY's Cost Estimate</td> <td></td> <td>0</td> </tr> </table>	Date First Appropriation	FY	(\$000)	First Cost Estimate	FY12	9,250	Current Scope			Last FY's Cost Estimate		0	Department of Police, Police Facilities Department of General Services Department of Permitting Services Department of Technology Services Bethesda-Chevy Chase Regional Services Center	
Date First Appropriation	FY	(\$000)												
First Cost Estimate	FY12	9,250												
Current Scope														
Last FY's Cost Estimate		0												
<table border="1"> <tr> <td>Appropriation Request</td> <td>FY12</td> <td>120</td> </tr> <tr> <td>Supplemental Appropriation Request</td> <td></td> <td>0</td> </tr> <tr> <td>Transfer</td> <td></td> <td>0</td> </tr> </table>	Appropriation Request	FY12	120	Supplemental Appropriation Request		0	Transfer		0					
Appropriation Request	FY12	120												
Supplemental Appropriation Request		0												
Transfer		0												
<table border="1"> <tr> <td>Cumulative Appropriation</td> <td></td> <td>0</td> </tr> <tr> <td>Expenditures / Encumbrances</td> <td></td> <td>0</td> </tr> <tr> <td>Unencumbered Balance</td> <td></td> <td>0</td> </tr> </table>	Cumulative Appropriation		0	Expenditures / Encumbrances		0	Unencumbered Balance		0					
Cumulative Appropriation		0												
Expenditures / Encumbrances		0												
Unencumbered Balance		0												
<table border="1"> <tr> <td>Partial Closeout Thru</td> <td>FY09</td> <td>0</td> </tr> <tr> <td>New Partial Closeout</td> <td>FY10</td> <td>0</td> </tr> <tr> <td>Total Partial Closeout</td> <td></td> <td>0</td> </tr> </table>	Partial Closeout Thru	FY09	0	New Partial Closeout	FY10	0	Total Partial Closeout		0					
Partial Closeout Thru	FY09	0												
New Partial Closeout	FY10	0												
Total Partial Closeout		0												

Bridge Design -- No. 509132

Category
Subcategory
Administering Agency
Planning Area

Transportation
Bridges
Transportation
Countywide

Date Last Modified
Required Adequate Public Facility
Relocation Impact
Status

January 04, 2011
No
None.
On-going

EXPENDITURE SCHEDULE (\$000)

Cost Element	Total	Thru FY10	Rem. FY10	Total 6 Years	FY11	FY12	FY13	FY14	FY15	FY16	Beyond 6 Years
Planning, Design, and Supervision	13,224	8,880	40	4,304	1,286	670	814	780	377	377	0
Land	239	239	0	0	0	0	0	0	0	0	0
Site Improvements and Utilities	70	70	0	0	0	0	0	0	0	0	0
Construction	65	65	0	0	0	0	0	0	0	0	0
Other	18	18	0	0	0	0	0	0	0	0	0
Total	13,616	9,272	40	4,304	1,286	670	814	780	377	377	*

FUNDING SCHEDULE (\$000)

Federal Aid	956	956	0	0	0	0	0	0	0	0	0
G.O. Bonds	10,747	7,416	35	3,296	1,036	420	687	653	250	250	0
Land Sale	15	15	0	0	0	0	0	0	0	0	0
PAYGO	340	340	0	0	0	0	0	0	0	0	0
State Aid	1,558	545	5	1,008	250	250	127	127	127	127	0
Total	13,616	9,272	40	4,304	1,286	670	814	780	377	377	0

DESCRIPTION

This ongoing project provides studies for bridge projects under consideration for inclusion in the CIP. Facility Planning serves as a transition stage for a project between identification of need and its inclusion as a stand-alone project in the CIP. Prior to the establishment of a stand-alone project, Department of Transportation will complete a design which outlines the general and specific features required on the project. Selected projects range in type, but typically consist of upgrading deficient bridges so that they can safely carry all legal loads which must be accommodated while providing a minimum of two travel lanes. Facility Planning is a decision-making process to design bridges which are already identified as deficient. For a full description of the Facility Planning process, see the CIP Planning Section. Candidate projects currently included are listed in the "Other" section below.

COST CHANGE

Increase due to the addition of the Brink Road and Spring Street bridge rehabilitation projects.

JUSTIFICATION

There is continuing need for the development of accurate cost estimates and an exploration of alternatives for proposed projects. Facility planning costs for all projects which ultimately become stand-alone PDFs are included here. These costs will not be reflected in the resulting individual project. Future individual CIP projects which result from facility planning will each benefit from reduced planning and design costs. Biennial inspections performed since 1987 have consistently shown that the bridges currently included in the project for design studies are in need of major rehabilitation or replacement.

OTHER

Candidates for this program are identified through the County Biennial Bridge Inspection Program as being deficient, load restricted, or geometrically substandard. The Planning, Design, and Supervision costs for all bridge designs include all costs up to contract preparation. At that point, future costs and Federal aid will be included in stand-alone PDFs.

Candidate Projects:

Elmhirst Parkway Bridge #MPK-13; Park Valley Road Bridge #MPK-03; Randolph Road Bridge M-0080-4; Query Mill Road Bridge #M-0020; Piney Meetinghouse Road Bridge #M-0021; Whites Ferry Road Bridge #M-0187; Whites Ferry Road Bridge #M-0189; Valley Road Bridge #M-0111; Gold Mine Road Bridge #M-0096; Brink Road Bridge #M-0064; Spring Street Bridge #M-0078

OTHER DISCLOSURES

- A pedestrian impact analysis has been completed for this project.
- 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.
- * Expenditures will continue indefinitely.

APPROPRIATION AND EXPENDITURE DATA	COORDINATION	MAP												
<table border="1"> <tr> <td>Date First Appropriation</td> <td>FY91</td> <td>(\$000)</td> </tr> <tr> <td>First Cost Estimate</td> <td></td> <td></td> </tr> <tr> <td>Current Scope</td> <td>FY12</td> <td>13,616</td> </tr> <tr> <td>Last FY's Cost Estimate</td> <td></td> <td>13,020</td> </tr> </table>	Date First Appropriation	FY91	(\$000)	First Cost Estimate			Current Scope	FY12	13,616	Last FY's Cost Estimate		13,020	<p>Maryland-Department of the Environment Maryland-Department of Natural Resources Maryland-National Capital Park and Planning Commission Montgomery County Department of Permitting Services U.S. Army Corps of Engineers Maryland State Highway Administration Federal Highway Administration Utility Companies Maryland Historic Trust CSX Transportation Washington Metropolitan Area Transit Authority Rural/Rustic Roads Legislation</p>	
Date First Appropriation	FY91	(\$000)												
First Cost Estimate														
Current Scope	FY12	13,616												
Last FY's Cost Estimate		13,020												
<table border="1"> <tr> <td>Appropriation Request</td> <td>FY12</td> <td>605</td> </tr> <tr> <td>Supplemental Appropriation Request</td> <td></td> <td>0</td> </tr> <tr> <td>Transfer</td> <td></td> <td>0</td> </tr> </table>	Appropriation Request	FY12	605	Supplemental Appropriation Request		0	Transfer		0					
Appropriation Request	FY12	605												
Supplemental Appropriation Request		0												
Transfer		0												
<table border="1"> <tr> <td>Cumulative Appropriation</td> <td></td> <td>10,857</td> </tr> <tr> <td>Expenditures / Encumbrances</td> <td></td> <td>10,058</td> </tr> <tr> <td>Unencumbered Balance</td> <td></td> <td>799</td> </tr> </table>	Cumulative Appropriation		10,857	Expenditures / Encumbrances		10,058	Unencumbered Balance		799					
Cumulative Appropriation		10,857												
Expenditures / Encumbrances		10,058												
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Partial Closeout Thru	FY09	0												
New Partial Closeout	FY10	0												
Total Partial Closeout		0												

North County Maintenance Depot -- No. 500522

Category
Subcategory
Administering Agency
Planning Area

Transportation
Highway Maintenance
General Services
Germantown

Date Last Modified
Required Adequate Public Facility
Relocation Impact
Status

May 20, 2011
No
None.
Preliminary Design Stage

EXPENDITURE SCHEDULE (\$000)

Cost Element	Total	Thru FY10	Rem. FY10	Total 6 Years	FY11	FY12	FY13	FY14	FY15	FY16	Beyond 6 Years
Planning, Design, and Supervision	4,548	2,109	150	2,237	0	37	236	1,056	757	151	52
Land	13,996	8,751	5,245	0	0	0	0	0	0	0	0
Site Improvements and Utilities	22,494	0	0	22,494	0	0	1,578	0	20,916	0	0
Construction	51,752	0	0	42,303	0	0	0	4,535	10,527	27,241	9,449
Other	1,942	4	0	1,439	0	0	0	0	0	1,439	499
Total	94,732	10,864	5,395	68,473	0	37	1,814	5,591	32,200	28,831	10,000

FUNDING SCHEDULE (\$000)

G.O. Bonds	94,732	10,864	5,395	68,473	0	37	1,814	5,591	32,200	28,831	10,000
Total	94,732	10,864	5,395	68,473	0	37	1,814	5,591	32,200	28,831	10,000

OPERATING BUDGET IMPACT (\$000)

Maintenance				505	0	0	0	0	0	505
Energy				342	0	0	0	0	0	342
Net Impact				847	0	0	0	0	0	847

DESCRIPTION

This project will provide for the planning, design, and construction of Phase I of a new North County Depot for the Departments of Transportation and General Services. The facility will serve as a staging, operations, and maintenance center and will accommodate the planned future growth of the County's transit fleet. Phase I of the new North County facility will accommodate 120 new buses, provide for their maintenance and house the departments' operational and administrative staff. The facility will complement the existing County bus maintenance facilities at Brookville in Silver Spring and Crabbs Branch Way in Rockville. This project will be designed to allow future expansion of the facility to accommodate 250 new buses and almost 90 pieces of heavy duty vehicles and equipment.

ESTIMATED SCHEDULE

Because of concerns raised by the environmental community the project is delayed to provide the County with additional time to review the impacts related to the proposed site of the current project and to research the cost and feasibility of relocating this project to an alternative site. Staff is currently evaluating other sites suggested by Maryland-National Capital Park and Planning Commission staff.

JUSTIFICATION

The County proposes to double transit ridership on the "Ride-On" system by 2020. This will require the addition of a new bus maintenance facility as the existing facilities are nearing their maximum capacity. In addition, a new highway maintenance depot is needed in the fast growing Up-County area to better serve County residents. The new depot will relocate a portion of existing Crabbs Branch Way (Gaithersburg West) and Poolesville highway operations to the North County Maintenance Depot.

OTHER

The design of the project will comply with the Department of Transportation, the Department of General Services, and Americans with Disabilities Act (ADA) standards.

Special Capital Projects Legislation will be proposed by the County Executive to reauthorize this project.

FISCAL NOTE

Shift expenditures and funding from FY11-13 to FY15-17 to reflect current implementation plan.

OTHER DISCLOSURES

- A pedestrian impact analysis will be performed during design or is in progress.

APPROPRIATION AND EXPENDITURE DATA	COORDINATION	MAP																																																
<table border="1"> <tr> <td>Date First Appropriation</td> <td>FY06</td> <td>(\$000)</td> </tr> <tr> <td>First Cost Estimate</td> <td></td> <td></td> </tr> <tr> <td>Current Scope</td> <td>FY11</td> <td>94,732</td> </tr> <tr> <td>Last FY's Cost Estimate</td> <td></td> <td>94,732</td> </tr> <tr> <td colspan="3"> </td> </tr> <tr> <td>Appropriation Request</td> <td>FY12</td> <td>0</td> </tr> <tr> <td>Supplemental Appropriation Request</td> <td></td> <td>0</td> </tr> <tr> <td>Transfer</td> <td></td> <td>0</td> </tr> <tr> <td colspan="3"> </td> </tr> <tr> <td>Cumulative Appropriation</td> <td></td> <td>21,553</td> </tr> <tr> <td>Expenditures / Encumbrances</td> <td></td> <td>14,834</td> </tr> <tr> <td>Unencumbered Balance</td> <td></td> <td>6,719</td> </tr> <tr> <td colspan="3"> </td> </tr> <tr> <td>Partial Closeout Thru</td> <td>FY09</td> <td>0</td> </tr> <tr> <td>New Partial Closeout</td> <td>FY10</td> <td>0</td> </tr> <tr> <td>Total Partial Closeout</td> <td></td> <td>0</td> </tr> </table>	Date First Appropriation	FY06	(\$000)	First Cost Estimate			Current Scope	FY11	94,732	Last FY's Cost Estimate		94,732				Appropriation Request	FY12	0	Supplemental Appropriation Request		0	Transfer		0				Cumulative Appropriation		21,553	Expenditures / Encumbrances		14,834	Unencumbered Balance		6,719				Partial Closeout Thru	FY09	0	New Partial Closeout	FY10	0	Total Partial Closeout		0	<p>Maryland-National Capital Park and Planning Commission Department of Environmental Protection Department of Transportation Department of General Services Department of Technology Services Department of Permitting Services Washington Suburban Sanitary Commission Upcounty Regional Services Center Washington Gas Allegheny Power State Highway Administration</p> <p>Special Capital Projects Legislation [Bill No. 10-06] was adopted by Council May 25, 2006.</p>	<p>The map shows a section of Montgomery County with a road network. A road labeled 'WHITE PLAINS ROAD' runs diagonally. Another road labeled '270' runs horizontally. A marker labeled '121' is placed on a road that branches off from the White Plains Road area. The text 'MONTGOMERY COUNTY' and 'North County Maint' are also present on the map.</p>
Date First Appropriation	FY06	(\$000)																																																
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Partial Closeout Thru	FY09	0																																																
New Partial Closeout	FY10	0																																																
Total Partial Closeout		0																																																

Street Tree Preservation -- No. 500700

Category
Subcategory
Administering Agency
Planning Area

Transportation
Highway Maintenance
Transportation
Countywide

Date Last Modified
Required Adequate Public Facility
Relocation Impact
Status

May 14, 2011
No
None.
On-going

EXPENDITURE SCHEDULE (\$000)

Cost Element	Total	Thru FY10	Rem. FY10	Total 6 Years	FY11	FY12	FY13	FY14	FY15	FY16	Beyond 6 Years
Planning, Design, and Supervision	2,157	54	63	2,040	40	200	450	450	450	450	0
Land	0	0	0	0	0	0	0	0	0	0	0
Site Improvements and Utilities	0	0	0	0	0	0	0	0	0	0	0
Construction	16,237	4,677	0	11,560	210	1,150	2,550	2,550	2,550	2,550	0
Other	6	6	0	0	0	0	0	0	0	0	0
Total	18,400	4,737	63	13,600	250	1,350	3,000	3,000	3,000	3,000	*

FUNDING SCHEDULE (\$000)

Current Revenue: General	17,942	4,279	63	13,600	250	1,350	3,000	3,000	3,000	3,000	0
Land Sale	458	458	0	0	0	0	0	0	0	0	0
Total	18,400	4,737	63	13,600	250	1,350	3,000	3,000	3,000	3,000	0

DESCRIPTION

This project provides for the preservation of street trees through proactive pruning that will include the removal of limbs to: reduce safety hazards to pedestrians and motorists; preserve the health and longevity of trees; correct structural imbalances/defects; improve aesthetics and adjacent property values; and improve sight distance. Proactive pruning will prevent premature deterioration, minimize liability, reduce storm damage potential and costs, improve appearance, and enhance the condition of street trees.

COST CHANGE

Reduce project scope and current revenue by \$300,000 in FY12 for fiscal capacity; \$350,000 shifted to Tree Maintenance Program in the operating budget.

JUSTIFICATION

In FY97, the County eliminated the Suburban District Tax and expanded its street tree maintenance program from the old Suburban District to include the entire County and the street tree population increased from an estimated 200,000 to over 400,000 trees. Since that time, only pruning in reaction to emergency/safety concerns has been provided.

A street tree has a life expectancy of 60 years and, under current conditions, a majority of street trees will never receive any pruning unless a hazardous situation occurs. Lack of cyclical pruning leads to increased storm damage and cleanup costs, right-of-way obstruction and safety hazards to pedestrians and motorists, premature death and decay from disease, weakening of structural integrity, increased public security risks, and increased liability claims. Healthy street trees that have been pruned on a regular cycle better provide a myriad of public benefits including energy savings, a safer environment, aesthetic enhancements that soften the hard edges of buildings and pavements, property value enhancement, mitigation of various airborne pollutants, reduction in the urban heat island effect, and storm water management enhancement.

The "Forest Preservation Strategy" Task Force Report (October, 2000) recommends the development of a "green infrastructure" CIP project for street tree maintenance. The "Forest Preservation Strategy Update" (July, 2004) reinforced the need for a CIP project that addresses street trees. Also, see recommendations in the inter-agency study of tree management practices by the Office of Legislative Oversight (Report #2004-8 - September, 2004) and the Tree Inventory Report and Management Plan by Appraisal, Consulting, Research, and Training Inc. (November, 1995). Studies have shown that healthy trees provide significant year-round energy savings. Winter windbreaks can lower heating costs by 10 to 20 percent and summer shade can lower cooling costs by 15 to 35 percent. Every tree that is planted and maintained saves \$20 in energy costs per year. In addition, a healthy street tree canopy captures the first 1/2 inch of rainfall reducing the need for storm water management facilities.

OTHER DISCLOSURES

- * Expenditures will continue indefinitely.

APPROPRIATION AND EXPENDITURE DATA	COORDINATION	MAP												
<table border="1"> <tr> <td>Date First Appropriation</td> <td>FY07</td> <td>(\$000)</td> </tr> <tr> <td>First Cost Estimate</td> <td></td> <td></td> </tr> <tr> <td>Current Scope</td> <td>FY12</td> <td>18,400</td> </tr> <tr> <td>Last FY's Cost Estimate</td> <td></td> <td>19,050</td> </tr> </table>	Date First Appropriation	FY07	(\$000)	First Cost Estimate			Current Scope	FY12	18,400	Last FY's Cost Estimate		19,050	<p>Maryland-National Capital Park and Planning Commission Department of Environmental Protection Maryland Department of Natural Resources Utility companies</p>	
Date First Appropriation	FY07	(\$000)												
First Cost Estimate														
Current Scope	FY12	18,400												
Last FY's Cost Estimate		19,050												
<table border="1"> <tr> <td>Appropriation Request</td> <td>FY12</td> <td>1,350</td> </tr> <tr> <td>Supplemental Appropriation Request</td> <td></td> <td>0</td> </tr> <tr> <td>Transfer</td> <td></td> <td>0</td> </tr> </table>	Appropriation Request	FY12	1,350	Supplemental Appropriation Request		0	Transfer		0					
Appropriation Request	FY12	1,350												
Supplemental Appropriation Request		0												
Transfer		0												
<table border="1"> <tr> <td>Cumulative Appropriation</td> <td></td> <td>5,050</td> </tr> <tr> <td>Expenditures / Encumbrances</td> <td></td> <td>4,739</td> </tr> <tr> <td>Unencumbered Balance</td> <td></td> <td>311</td> </tr> </table>	Cumulative Appropriation		5,050	Expenditures / Encumbrances		4,739	Unencumbered Balance		311					
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Expenditures / Encumbrances		4,739												
Unencumbered Balance		311												
<table border="1"> <tr> <td>Partial Closeout Thru</td> <td>FY09</td> <td>0</td> </tr> <tr> <td>New Partial Closeout</td> <td>FY10</td> <td>0</td> </tr> <tr> <td>Total Partial Closeout</td> <td></td> <td>0</td> </tr> </table>	Partial Closeout Thru	FY09	0	New Partial Closeout	FY10	0	Total Partial Closeout		0					
Partial Closeout Thru	FY09	0												
New Partial Closeout	FY10	0												
Total Partial Closeout		0												

Bethesda Metro Station South Entrance -- No. 500929

Category **Transportation**
 Subcategory **Mass Transit**
 Administering Agency **General Services**
 Planning Area **Bethesda-Chevy Chase**

Date Last Modified
 Required Adequate Public Facility
 Relocation Impact
 Status

May 20, 2011
No
None.
Preliminary Design Stage

EXPENDITURE SCHEDULE (\$000)

Cost Element	Total	Thru FY10	Rem. FY10	Total 6 Years	FY11	FY12	FY13	FY14	FY15	FY16	Beyond 6 Years
Planning, Design, and Supervision	5,735	0	5,035	700	250	250	50	50	50	50	0
Land	0	0	0	0	0	0	0	0	0	0	0
Site Improvements and Utilities	0	0	0	0	0	0	0	0	0	0	0
Construction	53,700	0	0	43,700	0	0	0	0	20,100	23,600	10,000
Other	565	565	0	0	0	0	0	0	0	0	0
Total	60,000	565	5,035	44,400	250	250	50	50	20,150	23,650	10,000

FUNDING SCHEDULE (\$000)

G.O. Bonds	54,594	159	35	44,400	250	250	50	50	20,150	23,650	10,000
PAYGO	406	406	0	0	0	0	0	0	0	0	0
Revenue Bonds: Liquor Fund	5,000	0	5,000	0	0	0	0	0	0	0	0
Total	60,000	565	5,035	44,400	250	250	50	50	20,150	23,650	10,000

DESCRIPTION

This project provides access from Elm Street west of Wisconsin Avenue to the southern end of the Bethesda Metrorail Station. The Metrorail Red Line runs below Wisconsin Avenue through Bethesda more than 120 feet below the surface, considerably deeper than the Purple Line right-of-way. The Bethesda Metrorail station has one entrance, near East West Highway. The Metrorail station was built with accommodations for a future southern entrance.

The Bethesda light rail transit (LRT) station would have platforms located just west of Wisconsin Avenue on the Georgetown Branch right-of-way. This platform allows a direct connection between LRT and Metrorail, making transfers as convenient as possible. Up to six station elevators would be located in the Elm Street right-of-way, which would require narrowing the street and extending the sidewalk.

The station would include a new south entrance to the Metrorail station, including a new mezzanine above the Metrorail platform, similar to the existing mezzanine at the present station's north end. The mezzanine would use the existing knock-out panel in the arch of the station and the passageway that was partially excavated when the station was built in anticipation of the future construction of a south entrance.

ESTIMATED SCHEDULE

Design: Fall 2009 through Fall 2012.

Construction: To take 24 months but must be coordinated with State Purple Line project that is dependent upon State and Federal funding.

OTHER

Part of Elm Street west of Wisconsin Avenue will be closed for a period during construction. Every effort will be taken so that this temporary road closure does not coincide with the temporary closure of Woodmont Avenue during the construction of the Bethesda Lot 31 Parking Garage project.

FISCAL NOTE

\$1,600,000 shifted from FY13 to FY15.

The funds for this project were initially programmed in the State Transportation Participation project. Appropriation of \$5 million for design was transferred from the State Transportation Participation project in FY09.

Project schedule has been delayed as implementation plan is subject to the construction of the Purple Line.

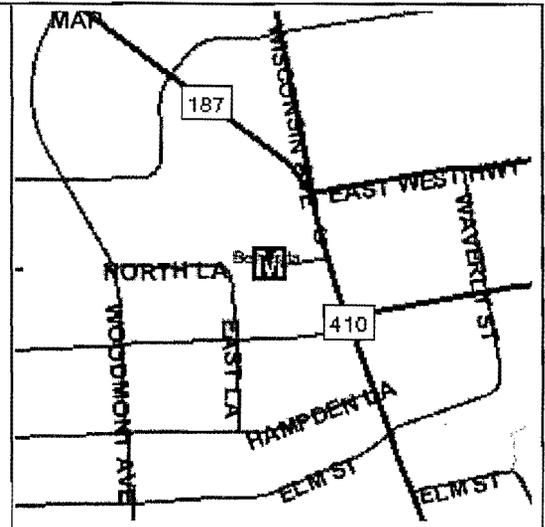
APPROPRIATION AND EXPENDITURE DATA

Date First Appropriation	FY09	(\$000)
First Cost Estimate	FY09	60,000
Current Scope		
Last FY's Cost Estimate		60,000
Appropriation Request	FY12	10,000
Supplemental Appropriation Request		0
Transfer		0
Cumulative Appropriation		6,100
Expenditures / Encumbrances		565
Unencumbered Balance		5,535
Partial Closeout Thru	FY09	0
New Partial Closeout	FY10	0
Total Partial Closeout		0

COORDINATION

Maryland Transit Administration
 WMATA
 M-NCPPC
 Bethesda Lot 31 Parking Garage project
 Department of Transportation
 Department of General Services

Special Capital Projects Legislation [Bill No. 19-08] was adopted by Council June 10, 2008.



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

May 18, 2011
No
None.
On-going

EXPENDITURE SCHEDULE (\$000)

Cost Element	Total	Thru FY10	Rem. FY10	Total 6 Years	FY11	FY12	FY13	FY14	FY15	FY16	Beyond 6 Years
Planning, Design, and Supervision	520	0	0	520	240	240	20	20	0	0	0
Land	0	0	0	0	0	0	0	0	0	0	0
Site Improvements and Utilities	0	0	0	0	0	0	0	0	0	0	0
Construction	4,815	0	935	3,880	1,760	1,760	180	180	0	0	0
Other	0	0	0	0	0	0	0	0	0	0	0
Total	5,335	0	935	4,400	2,000	2,000	200	200	0	0	0

FUNDING SCHEDULE (\$000)

G.O. Bonds	4,535	0	935	3,600	1,800	1,800	0	0	0	0	0
Mass Transit Fund	800	0	0	800	200	200	200	200	0	0	0
Total	5,335	0	935	4,400	2,000	2,000	200	200	0	0	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.

ESTIMATED SCHEDULE

Full-scale construction began in October 2006. In the first year of the project, 729 bus stops were reviewed and modified, with significant construction occurring at 219 of these locations. As of FY10, 1,524 stops have been modified at an average replacement cost of \$2,500 each, with significant improvements at 1,249 stops. This program is on target with the original plan.

COST CHANGE

Shift current revenue by \$400,000 from FY12 to FYs 13-14 and delete FY15 and FY16 funding for fiscal capacity. The capital project will end after FY14.

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.

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.

OTHER DISCLOSURES

- A pedestrian impact analysis will be performed during design or is in progress.

APPROPRIATION AND EXPENDITURE DATA

Date First Appropriation	FY76	(\$000)
First Cost Estimate		
Current Scope	FY12	5,335
Last FY's Cost Estimate		7,613

Appropriation Request	FY12	2,000
Supplemental Appropriation Request		0
Transfer		0

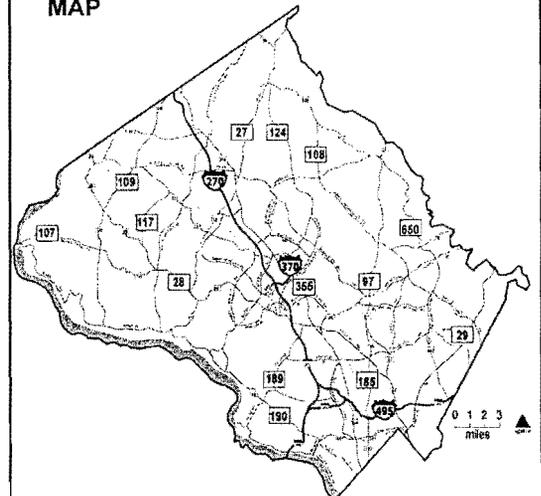
Cumulative Appropriation		2,935
Expenditures / Encumbrances		435
Unencumbered Balance		2,500

Partial Closeout Thru	FY09	7,074
New Partial Closeout	FY10	1,477
Total Partial Closeout		8,551

COORDINATION

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

MAP



Montgomery Mall Transit Center -- No. 500714

Category
Subcategory
Administering Agency
Planning Area

Transportation
Mass Transit
General Services
Potomac-Travilah

Date Last Modified
Required Adequate Public Facility
Relocation Impact
Status

March 05, 2011
No
None.
Final Design Stage

EXPENDITURE SCHEDULE (\$000)

Cost Element	Total	Thru FY10	Rem. FY10	Total 6 Years	FY11	FY12	FY13	FY14	FY15	FY16	Beyond 6 Years
Planning, Design, and Supervision	152	12	36	104	0	0	104	0	0	0	0
Land	0	0	0	0	0	0	0	0	0	0	0
Site Improvements and Utilities	358	0	0	358	0	0	358	0	0	0	0
Construction	809	2	0	807	0	0	807	0	0	0	0
Other	0	0	0	0	0	0	0	0	0	0	0
Total	1,319	14	36	1,269	0	0	1,269	0	0	0	0

FUNDING SCHEDULE (\$000)

Mass Transit Fund	1,319	14	36	1,269	0	0	1,269	0	0	0	0
Total	1,319	14	36	1,269	0	0	1,269	0	0	0	0

OPERATING BUDGET IMPACT (\$000)

Maintenance				325	0	0	40	95	95	95
Energy				44	0	0	5	13	13	13
Net Impact				369	0	0	45	108	108	108

DESCRIPTION

This project provides for the County portion of the new Montgomery Mall Transit Center. Mall owners will develop the land and construct all bus and passenger foundation structures including utilities. The County will design and fund construction, as well as maintain the patron waiting area with weather/wind protected sides, passenger seating, a transit center canopy to protect patrons, and a driver restroom. This project also includes construction oversight.

ESTIMATED SCHEDULE

The Montgomery Mall Transit Center project construction is scheduled to start in FY13 along with Montgomery Mall expansion by the developer.

JUSTIFICATION

On January 27, 2005, the Planning Board granted Westfield Montgomery Mall conditional approval for a 500,000 square foot mall expansion. This expansion requires Westfield to participate in construction of a new and expanded Montgomery Mall Transit Center adjacent to the I-270 right-of-way. Westfield will provide construction of all base infrastructure, valued at \$2 million. Westfield will pay for design and construction of drives, ramps, platform pads, and utility access. The County will pay for the transit center canopy and all passenger and bus operator amenities on the passenger waiting pad.

OTHER

The construction of the County portion is expected to start in FY13 in order to coordinate with the Montgomery Mall expansion by the developer. The design of this project has been completed through Facility Planning: Transportation.

FISCAL NOTE

Expenditures and funding were adjusted to reflect current implementation plan.

OTHER DISCLOSURES

- A pedestrian impact analysis will be performed during design or is in progress.

APPROPRIATION AND EXPENDITURE DATA	COORDINATION	MAP
Date First Appropriation	Department of Transportation	See Map on Next Page
First Cost Estimate	Westfield, Inc.	
Current Scope	Utilities	
Last FY's Cost Estimate	Department of Permitting Services	
Appropriation Request	Maryland-National Capital Park and Planning Commission	
Supplemental Appropriation Request	Department of Economic Development	
Transfer	Facility Planning: Transportation	
Cumulative Appropriation		
Expenditures / Encumbrances		
Unencumbered Balance		
Partial Closeout Thru		
New Partial Closeout		
Total Partial Closeout		

Ride On Bus Fleet -- No. 500821

Category
Subcategory
Administering Agency
Planning Area

Transportation
Mass Transit
Transportation
Countywide

Date Last Modified
Required Adequate Public Facility
Relocation Impact
Status

May 16, 2011
No
None.
On-going

EXPENDITURE SCHEDULE (\$000)

Cost Element	Total	Thru FY10	Rem. FY10	Total 6 Years	FY11	FY12	FY13	FY14	FY15	FY16	Beyond 6 Years
Planning, Design, and Supervision	0	0	0	0	0	0	0	0	0	0	0
Land	0	0	0	0	0	0	0	0	0	0	0
Site Improvements and Utilities	0	0	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0	0
Other	101,432	29,624	13,013	58,795	2,100	3,118	7,363	22,249	20,550	3,415	0
Total	101,432	29,624	13,013	58,795	2,100	3,118	7,363	22,249	20,550	3,415	*

FUNDING SCHEDULE (\$000)

Bond Premium	956	956	0	0	0	0	0	0	0	0	0
Contributions	475	0	475	0	0	0	0	0	0	0	0
Fed Stimulus (State Allocation)	6,550	0	6,550	0	0	0	0	0	0	0	0
Federal Aid	15,841	1,246	4,995	9,600	1,600	1,600	1,600	1,600	1,600	1,600	0
Mass Transit Fund	47,788	0	993	46,795	100	1,118	5,363	20,249	18,550	1,415	0
Short-Term Financing	22,682	22,682	0	0	0	0	0	0	0	0	0
State Aid	7,140	4,740	0	2,400	400	400	400	400	400	400	0
Total	101,432	29,624	13,013	58,795	2,100	3,118	7,363	22,249	20,550	3,415	0

DESCRIPTION

This project provides for the purchase of replacement buses in the Ride On fleet in accordance with the Division of Transit Services' bus replacement plan.

ESTIMATED SCHEDULE

The FY11-16 plan calls for the following:

- FY11: 5 full-size
- FY12: 8 full-size
- FY13: 8 full-size and 11 small
- FY14: 24 full-size and 32 small
- FY15: 33 full-size and 17 small
- FY16: 8 full-size

COST CHANGE

Cost change due to the reduction of federal and state funding in FY11 through FY16 and to reflect current implementation plan.

JUSTIFICATION

The full-size transit buses have an expected useful life of twelve years. Smaller buses have an expected useful life of five to seven years.

FISCAL NOTE

- Reduce current revenue by \$426,000 in FY11 for savings plan
- Per bus costs based on current contract which expires at the end of FY11.
- Replace Mass Transit funding in FY10 with Bond Premium.

OTHER DISCLOSURES

- 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.
- * Expenditures will continue indefinitely.

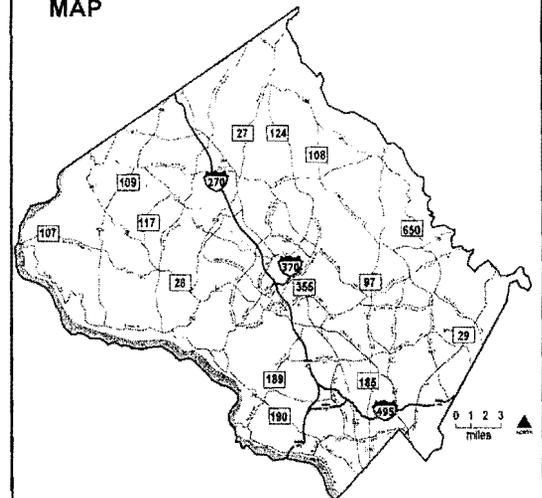
APPROPRIATION AND EXPENDITURE DATA

Date First Appropriation	FY09	(\$000)
First Cost Estimate	FY12	101,432
Current Scope		
Last FY's Cost Estimate		121,484
Appropriation Request	FY12	1,018
Supplemental Appropriation Request		0
Transfer		0
Cumulative Appropriation		46,837
Expenditures / Encumbrances		36,315
Unencumbered Balance		10,522
Partial Closeout Thru	FY09	0
New Partial Closeout	FY10	0
Total Partial Closeout		0

COORDINATION

Department of General Services

MAP



Silver Spring Transit Center -- No. 509974

Category
Subcategory
Administering Agency
Planning Area

Transportation
Mass Transit
General Services
Silver Spring

Date Last Modified
Required Adequate Public Facility
Relocation Impact
Status

January 13, 2011
No
None.
Under Construction

EXPENDITURE SCHEDULE (\$000)

Cost Element	Total	Thru FY10	Rem. FY10	Total 6 Years	FY11	FY12	FY13	FY14	FY15	FY16	Beyond 6 Years
Planning, Design, and Supervision	16,837	10,164	1,197	5,476	2,345	3,131	0	0	0	0	0
Land	309	161	0	148	148	0	0	0	0	0	0
Site Improvements and Utilities	11,531	129	9,552	1,850	1,850	0	0	0	0	0	0
Construction	62,884	22,533	1,364	38,987	32,217	6,770	0	0	0	0	0
Other	7,285	258	4,694	2,333	2,333	0	0	0	0	0	0
Total	98,846	33,245	16,807	48,794	38,893	9,901	0	0	0	0	0

FUNDING SCHEDULE (\$000)

Funding Source	Total	FY10	FY11	FY12	FY13	FY14	FY15	FY16	Beyond 6 Years
Federal Aid	49,496	24,131	9,903	15,462	15,462	0	0	0	0
G.O. Bonds	29,127	3,258	4,417	21,452	11,551	9,901	0	0	0
Impact Tax	1,802	0	1,802	0	0	0	0	0	0
Land Sale	4,339	3,747	592	0	0	0	0	0	0
Mass Transit Fund	93	0	93	0	0	0	0	0	0
State Aid	13,989	2,109	0	11,880	11,880	0	0	0	0
Total	98,846	33,245	16,807	48,794	38,893	9,901	0	0	0

DESCRIPTION

This project replaces the existing 30 year old Silver Spring transit facility with a new 3-story, multi-modal transit center that serves as a vital part of the Silver Spring revitalization initiative. Phase I of this project, completed by the State, relocated the MARC facility near the transit center. In phase II, the eight acre site will be jointly developed to accommodate a transit center, an urban park, and private development. The transit center consists of a pedestrian friendly complex supporting rail (Metrorail and MARC), bus traffic (Ride On and Metrobus, inter-city and various shuttles), and automobile traffic (taxis and kiss-and-ride). The current design allows coordinated and integrated transit-oriented private development adjacent to the transit center. Major features include increasing bus capacity by approximately 50 percent (from 23 bus bays to 32), a 3,500 square foot inter-city bus facility, extensive provisions for safe pedestrian and vehicle movement in a weather protected structure. The project also includes a realignment of Colesville Road, a new traffic light at the transit center entrance, connections to MARC platforms, and enhancement of hiker/biker trails. The design allows sufficient space for the future Purple Line transit system and for an interim hiker/biker trail that will be reconstructed as a permanent hiker/biker trail when the Purple Line transit facility is built in the reserved area. The transit center will be accessible from all sides and on all three levels. The project includes Intelligent Transportation System (ITS) improvements including new signage and infrastructure to accommodate future Automatic Vehicle Locator (AVL) systems, real time bus schedule information, centralized bus dispatch, operational controls, and centralized traffic controls. The project will be constructed in two stages: stage one started Fall 2006 and included road work and relocation of bus stops, stage two is the construction of the new transit center and began Fall 2008.

ESTIMATED SCHEDULE

The project is under construction. The estimated completion date of the transit center has been delayed from June 2011 to December 2011. The Gene Lynch Urban Park and decommissioning of the interim operating site (IOS) will be completed in FY12.

COST CHANGE

Cost change of \$3,050,000 resulting from permitting and utility approval delays in relocating major utility lines including WSSC pipes and an existing PEPCO duct bank. In addition, the contractor experienced extreme difficulty with the installation of foundation caissons in rock which added to the the delays. The project schedule delay requires an additional six months funding for construction administration, architecture/engineer fees, office rental, Van-Go costs, and maintenance of the Interim Operations Site (IOS). Additional staff were also hired to oversee the project and prevent further cost overruns. Additional cost of \$200,000 due to buildout of Transit Commuter store not previously included.

JUSTIFICATION

With over 1,250 bus movements per day, the Silver Spring transit center has the highest bus volume in the Washington metro system. The Silver Spring transit center is a major contributor to the vitality of Silver Spring. There are various existing transit modes at this location although they are poorly organized. Patrons are exposed to inclement weather conditions and interconnectivity between various modes of transportation is poor. There is no provision for future growth and future transit modes. The current facility accommodates approximately 57,000 patrons daily, which is expected to increase by 70 percent to 97,000 by year 2024. The project enhancements will be an urban park and connections to hiker/biker trails. The benefits will be improved pedestrian circulation and safety in a covered facility, and reduced pedestrian conflicts with vehicle movements. All associated trails will be enhanced and new signage will be installed. This project will complement the completed facility of the relocated MARC station and the bridge over CSX and Metro track.

APPROPRIATION AND EXPENDITURE DATA	COORDINATION	MAP
Date First Appropriation FY99 (\$000)	CSX Railroad	See Map on Next Page
First Cost Estimate FY12 98,846	Federal Transit Administration	
Current Scope FY12 98,846	Intersection Improvement Project	
Last FY's Cost Estimate 95,596	Maryland Transit Administration	
Appropriation Request FY12 3,250	State Highway Administration	
Supplemental Appropriation Request 0	Maryland-National Capital Park and Planning Commission	
Transfer 0	Department of Permitting Services	
Cumulative Appropriation 95,596	WMATA	
Expenditures / Encumbrances 85,262	Department of Transportation	
Unencumbered Balance 10,334	Department of General Services	
Partial Closeout Thru FY09 0	Department of Technology Services	
New Partial Closeout FY10 0	Silver Spring Regional Services Center	
Total Partial Closeout 0	Department of Police	
	WSSC	
	PEPCO	

Silver Spring Transit Center -- No. 509974 (continued)

FISCAL NOTE

The full cost of this project has increased to \$101,438,000 - which includes Federal and State aid in the amount of \$2,592,000 for State of Maryland expenses for planning and supervision (that funding is not reflected in the expenditure and funding schedules of the PDF).

OTHER DISCLOSURES

- A pedestrian impact analysis has been completed for this project.
- 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.

Pkg Sil Spg Fac Renovations -- No. 508250

Category
Subcategory
Administering Agency
Planning Area

Transportation
Parking
Transportation
Silver Spring

Date Last Modified
Required Adequate Public Facility
Relocation Impact
Status

March 11, 2011
No
None.
On-going

EXPENDITURE SCHEDULE (\$000)

Cost Element	Total	Thru FY10	Rem. FY10	Total 6 Years	FY11	FY12	FY13	FY14	FY15	FY16	Beyond 6 Years
Planning, Design, and Supervision	3,174	0	1,134	2,040	100	240	425	425	425	425	0
Land	0	0	0	0	0	0	0	0	0	0	0
Site Improvements and Utilities	0	0	0	0	0	0	0	0	0	0	0
Construction	20,113	0	9,633	10,480	510	1,230	2,185	2,185	2,185	2,185	0
Other	0	0	0	0	0	0	0	0	0	0	0
Total	23,287	0	10,767	12,520	610	1,470	2,610	2,610	2,610	2,610	*

FUNDING SCHEDULE (\$000)

Current Revenue: Parking - Silver Spring	23,287	0	10,767	12,520	610	1,470	2,610	2,610	2,610	2,610	0
Revenue Bonds	0	0	0	0	0	0	0	0	0	0	0
Total	23,287	0	10,767	12,520	610	1,470	2,610	2,610	2,610	2,610	0

DESCRIPTION

This project provides for the renovation of, or improvements to, Silver Spring parking facilities. This is a continuing program of contractual improvements or restorations, with changing priorities depending on the type of deterioration and corrections required. The future scope of this project may vary depending on the results of studies conducted under the Facility Planning: Parking project. The project will protect or improve the physical infrastructure to assure continuation of safe and reliable parking facilities. Included are annual consultant services, if required, to provide investigation, analysis, recommended repair methods, contract documents, inspection, and testing.

COST CHANGE

Decrease due to suspension of work on Garage 21. The department has determined that sufficient parking exists in nearby Parking Garages 2 and 61.

JUSTIFICATION

Staff inspection and condition surveys by County inspectors and consultants indicate that facilities at the Silver Spring Parking Lot District are in need of rehabilitation and repair work. Not performing this restoration work within the time and scope specified may result in serious structural integrity problems to the subject parking facilities as well as possible public safety hazards.

Analysis of deteriorated concrete in Garage 5, in 2006 by SKA Engineers recommended selective deck replacement.

OTHER DISCLOSURES

- * Expenditures will continue indefinitely.

APPROPRIATION AND EXPENDITURE DATA	COORDINATION Facility Planning: Parking	MAP
Date First Appropriation	FY83	See Map on Next Page
First Cost Estimate		
Current Scope	FY12 23,287	
Last FY's Cost Estimate	37,700	
Appropriation Request	FY12 -11,413	
Supplemental Appropriation Request	0	
Transfer	0	
Cumulative Appropriation	24,261	
Expenditures / Encumbrances	2,194	
Unencumbered Balance	22,067	
Partial Closeout Thru	FY09 24,587	
New Partial Closeout	FY10 1,529	
Total Partial Closeout	26,116	

Flower Avenue Sidewalk -- No. 501206

Category
Subcategory
Administering Agency
Planning Area

Transportation
Pedestrian Facilities/Bikeways
Transportation
Takoma Park

Date Last Modified
Required Adequate Public Facility
Relocation Impact
Status

March 11, 2011
No
None.
N/A

EXPENDITURE SCHEDULE (\$000)

Cost Element	Total	Thru FY10	Rem. FY10	Total 6 Years	FY11	FY12	FY13	FY14	FY15	FY16	Beyond 6 Years
Planning, Design, and Supervision	0	0	0	0	0	0	0	0	0	0	0
Land	0	0	0	0	0	0	0	0	0	0	0
Site Improvements and Utilities	0	0	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0	0
Other	200	0	0	70	0	0	0	0	0	70	130
Total	200	0	0	70	0	0	0	0	0	70	130

FUNDING SCHEDULE (\$000)

Current Revenue: General	200	0	0	70	0	0	0	0	0	70	130
Total	200	0	0	70	0	0	0	0	0	70	130

DESCRIPTION

This project provides for the County's contribution to the City of Takoma Park for the construction of the sidewalk and the rehabilitation of Flower Avenue (MD 787) between Piney Branch Road and Carroll Avenue. The City of Takoma Park will annex the full width of the right-of-way on the east side of the road and take ownership and maintenance responsibilities from the State. The City will transform the road into a "green street", including the construction of an ADA compliant sidewalk on the east side of the road. The County's contribution is subject to the County's review and concurrence of the scope of work for the sidewalk component of the "green street" project.

JUSTIFICATION

Flower Avenue is heavily traveled by transit riders and pedestrians. Washington Adventist University and Washington Adventist Hospital are on this stretch of Flower Avenue. Various Ride On routes serve this segment. Rolling Terrace Elementary School; the Long Branch commercial district, library and recreation center; and the future Long Branch Purple Line stop are all within a few blocks. The project would convert a mile-long street into a "green street."

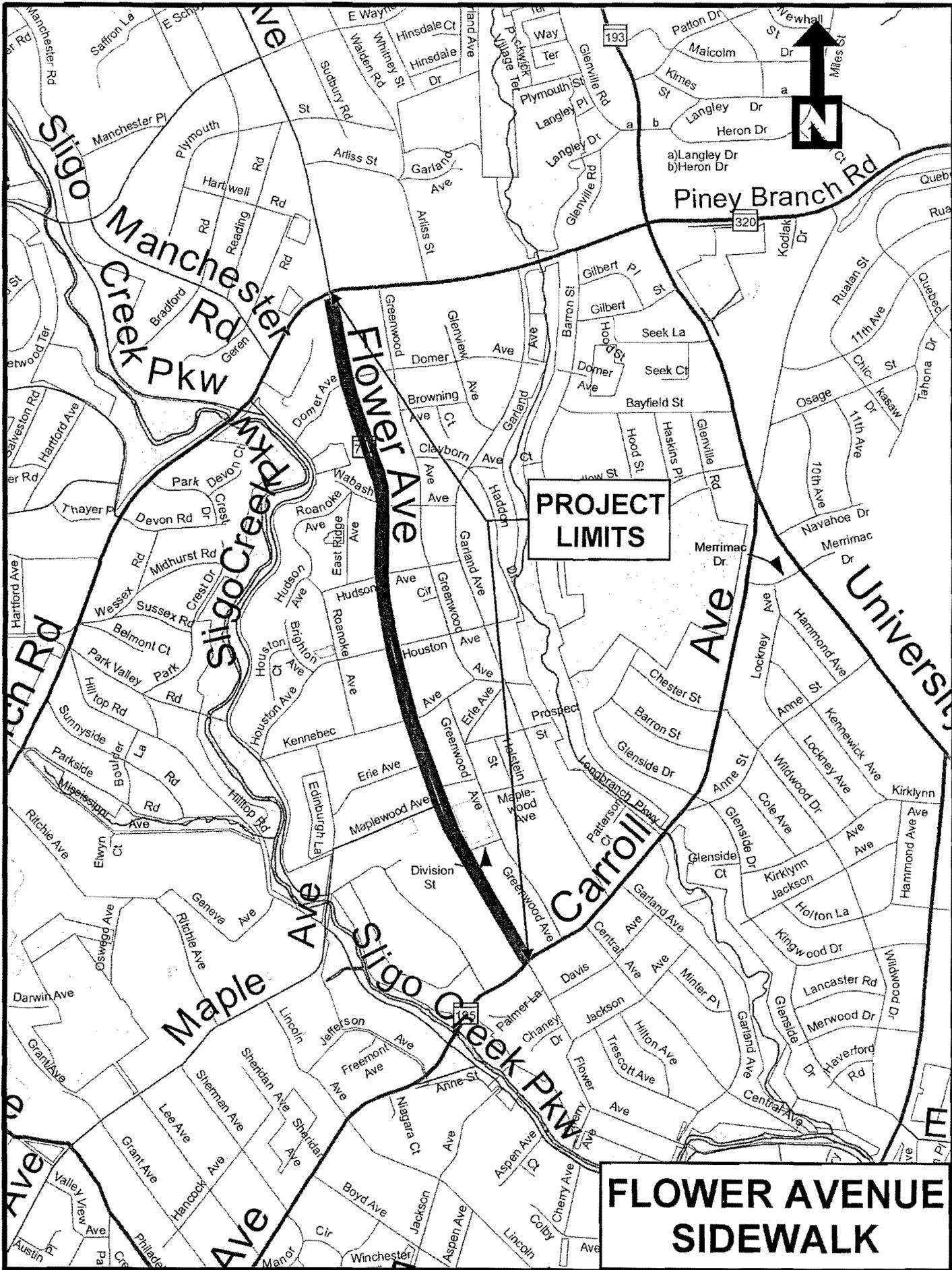
OTHER

Expenditures will be programmed in FY16 and FY17. The City of Takoma Park is expected to accept transfer of the road and build the "green street" and sidewalk in advance of the County's contribution.

FISCAL NOTE

The County's maximum contribution will be \$70,000 in FY16 and \$130,000 in FY17 for a total of \$200,000. An MOU between the County and the City of Takoma Park must be signed before these funds will be appropriated.

APPROPRIATION AND EXPENDITURE DATA	COORDINATION	MAP																																																
<table border="1" style="width: 100%; border-collapse: collapse;"> <tr> <td>Date First Appropriation</td> <td style="text-align: center;">FY11</td> <td style="text-align: right;">(\$000)</td> </tr> <tr> <td>First Cost Estimate</td> <td></td> <td style="text-align: right;">200</td> </tr> <tr> <td>Current Scope</td> <td style="text-align: center;">FY12</td> <td></td> </tr> <tr> <td>Last FY's Cost Estimate</td> <td></td> <td style="text-align: right;">0</td> </tr> <tr> <td colspan="3"> </td> </tr> <tr> <td>Appropriation Request</td> <td style="text-align: center;">FY12</td> <td style="text-align: right;">0</td> </tr> <tr> <td>Supplemental Appropriation Request</td> <td></td> <td style="text-align: right;">0</td> </tr> <tr> <td>Transfer</td> <td></td> <td style="text-align: right;">0</td> </tr> <tr> <td colspan="3"> </td> </tr> <tr> <td>Cumulative Appropriation</td> <td></td> <td style="text-align: right;">0</td> </tr> <tr> <td>Expenditures / Encumbrances</td> <td></td> <td style="text-align: right;">0</td> </tr> <tr> <td>Unencumbered Balance</td> <td></td> <td style="text-align: right;">0</td> </tr> <tr> <td colspan="3"> </td> </tr> <tr> <td>Partial Closeout Thru</td> <td style="text-align: center;">FY09</td> <td style="text-align: right;">0</td> </tr> <tr> <td>New Partial Closeout</td> <td style="text-align: center;">FY10</td> <td style="text-align: right;">0</td> </tr> <tr> <td>Total Partial Closeout</td> <td></td> <td style="text-align: right;">0</td> </tr> </table>	Date First Appropriation	FY11	(\$000)	First Cost Estimate		200	Current Scope	FY12		Last FY's Cost Estimate		0				Appropriation Request	FY12	0	Supplemental Appropriation Request		0	Transfer		0				Cumulative Appropriation		0	Expenditures / Encumbrances		0	Unencumbered Balance		0				Partial Closeout Thru	FY09	0	New Partial Closeout	FY10	0	Total Partial Closeout		0	<p>City of Takoma Park Maryland Department of Transportation Maryland State Highway Administration</p>	<p>MAP</p> <p style="font-size: 24px; margin-top: 100px;">See Map on Next Page</p>
Date First Appropriation	FY11	(\$000)																																																
First Cost Estimate		200																																																
Current Scope	FY12																																																	
Last FY's Cost Estimate		0																																																
Appropriation Request	FY12	0																																																
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Expenditures / Encumbrances		0																																																
Unencumbered Balance		0																																																
Partial Closeout Thru	FY09	0																																																
New Partial Closeout	FY10	0																																																
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**PROJECT
LIMITS**

**FLOWER AVENUE
SIDEWALK**



Sligo Creek Pkwy
Manchester Rd

Piney Branch Rd

FLOWER AVE

Ave

University Ave

Maple Ave

Sligo Creek Pkwy

Carroll Ave

Metropolitan Branch Trail -- No. 501110

Category
Subcategory
Administering Agency
Planning Area

Transportation
Pedestrian Facilities/Bikeways
Transportation
Silver Spring

Date Last Modified
Required Adequate Public Facility
Relocation Impact
Status

January 03, 2011
No
None.
Preliminary Design Stage

EXPENDITURE SCHEDULE (\$000)

Cost Element	Total	Thru FY10	Rem. FY10	Total 6 Years	FY11	FY12	FY13	FY14	FY15	FY16	Beyond 6 Years
Planning, Design, and Supervision	2,520	0	0	2,520	915	625	240	100	250	390	0
Land	4,450	0	0	4,450	0	0	1,000	2,500	950	0	0
Site Improvements and Utilities	570	0	0	570	0	0	0	0	290	280	0
Construction	4,600	0	0	4,600	0	0	0	0	1,500	3,100	0
Other	0	0	0	0	0	0	0	0	0	0	0
Total	12,140	0	0	12,140	915	625	1,240	2,600	2,990	3,770	0

FUNDING SCHEDULE (\$000)

G.O. Bonds	9,810	0	0	9,810	915	625	1,240	2,600	2,990	1,440	0
Impact Tax	2,330	0	0	2,330	0	0	0	0	0	2,330	0
Total	12,140	0	0	12,140	915	625	1,240	2,600	2,990	3,770	0

DESCRIPTION

This project provides for completing preliminary engineering and final engineering necessary to obtain CSX and WMATA approvals for the 0.62 mile segment of this trail in Montgomery County between the end of the existing trail in Takoma Park and the Silver Spring Transit Center. This project also includes the land acquisition, site improvements, utility relocations and construction of the project from the Silver Spring Transit Center to and including a new pedestrian bridge over Georgia Avenue (Phase I). The trail will be designed 8 - 10 feet in width. The design will include: the new bridge over Georgia Avenue, a grade separated crossing of Burlington Avenue, the narrowing of Selim Road and the design for the construction of new and the reconstruction of existing retaining walls.

ESTIMATED SCHEDULE

Preliminary engineering and final engineering are to be completed in the spring of 2012 for Phase I and 2013 for Phase 2. Rights-of-way acquisition and coordination with property owners, including external agencies, are anticipated to take three years.

JUSTIFICATION

The Metropolitan Branch Trail is to be part of a larger system of trails to enable non-motorized travel around the Washington region. The overall goal for these trails is to create a bicycle beltway that links Union Station and the Mall in Washington, D.C. to Takoma Park, Silver Spring, and Bethesda in Maryland. The trail is to be an off-road facility serving pedestrians, bicyclists, joggers, and skaters, and will be Americans with Disabilities Act of 1990 (ADA) accessible. Plans & Studies: Silver Spring Central Business District Sector Plan.

OTHER

The initial design for this project is under Facility Planning Transportation (No. 509337).

FISCAL NOTE

Shift expenditures from FY14 to FY15 to reflect current implementation schedule.
Federal Transportation Enhancement Funds will be pursued after property acquisition is complete.

OTHER DISCLOSURES

- A pedestrian impact analysis has been completed for this project.

APPROPRIATION AND EXPENDITURE DATA	COORDINATION	MAP																																							
<table border="1"> <tr> <td>Date First Appropriation</td> <td>FY11</td> <td>(\$000)</td> </tr> <tr> <td>First Cost Estimate</td> <td>FY11</td> <td>12,140</td> </tr> <tr> <td>Current Scope</td> <td>FY11</td> <td>12,140</td> </tr> <tr> <td>Last FY's Cost Estimate</td> <td></td> <td>12,140</td> </tr> <tr> <td>Appropriation Request</td> <td>FY12</td> <td>0</td> </tr> <tr> <td>Supplemental Appropriation Request</td> <td></td> <td>0</td> </tr> <tr> <td>Transfer</td> <td></td> <td>0</td> </tr> <tr> <td>Cumulative Appropriation</td> <td></td> <td>1,780</td> </tr> <tr> <td>Expenditures / Encumbrances</td> <td></td> <td>0</td> </tr> <tr> <td>Unencumbered Balance</td> <td></td> <td>1,780</td> </tr> <tr> <td>Partial Closeout Thru</td> <td>FY09</td> <td>0</td> </tr> <tr> <td>New Partial Closeout</td> <td>FY10</td> <td>0</td> </tr> <tr> <td>Total Partial Closeout</td> <td></td> <td>0</td> </tr> </table>	Date First Appropriation	FY11	(\$000)	First Cost Estimate	FY11	12,140	Current Scope	FY11	12,140	Last FY's Cost Estimate		12,140	Appropriation Request	FY12	0	Supplemental Appropriation Request		0	Transfer		0	Cumulative Appropriation		1,780	Expenditures / Encumbrances		0	Unencumbered Balance		1,780	Partial Closeout Thru	FY09	0	New Partial Closeout	FY10	0	Total Partial Closeout		0	<p>Washington Metropolitan Area Transit Authority CSX-Transportation Maryland State Highway Administration Montgomery College Maryland Historical Trust Purple Line Project Maryland-National Capital Park and Planning Commission Montgomery County Department of Health and Human Services</p>	<p>See Map on Next Page</p>
Date First Appropriation	FY11	(\$000)																																							
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Partial Closeout Thru	FY09	0																																							
New Partial Closeout	FY10	0																																							
Total Partial Closeout		0																																							

Century Boulevard -- No. 501115

Category
Subcategory
Administering Agency
Planning Area

Transportation
Roads
Transportation
Germantown

Date Last Modified
Required Adequate Public Facility
Relocation Impact
Status

January 07, 2011
No
None.
Final Design Stage

EXPENDITURE SCHEDULE (\$000)

Cost Element	Total	Thru FY10	Rem. FY10	Total 6 Years	FY11	FY12	FY13	FY14	FY15	FY16	Beyond 6 Years
Planning, Design, and Supervision	1,013	0	0	1,013	181	100	569	163	0	0	0
Land	837	0	0	837	837	0	0	0	0	0	0
Site Improvements and Utilities	530	0	0	530	40	0	490	0	0	0	0
Construction	10,932	0	0	10,932	0	1,979	5,966	2,987	0	0	0
Other	0	0	0	0	0	0	0	0	0	0	0
Total	13,312	0	0	13,312	1,058	2,079	7,025	3,150	0	0	0

FUNDING SCHEDULE (\$000)

Contributions	4,000	0	0	4,000	0	0	4,000	0	0	0	0
G.O. Bonds	9,312	0	0	9,312	1,058	2,079	3,025	3,150	0	0	0
Total	13,312	0	0	13,312	1,058	2,079	7,025	3,150	0	0	0

OPERATING BUDGET IMPACT (\$000)

Maintenance				42	0	0	0	14	14	14
Energy				42	0	0	0	14	14	14
Net Impact				84	0	0	0	28	28	28

DESCRIPTION

This project provides for the design, utilities and construction of a new four lane divided, closed section roadway from its current terminus south of Oxbridge Tract to its intersection with future Dorsey Mill Road a distance of approximately 2,565 feet. The project has been coordinated to accommodate the Corridor Cities Transitway within its right-of-way. The new road will be constructed below Father Hurley Boulevard at the existing bridge crossing. This project will also provide construction of a new arch culvert at the existing stream crossing with 5-foot concrete sidewalk along the east side and 8-foot bike way along west side of the road.

ESTIMATED SCHEDULE

The design phase is to be completed in the Spring of 2011 (FY11). Right-of-way is expected by the Spring of 2011(FY11). Construction to start in the Fall of 2011(FY12) and is expected to be completed within 24 months.

JUSTIFICATION

This project will provide a vital link in the Germantown area. The new roadway segment provides the necessary link to the future Dorsey Mill Road overpass over I-270, thus providing a connection to Clarksburg without using I-270. This link would create a connection between economic centers on the east and west side of I-270. The linkage to Dorsey Mill Road also establishes a roadway alternative to congested north-south roadways such as I-270 and MD355. In addition, The Corridor City Transitway (CCT) will operate within the right-of-way of Century Boulevard.

OTHER

This project was initially funded under County's Subdivision Road Participation Program and now is a stand alone project for FY11 fiscal year.

Special Capital Projects Legislation will be proposed by the County Executive.

FISCAL NOTE

Shift expenditures from FY12 to FY14 to reflect current implementation schedule.

Terms and conditions regarding Contributions from the developer will be specified within the MOU between the County and the developer. Developer land fronting this project will be dedicated.

OTHER DISCLOSURES

- A pedestrian impact analysis has been completed for this project.

APPROPRIATION AND EXPENDITURE DATA	COORDINATION	MAP																																																
<table border="1"> <tr> <td>Date First Appropriation</td> <td>FY11</td> <td>(\$000)</td> </tr> <tr> <td>First Cost Estimate</td> <td>FY11</td> <td>13,312</td> </tr> <tr> <td>Current Scope</td> <td></td> <td></td> </tr> <tr> <td>Last FY's Cost Estimate</td> <td></td> <td>13,312</td> </tr> <tr> <td colspan="3"> </td> </tr> <tr> <td>Appropriation Request</td> <td>FY12</td> <td>569</td> </tr> <tr> <td>Supplemental Appropriation Request</td> <td></td> <td>0</td> </tr> <tr> <td>Transfer</td> <td></td> <td>0</td> </tr> <tr> <td colspan="3"> </td> </tr> <tr> <td>Cumulative Appropriation</td> <td></td> <td>12,743</td> </tr> <tr> <td>Expenditures / Encumbrances</td> <td></td> <td>0</td> </tr> <tr> <td>Unencumbered Balance</td> <td></td> <td>12,743</td> </tr> <tr> <td colspan="3"> </td> </tr> <tr> <td>Partial Closeout Thru</td> <td>FY09</td> <td>0</td> </tr> <tr> <td>New Partial Closeout</td> <td>FY10</td> <td>0</td> </tr> <tr> <td>Total Partial Closeout</td> <td></td> <td>0</td> </tr> </table>	Date First Appropriation	FY11	(\$000)	First Cost Estimate	FY11	13,312	Current Scope			Last FY's Cost Estimate		13,312				Appropriation Request	FY12	569	Supplemental Appropriation Request		0	Transfer		0				Cumulative Appropriation		12,743	Expenditures / Encumbrances		0	Unencumbered Balance		12,743				Partial Closeout Thru	FY09	0	New Partial Closeout	FY10	0	Total Partial Closeout		0	Maryland Transit Authority (Corridor Cities Transitway) Developers Maryland State Highway Administration Maryland Department of the Environment Maryland-National Capital Park and Planning Commission Department of Permitting Services Washington Suburban Sanitary Commission Allegheny Power Washington Gas Light Company Verizon Annual Bikeway Program	See Map on Next Page
Date First Appropriation	FY11	(\$000)																																																
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New Partial Closeout	FY10	0																																																
Total Partial Closeout		0																																																

Facility Planning-Transportation -- No. 509337

Category
Subcategory
Administering Agency
Planning Area

Transportation
Roads
Transportation
Countywide

Date Last Modified
Required Adequate Public Facility
Relocation Impact
Status

May 16, 2011
No
None.
On-going

EXPENDITURE SCHEDULE (\$000)

Cost Element	Total	Thru FY10	Rem. FY10	Total 6 Years	FY11	FY12	FY13	FY14	FY15	FY16	Beyond 6 Years
Planning, Design, and Supervision	55,016	34,329	559	20,128	1,538	1,855	4,285	5,570	3,330	3,550	0
Land	411	411	0	0	0	0	0	0	0	0	0
Site Improvements and Utilities	128	128	0	0	0	0	0	0	0	0	0
Construction	54	54	0	0	0	0	0	0	0	0	0
Other	49	49	0	0	0	0	0	0	0	0	0
Total	55,658	34,971	559	20,128	1,538	1,855	4,285	5,570	3,330	3,550	*

FUNDING SCHEDULE (\$000)

Contributions	4	4	0	0	0	0	0	0	0	0	0
Current Revenue: General	44,436	29,883	15	14,538	878	774	3,008	3,988	2,700	3,190	0
Impact Tax	1,895	570	44	1,281	660	621	0	0	0	0	0
Intergovernmental	785	764	21	0	0	0	0	0	0	0	0
Land Sale	2,099	1,849	0	250	0	250	0	0	0	0	0
Mass Transit Fund	4,705	1,826	479	2,400	0	210	560	640	630	360	0
Recordation Tax Premium	1,659	0	0	1,659	0	0	717	942	0	0	0
State Aid	75	75	0	0	0	0	0	0	0	0	0
Total	55,658	34,971	559	20,128	1,538	1,855	4,285	5,570	3,330	3,550	0

DESCRIPTION

This project provides for planning and preliminary engineering design for new and reconstructed highway projects, pedestrian facilities, bike facilities, and mass transit projects under consideration for inclusion in the CIP. Prior to the establishment of a CIP stand-alone project, the Department of Transportation (DOT) will perform Phase I of facility planning, a rigorous planning level investigation of the following critical project elements: purpose and need; usage forecasts and traffic operational analysis; community, economic, social, environmental, and historic impact analyses; recommended concept design and public participation. At the end of Phase I, the Transportation, Infrastructure, Energy, and Environment (T&E) Committee of the County Council reviews the work and determines if the project has the merits to advance to Phase II of facility planning, preliminary (35 percent level of completion) engineering design. In preliminary engineering design, construction plans are developed showing the specific and detailed features of the project, from which its impacts and costs can be more accurately assessed. At the completion of Phase II, the County Executive and County Council hold project-specific public hearings and then determine if the candidate project has the merits to advance into the CIP as a fully-funded, stand-alone project.

COST CHANGE

Reduce project scope and current revenue appropriation by \$340,000 in FY12 for fiscal capacity. Reduce FY12 by \$90,000 and FY13 by \$315,000 to delete phase II funding for the Roberts Tavern Road/MD355 Bypass. Reduce FY16 by \$70,000 for the County's contribution to the City of Takoma Park for the construction of the sidewalk and the rehabilitation of Flower Avenue (MD 787) between Piney Branch Road and Carroll Avenue. Increase FY12 by \$150,000 for consulting services to support the Rapid Transit Task Force.

JUSTIFICATION

There is a continuing need to define the scope and determine need, benefits, implementation feasibility, horizontal and vertical alignments, typical sections, impacts, community support/opposition, preliminary costs, and alternatives for master planned transportation recommendations. Facility Planning provides decision makers with reliable information to determine if a master-planned transportation recommendation merits inclusion in the CIP as a stand-alone project. The sidewalk and bikeway projects in Facility Planning specifically address pedestrian needs.

OTHER

As part of the Midcounty Highway Study, one option to be evaluated is a 4-lane parkway with a narrow median, a 40 mph design speed, a prohibition of heavy trucks, 11-foot wide travel lanes, and other parkway features.

FISCAL NOTE

Project scope and current revenue funding was reduced by \$363,000 in FY11.

Starting in FY01, Mass Transit Funds provide for mass transit related candidate projects. Replace current revenue with land sale proceeds in FY10. Impact tax will continue to be applied to qualifying projects.

The County is working out an agreement with Takoma Park to participate in the construction of the sidewalk and the rehabilitation of Flower Avenue (MD 787) between Piney Branch Road and Carroll Avenue. The County's maximum contribution will be \$70,000 in FY16 and \$130,000 in FY17 for a total of \$200,000.

APPROPRIATION AND EXPENDITURE DATA	COORDINATION	MAP												
<table border="1"> <tr> <td>Date First Appropriation</td> <td>FY93</td> <td>(\$000)</td> </tr> <tr> <td>First Cost Estimate</td> <td>FY12</td> <td>55,658</td> </tr> <tr> <td>Current Scope</td> <td></td> <td></td> </tr> <tr> <td>Last FY's Cost Estimate</td> <td></td> <td>56,576</td> </tr> </table>	Date First Appropriation	FY93	(\$000)	First Cost Estimate	FY12	55,658	Current Scope			Last FY's Cost Estimate		56,576	<ul style="list-style-type: none"> Maryland-National Park and Planning Commission Maryland State Highway Administration Maryland Department of the Environment Maryland Department of Natural Resources U.S. Army Corps of Engineers Department of Permitting Services Utilities Municipalities Affected communities Commission on Aging Commission on People with Disabilities Montgomery County Pedestrian Safety Advisory Committee 	
Date First Appropriation	FY93	(\$000)												
First Cost Estimate	FY12	55,658												
Current Scope														
Last FY's Cost Estimate		56,576												
<table border="1"> <tr> <td>Appropriation Request</td> <td>FY12</td> <td>3,003</td> </tr> <tr> <td>Supplemental Appropriation Request</td> <td></td> <td>0</td> </tr> <tr> <td>Transfer</td> <td></td> <td>0</td> </tr> </table>	Appropriation Request	FY12	3,003	Supplemental Appropriation Request		0	Transfer		0					
Appropriation Request	FY12	3,003												
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<table border="1"> <tr> <td>Cumulative Appropriation</td> <td></td> <td>37,624</td> </tr> <tr> <td>Expenditures / Encumbrances</td> <td></td> <td>37,161</td> </tr> <tr> <td>Unencumbered Balance</td> <td></td> <td>463</td> </tr> </table>	Cumulative Appropriation		37,624	Expenditures / Encumbrances		37,161	Unencumbered Balance		463					
Cumulative Appropriation		37,624												
Expenditures / Encumbrances		37,161												
Unencumbered Balance		463												
<table border="1"> <tr> <td>Partial Closeout Thru</td> <td>FY09</td> <td>0</td> </tr> <tr> <td>New Partial Closeout</td> <td>FY10</td> <td>0</td> </tr> <tr> <td>Total Partial Closeout</td> <td></td> <td>0</td> </tr> </table>	Partial Closeout Thru	FY09	0	New Partial Closeout	FY10	0	Total Partial Closeout		0					
Partial Closeout Thru	FY09	0												
New Partial Closeout	FY10	0												
Total Partial Closeout		0												

Facility Planning-Transportation -- No. 509337 (continued)

An MOU between the County and the City of Takoma Park must be signed before these funds will be appropriated.

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.
- * Expenditures will continue indefinitely.

FACILITY PLANNING TRANSPORTATION – No. 509337
FY11-16 PDF Project List

Studies Underway or to Start in FY11-12:

Road/Bridge Projects

Dorsey Mill Road Extended and Bridge (over I-270)
East Gude Drive Widening (Crabbs Branch Way – MD28)
Midcounty Hwy Extended (Mont. Village Ave – MD27)
Observation Dr (Waters Discovery La – 1/4 mi. S.
Stringtown Rd)
Seminary Road Intersection

Sidewalk/Bikeway Projects

Bradley Boulevard Bikeway (Wilson La – Goldsboro Rd)
Jones Mill Rd Bikelanes (Stoneybrook Rd – MD410)
MacArthur Blvd Bikeway Improvements Segment 3
(Oberlin Ave – DC Line)
Oak Drive/MD27 Sidewalk
Seven Locks Road Sidewalk/Bikeway (Montrose Rd –
Bradley Blvd)

Mass Transit Projects

Lakeforest Transit Center Modernization
Rapid Transit Task Force
Upcounty Park-and-Ride Expansion

Candidate Studies to Start in FY13-16:

Road/Bridge Projects

Arlington Road Widening (Wilson La – Bradley Blvd)
Oakmont Avenue Improvement (Shady Grove Rd –
Railroad St)

Sidewalk/Bikeway Projects

Dale Drive Sidewalk (MD97 – US29)
Falls Road Sidewalk-West Side (River Rd – Dunster Rd)
Franklin Avenue Sidewalk (US29 – MD193)
Goldsboro Road Bikeway (MacArthur Blvd – River Rd)
Good Hope Rd/Bonifant Rd Bike Facilities (Briggs
Chaney Rd – Layhill Rd)
MacArthur Blvd Bikeway Improvements Segment 1
(Stable La – I-495)
Midcounty Hwy BW/SW (Woodfield Rd – Shady Grove
Rd)
NIH Circulation & North Bethesda Trail Extension
Sixteenth Street Sidewalk (Lyttonsville Rd – Spring St)
Strathmore Ave Sidewalk (Stillwater Ave – Garrett Park)
Tuckerman Lane Sidewalk (Gainsborough Rd – Old
Georgetown Rd)

Mass Transit Projects

Clarksburg Transit Center
Germantown Transit Center Expansion
Hillandale Bus Layover
Milestone Transit Center Expansion
New Transit Center/Park-and-Ride

Other Candidate Studies Proposed after FY16:

Road/Bridge Projects

N/A

Sidewalk/Bikeway Projects

Dufief Mill Sidewalk (MD28 – Travilah Rd)
Fairland Road Sidewalk (Randolph Rd – Old Columbia
Pike)
MD355 Sidewalk (Hyattstown Mill Rd – MC Line)

Mass Transit Projects

Olney Longwood Park-and-Ride
University Boulevard BRT

Montrose Parkway East -- No. 500717

Category
Subcategory
Administering Agency
Planning Area

Transportation
Roads
Transportation
North Bethesda-Garrett Park

Date Last Modified
Required Adequate Public Facility
Relocation Impact
Status

May 23, 2011
No
Yes.
Final Design Stage

EXPENDITURE SCHEDULE (\$000)

Cost Element	Total	Thru FY10	Rem. FY10	Total 6 Years	FY11	FY12	FY13	FY14	FY15	FY16	Beyond 6 Years
Planning, Design, and Supervision	9,032	1,322	510	7,200	800	800	1,000	1,000	1,600	2,000	0
Land	12,453	2,006	1,567	8,880	1,890	3,990	3,000	0	0	0	0
Site Improvements and Utilities	2,700	0	0	2,700	0	0	0	0	2,700	0	0
Construction	95,310	10	0	95,300	0	0	20,300	24,800	26,200	24,000	0
Other	0	0	0	0	0	0	0	0	0	0	0
Total	119,495	3,338	2,077	114,080	2,690	4,790	24,300	25,800	30,500	26,000	0

FUNDING SCHEDULE (\$000)

EDAET	504	504	0	0	0	0	0	0	0	0	0
G.O. Bonds	100,417	2,117	2,077	96,223	2,690	207	21,517	23,812	22,027	25,970	0
Impact Tax	12,894	717	0	12,177	0	4,583	2,783	1,988	2,823	0	0
Intergovernmental	30	0	0	30	0	0	0	0	0	30	0
Recordation Tax Premium	5,650	0	0	5,650	0	0	0	0	5,650	0	0
Total	119,495	3,338	2,077	114,080	2,690	4,790	24,300	25,800	30,500	26,000	0

DESCRIPTION

This project provides for a new four-lane divided parkway as recommended in the North Bethesda/Garrett Park and Aspen Hill Master Plans. The roadway will be a closed section with a 11-foot wide lanes, a 10-foot wide bikepath on the north side, and 5-foot wide sidewalk on the south side. The project includes a 350-foot bridge over Rock Creek. The roadway limit is between the eastern limit of the MD355/Montrose interchange on the west and the intersection of Veirs Mill Road and Parkland Road on the east. The project includes a bridge over CSX, a grade-separated interchange with Parklawn Drive, and a tie-in to Veirs Mill Road. Appropriate stormwater management facilities and landscaping will be included.

CAPACITY

Average daily traffic is projected to be 42,800 vehicles per day by 2020.

ESTIMATED SCHEDULE

Design and right-of-way acquisition phase is expected to be complete in the spring of 2012 followed by a construction period of approximately 3 1/2 years.

JUSTIFICATION

This project will relieve traffic congestion on roadways in the area through increased network capacity. The project also provides improved safety for motorists, pedestrians, and bicyclists, as well as a greenway. The North Bethesda/Garrett Park Master Plan classifies this roadway as A-270. At the completion of the Phase I Facility Planning process, a project prospectus was completed in June 2004. This project will connect to the Montrose Parkway West and SHA MD 355/Randolph Road Relocation project.

OTHER

Design of this project will take into consideration the future Veirs Mill Road Bus Rapid Transit (BRT) service.

Consistent with the County's master plan, trucks with more than four wheels are prohibited from Montrose Parkway East between Parklawn Drive and Veirs Mill Road, except for trucks allowed for the parkway's maintenance and in emergency situations.

FISCAL NOTE

Shift expenditures and funding from FY13 and FY14 to FY16 to reflect current implementation plan.

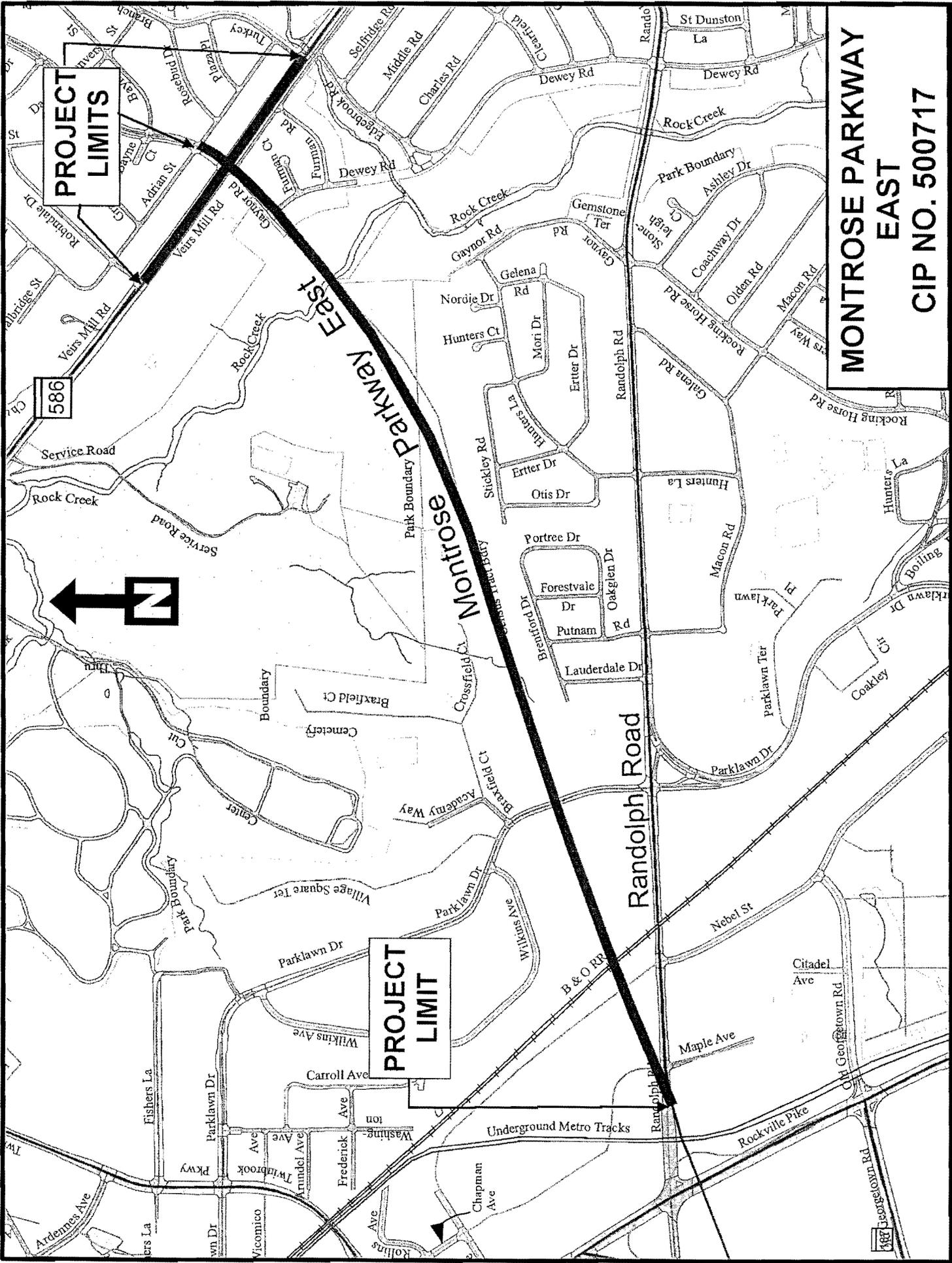
Reduce Impact Taxes in FY12 through FY15 and increase GO Bonds to offset.

\$9 million for the design of the segment between MD 355/Montrose interchange and Parklawn Drive is in the State Transportation Participation project. Intergovernmental revenue represents Washington Suburban Sanitary Commission's (WSSC) share of the water and sewer relocation costs.

OTHER DISCLOSURES

- A pedestrian impact analysis has been completed for this project.

APPROPRIATION AND EXPENDITURE DATA	COORDINATION	MAP												
<table border="1"> <tr> <td>Date First Appropriation</td> <td>FY07</td> <td>(\$000)</td> </tr> <tr> <td>First Cost Estimate</td> <td>FY11</td> <td>119,495</td> </tr> <tr> <td>Current Scope</td> <td></td> <td></td> </tr> <tr> <td>Last FY's Cost Estimate</td> <td></td> <td>119,495</td> </tr> </table>	Date First Appropriation	FY07	(\$000)	First Cost Estimate	FY11	119,495	Current Scope			Last FY's Cost Estimate		119,495	Department of Fire and Rescue Services Department of Transportation Department of Permitting Services Maryland-National Capital Park and Planning Commission Maryland State Highway Administration Maryland Department of Environment Washington Suburban Sanitary Commission Washington Gas PEPCO Verizon State Transportation Participation Project No. 500722 Special Capital Projects Legislation [Bill No. 16-08] was adopted by Council June 10, 2008.	See Map on Next Page
Date First Appropriation	FY07	(\$000)												
First Cost Estimate	FY11	119,495												
Current Scope														
Last FY's Cost Estimate		119,495												
<table border="1"> <tr> <td>Appropriation Request</td> <td>FY12</td> <td>3,591</td> </tr> <tr> <td>Supplemental Appropriation Request</td> <td></td> <td>0</td> </tr> <tr> <td>Transfer</td> <td></td> <td>0</td> </tr> </table>	Appropriation Request	FY12	3,591	Supplemental Appropriation Request		0	Transfer		0					
Appropriation Request	FY12	3,591												
Supplemental Appropriation Request		0												
Transfer		0												
<table border="1"> <tr> <td>Cumulative Appropriation</td> <td></td> <td>9,304</td> </tr> <tr> <td>Expenditures / Encumbrances</td> <td></td> <td>5,150</td> </tr> <tr> <td>Unencumbered Balance</td> <td></td> <td>4,154</td> </tr> </table>	Cumulative Appropriation		9,304	Expenditures / Encumbrances		5,150	Unencumbered Balance		4,154					
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Partial Closeout Thru	FY09	0												
New Partial Closeout	FY10	0												
Total Partial Closeout		0												



PROJECT LIMITS

PROJECT LIMIT

**MONTROSE PARKWAY
EAST
CIP NO. 500717**

586

1887

Platt Ridge Drive Extended -- No. 501200

Category
Subcategory
Administering Agency
Planning Area

Transportation
Roads
Transportation
Bethesda-Chevy Chase

Date Last Modified
Required Adequate Public Facility
Relocation Impact
Status

January 07, 2011
No
None.
Planning Stage

EXPENDITURE SCHEDULE (\$000)

Cost Element	Total	Thru FY10	Rem. FY10	Total 6 Years	FY11	FY12	FY13	FY14	FY15	FY16	Beyond 6 Years
Planning, Design, and Supervision	620	0	0	620	0	170	270	180	0	0	0
Land	0	0	0	0	0	0	0	0	0	0	0
Site Improvements and Utilities	30	0	0	30	0	0	0	30	0	0	0
Construction	3,050	0	0	3,050	0	0	690	2,360	0	0	0
Other	0	0	0	0	0	0	0	0	0	0	0
Total	3,700	0	0	3,700	0	170	960	2,570	0	0	0

FUNDING SCHEDULE (\$000)

G.O. Bonds	3,700	0	0	3,700	0	170	960	2,570	0	0	0
Total	3,700	0	0	3,700	0	170	960	2,570	0	0	0

OPERATING BUDGET IMPACT (\$000)

Maintenance				2	0	0	0	0	1	1
Net Impact				2	0	0	0	0	1	1

DESCRIPTION

This project consists of a northerly extension of existing Platt Ridge Drive from its terminus at Jones Bridge Road, approximately 600 feet through North Chevy Chase Local Park to connect with Montrose Driveway, a street in the Chevy Chase Valley (also known as Spring Valley or Chevy Chase Section 9) subdivision. To minimize impact to the park environment it is proposed that the road be of minimal complexity and width. The road would be a two-lane rolled curb section of tertiary width (20') with guardrails and a minimum right-of-way width of 30'. Sidewalks, streetlights, drainage ditches and similar features are not proposed to minimize impacts to the park. Pedestrian access will continue to be provided by the existing five-foot sidewalks on both sides of Spring Valley Road.

CAPACITY

The project will benefit the residents and visitors to the 60 homes in Chevy Chase Valley plus the members and users of the Chevy Chase Recreation Association swim and tennis club whose only access is through the Chevy Chase Valley community.

ESTIMATED SCHEDULE

Detailed planning and design activities will begin in FY12 and be completed in FY13. Construction will start in FY13 and be completed in FY14.

JUSTIFICATION

Vehicular ingress and egress from the Chevy Chase Valley community is currently difficult and will become even more difficult with the anticipated increase in traffic from the BRAC relocation of Walter Reed Army Medical Center to Bethesda, especially with construction of a new southbound lane on Connecticut Avenue between I-495 and Jones Bridge Road now proposed by the State Highway Administration. As a result, an engineering traffic study seeking solutions to the congestion problem was commissioned by the Department of Transportation. The study entitled "Spring Valley Traffic Study" dated June 2010, was prepared by STV Incorporated and serves as the facility planning document for this project. Four alternative solutions to the traffic problem were studied. It was found that "Alternative 2" (new traffic signal at Jones Bridge Road and Spring Valley Road) would have a positive effect for a limited period of time. As a result, a temporary traffic signal will be installed in FY11 with funding from the Traffic Signals project #507154. It was also found that "Alternative 3", the extension of Platt Ridge Drive to Montrose Driveway would provide the most cost-effective approach to a permanent solution. All planning and design work will be done in close consultation and coordination with the M-NCPPC.

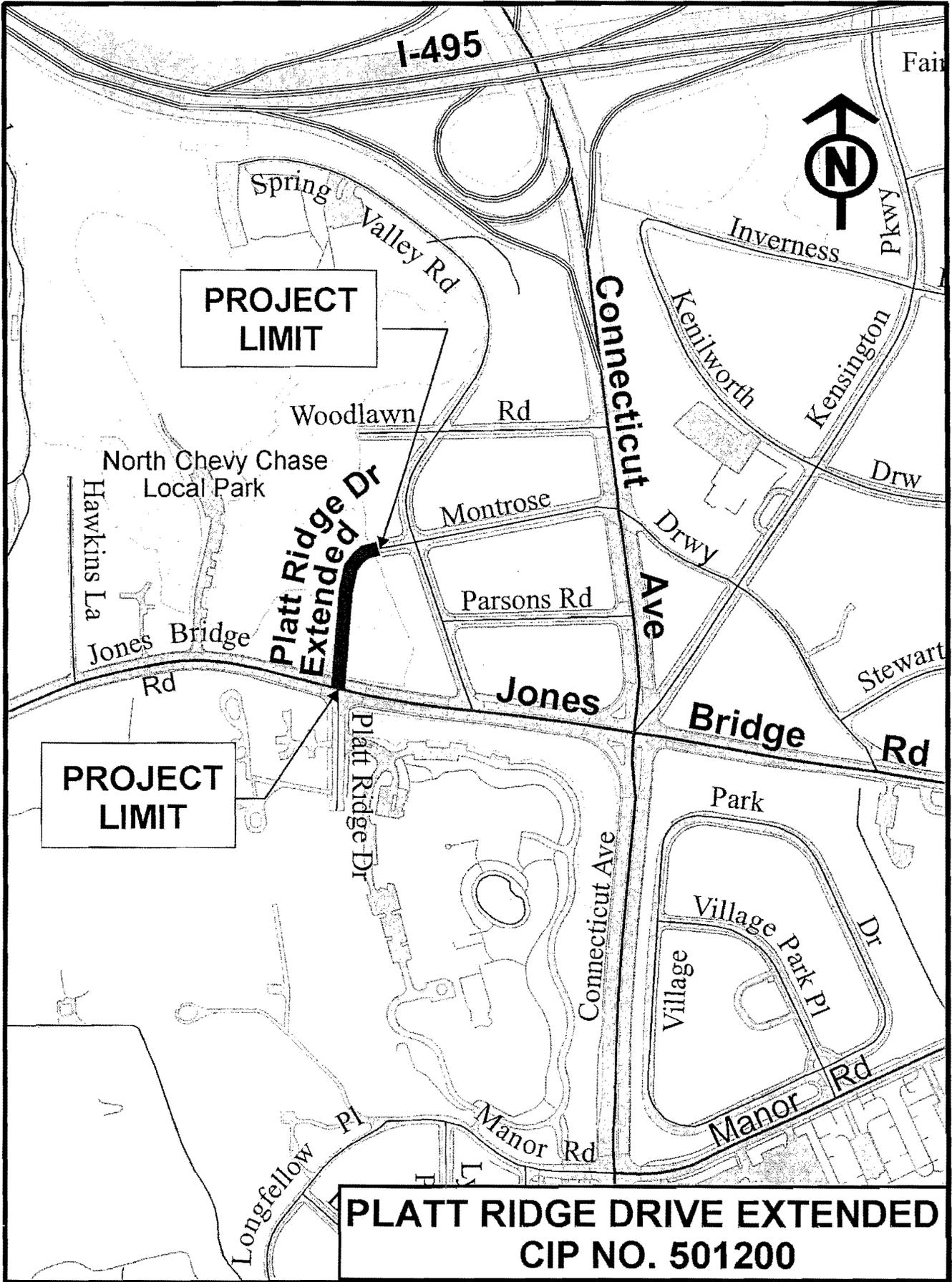
OTHER

Right-of-way for this project will be dedicated by the M-NCPPC or purchased through ALARF funding.

OTHER DISCLOSURES

- A pedestrian impact analysis has been completed for this project.

APPROPRIATION AND EXPENDITURE DATA	COORDINATION	MAP												
<table border="1"> <tr> <td>Date First Appropriation</td> <td>FY12</td> <td>(\$000)</td> </tr> <tr> <td>First Cost Estimate</td> <td>FY12</td> <td>3,700</td> </tr> <tr> <td>Current Scope</td> <td></td> <td></td> </tr> <tr> <td>Last FY's Cost Estimate</td> <td></td> <td>0</td> </tr> </table>	Date First Appropriation	FY12	(\$000)	First Cost Estimate	FY12	3,700	Current Scope			Last FY's Cost Estimate		0	M-NCPPC Maryland State Highway Administration Washington Suburban Sanitary Commission Department of Transportation Department of Permitting Services Department of Environmental Protection	See Map on Next Page
Date First Appropriation	FY12	(\$000)												
First Cost Estimate	FY12	3,700												
Current Scope														
Last FY's Cost Estimate		0												
<table border="1"> <tr> <td>Appropriation Request</td> <td>FY12</td> <td>380</td> </tr> <tr> <td>Supplemental Appropriation Request</td> <td></td> <td>0</td> </tr> <tr> <td>Transfer</td> <td></td> <td>0</td> </tr> </table>	Appropriation Request	FY12	380	Supplemental Appropriation Request		0	Transfer		0					
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Partial Closeout Thru	FY09	0												
New Partial Closeout	FY10	0												
Total Partial Closeout		0												



**PROJECT
LIMIT**

**PROJECT
LIMIT**

**PLATT RIDGE DRIVE EXTENDED
CIP NO. 501200**

Snouffer School Road -- No. 501109

Category
Subcategory
Administering Agency
Planning Area

Transportation
Roads
Transportation
Gaithersburg Vicinity

Date Last Modified
Required Adequate Public Facility
Relocation Impact
Status

May 20, 2011
No
None.
Preliminary Design Stage

EXPENDITURE SCHEDULE (\$000)

Cost Element	Total	Thru FY10	Rem. FY10	Total 6 Years	FY11	FY12	FY13	FY14	FY15	FY16	Beyond 6 Years
Planning, Design, and Supervision	2,344	0	0	2,266	935	614	100	50	251	316	78
Land	2,380	0	0	2,380	0	550	1,000	830	0	0	0
Site Improvements and Utilities	2,686	0	0	2,686	0	0	0	900	786	1,000	0
Construction	16,300	0	0	11,686	0	0	0	0	5,823	5,863	4,614
Other	0	0	0	0	0	0	0	0	0	0	0
Total	23,710	0	0	19,018	935	1,164	1,100	1,780	6,860	7,179	4,692

FUNDING SCHEDULE (\$000)

G.O. Bonds	Total	Thru FY10	Rem. FY10	Total 6 Years	FY11	FY12	FY13	FY14	FY15	FY16	Beyond 6 Years
G.O. Bonds	22,960	0	0	18,268	935	1,164	1,100	1,780	6,860	6,429	4,692
Intergovernmental	750	0	0	750	0	0	0	0	0	750	0
Total	23,710	0	0	19,018	935	1,164	1,100	1,780	6,860	7,179	4,692

DESCRIPTION

This project provides for the design, land acquisition, and construction of 5,850 linear feet of roadway widening along Snouffer School Road between Woodfield Road (MD124) and Centerway Road. The roadway typical section consists of two through lanes in each direction, a continuous center turn lane and 5-foot bike lanes in each direction with an 8-foot bikepath on the north side and a 5-foot sidewalk on the south side within a 90' right-of-way. The typical section was previously approved by the Council's Transportation, Infrastructure, Energy and Environment Committee. The project will require approximately 1.44 acres of land acquisition and will include street lights, storm drainage, stormwater management, and landscaping. Utility relocations include water, sewer, gas, and approximately 66 PEPCO poles.

The County's Smart Growth Initiative site at the Webb Tract includes the Montgomery County Public Schools (MCPS) Food Distribution Facility and the Public Safety Training Academy relocation. The adjacent segment of Snouffer School Road between Centerway and Goshen Road will be improved based on the traffic needs of the Webb Tract development. A new project will be added for this segment upon completion of the traffic study.

CAPACITY

The projected Average Daily Traffic (ADT) for 2025 is 30,250.

ESTIMATED SCHEDULE

Final design to be completed in the winter of 2013, land acquisition anticipated to be complete in the spring of 2014, utility relocations anticipated to be complete in the fall of 2014, and construction will begin in the fall of 2014 and take approximately 24 months.

JUSTIFICATION

The Airpark Project Area of the Gaithersburg Vicinity Planning Area of the county is experiencing rapid growth with plans for new offices, shops, residential communities, and restaurants. The Snouffer School Road improvements project is needed to meet traffic and pedestrian demands of existing and future land uses. This project meets the recommendations of the area Master Plans, enhances regional connectivity, and follows the continuity of adjacent developer improvements. It will improve traffic flow by providing continuous roadway cross section and standard lane widths and encourage alternative means of mobility through proposed bicycle and pedestrian facilities. The Department of Transportation (DOT) completed the facility planning – Phase I study in FY06. Facility planning – Phase II was completed in FY08 in the Facility Planning Transportation Project (No. 509337).

OTHER

Special Capital Projects Legislation will be proposed by the County Executive.

FISCAL NOTE

Shift expenditures and funding from FY14 to FY17 to reflect current implementation schedule.

Intergovernmental revenues represent the Washington Suburban Sanitary Commission's (WSSC) share of the water and sewer relocation costs.

OTHER DISCLOSURES

- A pedestrian impact analysis has been completed for this project.

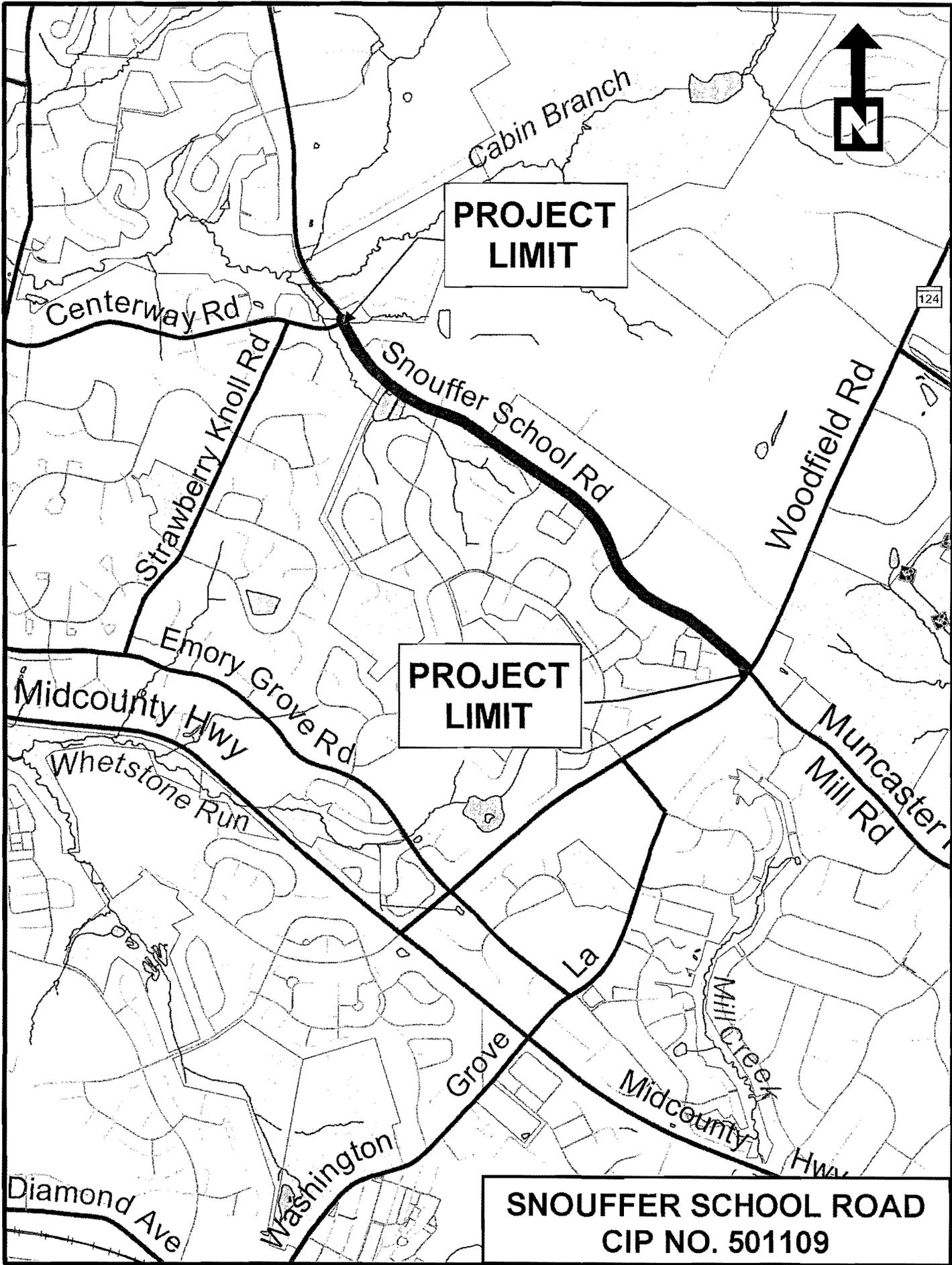
APPROPRIATION AND EXPENDITURE DATA	COORDINATION	MAP												
<table border="1"> <tr> <td>Date First Appropriation</td> <td>FY11</td> <td>(\$000)</td> </tr> <tr> <td>First Cost Estimate</td> <td>FY11</td> <td>23,710</td> </tr> <tr> <td>Current Scope</td> <td></td> <td></td> </tr> <tr> <td>Last FY's Cost Estimate</td> <td></td> <td>23,710</td> </tr> </table>	Date First Appropriation	FY11	(\$000)	First Cost Estimate	FY11	23,710	Current Scope			Last FY's Cost Estimate		23,710	Washington Suburban Sanitary Commission Department of Permitting Services PEPCO Verizon Washington Gas Department of General Services	See Map on Next Page
Date First Appropriation	FY11	(\$000)												
First Cost Estimate	FY11	23,710												
Current Scope														
Last FY's Cost Estimate		23,710												
<table border="1"> <tr> <td>Appropriation Request</td> <td>FY12</td> <td>550</td> </tr> <tr> <td>Supplemental Appropriation Request</td> <td></td> <td>0</td> </tr> <tr> <td>Transfer</td> <td></td> <td>0</td> </tr> </table>	Appropriation Request	FY12	550	Supplemental Appropriation Request		0	Transfer		0					
Appropriation Request	FY12	550												
Supplemental Appropriation Request		0												
Transfer		0												
<table border="1"> <tr> <td>Cumulative Appropriation</td> <td></td> <td>1,549</td> </tr> <tr> <td>Expenditures / Encumbrances</td> <td></td> <td>0</td> </tr> <tr> <td>Unencumbered Balance</td> <td></td> <td>1,549</td> </tr> </table>	Cumulative Appropriation		1,549	Expenditures / Encumbrances		0	Unencumbered Balance		1,549					
Cumulative Appropriation		1,549												
Expenditures / Encumbrances		0												
Unencumbered Balance		1,549												
<table border="1"> <tr> <td>Partial Closeout Thru</td> <td>FY09</td> <td>0</td> </tr> <tr> <td>New Partial Closeout</td> <td>FY10</td> <td>0</td> </tr> <tr> <td>Total Partial Closeout</td> <td></td> <td>0</td> </tr> </table>	Partial Closeout Thru	FY09	0	New Partial Closeout	FY10	0	Total Partial Closeout		0					
Partial Closeout Thru	FY09	0												
New Partial Closeout	FY10	0												
Total Partial Closeout		0												



**PROJECT
LIMIT**

**PROJECT
LIMIT**

**SNOUFFER SCHOOL ROAD
CIP NO. 501109**



State Transportation Participation -- No. 500722

Category
Subcategory
Administering Agency
Planning Area

Transportation
Roads
Transportation
Countywide

Date Last Modified
Required Adequate Public Facility
Relocation Impact
Status

April 06, 2011
Yes
None.
On-going

EXPENDITURE SCHEDULE (\$000)

Cost Element	Total	Thru FY10	Rem. FY10	Total 6 Years	FY11	FY12	FY13	FY14	FY15	FY16	Beyond 6 Years
Planning, Design, and Supervision	415	415	0	0	0	0	0	0	0	0	0
Land	0	0	0	0	0	0	0	0	0	0	0
Site Improvements and Utilities	0	0	0	0	0	0	0	0	0	0	0
Construction	11,249	11,249	0	0	0	0	0	0	0	0	0
Other	73,811	19,977	0	49,411	8,188	16,292	17,681	7,250	0	0	4,423
Total	85,475	31,641	0	49,411	8,188	16,292	17,681	7,250	0	0	4,423

FUNDING SCHEDULE (\$000)

G.O. Bonds	5,881	0	0	1,458	1,000	0	0	458	0	0	4,423
Impact Tax	100	0	0	100	100	0	0	0	0	0	0
Revenue Bonds: Liquor Fund	65,031	17,178	0	47,853	7,088	16,292	17,681	6,792	0	0	0
State Aid	14,463	14,463	0	0	0	0	0	0	0	0	0
Total	85,475	31,641	0	49,411	8,188	16,292	17,681	7,250	0	0	4,423

DESCRIPTION

This project provides for the County's participation for the funding of State and Washington Metropolitan Area Transit Authority (WMATA) transportation projects that will add transportation capacity to the County's network, reduce traffic congestion in different areas of the County, and provide overall benefits to the public at large. Major projects to be funded will be selected from the most recent Joint priority letter signed by the County Executive and the President of the County Council and submitted to the County's Delegation in Annapolis, Maryland.

JUSTIFICATION

Montgomery County, as part of the Washington Region, has the third highest level of traffic congestion in the Nation. State roads carry the heaviest traffic volumes in the County; and the State has made it clear that the Transportation Trust Fund has not been growing at a rate that will allow them to complete major projects in the near future. Therefore, in order to directly address the congestion problems in Montgomery County, the County will participate in the construction of State projects; to improve the quality of life for our residents, eliminate or reduce delays at major bottlenecks in our transportation system, improve safety, and improve air quality in the immediate vicinity of the projects.

OTHER

Through FY09 the County contributed \$31.225 million to the State for:

- Acceleration of construction of MD 355/Montrose Parkway interchange (\$14.463 million)
- Design of the I-270/Watkins Mill Road interchange (\$2.4 million)
- Design of the MD97/Randolph Road interchange (\$14.362 million).

An additional commitment of \$26.83 million is included in the MOU's with the State for:

- Design of the Watkins Mill Road Bridge over I-270 (\$2.5 million)
- Phase II of the MD355 interchange connecting to Montrose Parkway East (\$9.0 million)
- Preliminary engineering for the Viers Mill Road Bus Rapid Transit (BRT) between Wheaton and Rockville (\$6.0 million)
- Preliminary engineering for improvements to MD97 from Forest Glen through Montgomery Hills (\$3.0 million)
- 50% of the design and construction costs of several intersection improvements (\$6.447 million).

The project also includes:

- Funding for the design and environmental analysis of the MD355 crossing associated with BRAC currently underway (\$880,000)
- Engineering design of a pedestrian tunnel beneath Georgia Avenue from the Forest Glen Metro Rail Station (\$2.0 million).

FY12 MOU's are under development by the State for:

- Final design and land acquisition of the Brookville Bypass (\$10.0 million)
- Preliminary engineering for the Georgia Avenue busway between Olney and the Glenmont Metro Rail Station (\$5.0 million),
- Design and Right-of-way acquisition and utility relocation for MD124 between Mid-County Highway and Airpark Road (\$5.0 million).

FISCAL NOTE

Amend expenditure and funding schedule to align with current MOU agreements with the State.

\$14,463,000 was originally advanced by the County to the State for the MD355/Montrose Parkway interchange. The County received reimbursement from the

APPROPRIATION AND EXPENDITURE DATA	COORDINATION	MAP																																																
<table border="1"> <tr> <td>Date First Appropriation</td> <td>FY07</td> <td>(\$000)</td> </tr> <tr> <td>First Cost Estimate</td> <td>FY11</td> <td>85,475</td> </tr> <tr> <td>Current Scope</td> <td></td> <td></td> </tr> <tr> <td>Last FY's Cost Estimate</td> <td></td> <td>85,475</td> </tr> <tr> <td colspan="3"> </td> </tr> <tr> <td>Appropriation Request</td> <td>FY12</td> <td>6,477</td> </tr> <tr> <td>Supplemental Appropriation Request</td> <td></td> <td>0</td> </tr> <tr> <td>Transfer</td> <td></td> <td>0</td> </tr> <tr> <td colspan="3"> </td> </tr> <tr> <td>Cumulative Appropriation</td> <td></td> <td>74,575</td> </tr> <tr> <td>Expenditures / Encumbrances</td> <td></td> <td>31,671</td> </tr> <tr> <td>Unencumbered Balance</td> <td></td> <td>42,904</td> </tr> <tr> <td colspan="3"> </td> </tr> <tr> <td>Partial Closeout Thru</td> <td>FY09</td> <td>0</td> </tr> <tr> <td>New Partial Closeout</td> <td>FY10</td> <td>0</td> </tr> <tr> <td>Total Partial Closeout</td> <td></td> <td>0</td> </tr> </table>	Date First Appropriation	FY07	(\$000)	First Cost Estimate	FY11	85,475	Current Scope			Last FY's Cost Estimate		85,475				Appropriation Request	FY12	6,477	Supplemental Appropriation Request		0	Transfer		0				Cumulative Appropriation		74,575	Expenditures / Encumbrances		31,671	Unencumbered Balance		42,904				Partial Closeout Thru	FY09	0	New Partial Closeout	FY10	0	Total Partial Closeout		0	<p>Maryland State Highway Administration Developers Maryland-National Capital Park and Planning Commission Montgomery County Fire and Rescue Service Washington Metropolitan Area Transit Authority</p>	
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State Transportation Participation -- No. 500722 (continued)

State in FY10.

\$2,000,000 of State Aid programmed in FY11 has been moved to the Traffic System Signal Modernization project (No. 500704) with repayment to this project in FY17.

OTHER DISCLOSURES

- 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.

Stringtown Road -- No. 501208

Category
Subcategory
Administering Agency
Planning Area

Transportation
Roads
Transportation
Clarksburg

Date Last Modified
Required Adequate Public Facility
Relocation Impact
Status

May 05, 2011
Yes
None.
Preliminary Design Stage

EXPENDITURE SCHEDULE (\$000)

Cost Element	Total	Thru FY10	Rem. FY10	Total 6 Years	FY11	FY12	FY13	FY14	FY15	FY16	Beyond 6 Years
Planning, Design, and Supervision	900	0	0	900	0	450	450	0	0	0	0
Land	0	0	0	0	0	0	0	0	0	0	0
Site Improvements and Utilities	0	0	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0	0
Other	0	0	0	0	0	0	0	0	0	0	0
Total	900	0	0	900	0	450	450	0	0	0	0

FUNDING SCHEDULE (\$000)

G.O. Bonds	900	0	0	900	0	450	450	0	0	0	0
Total	900	0	0	900	0	450	450	0	0	0	0

DESCRIPTION

This project provides for the design of the 3,200-foot section of Stringtown Road from Overlook Park Drive to Snowden Farm Parkway. This project will construct 1,200' of the four lane divided roadway (from Overlook Park Drive to future Gate Rail Road), an 8-foot wide bikeway along the north side and on the south side an 8-foot bikeway transitioning to a 5-foot sidewalk. From future Gate Rail Road to Snowden Farm Parkway construct 2,000' of the two westbound lanes an 8-foot wide bikeway along the north side. The project will also include street lighting, stormwater management, landscaping and reforestation.

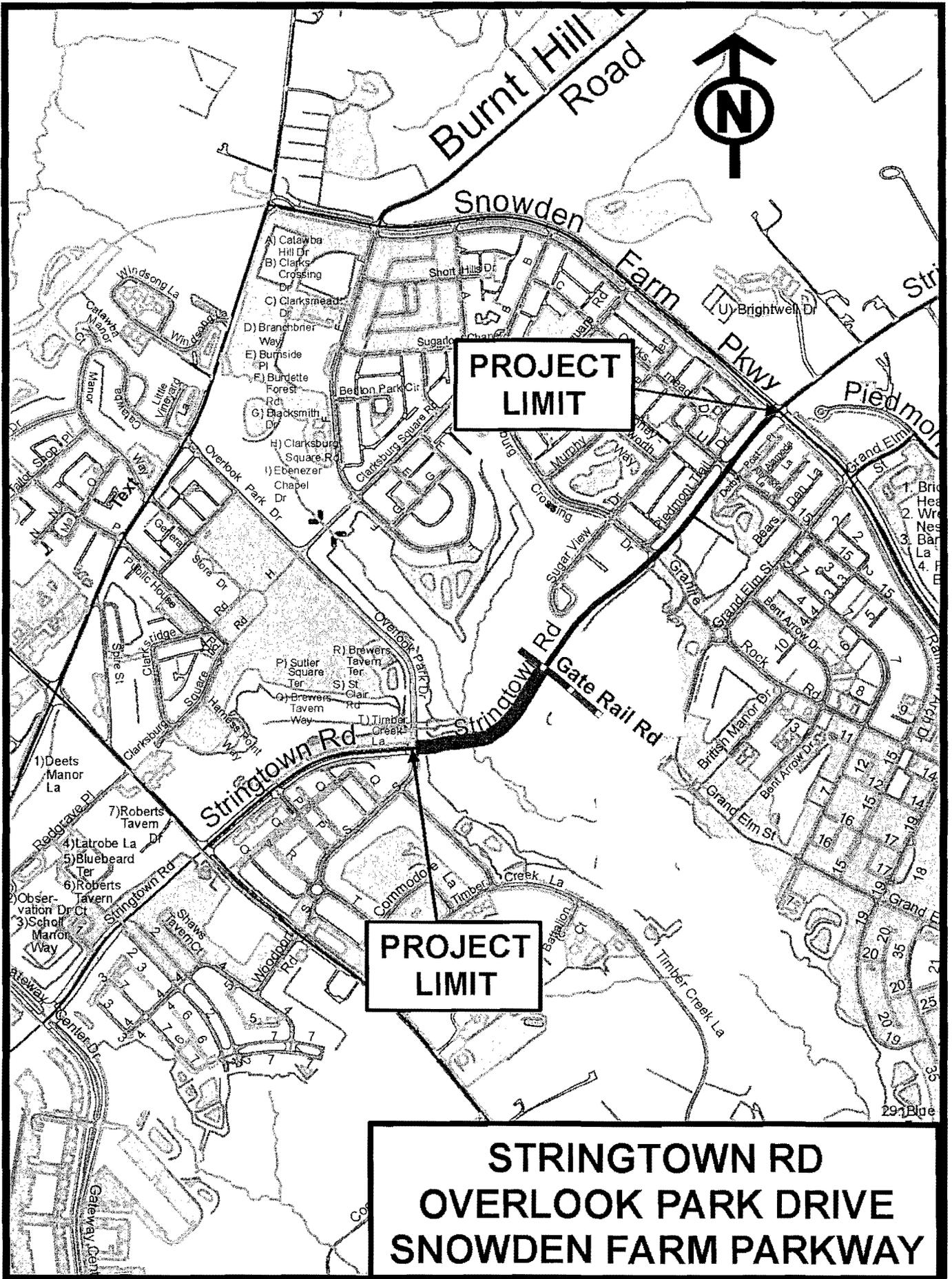
ESTIMATED SCHEDULE

Final design is to start in the fall of 2011.

JUSTIFICATION

This project ultimately will provide sufficient capacity to handle circulation near the Clarksburg Town Center and adjacent residential neighborhoods, and to eliminate substandard segments of Stringtown Road. The addition of a hiker-biker path and sidewalk along the road will improve pedestrian and bike circulation in the vicinity.

APPROPRIATION AND EXPENDITURE DATA	COORDINATION	MAP
Date First Appropriation	Maryland National Capital Park and Planning Commission	See Map on Next Page
FY11 (\$000)		
First Cost Estimate		
FY12 900		
Current Scope		
FY12 900		
Last FY's Cost Estimate		
0		
Appropriation Request		
FY12 900		
Supplemental Appropriation Request		
0		
Transfer		
0		
Cumulative Appropriation		
0		
Expenditures / Encumbrances		
0		
Unencumbered Balance		
0		
Partial Closeout Thru		
FY09 0		
New Partial Closeout		
FY10 0		
Total Partial Closeout		
0		



**PROJECT
LIMIT**

**PROJECT
LIMIT**

**STRINGTOWN RD
OVERLOOK PARK DRIVE
SNOWDEN FARM PARKWAY**

- A) Catalpa Hill Dr
- B) Clarks Crossing Dr
- C) Clarksmead Dr
- D) Branchbner Way
- E) Burnside Pl
- F) Burdette Forest Rd
- G) Blacksmith Dr
- H) Clarksburg Square Rd
- I) Ebenezer Chapel Dr

- R) Brewers Tavern Ter
- P) Suttle Square Ter
- S) St Clair Rd
- G) Brewers Tavern Wey
- J) Timber Creek La

- 1. Bri
- 2. Wre
- 3. Bar
- 4. F
- E

- 1) Deets Manor La
- 7) Roberts Tavern Dr
- 4) Latrobe La
- 5) Bluebeard Ter
- 6) Roberts Tavern
- 2) Observa-vation Dr Cr
- 3) Scholl Maroon Way

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- 4) Latrobe La
- 5) Bluebeard Ter
- 6) Roberts Tavern
- 2) Observa-vation Dr Cr
- 3) Scholl Maroon Way

Subdivision Roads Participation -- No. 508000

Category
Subcategory
Administering Agency
Planning Area

Transportation
Roads
Transportation
Countywide

Date Last Modified
Required Adequate Public Facility
Relocation Impact
Status

May 14, 2011
Yes
None.
On-going

EXPENDITURE SCHEDULE (\$000)

Cost Element	Total	Thru FY10	Rem. FY10	Total 6 Years	FY11	FY12	FY13	FY14	FY15	FY16	Beyond 6 Years
Planning, Design, and Supervision	803	0	0	803	240	90	120	173	90	90	0
Land	2,125	0	0	2,125	730	194	814	359	14	14	0
Site Improvements and Utilities	468	0	0	468	116	36	208	36	36	36	0
Construction	3,121	0	0	3,121	650	276	273	1,372	275	275	0
Other	0	0	0	0	0	0	0	0	0	0	0
Total	6,517	0	0	6,517	1,736	596	1,415	1,940	415	415	*

FUNDING SCHEDULE (\$000)

Contributions	500	0	0	500	0	500	0	0	0	0	0
G.O. Bonds	5,982	0	0	5,982	1,701	96	1,415	1,940	415	415	0
Intergovernmental	35	0	0	35	35	0	0	0	0	0	0
Total	6,517	0	0	6,517	1,736	596	1,415	1,940	415	415	0

OPERATING BUDGET IMPACT (\$000)

Maintenance				60	8	8	8	12	12	12
Energy				60	8	8	8	12	12	12
Net Impact				120	16	16	16	24	24	24

DESCRIPTION

This project provides for the design, review, and construction of roads or utility work that benefit new subdivisions and the public-at-large. The project may be used for: land acquisition and construction of connections in primary and secondary residential roadways that cannot be made the responsibility of particular developers; County participation with developers in the construction of arterial and major highways by way of agreements; completion of defaulted permit work to protect improvements that were completed prior to the default. Subsequent reimbursement will be sought.

COST CHANGE

Cost decrease due to the removal of funds relating to Century Boulevard and the deletion of the grade separated greentrails at Foreman Boulevard and at Snowden Farm Parkway. The Maryland-National Capital Park and Planning Commission (M-NCPCC) revised the scope of these projects to at-grade crossings and County participation is no longer needed.

JUSTIFICATION

Required Adequate Public Facility: Several subdivisions have been approved based on this project. After a needs assessment has been made through the master plan process, roadways should be constructed as development occurs to ensure adequate public facilities.

OTHER

See individual sub-project expenditure schedule below.

SUBPROJECT	FY11	FY12	FY13	STATUS
Clarksburg Rd. - MD355 to Snowden	\$ 1,203	\$ 200	\$ 820	Final design stage
Clarksburg Rd. - Towncenter Connector	\$ 533	\$ 396	\$ 595	Preliminary design stage
Totals	\$ 1,736	\$ 596	\$ 1,415	

FISCAL NOTE

Shift expenditures from FY12 into FY13 and FY14 to reflect current implementation schedule.

The Developer is to contribute \$500,000 to the construction of the Clarksburg Town Center Connector Road and appropriation will be requested when the MOU is signed.

OTHER DISCLOSURES

- A pedestrian impact analysis has been completed for this project.
- * Expenditures will continue indefinitely.

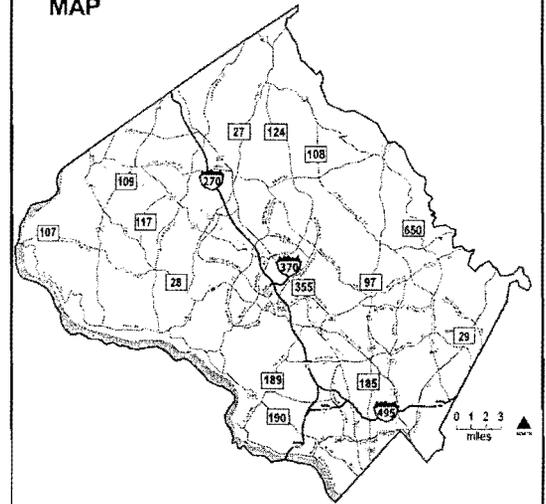
APPROPRIATION AND EXPENDITURE DATA

Date First Appropriation	FY80	(\$000)
First Cost Estimate	FY12	6,517
Current Scope		
Last FY's Cost Estimate		7,040
Appropriation Request	FY12	0
Supplemental Appropriation Request		0
Transfer		0
Cumulative Appropriation		5,054
Expenditures / Encumbrances		211
Unencumbered Balance		4,843
Partial Closeout Thru	FY09	12,853
New Partial Closeout	FY10	523
Total Partial Closeout		13,376

COORDINATION

Developers
Maryland-National Capital Park and Planning Commission
Maryland State Highway Administration
Required Adequate Public Facilities
Travilah Road project

MAP



White Flint District East: Transportation -- No. 501204

Category
Subcategory
Administering Agency
Planning Area

Transportation
Roads
Transportation
North Bethesda-Garrett Park

Date Last Modified
Required Adequate Public Facility
Relocation Impact
Status

May 18, 2011
No
None.
Planning Stage

EXPENDITURE SCHEDULE (\$000)

Cost Element	Total	Thru FY10	Rem. FY10	Total 6 Years	FY11	FY12	FY13	FY14	FY15	FY16	Beyond 6 Years
Planning, Design, and Supervision	6,360	0	0	4,600	0	1,200	1,000	1,050	650	700	1,760
Land	0	0	0	0	0	0	0	0	0	0	0
Site Improvements and Utilities	5,860	0	0	3,520	0	0	0	100	0	3,420	2,340
Construction	17,180	0	0	3,000	0	0	0	3,000	0	0	14,180
Other	0	0	0	0	0	0	0	0	0	0	0
Total	29,400	0	0	11,120	0	1,200	1,000	4,150	650	4,120	18,280

FUNDING SCHEDULE (\$000)

White Flint - Special Tax District	29,400	0	0	11,120	0	1,200	1,000	4,150	650	4,120	18,280
Total	29,400	0	0	11,120	0	1,200	1,000	4,150	650	4,120	18,280

DESCRIPTION

This project provides for completing preliminary engineering to 35% plans, for three new roads and one bridge in the White Flint District East side area, as follows:

- Executive Boulevard Extended (East)(B-7) – Rockville Pike MD 355 to New Private Street - construct 1100' of 4 lane roadway.
- Executive Boulevard Extended (East)(B-7) – New Private Street to new Nebel Street Extended - construct 600' of 4 lane roadway.
- Nebel Street (B-5) – Nicholson Lane South to combined property - construct 1,200' of 4 lane roadway.
- Bridge across White Flint Metro Station – on future MacGrath Blvd. between MD 355 and future Station St.- construct 80' long 3 lane bridge.

All the roadway segments will be designed in FY 12-13. Various improvements to the roads will include new traffic lanes, shared-use paths, the undergrounding of overhead utility lines, other utility relocations and streetscaping.

This project also includes the estimated final design and construction costs for a bridge across the White Flint Metro Station, which is included in Resolution#16-1570, White Flint Sector Plan Implementation Strategy and Infrastructure Improvement List, Action item #12.

These projects will become stand-alone projects once preliminary engineering up to 35% is complete and final construction costs can be determined.

It is assumed that the developers will dedicate the land needed for this project.

ESTIMATED SCHEDULE

Design is expected to commence on all road projects in the summer of 2011 (FY12) and to conclude in the spring of 2013 (FY13).

Design for the bridge across the White Flint Metro Station will be completed in the spring of 2013 (FY13) and go to construction in the summer of 2013 (FY14).

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.

OTHER

Expenditure schedule provided below:

	FY12	FY13	FY14	FY15	FY16	TOTAL
Executive Blvd Ext East (B-7)	250	250	250	250	1,000	2,000
Executive Blvd Ext East (B-7)	150	150	200	200	1,570	2,270
Nebel St (B-5)	200	200	200	200	1,550	2,350
MacGrath Blvd Bridge over WMATA	600	400	3,500	0	0	4,500
TOTAL	1,200	1,000	4,150	650	4,120	11,120

FISCAL NOTE

Funding Sources:

APPROPRIATION AND EXPENDITURE DATA	COORDINATION	MAP
Date First Appropriation FY12 (\$000)	M-NCPPC	See Map on Next Page
First Cost Estimate FY12 29,400	White Flint Sector Plan	
Current Scope	WMATA	
Last FY's Cost Estimate 0	City of Rockville	
Appropriation Request FY12 2,200	Maryland State Highway Administration	
Supplemental Appropriation Request 0	Federal Agencies including Nuclear Regulatory Commission	
Transfer 0	Developers	
Cumulative Appropriation 0	Department of Environmental Protection	
Expenditures / Encumbrances 0	Department of Permitting Services	
Unencumbered Balance 0		
Partial Closeout Thru FY09 0		
New Partial Closeout FY10 0		
Total Partial Closeout 0		

White Flint District East: Transportation -- No. 501204 (continued)

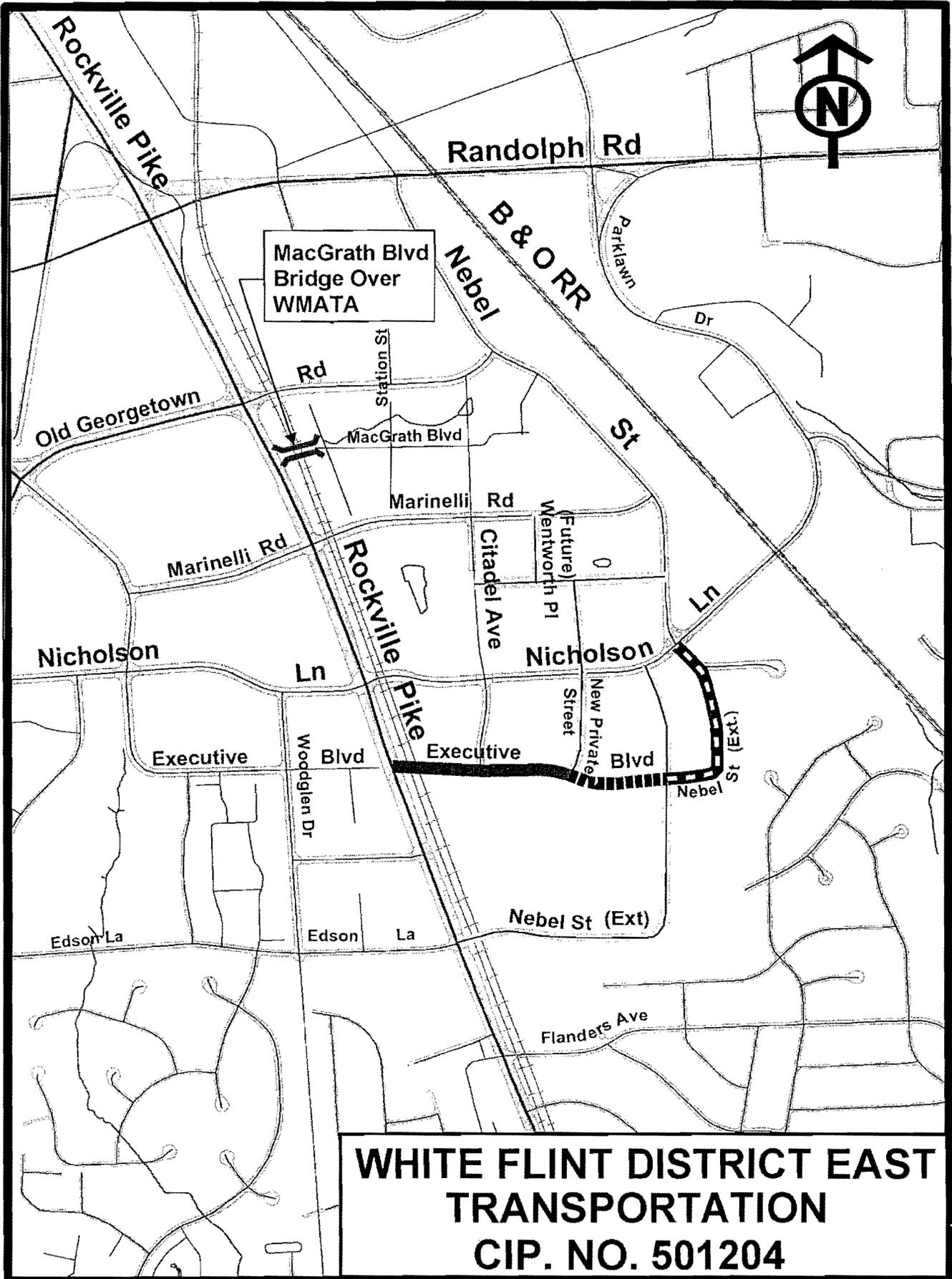
The ultimate funding source for these projects will be White Flint Special Taxing District tax revenues and related special obligation bond issues. Debt service on the special obligation bond issues will be paid solely from White Flint Special Taxing District revenues.

Cost Estimation:

Project cost estimates are in FY10 dollars and have been projected with very limited definition of the project scope of work and without any engineering design having been performed. 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%) phase.

OTHER DISCLOSURES

- A pedestrian impact analysis has been completed for this project.



**WHITE FLINT DISTRICT EAST
TRANSPORTATION
CIP. NO. 501204**

White Flint District West: Transportation -- No. 501116

Category	Transportation	Date Last Modified	January 10, 2011
Subcategory	Roads	Required Adequate Public Facility	No
Administering Agency	Transportation	Relocation Impact	None.
Planning Area	North Bethesda-Garrett Park	Status	Preliminary Design Stage

EXPENDITURE SCHEDULE (\$000)

Cost Element	Total	Thru FY10	Rem. FY10	Total 6 Years	FY11	FY12	FY13	FY14	FY15	FY16	Beyond 6 Years
Planning, Design, and Supervision	14,064	0	0	11,785	350	1,550	500	2,900	2,950	3,535	2,279
Land	11,000	0	0	1,000	0	0	600	0	200	200	10,000
Site Improvements and Utilities	3,162	0	0	1,741	0	0	0	0	0	1,741	1,421
Construction	70,381	0	0	6,069	0	0	0	0	0	6,069	64,312
Other	35	0	0	35	35	0	0	0	0	0	0
Total	98,642	0	0	20,630	385	1,550	1,100	2,900	3,150	11,545	78,012

FUNDING SCHEDULE (\$000)

Current Revenue: General	0	0	0	0	385	-385	0	0	0	0	0
White Flint - Special Tax District	98,642	0	0	20,630	0	1,935	1,100	2,900	3,150	11,545	78,012
Total	98,642	0	0	20,630	385	1,550	1,100	2,900	3,150	11,545	78,012

DESCRIPTION

This project provides for completing preliminary engineering, to 35% plans, and initial 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. 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 proposed projects for preliminary engineering are as follows:

1. Main Street/Market Street (B-10)-Old Georgetown Rd. (MD 187) to Rockville Pike (MD 355) -New 2 lane 1,700 foot roadway (\$500k PDS + \$200k Land).
2. Main Street/Market Street (LB-1)-Old Georgetown Rd. (MD 187) to Rockville Pike (MD 355) - 1,700 feet of bikeway (\$100k PDS).
3. Executive Blvd. Extended (B-15)-Marinelli Rd. to Old Georgetown Rd. (MD 187) -New 900 feet of 4 lane roadway (\$500k PDS + \$200k Land).
4. Rockville Pike (MD 355) (M-6)-Flanders Avenue to Hubbard Drive - 6,300 feet of 6-8 lane roadway (\$6.7m PDS + \$400k Land).
5. Old Georgetown Rd. (MD 187) (M-4)-Nicholson Ln./Tilden Ln. to Executive Blvd. - 1,600 feet of 6 lane roadway (\$700k PDS + \$200k Land).
6. Hoya St. (formerly 'Old' Old Georgetown Rd.) (M-4A)-Executive Blvd. to Montrose Parkway - 1,100 feet of 4 lane roadway (\$600k PDS).

This project also includes the estimated final design, construction, and land acquisition costs for the projects approved in Resolution #16-1570, White Flint Sector Plan Implementation Strategy and Infrastructure Improvement List, Action items #7 and #10.

The proposed projects for construction are:

1. Main Street/Market Street (B-10)-Old Georgetown Rd. (MD 187) to Woodglen Rd. (MD 355)- New 2 lane 1,700 foot roadway (\$4,233,000).
2. Main Street/Market Street (LB-1)-Old Georgetown Rd. (MD 187) to Woodglen Rd. (MD 355) -Construct 1,700 feet of bikeway (\$1,613,000).
3. Executive Blvd. Extended (B-15)-Marinelli Rd. to Old Georgetown Rd. (MD 187)-New 900 feet of 4 lane roadway (\$22,800,000).
4. Rockville Pike (MD 355) (M-6)-Flanders Avenue to Hubbard Drive- Reconstruct 6,300 feet of 6-8 lane roadway (\$59,861,000).

These projects will become stand-alone projects once preliminary engineering up to 35% is complete and final construction costs can be determined.

This project also provides for consulting fees for the analysis and studies necessary to implement the district, which are programmed in the "Other" cost element for FY11. Effective FY12 consulting fees are programmed in the White Flint Redevelopment Program project #151200.

ESTIMATED SCHEDULE

Design is expected to commence on all projects except the Rockville Pike section in the Spring of 2011 (FY11) and to conclude in the Spring of 2013 (FY13). Some property acquisition may occur in 2012-13 (FY13). Design on the Rockville Pike section will begin in the Fall of 2013 (FY14) and be complete in the Spring of 2016 (FY16). Some property acquisition may occur on this section in 2015 (FY15) and 2016 (FY16).

COST CHANGE

Cost increase due to the addition of estimated final design, construction, and land costs for the projects approved in Resolution #16-1570.

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

APPROPRIATION AND EXPENDITURE DATA	COORDINATION	MAP												
<table border="1" style="width: 100%; border-collapse: collapse;"> <tr> <td>Date First Appropriation</td> <td style="text-align: center;">FY11</td> <td style="text-align: right;">(\$000)</td> </tr> <tr> <td>First Cost Estimate</td> <td style="text-align: center;">FY12</td> <td style="text-align: right;">98,642</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;">0</td> </tr> </table>	Date First Appropriation	FY11	(\$000)	First Cost Estimate	FY12	98,642	Current Scope			Last FY's Cost Estimate		0	WMATA City of Rockville MSHA Town of Garrett Park Neighborhood Civic Associations Developers	See Map on Next Page
Date First Appropriation	FY11	(\$000)												
First Cost Estimate	FY12	98,642												
Current Scope														
Last FY's Cost Estimate		0												
<table border="1" style="width: 100%; border-collapse: collapse;"> <tr> <td>Appropriation Request</td> <td style="text-align: center;">FY12</td> <td style="text-align: right;">2,050</td> </tr> <tr> <td>Supplemental Appropriation Request</td> <td></td> <td style="text-align: right;">0</td> </tr> <tr> <td>Transfer</td> <td></td> <td style="text-align: right;">0</td> </tr> </table>	Appropriation Request	FY12	2,050	Supplemental Appropriation Request		0	Transfer		0					
Appropriation Request	FY12	2,050												
Supplemental Appropriation Request		0												
Transfer		0												
<table border="1" style="width: 100%; border-collapse: collapse;"> <tr> <td>Cumulative Appropriation</td> <td style="text-align: right;">385</td> </tr> <tr> <td>Expenditures / Encumbrances</td> <td style="text-align: right;">0</td> </tr> <tr> <td>Unencumbered Balance</td> <td style="text-align: right;">385</td> </tr> </table>	Cumulative Appropriation	385	Expenditures / Encumbrances	0	Unencumbered Balance	385								
Cumulative Appropriation	385													
Expenditures / Encumbrances	0													
Unencumbered Balance	385													
<table border="1" style="width: 100%; border-collapse: collapse;"> <tr> <td>Partial Closeout Thru</td> <td style="text-align: center;">FY09</td> <td style="text-align: right;">0</td> </tr> <tr> <td>New Partial Closeout</td> <td style="text-align: center;">FY10</td> <td style="text-align: right;">0</td> </tr> <tr> <td>Total Partial Closeout</td> <td></td> <td style="text-align: right;">0</td> </tr> </table>	Partial Closeout Thru	FY09	0	New Partial Closeout	FY10	0	Total Partial Closeout		0					
Partial Closeout Thru	FY09	0												
New Partial Closeout	FY10	0												
Total Partial Closeout		0												

White Flint District West: Transportation -- No. 501116 (continued)

16-1300 adopted March 23, 2010.

OTHER

The expenditure schedule for the proposed projects is as follows:

	F Y11	F Y12	FY13	FY14	FY15	FY16	Beyond	TOTAL
Main St/ Market St (B-10)	100	400	200	250	200	1,606	2,177	4,933
Main St/ Market St (LB-1)	100	0	0	50	50	1,513	0	1,713
Executive Blvd (B-15)	50	200	450	400	500	5,926	15,974	23,500
Old Georgetown Rd (M-4A)	100	450	350	0	0	0	0	900
Rockville Pike MD 355 (M-6)	0	0	0	2,200	2,400	2,500	59,861	66,961
Hoya St (M-4A)	0	500	100	0	0	0	0	600
Analysis & Studies	35	0	0	0	0	0	0	35
TOTAL	385	1,550	1,100	2,900	3,150	11,545	78,012	98,642

The 35% design of the Main Street/Market Street projects (projects 1 and 2 from the above list) will be from Old Georgetown to MD 355. The final design and construction will be from Old Georgetown Rd to Woodglen Drive. Construction of Woodglen Drive to MD 355 will be funded by the developer.

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. Resolution No 16-1570 states that "The County's goal is that the White Flint Special Taxing District special tax rate must not exceed 10% 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." With an overall goal of providing infrastructure financing to allow implementation in a timely manner, the County will conduct feasibility studies to determine the affordability of special obligation bond issues prior to the funding of the projects 1, 2, 3 and 4 listed in the Description section above. If district revenues are not sufficient to fund these projects then the County will utilize forward funding, advance funding, and management of debt issuance or repayment in a manner to comply with the goal.

Current Revenue: General in FY11 will be repaid by White Flint Development District Tax funding sources in FY12.

Programming:

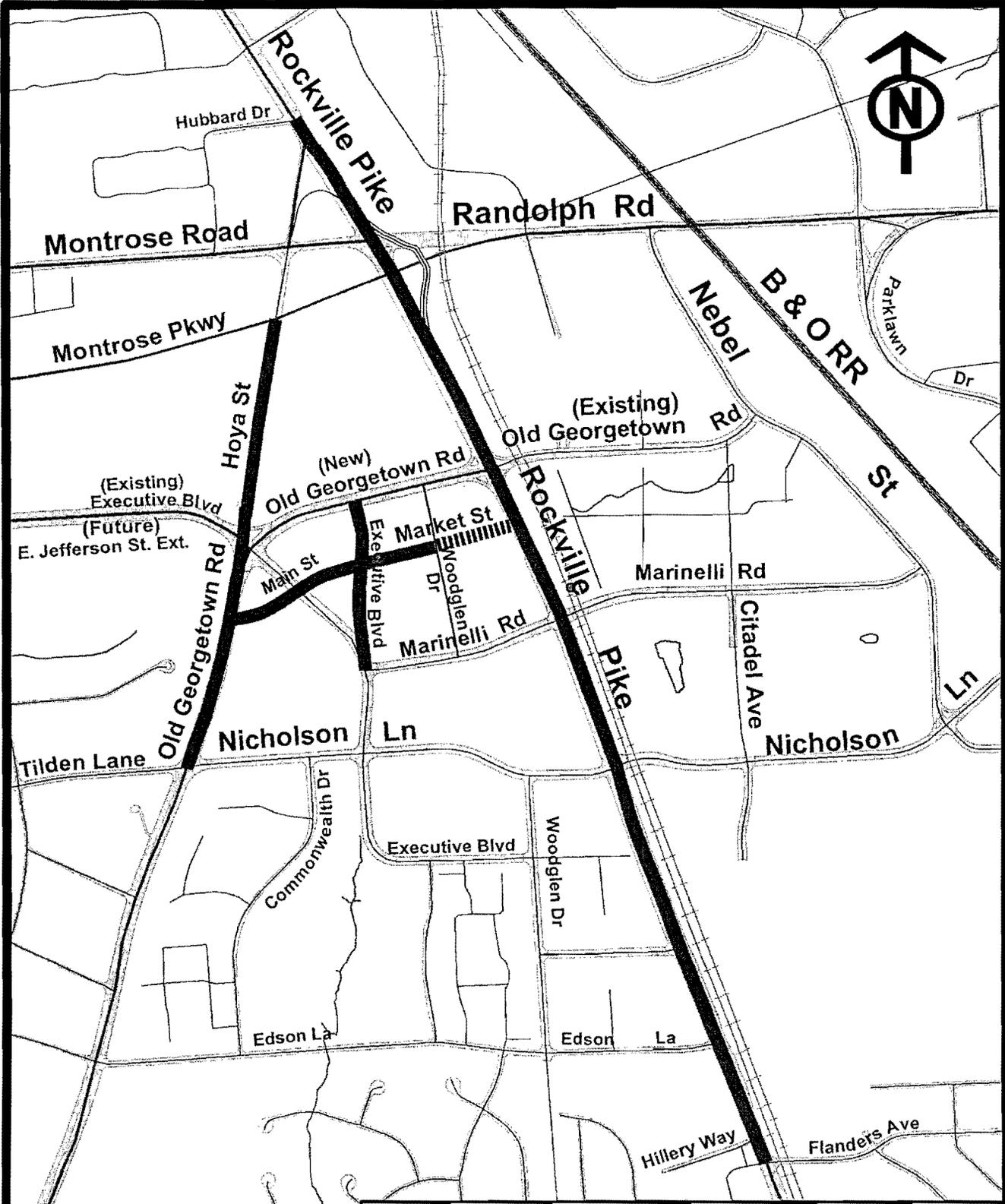
As each of the infrastructure items to be designed under this Project reach the 35% design level and are programmed for construction in a stand-alone PDF, the details of the financing plan and any repayment plan in accordance with the implementation strategy will be determined and reflected in the individual PDF.

Cost Estimation:

Project cost estimates are in FY10 dollars and have been projected with very limited definition of the project scope of work and without any engineering design having been performed. Furthermore, construction cost estimates are projected from unit length of road costs of similar prior projects and are not based on quantity estimates. Final construction costs will be determined after the preliminary engineering (35%) phase.

OTHER DISCLOSURES

- A pedestrian impact analysis has been completed for this project.



LEGEND	
	35% Design only
	Final Design & Construction

**WHITE FLINT DISTRICT WEST
TRANSPORTATION
CIP. NO. 501116**

Advanced Transportation Management System -- No. 509399

Category
Subcategory
Administering Agency
Planning Area

Transportation
Traffic Improvements
Transportation
Countywide

Date Last Modified
Required Adequate Public Facility
Relocation Impact
Status

March 08, 2011
No
None.
On-going

EXPENDITURE SCHEDULE (\$000)

Cost Element	Total	Thru FY10	Rem. FY10	Total 6 Years	FY11	FY12	FY13	FY14	FY15	FY16	Beyond 6 Years
Planning, Design, and Supervision	8,550	7,536	0	1,014	169	169	169	169	169	169	0
Land	1	1	0	0	0	0	0	0	0	0	0
Site Improvements and Utilities	33,851	24,206	1,884	7,761	1,331	1,106	1,331	1,331	1,331	1,331	0
Construction	53	53	0	0	0	0	0	0	0	0	0
Other	7,194	6,494	0	700	350	350	0	0	0	0	0
Total	49,649	38,290	1,884	9,475	1,850	1,625	1,500	1,500	1,500	1,500	*

FUNDING SCHEDULE (\$000)

Cable TV	2,241	2,241	0	0	0	0	0	0	0	0	0
Contributions	95	95	0	0	0	0	0	0	0	0	0
Current Revenue: General	17,589	7,394	1,420	8,775	1,500	1,275	1,500	1,500	1,500	1,500	0
Federal Aid	2,968	2,504	464	0	0	0	0	0	0	0	0
G.O. Bonds	8,396	8,396	0	0	0	0	0	0	0	0	0
Mass Transit Fund	6,064	6,064	0	0	0	0	0	0	0	0	0
PAYGO	2,226	2,226	0	0	0	0	0	0	0	0	0
State Aid	9,570	8,870	0	700	350	350	0	0	0	0	0
Transportation Improvement Credit	500	500	0	0	0	0	0	0	0	0	0
Total	49,649	38,290	1,884	9,475	1,850	1,625	1,500	1,500	1,500	1,500	0

OPERATING BUDGET IMPACT (\$000)

Maintenance				825	75	100	125	150	175	200
Energy				165	15	20	25	30	35	40
Program-Staff				750	50	100	100	150	150	200
Program-Other				54	6	6	9	9	12	12
Net Impact				1,794	146	226	259	339	372	452
WorkYears					1.0	2.0	2.0	3.0	3.0	3.0

DESCRIPTION

This project provides for Advanced Transportation Management Systems (ATMS) in the County. The ATMS deploys the infrastructure elements to conduct real-time management and operations of the County's transportation system. Twenty-two National Intelligent Transportation Architecture market packages have been identified for deployment of the ATMS. Each of these market packages is considered a subsystem of the ATMS program and may include several elements. These subsystems are identified in the ATMS Strategic Deployment Plan dated February 2001 and revised July 2009. One aspect of this project will focus on improving pedestrian walkability by creating a safer walking environment, utilizing selected technologies and ensuring Americans with Disabilities Act (ADA) compliance.

COST CHANGE

Reduce project scope and current revenue by \$225,000 in FY12 for fiscal capacity.

JUSTIFICATION

ATMS provides real-time monitoring, control, and traveler information in an effort to reduce traffic congestion and travel time, improve safety, and defer the need to construct new roads. ATMS emphasizes safety and efficiency of mobility to include mode, route, and travel time choices. ATMS supports public safety and directly impacts the movement of people and goods throughout the County's transportation system.

OTHER

This project includes the replacement of the Ride-On Computer Aided Dispatch (CAD) / Automatic Vehicle Locator (AVL) system and on-bus hardware (including radios). The replacement is based on a comprehensive evaluation completed in May 2005 and will provide improved safety and security, more reliable service, better informed scheduling, and a platform for real-time customer information.

OTHER DISCLOSURES

- 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.
- * Expenditures will continue indefinitely.

APPROPRIATION AND EXPENDITURE DATA	COORDINATION	MAP												
<table border="1"> <tr> <td>Date First Appropriation</td> <td>FY93</td> <td>(\$000)</td> </tr> <tr> <td>First Cost Estimate</td> <td></td> <td></td> </tr> <tr> <td>Current Scope</td> <td>FY12</td> <td>49,549</td> </tr> <tr> <td>Last FY's Cost Estimate</td> <td></td> <td>49,874</td> </tr> </table>	Date First Appropriation	FY93	(\$000)	First Cost Estimate			Current Scope	FY12	49,549	Last FY's Cost Estimate		49,874	<p>Developers</p> <ul style="list-style-type: none"> Department of Technology Services Department of Police Federal Transit Administration (FTA) Federal Highway Administration (FHWA) Fibernet Maryland State Highway Administration Virginia Department of Transportation Other Local Governments Other Private Entities Traffic Signals project Traffic Signal System Modernization Project Montgomery County Pedestrian Safety Advisory Committee Citizen's Advisory Boards Montgomery County Planning Board 	
Date First Appropriation	FY93	(\$000)												
First Cost Estimate														
Current Scope	FY12	49,549												
Last FY's Cost Estimate		49,874												
<table border="1"> <tr> <td>Appropriation Request</td> <td>FY12</td> <td>1,625</td> </tr> <tr> <td>Supplemental Appropriation Request</td> <td></td> <td>0</td> </tr> <tr> <td>Transfer</td> <td></td> <td>0</td> </tr> </table>	Appropriation Request	FY12	1,625	Supplemental Appropriation Request		0	Transfer		0					
Appropriation Request	FY12	1,625												
Supplemental Appropriation Request		0												
Transfer		0												
<table border="1"> <tr> <td>Cumulative Appropriation</td> <td></td> <td>42,024</td> </tr> <tr> <td>Expenditures / Encumbrances</td> <td></td> <td>39,787</td> </tr> <tr> <td>Unencumbered Balance</td> <td></td> <td>2,237</td> </tr> </table>	Cumulative Appropriation		42,024	Expenditures / Encumbrances		39,787	Unencumbered Balance		2,237					
Cumulative Appropriation		42,024												
Expenditures / Encumbrances		39,787												
Unencumbered Balance		2,237												
<table border="1"> <tr> <td>Partial Closeout Thru</td> <td>FY09</td> <td>0</td> </tr> <tr> <td>New Partial Closeout</td> <td>FY10</td> <td>0</td> </tr> <tr> <td>Total Partial Closeout</td> <td></td> <td>0</td> </tr> </table>	Partial Closeout Thru	FY09	0	New Partial Closeout	FY10	0	Total Partial Closeout		0					
Partial Closeout Thru	FY09	0												
New Partial Closeout	FY10	0												
Total Partial Closeout		0												

Pedestrian Safety Program -- No. 500333

Category
Subcategory
Administering Agency
Planning Area

Transportation
Traffic Improvements
Transportation
Countywide

Date Last Modified
Required Adequate Public Facility
Relocation Impact
Status

May 14, 2011
No
None.
On-going

EXPENDITURE SCHEDULE (\$000)

Cost Element	Total	Thru FY10	Rem. FY10	Total 6 Years	FY11	FY12	FY13	FY14	FY15	FY16	Beyond 6 Years
Planning, Design, and Supervision	2,176	1,576	0	600	100	100	100	100	100	100	0
Land	0	0	0	0	0	0	0	0	0	0	0
Site Improvements and Utilities	2,315	604	211	1,500	250	250	250	250	250	250	0
Construction	8,373	209	1,289	6,875	825	1,050	1,250	1,250	1,250	1,250	0
Other	11	11	0	0	0	0	0	0	0	0	0
Total	12,875	2,400	1,500	8,975	1,175	1,400	1,600	1,600	1,600	1,600	*

FUNDING SCHEDULE (\$000)

Current Revenue: General	6,125	1,165	485	4,475	425	650	850	850	850	850	0
G.O. Bonds	6,066	551	1,015	4,500	750	750	750	750	750	750	0
PAYGO	584	584	0	0	0	0	0	0	0	0	0
State Aid	100	100	0	0	0	0	0	0	0	0	0
Total	12,875	2,400	1,500	8,975	1,175	1,400	1,600	1,600	1,600	1,600	0

DESCRIPTION

This project provides for the review and analysis of existing physical structures and traffic controls in order to make modifications aimed at improving safety and the walking environment for pedestrians. This project provides for the construction of physical structures and/or installation of traffic control devices which include, but are not limited to: new crosswalks; pedestrian refuge islands; sidewalks; bus pull-off areas; fencing to channel pedestrians to safer crossing locations; relocating, adding, or eliminating bus stops; accessible pedestrian signals (countdown) or warning beacons; improving signage, etc. The improvements will be made in compliance with the requirements of the Americans with Disabilities Act (ADA). This project supports the construction of improvements at and around schools identified in the Safe Routes to School program. The project also includes performing pedestrian safety audits at High Incidence Areas, and implementing identified physical improvements, education and outreach.

COST CHANGE

Reduce project scope and current revenue by \$200,000 in FY12 for fiscal capacity.

JUSTIFICATION

The County Executive's Blue Ribbon Panel on Pedestrian Safety identified the need to improve the walkability along Montgomery County roadways and, in particular, in the Central Business Districts (CBD) where there is high pedestrian concentration and mass transit ridership. The improvements proposed under this project will enhance and/or add to the County's existing infrastructure to increase the safety and comfort level for pedestrians, which in turn will encourage increased pedestrian activity and safer access to schools and mass transit. The issue of pedestrian safety has been an elevated concern for pedestrians, cyclists, motorists, and public officials. To address this issue the County Executive's Pedestrian Safety Initiative has developed strategies and goals to make our streets walkable and pedestrian friendly. This project is intended to support the strategies for enhancing pedestrian safety by piloting new and innovative techniques for improving traffic control device compliance by pedestrians, motorists, and cyclists.

Various studies for improvements will be done under this project with emphasis on pedestrian safety and traffic circulation. A study of over 200 Montgomery County schools (Safe Route to Schools program) was completed in FY05. This study identified needs and prioritized schools based on need for signing, pavement markings, circulation, and pedestrian accessibility.

OTHER

This project is intended to address the Engineering aspect of the "Three E's" concept (Engineering, Education, and Enforcement), which is one of the recommendations included in the final Blue Ribbon Panel on Pedestrian and Traffic Safety Report. Additional efforts to improve pedestrian walkability by creating a safer walking environment, utilizing selected technologies, and ensuring ADA compliance will be addressed under the following projects: Annual Sidewalk Program; Bus Stop Improvements; Intersection and Spot Improvements; Neighborhood Traffic Calming; Transportation Improvements for Schools; ADA Compliance; Transportation; Resurfacing; Primary/Arterial; Sidewalk and Infrastructure Revitalization; Streetlighting; Traffic Signals; and Advanced Transportation Management System.

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.
- * Expenditures will continue indefinitely.

APPROPRIATION AND EXPENDITURE DATA	COORDINATION	MAP												
<table border="1"> <tr> <td>Date First Appropriation</td> <td>FY03</td> <td>(\$000)</td> </tr> <tr> <td>First Cost Estimate</td> <td></td> <td></td> </tr> <tr> <td>Current Scope</td> <td>FY12</td> <td>12,875</td> </tr> <tr> <td>Last FY's Cost Estimate</td> <td></td> <td>13,075</td> </tr> </table>	Date First Appropriation	FY03	(\$000)	First Cost Estimate			Current Scope	FY12	12,875	Last FY's Cost Estimate		13,075	<p>Washington Metropolitan Area Transit Authority Maryland-National Capital Park and Planning Commission Mass Transit Administration Maryland State Highway Administration Wheaton Central Business District Wheaton Regional Services Center Commission on Aging Commission on People with Disabilities Montgomery County Pedestrian Safety Advisory Committee Citizen's Advisory Boards Various CIP Projects</p>	
Date First Appropriation	FY03	(\$000)												
First Cost Estimate														
Current Scope	FY12	12,875												
Last FY's Cost Estimate		13,075												
<table border="1"> <tr> <td>Appropriation Request</td> <td>FY12</td> <td>1,400</td> </tr> <tr> <td>Supplemental Appropriation Request</td> <td></td> <td>0</td> </tr> <tr> <td>Transfer</td> <td></td> <td>0</td> </tr> </table>	Appropriation Request	FY12	1,400	Supplemental Appropriation Request		0	Transfer		0					
Appropriation Request	FY12	1,400												
Supplemental Appropriation Request		0												
Transfer		0												
<table border="1"> <tr> <td>Cumulative Appropriation</td> <td></td> <td>5,075</td> </tr> <tr> <td>Expenditures / Encumbrances</td> <td></td> <td>2,968</td> </tr> <tr> <td>Unencumbered Balance</td> <td></td> <td>2,107</td> </tr> </table>	Cumulative Appropriation		5,075	Expenditures / Encumbrances		2,968	Unencumbered Balance		2,107					
Cumulative Appropriation		5,075												
Expenditures / Encumbrances		2,968												
Unencumbered Balance		2,107												
<table border="1"> <tr> <td>Partial Closeout Thru</td> <td>FY09</td> <td>0</td> </tr> <tr> <td>New Partial Closeout</td> <td>FY10</td> <td>0</td> </tr> <tr> <td>Total Partial Closeout</td> <td></td> <td>0</td> </tr> </table>	Partial Closeout Thru	FY09	0	New Partial Closeout	FY10	0	Total Partial Closeout		0					
Partial Closeout Thru	FY09	0												
New Partial Closeout	FY10	0												
Total Partial Closeout		0												

White Flint Traffic Analysis and Mitigation -- No. 501202

Category
Subcategory
Administering Agency
Planning Area

Transportation
Traffic Improvements
Transportation
North Bethesda-Garrett Park

Date Last Modified
Required Adequate Public Facility
Relocation Impact
Status

April 20, 2011
No
None.
Planning Stage

EXPENDITURE SCHEDULE (\$000)

Cost Element	Total	Thru FY10	Rem. FY10	Total 6 Years	FY11	FY12	FY13	FY14	FY15	FY16	Beyond 6 Years
Planning, Design, and Supervision	1,503	0	0	1,503	0	459	415	243	243	143	0
Land	0	0	0	0	0	0	0	0	0	0	0
Site Improvements and Utilities	0	0	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0	0
Other	0	0	0	0	0	0	0	0	0	0	0
Total	1,503	0	0	1,503	0	459	415	243	243	143	0

FUNDING SCHEDULE (\$000)

Current Revenue: General	818	0	0	818	0	342	248	76	76	76	0
Impact Tax	685	0	0	685	0	117	167	167	167	67	0
Total	1,503	0	0	1,503	0	459	415	243	243	143	0

DESCRIPTION

This project is in direct response to requirements of the Approved White Flint Sector Plan. It is composed of three components with the overall goal of mitigating the traffic impacts on communities and major intersections outside of and surrounding the White Flint Sector Plan area that will occur as a result of redevelopment densities approved under the new White Flint Sector Plan.

These components include:

- A) Cut-through traffic monitoring and mitigation- \$320,000.
- B) Capacity improvements to address congested intersections- \$685,000.
- C) A study of strategies and implementation techniques to achieve the Sector Plan's modal split goals. The modal split study will identify specific infrastructure projects to create an improved transit, pedestrian, and biking infrastructure; and programs needed to accomplish the mode share goals; determine funding sources for these strategies; and determine the scope and cost of project components- \$498,000.

Once specific improvements are identified and concepts developed, detailed design and construction will be programmed in a stand alone PDF.

ESTIMATED SCHEDULE

Component A- Access Restrictions: data collection to commence in FY 12; site specific studies to commence in FY 14.

Component B- Intersection Mitigation: site specific preliminary engineering and concept plan development to commence in FY 12 based on M-NCPPC Comprehensive Local Area Transportation Review (CLATR) evaluation .

Component C- Modal Split Activities: transit, pedestrian, bicycle access, and safety studies in FY 12; data collection and updating Transportation Demand Management (TDM) information in FY 12-13.

JUSTIFICATION

Component A: The new White Flint Sector Plan area was approved by Council on March 23, 2010. This plan allows for significantly higher density than the existing development. As a result neighborhoods surrounding the Sector Plan area could be potentially impacted by increases in cut-through traffic. The approved Sector Plan states: "Before any additional development can be approved, the following actions must be taken: Initiate development of plans for through-traffic access restrictions for the residential neighborhoods abutting the Sector Plan area, including traffic from future development in White Flint, and implement these plans if sufficient neighborhood consensus is attained."

Component B: The approved plan did not address the possible negative impact on the roads/intersections outside of the Sector Plan boundary but the plan recognized that those impacts could occur. Therefore, major intersections along primary corridors leading into the Sector Plan area need to be evaluated and appropriate safety and capacity improvements identified and implemented to fully fulfill the vision of the plan. This component is not part of the phasing process but needs to be addressed to mitigate impacts from the Sector Plan.

Component C: The plan also recognized that capacity improvements alone would not be sufficient to manage the increased traffic resulting from the higher densities within the Sector Plan area. The Sector Plan states: "The following prerequisite must be met during Phase 1 before moving to Phase 2: Achieve thirty-four percent non-auto driver mode share for the Sector Plan area". Increasing the modal split within the White Flint Sector Plan boundary is an integral component to the overall success of the Plan's vision. Transit, pedestrian, bicycle access, safety studies, and a TDM planning and implementation efforts are required to facilitate White Flint's transition from a highly automobile oriented environment to a more transit, pedestrian, and bicycle friendly environment.

APPROPRIATION AND EXPENDITURE DATA	COORDINATION	MAP
Date First Appropriation FY12 (\$000)	Maryland-National Capital Park and Planning Commission	See Map on Next Page
First Cost Estimate FY12 1,503	Maryland State Highway Administration	
Current Scope 0	U.S. Army Corps of Engineers	
Last FY's Cost Estimate 0	Montgomery County Department of Permitting Services	
Appropriation Request FY12 459	Montgomery County Department of Environmental Protection	
Supplemental Appropriation Request 0	Montgomery County Pedestrian and Traffic Safety Advisory Committee	
Transfer 0	Citizen's Advisory Boards	
Cumulative Appropriation 0	Neighborhood Home Owner's Associations	
Expenditures / Encumbrances 0	Utility Companies	
Unencumbered Balance 0	Civic Associations	
Partial Closeout Thru FY09 0	White Flint Transportation Management District (TMD)	
New Partial Closeout FY10 0		
Total Partial Closeout 0		

White Flint Traffic Analysis and Mitigation -- No. 501202 (continued)

A monitoring mechanism for the modal split will also be developed.

FISCAL NOTE

Programmed impact taxes have already been collected from the White Flint Metro Station Policy Area (MSPA).

OTHER DISCLOSURES

- A pedestrian impact analysis will be performed during design or is in progress.

Dennis Avenue Health Center -- No. 641106

Category
Subcategory
Administering Agency
Planning Area

Health and Human Services
Health and Human Services
General Services
Kensington-Wheaton

Date Last Modified
Required Adequate Public Facility
Relocation Impact
Status

January 06, 2011
No
None.
Planning Stage

EXPENDITURE SCHEDULE (\$000)

Cost Element	Total	Thru FY10	Rem. FY10	Total 6 Years	FY11	FY12	FY13	FY14	FY15	FY16	Beyond 6 Years
Planning, Design, and Supervision	2,242	0	0	2,242	120	1,122	1,000	0	0	0	0
Land	0	0	0	0	0	0	0	0	0	0	0
Site Improvements and Utilities	0	0	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0	0
Other	0	0	0	0	0	0	0	0	0	0	0
Total	2,242	0	0	2,242	120	1,122	1,000	0	0	0	0

FUNDING SCHEDULE (\$000)

G.O. Bonds	2,242	0	0	2,242	120	1,122	1,000	0	0	0	0
Total	2,242	0	0	2,242	120	1,122	1,000	0	0	0	0

DESCRIPTION

The project provides for planning and design of a new building to replace the Dennis Avenue Health Center (DAHC), on the existing site adjoining the existing building located at 2000 Dennis Avenue, Silver Spring, Maryland. The existing facility which was built in the 1960's as an elementary school is both inadequate (undersized) in capacity and is not configured to serve as a health center. Currently, patients with infectious airborne diseases are using the same entry and air circulation with other patients (including immune compromised patients) and staff. Key building systems such as structural system, perimeter skin walls, elevator, roof, HVAC and electrical systems have passed their useful service life. Numerous Americans with Disabilities Act (ADA) related improvements are required and egress stairs are undersized. The new facility will provide approximately 51,000 gross square feet to address all the space shortage and building deficiencies identified in the Program of Requirements (POR) without service interruption, reduction, or loss of these vital health services during construction. Programs will be configured to work efficiently and avoid potential cross contamination of users and staff (spread of communicable disease) due to location and proximity of incompatible programs.

CAPACITY

The center handles 1 out of every 150 cases of tuberculosis in the entire US. Currently, DAHC handles 74,700 patient visits per year with 115 employees. In 1984, the center (the same building size) handled 7,000 patient visits per year with 35 employees.

ESTIMATED SCHEDULE

The design phase for this project will commence during the summer of 2011 and is estimated to last sixteen months.

JUSTIFICATION

DAHC provides several highly sensitive programs such as Public Health Emergency Preparedness and Response, Immunization Program, Disease Control, Sexually Transmitted Diseases (STD) Services, Communicable Disease and Epidemiology, HIV Services, and Tuberculosis Control Program. DAHC service demand has been growing steadily while the facility space capacity has remained unchanged and condition of the facility has aged. The 2008 Health and Human Services (HHS) Strategic Facility Plan identified the need for additional space for program growth. The DAHC POR provided preliminary feasibility study and existing building condition assessment. The POR calls for the need to build a new 30,714 programmable area space facility to meet year 2015 space requirement.

FISCAL NOTE

Shift expenditures and funding from FY11 and FY12 to FY13 to reflect current implementation plan. The project provides only for design phase. Final construction cost will be determined during the design development stage.

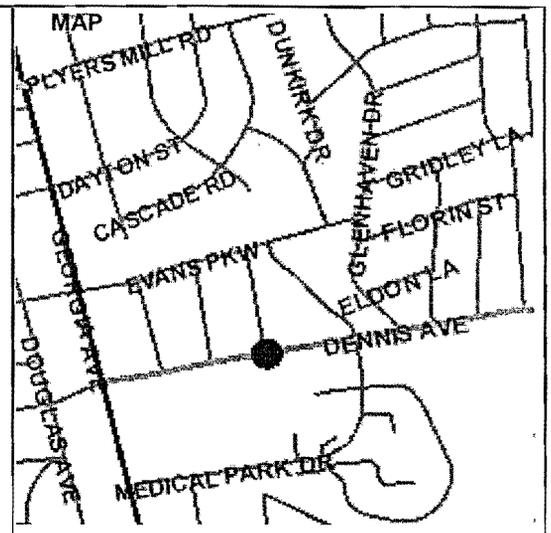
OTHER DISCLOSURES

- A pedestrian impact analysis will be performed during design or is in progress.

APPROPRIATION AND EXPENDITURE DATA		
Date First Appropriation	FY11	(\$000)
First Cost Estimate		
Current Scope	FY11	2,242
Last FY's Cost Estimate		2,242
Appropriation Request	FY12	290
Supplemental Appropriation Request		0
Transfer		0
Cumulative Appropriation		1,952
Expenditures / Encumbrances		0
Unencumbered Balance		1,952
Partial Closeout Thru	FY09	0
New Partial Closeout	FY10	0
Total Partial Closeout		0

COORDINATION

Department of Health and Human Services
Department of General Services



Davis Library Renovation -- No. 710703

Category
Subcategory
Administering Agency
Planning Area

Culture and Recreation
Libraries
General Services
Bethesda-Chevy Chase

Date Last Modified
Required Adequate Public Facility
Relocation Impact
Status

January 07, 2011
No
None.
Preliminary Design Stage

EXPENDITURE SCHEDULE (\$000)

Cost Element	Total	Thru FY10	Rem. FY10	Total 6 Years	FY11	FY12	FY13	FY14	FY15	FY16	Beyond 6 Years
Planning, Design, and Supervision	1,714	0	0	1,714	0	0	487	1,227	0	0	0
Land	0	0	0	0	0	0	0	0	0	0	0
Site Improvements and Utilities	0	0	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0	0
Other	0	0	0	0	0	0	0	0	0	0	0
Total	1,714	0	0	1,714	0	0	487	1,227	0	0	0

FUNDING SCHEDULE (\$000)

G.O. Bonds	1,714	0	0	1,714	0	0	487	1,227	0	0	0
Total	1,714	0	0	1,714	0	0	487	1,227	0	0	0

DESCRIPTION

The Davis Library located at 6400 Democracy Boulevard, Bethesda, Maryland, is a two-level, 25,750 square foot structure and was built in 1963. The project includes renovation of 25,750 square feet of existing facility and 9,300 square feet of additional space. The architectural and the mechanical/electrical systems in the building are 46 and 25 years old, respectively, and therefore, have exhausted their economic life expectancies. These renovations will not only extend the life of the building significantly, but replacement of old mechanical and electrical and other systems with state-of-the-art equipment and components will save energy and, therefore, reduce the operating cost as well.

ESTIMATED SCHEDULE

The design phase will commence late fall 2012 and is estimated to last for twenty months.

JUSTIFICATION

The building mechanical and electrical systems were renovated in 1984. Upon receiving numerous complaints from the occupants, the indoor air quality study was performed in 1999, and the report indicates that the building has chronic air quality problems which need to be addressed with major renovations. Findings from the study indicate several deficiencies exist in the systems; these deficiencies can only be addressed by redesigning and replacing all systems in their entirety. The Division of Facility Maintenance, Department of General Services has noticed that the number of complaints from the building occupants has increased in terms of indoor air quality, temperature, humidity, mildew growth, and discomfort in recent years resulting in higher maintenance costs and downtime. Responding to the complaints is becoming more complex and even critical for the Division of Facility Maintenance as the compatible spare parts are not readily available in the market. In the life of a building, the HVAC, control, electrical, fire protection, and communication systems require replacement at least once every 20 years. The Department of Libraries also recommends an additional 9,300 gross square feet be added to the existing structure to address the Department's current space needs, which require the addition of a HVAC system to the main system to meet the additional heating and cooling loads.

OTHER

The Davis Library will be closed during construction.

FISCAL NOTE

Final construction costs will be determined during the design development stage. Expenditures and funding were shifted out one year to reflect current implementation plan.

OTHER DISCLOSURES

- A pedestrian impact analysis has been completed for this project.

APPROPRIATION AND EXPENDITURE DATA	COORDINATION	MAP												
<table border="1"> <tr> <td>Date First Appropriation</td> <td>FY10</td> <td>(\$000)</td> </tr> <tr> <td>First Cost Estimate</td> <td></td> <td></td> </tr> <tr> <td>Current Scope</td> <td>FY10</td> <td>1,714</td> </tr> <tr> <td>Last FY's Cost Estimate</td> <td></td> <td>1,714</td> </tr> </table>	Date First Appropriation	FY10	(\$000)	First Cost Estimate			Current Scope	FY10	1,714	Last FY's Cost Estimate		1,714	Department of General Services Department of Public Libraries Department of Permitting Services	
Date First Appropriation	FY10	(\$000)												
First Cost Estimate														
Current Scope	FY10	1,714												
Last FY's Cost Estimate		1,714												
<table border="1"> <tr> <td>Appropriation Request</td> <td>FY12</td> <td>-1,714</td> </tr> <tr> <td>Supplemental Appropriation Request</td> <td></td> <td>0</td> </tr> <tr> <td>Transfer</td> <td></td> <td>0</td> </tr> </table>	Appropriation Request	FY12	-1,714	Supplemental Appropriation Request		0	Transfer		0					
Appropriation Request	FY12	-1,714												
Supplemental Appropriation Request		0												
Transfer		0												
<table border="1"> <tr> <td>Cumulative Appropriation</td> <td></td> <td>1,714</td> </tr> <tr> <td>Expenditures / Encumbrances</td> <td></td> <td>0</td> </tr> <tr> <td>Unencumbered Balance</td> <td></td> <td>1,714</td> </tr> </table>	Cumulative Appropriation		1,714	Expenditures / Encumbrances		0	Unencumbered Balance		1,714					
Cumulative Appropriation		1,714												
Expenditures / Encumbrances		0												
Unencumbered Balance		1,714												
<table border="1"> <tr> <td>Partial Closeout Thru</td> <td>FY09</td> <td>0</td> </tr> <tr> <td>New Partial Closeout</td> <td>FY10</td> <td>0</td> </tr> <tr> <td>Total Partial Closeout</td> <td></td> <td>0</td> </tr> </table>	Partial Closeout Thru	FY09	0	New Partial Closeout	FY10	0	Total Partial Closeout		0					
Partial Closeout Thru	FY09	0												
New Partial Closeout	FY10	0												
Total Partial Closeout		0												

Olney Library Renovation and Addition -- No. 710301

Category
Subcategory
Administering Agency
Planning Area

Culture and Recreation
Libraries
General Services
Olney

Date Last Modified
Required Adequate Public Facility
Relocation Impact
Status

January 12, 2011
No
None.
Final Design Stage

EXPENDITURE SCHEDULE (\$000)

Cost Element	Total	Thru FY10	Rem. FY10	Total 6 Years	FY11	FY12	FY13	FY14	FY15	FY16	Beyond 6 Years
Planning, Design, and Supervision	1,680	518	447	715	333	382	0	0	0	0	0
Land	0	0	0	0	0	0	0	0	0	0	0
Site Improvements and Utilities	1,355	0	0	1,355	1,136	219	0	0	0	0	0
Construction	8,209	0	0	8,209	2,837	5,372	0	0	0	0	0
Other	1,665	5	0	1,660	665	960	35	0	0	0	0
Total	12,909	523	447	11,939	4,971	6,933	35	0	0	0	0

FUNDING SCHEDULE (\$000)

Current Revenue: General	250	0	0	250	0	215	35	0	0	0	0
G.O. Bonds	12,659	523	447	11,689	4,971	6,718	0	0	0	0	0
Total	12,909	523	447	11,939	4,971	6,933	35	0	0	0	0

OPERATING BUDGET IMPACT (\$000)

Maintenance				432	0	48	96	96	96	96
Energy				310	0	34	69	69	69	69
Net Impact				742	0	82	165	165	165	165

DESCRIPTION

The project provides for a 5,000 square foot addition and full interior renovation of the existing interior space to the Olney Library, 3500 Olney-Laytonsville Road, Olney, Maryland. The renovation and addition include HVAC replacement, updating all building systems according to applicable building and energy codes, replacement of the building's storefront and windows, related pedestrian safety and walkway improvements, and exterior lighting and stormwater management improvements.

ESTIMATED SCHEDULE

The project is currently in the design development phase. Design completion is scheduled for Winter 2010-11, followed by six months for bidding, with a construction period of approximately eighteen months.

JUSTIFICATION

The Department of Public Libraries' Strategic Facilities Plan identified the Olney Library for renovation in 2002, 20 years after it opened to the public. The Olney community has grown considerably since the construction of this 16,825 square foot facility in 1981. The library circulates approximately 525,000 items per year and has about 425,000 visits by the public each year. The library is in need of additional space to continue to provide a full range of public library services, such as, reference information, an increasingly popular adult circulation, enrichment and children's programs, supplemental school curriculum materials, a homework center, linkage to the internet, and other resources. The existing facility is in need of space re-arrangement, functional, mechanical, safety, and building code modifications.

OTHER

A new right turn only lane to MD108 is provided. Signalization is not included; if necessary, would be funded by the State.

FISCAL NOTE

Defer current revenue of \$35,000 in FY12 to FY13 for fiscal capacity

OTHER DISCLOSURES

- A pedestrian impact analysis has been completed for this project.

APPROPRIATION AND EXPENDITURE DATA	COORDINATION	MAP																																																
<table border="1"> <tr> <td>Date First Appropriation</td> <td>FY07</td> <td>(\$000)</td> </tr> <tr> <td>First Cost Estimate</td> <td></td> <td></td> </tr> <tr> <td>Current Scope</td> <td>FY11</td> <td>12,909</td> </tr> <tr> <td>Last FY's Cost Estimate</td> <td></td> <td>12,909</td> </tr> <tr> <td colspan="3"> </td> </tr> <tr> <td>Appropriation Request</td> <td>FY12</td> <td>1,200</td> </tr> <tr> <td>Supplemental Appropriation Request</td> <td></td> <td>0</td> </tr> <tr> <td>Transfer</td> <td></td> <td>0</td> </tr> <tr> <td colspan="3"> </td> </tr> <tr> <td>Cumulative Appropriation</td> <td></td> <td>11,674</td> </tr> <tr> <td>Expenditures / Encumbrances</td> <td></td> <td>1,102</td> </tr> <tr> <td>Unencumbered Balance</td> <td></td> <td>10,572</td> </tr> <tr> <td colspan="3"> </td> </tr> <tr> <td>Partial Closeout Thru</td> <td>FY09</td> <td>0</td> </tr> <tr> <td>New Partial Closeout</td> <td>FY10</td> <td>0</td> </tr> <tr> <td>Total Partial Closeout</td> <td></td> <td>0</td> </tr> </table>	Date First Appropriation	FY07	(\$000)	First Cost Estimate			Current Scope	FY11	12,909	Last FY's Cost Estimate		12,909				Appropriation Request	FY12	1,200	Supplemental Appropriation Request		0	Transfer		0				Cumulative Appropriation		11,674	Expenditures / Encumbrances		1,102	Unencumbered Balance		10,572				Partial Closeout Thru	FY09	0	New Partial Closeout	FY10	0	Total Partial Closeout		0	<p>Department of General Services Department of Technology Services Department of Public Libraries M-NCPPC WSSC Department of Permitting Services Upcounty Regional Services Center</p> <p>Special Capital Projects Legislation [Bill No. 25-10] was adopted by Council June 15, 2010.</p>	
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Potomac Library Renovation -- No. 710701

Category
Subcategory
Administering Agency
Planning Area

Culture and Recreation
Libraries
General Services
Potomac-Travilah

Date Last Modified
Required Adequate Public Facility
Relocation Impact
Status

January 06, 2011
No
None.
Planning Stage

EXPENDITURE SCHEDULE (\$000)

Cost Element	Total	Thru FY10	Rem. FY10	Total 6 Years	FY11	FY12	FY13	FY14	FY15	FY16	Beyond 6 Years
Planning, Design, and Supervision	1,246	0	0	1,246	0	0	0	827	419	0	0
Land	0	0	0	0	0	0	0	0	0	0	0
Site Improvements and Utilities	0	0	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0	0
Other	0	0	0	0	0	0	0	0	0	0	0
Total	1,246	0	0	1,246	0	0	0	827	419	0	0

FUNDING SCHEDULE (\$000)

G.O. Bonds	1,246	0	0	1,246	0	0	0	827	419	0	0
Total	1,246	0	0	1,246	0	0	0	827	419	0	0

DESCRIPTION

The Potomac community has grown considerably since the library at 10101 Glenolden Drive was built and circulation grows steadily at this library at a rate higher than most of the other libraries in the system. Potomac ranks sixth in circulation per square foot, an indicator that the library is very busy for its size. The project provides for a 5,476 square foot addition and full interior renovation of the existing interior space. The renovation and addition includes HVAC replacement, bringing all building systems to applicable building and energy codes, replacement of the building's storefront and windows, related pedestrian safety and walkway improvements, and exterior light and stormwater management improvements.

ESTIMATED SCHEDULE

The design phase will commence late fall 2013 and is estimated to last for twenty months.

JUSTIFICATION

The Department of Public Libraries Strategic Facilities Plan states that the Potomac Library should be considered for renovation in 2005, 20 years after it opened to the public. The library circulates approximately 500,000 items per year and has about 300,000 visits by the public each year. The library is in need of additional space to supplement linkage to the Internet, provide space for children's materials, and seating for customers of all ages. The existing facility is in need of an addition, space rearrangement, functional, mechanical, safety, and building code modifications.

A study was done by a qualified consultant to determine how and where best to add space to the library.

OTHER

The Potomac Library will be closed during construction.

FISCAL NOTE

This project is estimated to cost approximately \$13 to \$15 million. Final construction costs will be determined during the design development stage. Expenditures and funding were shifted out one year to reflect the current implementation plan.

OTHER DISCLOSURES

- A pedestrian impact analysis has been completed for this project.

APPROPRIATION AND EXPENDITURE DATA	COORDINATION	MAP												
<table border="1"> <tr> <td>Date First Appropriation</td> <td>FY</td> <td>(\$000)</td> </tr> <tr> <td>First Cost Estimate</td> <td>FY07</td> <td>1,246</td> </tr> <tr> <td>Current Scope</td> <td></td> <td></td> </tr> <tr> <td>Last FY's Cost Estimate</td> <td></td> <td>1,246</td> </tr> </table>	Date First Appropriation	FY	(\$000)	First Cost Estimate	FY07	1,246	Current Scope			Last FY's Cost Estimate		1,246	Department of Public Libraries Department of General Services Department Technology Services Department of Permitting Services M-NCPPC Bethesda/Chevy Chase Regional Services Center	
Date First Appropriation	FY	(\$000)												
First Cost Estimate	FY07	1,246												
Current Scope														
Last FY's Cost Estimate		1,246												
<table border="1"> <tr> <td>Appropriation Request</td> <td>FY12</td> <td>0</td> </tr> <tr> <td>Supplemental Appropriation Request</td> <td></td> <td>0</td> </tr> <tr> <td>Transfer</td> <td></td> <td>0</td> </tr> </table>	Appropriation Request	FY12	0	Supplemental Appropriation Request		0	Transfer		0					
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Supplemental Appropriation Request		0												
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<table border="1"> <tr> <td>Cumulative Appropriation</td> <td></td> <td>0</td> </tr> <tr> <td>Expenditures / Encumbrances</td> <td></td> <td>0</td> </tr> <tr> <td>Unencumbered Balance</td> <td></td> <td>0</td> </tr> </table>	Cumulative Appropriation		0	Expenditures / Encumbrances		0	Unencumbered Balance		0					
Cumulative Appropriation		0												
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<table border="1"> <tr> <td>Partial Closeout Thru</td> <td>FY09</td> <td>0</td> </tr> <tr> <td>New Partial Closeout</td> <td>FY10</td> <td>0</td> </tr> <tr> <td>Total Partial Closeout</td> <td></td> <td>0</td> </tr> </table>	Partial Closeout Thru	FY09	0	New Partial Closeout	FY10	0	Total Partial Closeout		0					
Partial Closeout Thru	FY09	0												
New Partial Closeout	FY10	0												
Total Partial Closeout		0												

Silver Spring Library -- No. 710302

Category
Subcategory
Administering Agency
Planning Area

Culture and Recreation
Libraries
General Services
Silver Spring

Date Last Modified
Required Adequate Public Facility
Relocation Impact
Status

January 12, 2011
No
None.
Preliminary Design Stage

EXPENDITURE SCHEDULE (\$000)

Cost Element	Total	Thru FY10	Rem. FY10	Total 6 Years	FY11	FY12	FY13	FY14	FY15	FY16	Beyond 6 Years
Planning, Design, and Supervision	5,224	1,203	1,048	2,973	1,296	519	719	439	0	0	0
Land	16,012	16,006	6	0	0	0	0	0	0	0	0
Site Improvements and Utilities	3,682	24	41	3,617	2,412	637	568	0	0	0	0
Construction	34,552	253	0	34,299	9,201	8,188	12,084	4,826	0	0	0
Other	4,277	2	0	4,275	0	1,904	1,636	735	0	0	0
Total	63,747	17,488	1,095	45,164	12,909	11,248	15,007	6,000	0	0	0

FUNDING SCHEDULE (\$000)

Current Revenue: General	172	0	0	172	0	0	172	0	0	0	0
G.O. Bonds	49,446	3,609	1,095	44,742	12,659	11,248	14,835	6,000	0	0	0
PAYGO	13,354	13,354	0	0	0	0	0	0	0	0	0
Rental Income - General	59	59	0	0	0	0	0	0	0	0	0
State Aid	716	466	0	250	250	0	0	0	0	0	0
Total	63,747	17,488	1,095	45,164	12,909	11,248	15,007	6,000	0	0	0

OPERATING BUDGET IMPACT (\$000)

Maintenance				1,113	0	0	0	223	445	445
Energy				495	0	0	0	99	198	198
Program-Staff				772	0	0	0	772	0	0
Program-Other				186	0	0	0	186	0	0
Offset Revenue				-22	0	0	0	-22	0	0
Net Impact				2,544	0	0	0	1,258	643	643

DESCRIPTION

This project provides for the design and construction of a mixed use facility at Wayne Avenue and Fenton Street which includes the new 65,000 square feet, more comprehensive library, designed to better serve its demographically and ethnically diverse residents, and its growing business community; 10,000 square feet of office space for Health and Human Services (HHS), and a 20,000 square feet art gallery and classrooms. The library will be built within the Central Business District and is centrally located for the entire community.

The project includes the relocation of a storm water line, a sewer line and other utilities, and reconstruction of part of Wayne Avenue and Fenton Street to allow for the construction of the library and the Purple Line transit system.

ESTIMATED SCHEDULE

The project is in design development and will be bid in two packages. The site and utility package was bid in summer 2010, and the building package will be bid in early 2012. Construction of site work is underway, to be followed by building construction, for a total of forty-two months.

JUSTIFICATION

The existing Silver Spring Community Library is the oldest community library in the Montgomery County Library System. It is the second smallest community library and has the smallest collection of non-periodical materials of any community library. Silver Spring is growing in terms of the size and diversity of its residential population, and is experiencing significant expansion of its business community, all of which place greater demands on library services.

OTHER

Project No. 508768, "Facility Planning: MCG," included \$50,000 each year in FY03 and FY04 to examine the issues associated with placement of the Silver Spring Library in a mixed use facility. A Program of Requirements was prepared by the Department of Public Libraries and the site has been selected. Land acquisition is complete. The Mobile Services Unit was moved to the Davis Library.

The current design estimate is based on a concept design developed during the early schematic design phase, with costs based on historic cost per square foot of similar projects. A revised project cost will be developed and provided during the Design Development phase.

Based on Council action, it was determined that a pedestrian bridge over Wayne Avenue would not be included.

The library site was selected as the location of the first Purple Line Transit stop east of the Silver Spring Transit Center for the light rail option, which was

APPROPRIATION AND EXPENDITURE DATA	COORDINATION	MAP																																																
<table border="1"> <tr> <td>Date First Appropriation</td> <td>FY03</td> <td>(\$000)</td> </tr> <tr> <td>First Cost Estimate</td> <td></td> <td></td> </tr> <tr> <td>Current Scope</td> <td>FY12</td> <td>63,747</td> </tr> <tr> <td>Last FY's Cost Estimate</td> <td></td> <td>63,747</td> </tr> <tr> <td colspan="3"> </td> </tr> <tr> <td>Appropriation Request</td> <td>FY12</td> <td>3,060</td> </tr> <tr> <td>Supplemental Appropriation Request</td> <td></td> <td>0</td> </tr> <tr> <td>Transfer</td> <td></td> <td>0</td> </tr> <tr> <td colspan="3"> </td> </tr> <tr> <td>Cumulative Appropriation</td> <td></td> <td>56,590</td> </tr> <tr> <td>Expenditures / Encumbrances</td> <td></td> <td>20,073</td> </tr> <tr> <td>Unencumbered Balance</td> <td></td> <td>36,517</td> </tr> <tr> <td colspan="3"> </td> </tr> <tr> <td>Partial Closeout Thru</td> <td>FY09</td> <td>0</td> </tr> <tr> <td>New Partial Closeout</td> <td>FY10</td> <td>0</td> </tr> <tr> <td>Total Partial Closeout</td> <td></td> <td>0</td> </tr> </table>	Date First Appropriation		FY03	(\$000)	First Cost Estimate			Current Scope	FY12	63,747	Last FY's Cost Estimate		63,747				Appropriation Request	FY12	3,060	Supplemental Appropriation Request		0	Transfer		0				Cumulative Appropriation		56,590	Expenditures / Encumbrances		20,073	Unencumbered Balance		36,517				Partial Closeout Thru	FY09	0	New Partial Closeout	FY10	0	Total Partial Closeout		0	<p>M-NCPPC Department of General Services Department of Technology Services Department of Permitting Services Department of Public Libraries Silver Spring Regional Services Center Facility Planning: MCG WSSC</p> <p>Special Capital Projects Legislation [Bill No. 24-06] was adopted by Council June 13, 2006.</p>
Date First Appropriation	FY03	(\$000)																																																
First Cost Estimate																																																		
Current Scope	FY12	63,747																																																
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New Partial Closeout	FY10	0																																																
Total Partial Closeout		0																																																

Silver Spring Library -- No. 710302 (continued)

selected as the locally preferred alternative. As such, the site and the building are being designed and constructed to allow the construction and operation of the Purple Line once the library is constructed and open for operation.

FISCAL NOTE

Shift expenditures and funding from FY11 to FY13 to reflect current implementation plan.

OTHER DISCLOSURES

- A pedestrian impact analysis has been completed for this project.
- 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.

Wheaton Library and Community Recreation Center -- No. 361202

Category
Subcategory
Administering Agency
Planning Area

Culture and Recreation
Libraries
General Services
Kensington-Wheaton

Date Last Modified
Required Adequate Public Facility
Relocation Impact
Status

May 17, 2011
No
None.
Planning Stage

EXPENDITURE SCHEDULE (\$000)

Cost Element	Total	Thru FY10	Rem. FY10	Total 6 Years	FY11	FY12	FY13	FY14	FY15	FY16	Beyond 6 Years
Planning, Design, and Supervision	250	0	0	250	0	250	0	0	0	0	0
Land	0	0	0	0	0	0	0	0	0	0	0
Site Improvements and Utilities	0	0	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0	0
Other	0	0	0	0	0	0	0	0	0	0	0
Total	250	0	0	250	0	250	0	0	0	0	0

FUNDING SCHEDULE (\$000)

Current Revenue: General	36	0	0	36	0	36	0	0	0	0	0
G.O. Bonds	214	0	0	214	0	214	0	0	0	0	0
Total	250	0	0	250	0	250	0	0	0	0	0

DESCRIPTION

This project will provide for the development of a Program of Requirements and conceptual design for a combined facility to include a new combined Wheaton Library and Wheaton Community Recreation Center.

The Library and the Recreation Center will be comparable to libraries and recreation centers of similar service needs. These building sizes will be analyzed in greater detail to see what efficiencies of area and program can be made due to the shared use of some spaces. These could include lobbies, meeting rooms, restrooms, a coffee bar and parking which could reduce the overall space requirements and the operational costs.

Other issues to be studied include the transfer of the Wheaton Recreation Community Center property from M-NCPPC to the County, providing road access to the residences by relocating existing roads and access, determining how storm water management can be provided, and preparing concept layouts for the building and parking on the new combined site.

ESTIMATED SCHEDULE

The work will take between six months and one year, with the goal being to have sufficient information in summer 2012 to prepare an accurate CIP submission in the FY13-18 cycle.

JUSTIFICATION

The Department of Public Libraries strategic facilities plan identified the Wheaton Library for renovation in 2005, 20 years after the last renovation. The library circulates approximately 432,000 items per year and has about 585,000 visits by the public each year. The Wheaton Library is one of the busier libraries in Montgomery County. The Friends of the Library book sale is located on the lower level as is a satellite office of the Gilchrist Center. There are serious moisture problems and the building does not meet current mechanical, safety and building codes. The mechanical, elevator and HVAC systems are outdated and worn, and they are not energy efficient. The facility was opened in 1960 and was renovated in 1985. It is in need of space rearrangement to meet current library information needs.

The Department of Recreation has operated the existing Wheaton Recreation Center, owned by the M-NCPPC, for many years. As early as 1997, this facility was designated for replacement with a larger full service facility, originally included in Facility Planning and Site Evaluation projects as the Kemp Mill (later Wheaton/Kemp Mill) Community Recreation Center. In the 2005 update to the Department's facility plan and in the FY07-12 CIP, a "Wheaton Area Recreation Facilities" study was included in the MCG Facility Planning Project #508768 for this purpose. That study included site and structure, stabilization and design development for future renovation, remodeling, and expansion of the Wheaton Community Recreation Center - Rafferty to provide an additional recreation facility to complement the existing facility. After review of the Rafferty component, space limitations, utility and plumbing challenges did not make it feasible to complete the project on its current site. A decision was made to pursue an alternative combined facility.

FISCAL NOTE

The site for the present Wheaton Library is presently owned by the County. The site of the present Wheaton Recreation Community Center is owned by M-NCPPC. The issues associated with the transfer of the property will be identified during the planning phase. The Program of Requirements will be funded with Current Revenue.

OTHER DISCLOSURES

- A pedestrian impact analysis will be performed during design or is in progress.

APPROPRIATION AND EXPENDITURE DATA	COORDINATION												
<table border="1"> <tr> <td>Date First Appropriation</td> <td>FY12</td> <td>(\$000)</td> </tr> <tr> <td>First Cost Estimate</td> <td>FY12</td> <td>250</td> </tr> <tr> <td>Current Scope</td> <td></td> <td></td> </tr> <tr> <td>Last FY's Cost Estimate</td> <td></td> <td>0</td> </tr> </table>	Date First Appropriation		FY12	(\$000)	First Cost Estimate	FY12	250	Current Scope			Last FY's Cost Estimate		0
Date First Appropriation	FY12	(\$000)											
First Cost Estimate	FY12	250											
Current Scope													
Last FY's Cost Estimate		0											
<table border="1"> <tr> <td>Appropriation Request</td> <td>FY12</td> <td>250</td> </tr> <tr> <td>Supplemental Appropriation Request</td> <td></td> <td>0</td> </tr> <tr> <td>Transfer</td> <td></td> <td>0</td> </tr> </table>	Appropriation Request	FY12	250	Supplemental Appropriation Request		0	Transfer		0				
Appropriation Request	FY12	250											
Supplemental Appropriation Request		0											
Transfer		0											
<table border="1"> <tr> <td>Cumulative Appropriation</td> <td></td> <td>0</td> </tr> <tr> <td>Expenditures / Encumbrances</td> <td></td> <td>0</td> </tr> <tr> <td>Unencumbered Balance</td> <td></td> <td>0</td> </tr> </table>	Cumulative Appropriation		0	Expenditures / Encumbrances		0	Unencumbered Balance		0				
Cumulative Appropriation		0											
Expenditures / Encumbrances		0											
Unencumbered Balance		0											
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Partial Closeout Thru	FY09	0											
New Partial Closeout	FY10	0											
Total Partial Closeout		0											

Cost Sharing: MCG -- No. 720601

Category
Subcategory
Administering Agency
Planning Area

Culture and Recreation
Recreation
Recreation
Countywide

Date Last Modified
Required Adequate Public Facility
Relocation Impact
Status

March 11, 2011
No
None.
On-going

EXPENDITURE SCHEDULE (\$000)

Cost Element	Total	Thru FY10	Rem. FY10	Total 6 Years	FY11	FY12	FY13	FY14	FY15	FY16	Beyond 6 Years
Planning, Design, and Supervision	2,729	2,729	0	0	0	0	0	0	0	0	0
Land	0	0	0	0	0	0	0	0	0	0	0
Site Improvements and Utilities	9	9	0	0	0	0	0	0	0	0	0
Construction	1,913	1,913	0	0	0	0	0	0	0	0	0
Other	11,038	0	3,552	7,486	7,061	425	0	0	0	0	0
Total	15,689	4,651	3,552	7,486	7,061	425	0	0	0	0	0

FUNDING SCHEDULE (\$000)

Contributions	150	0	0	150	150	0	0	0	0	0	0
Current Revenue: General	5,028	4,353	0	675	250	425	0	0	0	0	0
Land Sale	2,661	0	0	2,661	2,661	0	0	0	0	0	0
Long-Term Financing	3,850	298	3,552	0	0	0	0	0	0	0	0
State Aid	4,000	0	0	4,000	4,000	0	0	0	0	0	0
Total	15,689	4,651	3,552	7,486	7,061	425	0	0	0	0	0

DESCRIPTION

This project provides funds for the development of non-government projects in conjunction with public agencies or the private sector. County participation leverages private and other public funds for these facilities. Prior to disbursing funds, the relevant County department or agency and the private organization will develop a Memorandum of Understanding, which specifies the requirements and responsibilities of each.

COST CHANGE

Increase due to the County's participation in Catholic Charities of the Archdiocese of Washington Inc., CHI Centers Inc, and Ivymount School, Inc.

JUSTIFICATION

The County has entered into or considered many public-private partnerships, which contribute to the excellence and diversity of facilities serving County residents.

OTHER

Economic Development:

The State approved \$4,000,000 in State Aid for the music venue in Silver Spring. The County's required match is \$4,000,000 and \$6,511,000 is currently programmed. The Venue Operator has agreed to purchase certain furniture, fixtures, and equipment for the project; \$150,000 of which will be used as the required County match. An agreement between the development partners and the County has been executed. The project is currently in the design phase. Necessary land-use approvals will be sought, after which time the project will move into the construction phase.

Grants:

For FY12, County participation is anticipated for the following projects:

Catholic Charities of the Archdiocese of Washington, Inc.: \$125,000

CHI Centers Inc.: \$200,000

Ivymount School, Inc.: \$100,000

For FY11, County participation is anticipated for the following projects:

Girl Scout Council of the Nation's Capital: \$100,000

Jewish Foundation for Group Homes, Inc.: \$50,000

Ivymount School, Inc.: \$100,000

For FY10, County participation was for the following projects:

Aunt Hattie's Place, Inc.: \$100,000. Disbursement of FY09 and FY10 County funds is conditioned on the owner of the property giving the County an appropriate covenant restricting the use of the leased property to a foster home for boys for a period of ten years from the time the facility commences to operate as a foster home.

Boys and Girls Club of Greater Washington: \$38,000

CASA de Maryland, Inc.: \$100,000

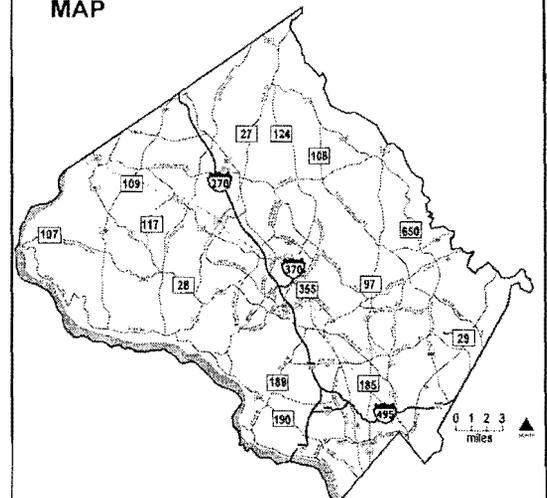
APPROPRIATION AND EXPENDITURE DATA

Date First Appropriation	FY06	(\$000)
First Cost Estimate		
Current Scope	FY12	15,689
Last FY's Cost Estimate		15,264
Appropriation Request	FY12	425
Supplemental Appropriation Request		0
Transfer		0
Cumulative Appropriation		15,264
Expenditures / Encumbrances		8,203
Unencumbered Balance		7,061
Partial Closeout Thru	FY09	0
New Partial Closeout	FY10	0
Total Partial Closeout		0

COORDINATION

Private organizations
State of Maryland
Municipalities
Montgomery County Public Schools
Community Use of Public Facilities
Department of General Services
Department of Economic Development

MAP



Cost Sharing: MCG -- No. 720601 (continued)

Jewish Council for the Aging of Greater Washington, Inc.: \$50,000, and
Warren Historic Site Committee, Inc.: \$150,000.

For FY09, County participation was for the following projects:

Aunt Hattie's Place, Inc.: \$250,000

Boys and Girls Club of Greater Washington: \$250,000

CASA de Maryland, Inc.: \$150,000

CHI Centers: \$50,000

Institute for Family Development Inc., doing business as Centro Familia: \$75,000. The organization must demonstrate to the County's satisfaction that it has commitments for the entire funding needed to construct the project before the \$75,000 in County funds can be spent.

Jewish Council for the Aging of Greater Washington, Inc.: \$250,000

Montgomery General Hospital: \$500,000

Nonprofit Village, Inc.: \$200,000, and

YMCA of Metropolitan Washington and Youth and Family Services Branch: \$200,000.

FISCAL NOTE

Old Blair Auditorium Project, Inc., in FY06-07 the County provided \$190,000 as a partial match for the State funds with \$50,000 in current revenue for DPWT to develop a program of requirements and cost estimate for the project, and bond funded expenditure of \$140,000 to pay for part of the construction. These funds were budgeted in the MCG: Cost Sharing project (No. 720601). In FY11, the funds are transferred to new CIP project Old Blair Auditorium Reuse project (No. 361113).

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.

North Bethesda Community Recreation Center -- No. 720100

Category
Subcategory
Administering Agency
Planning Area

Culture and Recreation
Recreation
General Services
Bethesda-Chevy Chase

Date Last Modified
Required Adequate Public Facility
Relocation Impact
Status

May 19, 2011
No
None.
Planning Stage

EXPENDITURE SCHEDULE (\$000)

Cost Element	Total	Thru FY10	Rem. FY10	Total 6 Years	FY11	FY12	FY13	FY14	FY15	FY16	Beyond 6 Years
Planning, Design, and Supervision	1,536	0	0	605	0	0	0	0	355	250	931
Land	0	0	0	0	0	0	0	0	0	0	0
Site Improvements and Utilities	0	0	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0	0
Other	0	0	0	0	0	0	0	0	0	0	0
Total	1,536	0	0	605	0	0	0	0	355	250	931

FUNDING SCHEDULE (\$000)

G.O. Bonds	1,536	0	0	605	0	0	0	0	355	250	931
Total	1,536	0	0	605	0	0	0	0	355	250	931

DESCRIPTION

This project will include an approximately 24,000 square foot community recreation center. This building will include typical elements, such as, a gymnasium, exercise room, social hall, kitchen, senior/community lounge, arts/kiln room, game room, vending space, conference room, offices, lobby, rest rooms, and storage space.

ESTIMATED SCHEDULE

The design phase will commence when site selection for the facility has been finalized.

JUSTIFICATION

This region, with a population approaching 100,000, is currently served by one community recreation center located in Chevy Chase, which is designed to serve a community of 30,000. Residential development in the northern sector of this region has been significant in recent years, and additional development is in process.

Project preliminary design was completed in the Facility Planning: MCG project, prior to the establishment of this stand-alone project.

OTHER

The project schedule may change depending on the development of potential sites in the Davis Tract and/or the White Flint Sector. The project provides for only the design phase. Final construction costs will be determined during the design development stage.

FISCAL NOTE

Expenditures and funding were shifted from FY11-13 to FY15 -16 and Beyond 6-years. Total project cost including construction cost has been estimated to be \$22 million.

APPROPRIATION AND EXPENDITURE DATA	COORDINATION	MAP
Date First Appropriation	Bethesda-Chevy Chase Regional Services Center	
First Cost Estimate	Department of Permitting Services	
Current Scope	Department of General Services	
Last FY's Cost Estimate	Department of Recreation	
Appropriation Request	Department of Technology Services	
Supplemental Appropriation Request	WSSC	
Transfer	PEPCO	
Cumulative Appropriation		
Expenditures / Encumbrances		
Unencumbered Balance		
Partial Closeout Thru		
New Partial Closeout		
Total Partial Closeout		

Wheaton Community Recreation Center - Rafferty -- No. 720800

Category	Culture and Recreation	Date Last Modified	May 16, 2011
Subcategory	Recreation	Required Adequate Public Facility	No
Administering Agency	General Services	Relocation Impact	None.
Planning Area	Kensington-Wheaton	Status	Planning Stage

EXPENDITURE SCHEDULE (\$000)

Cost Element	Total	Thru FY10	Rem. FY10	Total 6 Years	FY11	FY12	FY13	FY14	FY15	FY16	Beyond 6 Years
Planning, Design, and Supervision	19	8	11	0	0	0	0	0	0	0	0
Land	540	540	0	0	0	0	0	0	0	0	0
Site Improvements and Utilities	0	0	0	0	0	0	0	0	0	0	0
Construction	3	3	0	0	0	0	0	0	0	0	0
Other	0	0	0	0	0	0	0	0	0	0	0
Total	562	551	11	0	0	0	0	0	0	0	0

FUNDING SCHEDULE (\$000)

G.O. Bonds	562	551	11	0	0	0	0	0	0	0	0
Total	562	551	11	0							

DESCRIPTION

This project provides for the design for renovation and expansion of the the Rafferty (Phase 1) and Wheaton Recreation (Phase 2) Centers. The Rafferty Center, a portion of the former Good Counsel High School, was designated for dedication for a public purpose as a part of a recent site development rezoning decision. The County has determined that it will provide additional recreation services to the Wheaton-Kemp Mill communities by using the Rafferty center to create a second Community Recreation Center to be used in tandem with the existing Wheaton Recreation Center. The existing Wheaton Recreation Center is owned by M-NCPPC and operated by the County Recreation Department. Renovation and expansion of the Rafferty facility, along with future renovations of the existing center will provide, in two parts, a full service Community Recreation Center (of approximately 33,000 net square feet) consistent with the provisions of the Montgomery County Recreation Facility Development Plan, 2005 Update.

COST CHANGE

This project is recommended for closeout due to the creation of a new project (Wheaton Library and Community Recreation Center, project #361202) that will fund a feasibility study for a combined recreation and library facility.

JUSTIFICATION

The Department has operated the existing Wheaton Recreation Center, owned by the M-NCPPC, for many years. As early as 1997, this facility was designated for replacement with a larger full service facility, originally included in Facility Planning and Site Evaluation projects as the Kemp Mill (later Wheaton/Kemp Mill) Community Recreation Center. In the 2005 update to the Department's facility plan and in the FY07-12 CIP, a "Wheaton Area Recreation Facilities" study was included in the MCG Facility Planning Project #508768 for this purpose. The concept included site and structure, stabilization and design development for future renovation, remodeling, and expansion of the Wheaton Community Recreation Center - Rafferty to provide an additional recreation facility to complement the existing facility.

OTHER

No funds may be expended for on-site improvements until an agreement providing for the transfer of the property to the County has been executed.

OTHER DISCLOSURES

- A pedestrian impact analysis will be performed during design or is in progress.

APPROPRIATION AND EXPENDITURE DATA	COORDINATION	MAP												
<table border="1" style="width: 100%; border-collapse: collapse;"> <tr> <td>Date First Appropriation</td> <td>FY08</td> <td style="text-align: right;">(\$000)</td> </tr> <tr> <td>First Cost Estimate</td> <td></td> <td></td> </tr> <tr> <td>Current Scope</td> <td>FY12</td> <td style="text-align: right;">562</td> </tr> <tr> <td>Last FY's Cost Estimate</td> <td></td> <td style="text-align: right;">1,094</td> </tr> </table>	Date First Appropriation	FY08	(\$000)	First Cost Estimate			Current Scope	FY12	562	Last FY's Cost Estimate		1,094	<p>Department of General Services Maryland National Capital Park and Planning Commission Department of Recreation Mid-County Regional Services Center</p>	
Date First Appropriation	FY08	(\$000)												
First Cost Estimate														
Current Scope	FY12	562												
Last FY's Cost Estimate		1,094												
<table border="1" style="width: 100%; border-collapse: collapse;"> <tr> <td>Appropriation Request</td> <td>FY12</td> <td style="text-align: right;">-423</td> </tr> <tr> <td>Supplemental Appropriation Request</td> <td></td> <td style="text-align: right;">0</td> </tr> <tr> <td>Transfer</td> <td></td> <td style="text-align: right;">0</td> </tr> </table>	Appropriation Request	FY12	-423	Supplemental Appropriation Request		0	Transfer		0					
Appropriation Request	FY12	-423												
Supplemental Appropriation Request		0												
Transfer		0												
<table border="1" style="width: 100%; border-collapse: collapse;"> <tr> <td>Cumulative Appropriation</td> <td></td> <td style="text-align: right;">985</td> </tr> <tr> <td>Expenditures / Encumbrances</td> <td></td> <td style="text-align: right;">562</td> </tr> <tr> <td>Unencumbered Balance</td> <td></td> <td style="text-align: right;">423</td> </tr> </table>	Cumulative Appropriation		985	Expenditures / Encumbrances		562	Unencumbered Balance		423					
Cumulative Appropriation		985												
Expenditures / Encumbrances		562												
Unencumbered Balance		423												
<table border="1" style="width: 100%; border-collapse: collapse;"> <tr> <td>Partial Closeout Thru</td> <td>FY09</td> <td style="text-align: right;">0</td> </tr> <tr> <td>New Partial Closeout</td> <td>FY10</td> <td style="text-align: right;">0</td> </tr> <tr> <td>Total Partial Closeout</td> <td></td> <td style="text-align: right;">0</td> </tr> </table>	Partial Closeout Thru	FY09	0	New Partial Closeout	FY10	0	Total Partial Closeout		0					
Partial Closeout Thru	FY09	0												
New Partial Closeout	FY10	0												
Total Partial Closeout		0												

Ag Land Pres Easements -- No. 788911

Category
Subcategory
Administering Agency
Planning Area

Conservation of Natural Resources
Ag Land Preservation
Economic Development
Countywide

Date Last Modified
Required Adequate Public Facility
Relocation Impact
Status

May 14, 2011
No
None
On-going

EXPENDITURE SCHEDULE (\$000)

Cost Element	Total	Thru FY10	Rem. FY10	Total 6 Years	FY11	FY12	FY13	FY14	FY15	FY16	Beyond 6 Years
Planning, Design, and Supervision	3,262	0	0	3,262	486	639	513	527	541	556	0
Land	21,650	0	12,500	9,150	2,600	2,750	850	950	1,000	1,000	0
Site Improvements and Utilities	0	0	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0	0
Other	0	0	0	0	0	0	0	0	0	0	0
Total	24,912	0	12,500	12,412	3,086	3,389	1,363	1,477	1,541	1,556	0

FUNDING SCHEDULE (\$000)

Agricultural Transfer Tax	9,923	0	4,773	5,150	600	750	850	950	1,000	1,000	0
Contributions	51	0	0	51	0	51	0	0	0	0	0
Federal Aid	393	0	393	0	0	0	0	0	0	0	0
G.O. Bonds	4,000	0	0	4,000	2,000	2,000	0	0	0	0	0
Investment Income	3,285	0	74	3,211	486	588	513	527	541	556	0
M-NCPPC Contributions	5,000	0	5,000	0	0	0	0	0	0	0	0
State Aid	2,260	0	2,260	0	0	0	0	0	0	0	0
Total	24,912	0	12,500	12,412	3,086	3,389	1,363	1,477	1,541	1,556	0

DESCRIPTION

This project provides funds for the purchase of agricultural and conservation easements under the County Agricultural Land Preservation legislation, effective November 25, 2008, for local participation in Maryland's agricultural and conservation programs. The County Agricultural Easement Program (AEP) enables the County to purchase preservation easements on farmland in the agricultural zones and in other zones approved by the County Council to preserve farmland not already protected by Transferable Development Rights (TDRs) easements or State agricultural land preservation easements.

The Maryland Agricultural Land Preservation Foundation (MALPF) enables the State to purchase preservation easements on farmland jointly by the County and State.

The Rural Legacy Program (RLP) enables the State to purchase conservation easements to preserve large contiguous tracts of agricultural land. The sale of development rights easements are proposed voluntarily by the farmland owner. Project funding comes primarily from the Agricultural Land Transfer Tax, which is levied when farmland is sold and removed from agricultural status. Montgomery County is a State-certified county under the provisions of State legislation, which enables the County to retain 75 percent of the taxes for local use. The County uses a portion of its share of the tax to provide matching funds for State easements.

Beginning in FY10, a new Building Lot Termination (BLT) program will be initiated that represents an enhanced farmland preservation program tool to further protect land where development rights have been retained in the Rural Density Transfer Zone (RDT). This program will use Agricultural Transfer Tax revenue to purchase the development rights and corresponding TDRs retained on these properties.

COST CHANGE

Investment Income was increased and Contributions were added in FY12 to fund administrative expenses and agricultural initiatives carried out by the Agricultural Services Division.

JUSTIFICATION

Annotated Code of Maryland 2-501 to 2-515, Maryland Agricultural Land Preservation Foundation; Annotated Code of Maryland 13-301 to 13-308, Agricultural Land Transfer Tax; and Montgomery County Code, Chapter 2B, Agricultural Land Preservation.

OTHER

FY12 estimated Investment Income expenditure before partial closeout adjustments is \$588,000 and is made up of \$476,000 : 1 workyear Business Development Specialist III, .5 workyear Business Development Specialist I, 1 workyear MLS Manager II, 1.5 workyears Principal Administrative Aides, .2 workyear Resource Conservationist; \$30,000 - Deer Donation Program; \$10,000 - Montgomery Weed Control Program; and \$72,000 for Cooperative Extension Partnership.

APPROPRIATION AND EXPENDITURE DATA	COORDINATION	MAP
Date First Appropriation	State of Maryland Agricultural Land Preservation Foundation	
First Cost Estimate	State of Maryland Department of Natural Resources	
Current Scope	Maryland-National Capital Park and Planning Commission	
Last FY's Cost Estimate	Landowners	
Appropriation Request		
Supplemental Appropriation Request		
Transfer		
Cumulative Appropriation		
Expenditures / Encumbrances		
Unencumbered Balance		
Partial Closeout Thru		
New Partial Closeout		
Total Partial Closeout		

Ag Land Pres Easements -- No. 788911 (continued)

Appropriations are based upon a projection of Montgomery County's portion of the total amount of Agricultural Transfer Tax which has become available since the last appropriation and State Rural Legacy Program grant funding. Appropriations to this project represent a commitment of Agricultural Land Transfer Tax funds and State Aid to purchase agricultural easements. The Agricultural Transfer Taxes are deposited into an investment income fund, the interest from which is used to fund direct administrative expenses, the purchase of easements, and other agricultural initiatives carried out by the Agricultural Services Division. The program permits the County to take title to the TDRs. These TDRs are an asset that the County may sell in the future, generating revenues for the Agricultural Land Preservation Fund. The County can use unexpended appropriations for this project to pay its share (40 percent) of the cost of easements purchased by the State. Since FY99, the County has received State RLP grant funds to purchase easements for the State through the County. The State allows County reimbursement of three percent for direct administrative costs such as appraisals, title searches, surveys, and legal fees.

Given changes to the Federal Program, Federal Aid funds are no longer programmed in this project.

FISCAL NOTE

Expenditures do not reflect additional authorized payments made from the Agricultural Land Preservation Fund balance to increase financial incentives for landowners.

Terms and conditions regarding Contributions from the Montgomery County Farm Bureau (MCFB) and the Montgomery Soil Conservation District (MSCD) will be specified within the MOU between the County and these agencies.

OTHER DISCLOSURES

- 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.

Facility Planning: Storm Drains -- No. 508180

Category
Subcategory
Administering Agency
Planning Area

Conservation of Natural Resources
Storm Drains
Transportation
Countywide

Date Last Modified
Required Adequate Public Facility
Relocation Impact
Status

March 01, 2011
No
None.
On-going

EXPENDITURE SCHEDULE (\$000)

Cost Element	Total	Thru FY10	Rem. FY10	Total 6 Years	FY11	FY12	FY13	FY14	FY15	FY16	Beyond 6 Years
Planning, Design, and Supervision	5,047	3,519	88	1,440	225	215	250	250	250	250	0
Land	121	121	0	0	0	0	0	0	0	0	0
Site Improvements and Utilities	0	0	0	0	0	0	0	0	0	0	0
Construction	32	32	0	0	0	0	0	0	0	0	0
Other	4	4	0	0	0	0	0	0	0	0	0
Total	5,204	3,676	88	1,440	225	215	250	250	250	250	*

FUNDING SCHEDULE (\$000)

Current Revenue: General	5,103	3,575	88	1,440	225	215	250	250	250	250	0
G.O. Bonds	101	101	0	0	0	0	0	0	0	0	0
Total	5,204	3,676	88	1,440	225	215	250	250	250	250	0

DESCRIPTION

This project provides for the investigation and analysis of various storm drainage assistance requests initiated by private citizens and public agencies. These requests are related to the design, construction, and operation of public drainage facilities where flooding and erosion occur. This project includes expenditures for the preliminary and final design and land acquisition for storm drain projects prior to inclusion in the Storm Drain General project, or as a stand-alone project in the CIP. Prior to its inclusion in the CIP, the Department of Transportation (DOT) will conduct a feasibility study to determine the general and specific features required for the project. Candidate projects currently are evaluated from the "Drainage Assistance Request" list. As part of the facility planning process, DOT considers citizen and public agency requests and undertakes a comprehensive analysis of storm drainage issues and problems being experienced in the County. This analysis is used to select areas where a comprehensive long-term plan for the remediation of a problem may be required. No construction activities are performed in this project. When a design is 35 percent complete, an evaluation is performed to determine if right-of-way is needed. Based on the need for right-of-way, the project may proceed to final design and the preparation of right-of-way plats under this project. The cost of right-of-way acquisition will be charged to the Advanced Land Acquisition Revolving Fund (ALARF). When designs are complete, projects with a construction cost under \$500,000 will be constructed in the Storm Drain General project. Projects with a construction cost over \$500,000 will be constructed in stand-alone projects.

CAPACITY

Projects will be designed to accommodate the ten year storm frequency interval.

COST CHANGE

Reduce project scope and current revenue by \$35,000 in FY12 for fiscal capacity.

JUSTIFICATION

Evaluation, justification, and cost-benefit analysis are completed by DOT as necessary. In the case of participation projects, the preparation of drainage studies and preliminary plans will be prepared by the requestor's engineer and reviewed by DOT.

OTHER

Before being added as a sub-project, concept studies are evaluated based on the following factors: public safety, damage to private property, frequency of event, damage to public right-of-way, environmental factors such as erosion, general public benefit, availability of right-of-way and 5:1 benefit cost ratio. In the case of public safety or severe damage to private property, the 5:1 benefit (damage prevented) cost ratio can be waived. Drainage assistance requests are evaluated on a continuing basis in response to public requests. DOT maintains a database of complaints.

Construction Projects Completed: Town of Glen Echo, Village of Chevy Chase, Whittier Blvd, Marymont Rd, Springloch Rd, Arrowood Dr.

Candidate Projects for FY 11 and FY 12: Aberdeen Place, Chicago Ave.

OTHER DISCLOSURES

- A pedestrian impact analysis has been completed for this project.
- * Expenditures will continue indefinitely.

APPROPRIATION AND EXPENDITURE DATA	COORDINATION	MAP												
<table border="1"> <tr> <td>Date First Appropriation</td> <td>FY81</td> <td>(\$000)</td> </tr> <tr> <td>First Cost Estimate</td> <td></td> <td></td> </tr> <tr> <td>Current Scope</td> <td>FY12</td> <td>5,204</td> </tr> <tr> <td>Last FY's Cost Estimate</td> <td></td> <td>5,239</td> </tr> </table>	Date First Appropriation	FY81	(\$000)	First Cost Estimate			Current Scope	FY12	5,204	Last FY's Cost Estimate		5,239	<p>Montgomery County Department of Environmental Protection Maryland-National Capital Park and Planning Commission Maryland Department of the Environment United States Army Corps of Engineers Montgomery County Department of Permitting Services Utility Companies Annual Sidewalk Program (CIP No. 506747)</p>	
Date First Appropriation	FY81	(\$000)												
First Cost Estimate														
Current Scope	FY12	5,204												
Last FY's Cost Estimate		5,239												
<table border="1"> <tr> <td>Appropriation Request</td> <td>FY12</td> <td>215</td> </tr> <tr> <td>Supplemental Appropriation Request</td> <td></td> <td>0</td> </tr> <tr> <td>Transfer</td> <td></td> <td>0</td> </tr> </table>	Appropriation Request	FY12	215	Supplemental Appropriation Request		0	Transfer		0					
Appropriation Request	FY12	215												
Supplemental Appropriation Request		0												
Transfer		0												
<table border="1"> <tr> <td>Cumulative Appropriation</td> <td></td> <td>3,988</td> </tr> <tr> <td>Expenditures / Encumbrances</td> <td></td> <td>3,755</td> </tr> <tr> <td>Unencumbered Balance</td> <td></td> <td>233</td> </tr> </table>	Cumulative Appropriation		3,988	Expenditures / Encumbrances		3,755	Unencumbered Balance		233					
Cumulative Appropriation		3,988												
Expenditures / Encumbrances		3,755												
Unencumbered Balance		233												
<table border="1"> <tr> <td>Partial Closeout Thru</td> <td>FY09</td> <td>0</td> </tr> <tr> <td>New Partial Closeout</td> <td>FY10</td> <td>0</td> </tr> <tr> <td>Total Partial Closeout</td> <td></td> <td>0</td> </tr> </table>	Partial Closeout Thru	FY09	0	New Partial Closeout	FY10	0	Total Partial Closeout		0					
Partial Closeout Thru	FY09	0												
New Partial Closeout	FY10	0												
Total Partial Closeout		0												

Facility Planning: HCD -- No. 769375

Category
Subcategory
Administering Agency
Planning Area

Community Development and Housing
Community Development
Housing & Community Affairs
Countywide

Date Last Modified
Required Adequate Public Facility
Relocation Impact
Status

May 14, 2011
No
None.
On-going

EXPENDITURE SCHEDULE (\$000)

Cost Element	Total	Thru FY10	Rem. FY10	Total 6 Years	FY11	FY12	FY13	FY14	FY15	FY16	Beyond 6 Years
Planning, Design, and Supervision	3,795	2,738	34	1,023	163	160	175	175	175	175	0
Land	0	0	0	0	0	0	0	0	0	0	0
Site Improvements and Utilities	0	0	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0	0
Other	0	0	0	0	0	0	0	0	0	0	0
Total	3,795	2,738	34	1,023	163	160	175	175	175	175	*

FUNDING SCHEDULE (\$000)

Community Development Block Grant	1,072	741	31	300	50	50	50	50	50	50	0
Current Revenue: General	2,423	1,697	3	723	113	110	125	125	125	125	0
Current Revenue: Parking - Montgomery Hill	100	100	0	0	0	0	0	0	0	0	0
Federal Aid	200	200	0	0	0	0	0	0	0	0	0
Total	3,795	2,738	34	1,023	163	160	175	175	175	175	0

DESCRIPTION

This project provides funds for Department of Housing and Community Affairs (DHCA) facility planning studies for a variety of projects for possible inclusion in the CIP. In addition, facility planning serves as a transition stage for a project between the master plan or conceptual stage and its inclusion as a stand-alone project in the CIP. Prior to the establishment of a stand-alone project, DHCA will develop a Program of Requirements (POR) that outlines the general and specific features required in the project. Selected projects range in type including: land and building acquisition; conversion of surplus schools/ school sites or County-owned land into housing resources; design and construction of street improvements, sidewalks, and other infrastructure improvements in neighborhood and small commercial area revitalization including streetscaping and circulation along with Central Business District (CBD) revitalization. Facility planning is a decision-making process to determine the purpose and need of a candidate project through a rigorous investigation of the following critical project elements: community revitalization needs analysis; economic, social, environmental, and historic impact analyses; public participation; investigation of non-County sources of funding; and detailed project cost estimates. Depending upon the results of a facility planning determination of purpose and need, a project may or may not proceed to construction. For a full description of the facility planning process, see the CIP Planning Section.

COST CHANGE

Reduce project scope and current revenue by \$15,000 in FY12 for fiscal capacity.

JUSTIFICATION

There is a continuing need for development of accurate cost estimates and an exploration of alternatives for proposed projects. Facility planning costs for all projects which ultimately become stand-alone PDFs are included here. These costs will not be reflected in the resulting individual project. Future individual CIP projects, which result from facility planning, will each reflect reduced planning and design costs.

OTHER

The proposals studied under this program will involve the Office of Management and Budget staff, consultants, community groups, and related program area staff, to ensure that completed studies show full costs, program requirements, and have community support.

OTHER DISCLOSURES

- * Expenditures will continue indefinitely.

APPROPRIATION AND EXPENDITURE DATA	COORDINATION	MAP												
<table border="1"> <tr> <td>Date First Appropriation</td> <td>FY96</td> <td>(\$000)</td> </tr> <tr> <td>First Cost Estimate</td> <td></td> <td></td> </tr> <tr> <td>Current Scope</td> <td>FY12</td> <td>3,795</td> </tr> <tr> <td>Last FY's Cost Estimate</td> <td></td> <td>3,810</td> </tr> </table>	Date First Appropriation	FY96	(\$000)	First Cost Estimate			Current Scope	FY12	3,795	Last FY's Cost Estimate		3,810	<p>Planning Implementation Section, Office of the County Executive Office of Management and Budget M-NCPPC Department of Transportation Department of General Services Regional Services Centers Montgomery Hills Parking Lot District</p> <p>FY11 - CDBG Appropriation: \$50,000 FY12 - CDBG Appropriation: \$50,000</p>	
Date First Appropriation	FY96	(\$000)												
First Cost Estimate														
Current Scope	FY12	3,795												
Last FY's Cost Estimate		3,810												
<table border="1"> <tr> <td>Appropriation Request</td> <td>FY12</td> <td>110</td> </tr> <tr> <td>Supplemental Appropriation Request</td> <td></td> <td>0</td> </tr> <tr> <td>Transfer</td> <td></td> <td>0</td> </tr> </table>	Appropriation Request	FY12	110	Supplemental Appropriation Request		0	Transfer		0					
Appropriation Request	FY12	110												
Supplemental Appropriation Request		0												
Transfer		0												
<table border="1"> <tr> <td>Cumulative Appropriation</td> <td></td> <td>2,935</td> </tr> <tr> <td>Expenditures / Encumbrances</td> <td></td> <td>2,741</td> </tr> <tr> <td>Unencumbered Balance</td> <td></td> <td>194</td> </tr> </table>	Cumulative Appropriation		2,935	Expenditures / Encumbrances		2,741	Unencumbered Balance		194					
Cumulative Appropriation		2,935												
Expenditures / Encumbrances		2,741												
Unencumbered Balance		194												
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Partial Closeout Thru	FY09	0												
New Partial Closeout	FY10	0												
Total Partial Closeout		0												

PART III: CAPITAL IMPROVEMENTS PROJECTS TO BE CLOSED OUT

The following capital projects are closed out effective July 1, 2011, and the appropriation for each project is decreased by the amount of that project's unencumbered balance.

Project #	Project Name
509924	Bordly Drive Extended
500322	Friendship Heights Pedestrian-Transit Enhancement
780701	Germantown Business Incubator
710101	Germantown Library
500100	Greencastle Road
500404	Inwood Avenue Bridge No. M-139
509943	Muncaster Road Improvements
729904	Piney Branch Pool (at Piney Branch ES) Renovation
500329	Pkg Beth Wayfinding
500330	Pkg Sil Spg Wayfinding
719905	Rockville Library
509967	Shady Grove Road - Six Lanes
500550	Transfer Station Improvements
720800	Wheaton Community Recreation Center - Rafferty

**PART IV: CAPITAL IMPROVEMENTS PROJECTS:
PARTIAL CLOSE OUT****Partial close out of the following capital projects is effective July 1, 2011**

Project #	Project Name	Amount
509325	ADA Compliance: Transportation	1,596,000
788911	Ag Land Pres Easements	1,062,000
507596	Annual Bikeway Program	449,000
506747	Annual Sidewalk Program	2,116,000
508728	Asbestos Abatement: MCG	92,000
509753	Bridge Renovation	649,000
507658	Bus Stop Improvements	1,477,000
507834	Energy Conservation: MCG	121,000
508113	Guardrail Projects	199,000
458756	HVAC/Elec Replacement: Fire Stns	235,000
508941	HVAC/Elec Replacement: MCG	1,195,000
507017	Intersection and Spot Improvements	1,122,000
807359	Misc Stream Valley Improvements	512,000
509523	Neighborhood Traffic Calming	293,000
508255	Pkg Beth Fac Renovations	1,119,000
508250	Pkg Sil Spg Fac Renovations	1,529,000
509709	Pkg Wheaton Fac Renovations	73,000
509514	Planned Lifecycle Asset Replacement: MCG	364,000
729658	Public Arts Trust	121,000
507310	Public Facilities Roads	67,000
458429	Resurfacing: Fire Stations	582,000
508527	Resurfacing: Primary/Arterial	9,696,000
458629	Roof Replacement: Fire Stations	83,000
508331	Roof Replacement: MCG	2,037,000
508182	Sidewalk & Infrastructure Revitalization	6,083,000
508716	Silver Spring Traffic Improvements	95,000
808726	SM Retrofit: Countywide	973,000
507055	Streetlighting	941,000
508000	Subdivision Roads Participation	523,000
507154	Traffic Signals	3,923,000
509036	Transportation Improvements For Schools	34,000