

Resolution No:	<u>17-434</u>
Introduced:	<u>May 24, 2012</u>
Adopted:	<u>May 24, 2012</u>

**COUNTY COUNCIL
FOR MONTGOMERY COUNTY, MARYLAND**

By: County Council

SUBJECT: Approval of the FY 2013-2018 Capital Improvements Program, and Approval of and Appropriation for the FY 2013 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 17, 2012 for the 6-year period FY 2013-2018. (January 15 fell on a Sunday and January 16 fell on a holiday.) Section 302 requires the affirmative vote of at least 5 Councilmembers to approve or modify the Executive's Recommended CIP. 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 17, 2012 for FY 2013. (January 15 fell on a Sunday and January 16 fell on a holiday.)
3. As required by Section 304 of the Charter, the Council held public hearings on the Capital Budget for FY 2013 and on the Recommended CIP for FY 2013-2018 on February 7 and 9, 2012.

Action

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

- 1. For FY 2013, the Council approves the Capital Budget for the Montgomery County Government and appropriates the amounts by project, which are shown in part I.
- 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 2013-2018; and
 - c) to the extent that those appropriations are not expended or encumbered.

- 3. The County appropriation for 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-General	\$200,000
018710	Legacy Open Space-County G.O. Bonds	\$2,750,000
	(\$100,000 of G.O Bonds appropriation is for Personnel Costs)	

The County will contribute the following amounts for non-local park projects:

County G.O. Bonds	\$3,918,000
County Current Revenue-General	\$2,213,000

- 4. The Council approves the projects in the Executive’s Recommended FY 2013 Capital Budget and CIP for Fiscal Years 2013-2018, with the exceptions which are attached in part II. These projects are approved as modified.
- 5. The Council approves the close out of the projects in part III.
- 6. The Council approves the partial close out of the projects in part IV.
- 7. If a sign recognizing the contribution of any Federal, State, or local government or agency is displayed at any project for which funds are appropriated in this resolution, as a condition of spending those funds each sign must also expressly recognize the contribution of the County and the County’s taxpayers.

This is a correct copy of Council action.



 Linda M. Lauer, Clerk of the Council

PART I: FY 2013 CAPITAL BUDGET FOR MONTGOMERY COUNTY GOVERNMENT

The appropriations for FY 2013 in this Part are made to implement the projects in the Capital Improvements Program for FY 2013-2018.

Project #	Project Name	FY13 Appropriation	Cumulative Appropriation	Total Appropriation
471200	2nd District Police Station	120,000	120,000	240,000
470302	3rd District Police Station	202,000	25,555,000	25,757,000
470301	6th District Police Station	-19,508,000	21,667,000	2,159,000
509325	ADA Compliance: Transportation	1,495,000	3,129,000	4,624,000
509399	Advanced Transportation Management System	2,008,000	43,649,000	45,657,000
760100	Affordable Housing Acquisition and Preservation	13,350,000	84,970,000	98,320,000
788911	Ag Land Pres Easements	-1,360,000	18,974,000	17,614,000
316222	ALARF: MCG	4,770,000	7,762,000	12,532,000
361107	Americans with Disabilities Act (ADA): Compliance	3,500,000	3,500,000	7,000,000
470400	Animal Services and Adoption Center	2,323,000	23,695,000	26,018,000
508728	Asbestos Abatement: MCG	100,000	263,000	363,000
500932	Bethesda Lot 31 Parking Garage	-28,312,000	88,819,000	60,507,000
507596	Bikeway Program -- Minor Projects	500,000	1,178,000	1,678,000
509132	Bridge Design	1,247,000	11,462,000	12,709,000
500313	Bridge Preservation Program	1,008,000	5,735,000	6,743,000
509753	Bridge Renovation	1,400,000	1,690,000	3,090,000
760900	Burtonsville Community Revitalization	792,000	2,485,000	3,277,000
507658	Bus Stop Improvements	601,000	4,935,000	5,536,000
450500	Cabin John Fire Station #30 Addition/Renovation	-840,000	849,000	9,000
767820	CDBG Capital Appropriation	1,420,000	3,218,000	4,638,000
501115	Century Boulevard	2,525,000	13,312,000	15,837,000
500719	Chapman Avenue Extended	2,454,000	12,928,000	15,382,000
649187	Child Care in Schools	-220,000	4,127,000	3,907,000
641300	Children's Resource Center	1,268,000	0	1,268,000
450300	Clarksburg Fire Station	-726,000	3,952,000	3,226,000
500709	Colesville Depot	9,582,000	832,000	10,414,000
720601	Cost Sharing: MCG	555,000	15,689,000	16,244,000
501317	County Service Park Infrastructure Improvements	1,689,000	0	1,689,000
421100	Criminal Justice Complex	3,490,000	5,045,000	8,535,000
501117	Dedicated but Unmaintained County Roads	595,000	100,000	695,000
641106	Dennis Avenue Health Center	500,000	2,242,000	2,742,000
429755	Detention Center Reuse	-32,833,000	38,449,000	5,616,000

Project #	Project Name	FY13 Appropriation	Cumulative Appropriation	Total Appropriation
421101	DOCR Staff Training Center	-457,000	536,000	79,000
509923	Elevator Modernization	1,000,000	7,654,000	8,654,000
507834	Energy Conservation: MCG	150,000	647,000	797,000
361302	Energy Systems Modernization	10,000,000	0	10,000,000
500918	Environmental Compliance: MCG	246,000	6,260,000	6,506,000
361200	EOB & Judicial Center Traffic Circle Repair	435,000	400,000	835,000
500152	Facilities Site Selection: MCG	25,000	269,000	294,000
501313	Facility Planning Parking: Bethesda PLD	90,000	0	90,000
501314	Facility Planning Parking: Silver Spring PLD	90,000	0	90,000
501312	Facility Planning Parking: Wheaton PLD	45,000	0	45,000
769375	Facility Planning: HCD	125,000	3,095,000	3,220,000
508768	Facility Planning: MCG	195,000	8,000,000	8,195,000
809319	Facility Planning: SM	1,150,000	8,562,000	9,712,000
508180	Facility Planning: Storm Drains	250,000	4,203,000	4,453,000
509337	Facility Planning-Transportation	2,704,000	40,627,000	43,331,000
509651	Fibernet	1,831,000	39,148,000	40,979,000
501118	Frederick Road Bike Path	438,000	702,000	1,140,000
450700	FS Emergency Power System Upgrade	460,000	4,750,000	5,210,000
361112	Fuel Management	1,984,000	2,487,000	4,471,000
710300	Gaithersburg Library Renovation	-2,359,000	25,400,000	23,041,000
450702	Glen Echo Fire Station Renovation	-956,000	958,000	2,000
501302	Gold Mine Road Bridge M-0096	4,433,000	0	4,433,000
720918	Good Hope Neighborhood Recreation Center	296,000	587,000	883,000
501107	Goshen Road South	560,000	4,560,000	5,120,000
508113	Guardrail Projects	265,000	417,000	682,000
640902	High School Wellness Center	1,755,000	2,142,000	3,897,000
458756	HVAC/Elec Replacement: Fire Stns	1,150,000	1,902,000	3,052,000
508941	HVAC/Elec Replacement: MCG	787,000	2,593,000	3,380,000
361102	IAQ Improvements Brookville Bldgs. D & E	-565,000	666,000	101,000
507017	Intersection and Spot Improvements	1,150,000	3,290,000	4,440,000
100300	Judicial Center Annex	4,598,000	134,913,000	139,511,000
509970	Life Safety Systems: MCG	875,000	3,688,000	4,563,000
361111	MCPS Food Distribution Facility Relocation	6,600,000	28,655,000	35,255,000
501209	MD 355 Crossing (BRAC)	40,000,000	28,174,000	68,174,000
501104	MD 355 Sidewalk (Hyattstown)	166,000	714,000	880,000
501110	Metropolitan Branch Trail	1,038,000	1,780,000	2,818,000

Project #	Project Name	FY13 Appropriation	Cumulative Appropriation	Total Appropriation
807359	Misc Stream Valley Improvements	2,570,000	5,253,000	7,823,000
360901	Montgomery County Government Complex	-500,000	4,614,000	4,114,000
500717	Montrose Parkway East	1,124,000	12,895,000	14,019,000
509523	Neighborhood Traffic Calming	310,000	811,000	1,121,000
500522	North County Maintenance Depot	-4,466,000	21,553,000	17,087,000
720102	North Potomac Community Recreation Center	24,062,000	11,085,000	35,147,000
710301	Olney Library Renovation and Addition	35,000	12,874,000	12,909,000
470701	Outdoor Firearms Training Center	-227,000	3,509,000	3,282,000
509948	Outfall Repairs	426,000	4,505,000	4,931,000
500333	Pedestrian Safety Program	1,750,000	6,475,000	8,225,000
501106	Permanent Patching: Residential/Rural Roads	6,500,000	6,000,000	12,500,000
508255	Pkg Beth Fac Renovations	500,000	4,818,000	5,318,000
508250	Pkg Sil Spg Fac Renovations	2,610,000	12,848,000	15,458,000
509709	Pkg Wheaton Fac Renovations	112,000	747,000	859,000
509514	Planned Lifecycle Asset Replacement: MCG	700,000	1,701,000	2,401,000
501200	Platt Ridge Drive Extended	3,320,000	380,000	3,700,000
420900	Pre-Release Center Kitchen	-502,000	675,000	173,000
470907	PSTA & Multi Agency Service Park - Site Dev.	50,149,000	49,759,000	99,908,000
479909	PSTA Academic Building Complex	-16,839,000	22,986,000	6,147,000
729658	Public Arts Trust	129,000	132,000	261,000
500727	Red Brick Courthouse Structural Repairs	-1,379,000	1,970,000	591,000
500914	Residential and Rural Road Rehabilitation	6,600,000	12,397,000	18,997,000
500720	Resurfacing Park Roads and Bridge Improvements	600,000	3,360,000	3,960,000
509914	Resurfacing Parking Lots: MCG	650,000	4,955,000	5,605,000
500511	Resurfacing: Residential/Rural Roads	9,300,000	39,997,000	49,297,000
458429	Resurfacing: Fire Stations	284,000	417,000	701,000
508527	Resurfacing: Primary/Arterial	10,000,000	15,220,000	25,220,000
500821	Ride On Bus Fleet	16,898,000	50,739,000	67,637,000
458629	Roof Replacement: Fire Stations	352,000	1,342,000	1,694,000
508331	Roof Replacement: MCG	2,300,000	3,879,000	6,179,000
720919	Ross Boddy Neighborhood Recreation Center	901,000	1,157,000	2,058,000
640400	School Based Health & Linkages to Learning Centers	-4,427,000	14,385,000	9,958,000
508182	Sidewalk & Infrastructure Revitalization	8,800,000	13,671,000	22,471,000
506747	Sidewalk Program – Minor Projects	2,215,000	5,486,000	7,701,000
710302	Silver Spring Library	9,329,000	59,650,000	68,979,000
800700	SM Facility Major Structural Repair	1,350,000	5,650,000	7,000,000

Project #	Project Name	FY13 Appropriation	Cumulative Appropriation	Total Appropriation
800900	SM Retrofit - Government Facilities	1,125,000	9,557,000	10,682,000
801300	SM Retrofit - Roads	6,515,000	0	6,515,000
801301	SM Retrofit - Schools	1,270,000	0	1,270,000
808726	SM Retrofit: Countywide	11,710,000	8,050,000	19,760,000
501109	Snouffer School Road	1,129,000	2,099,000	3,228,000
501119	Snouffer School Road North (Webb Tract)	384,000	1,290,000	1,674,000
500320	Storm Drain General	1,600,000	7,959,000	9,559,000
500700	Street Tree Preservation	3,000,000	6,400,000	9,400,000
500512	Streetlight Enhancements-CBD/Town Center	210,000	1,970,000	2,180,000
507055	Streetlighting	1,008,000	2,172,000	3,180,000
501208	Stringtown Road	-450,000	900,000	450,000
508000	Subdivision Roads Participation	487,000	5,054,000	5,541,000
150701	Technology Modernization -- MCG	12,421,000	80,979,000	93,400,000
500912	Thompson Road Connection	628,000	151,000	779,000
500808	Town of Chevy Chase Storm Drain Improvements	772,000	2,490,000	3,262,000
500704	Traffic Signal System Modernization	3,660,000	25,125,000	28,785,000
507154	Traffic Signals	5,225,000	10,297,000	15,522,000
509036	Transportation Improvements For Schools	200,000	729,000	929,000
450504	Travilah Fire Station	763,000	15,908,000	16,671,000
500101	Travilah Road	312,000	13,289,000	13,601,000
501101	Wapakoneta Road Improvements	255,000	0	255,000
809342	Watershed Restoration - Interagency	310,000	4,418,000	4,728,000
361202	Wheaton Library and Community Recreation Center	5,371,000	250,000	5,621,000
150401	Wheaton Redevelopment Program	650,000	8,930,000	9,580,000
450505	Wheaton Rescue Squad Relocation	-2,504,000	9,842,000	7,338,000
501116	White Flint District West: Transportation	850,000	2,435,000	3,285,000
151200	White Flint Redevelopment Program	2,233,000	1,710,000	3,943,000
501202	White Flint Traffic Analysis and Mitigation	420,000	459,000	879,000
501301	Whites Ferry Road Bridges No.M-0187B and M-0189B	2,480,000	0	2,480,000
Total - Montgomery County Government		251,819,000	1,458,468,000	1,710,287,000

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

PART II: REVISED PROJECTS

The projects described in this section were revised from, or were not included among, the projects as recommended by the County Executive in the County Executive's Recommended FY 2013 Capital Budget and Capital Improvements Program FY 2013-2018 of January 17, 2012. These projects are approved.

Energy Systems Modernization -- No. 361302

Category
Subcategory
Administering Agency
Planning Area

General Government
County Offices and Other Improvements
General Services
Countywide

Date Last Modified
Required Adequate Public Facility
Relocation Impact
Status

April 26, 2012
No
None
Planning Stage

EXPENDITURE SCHEDULE (\$000)

Cost Element	Total	Thru FY11	Est. FY12	Total 6 Years	FY13	FY14	FY15	FY16	FY17	FY18	Beyond 6 Years
Planning, Design, and Supervision	4,000	0	0	4,000	2,000	2,000	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	16,000	0	0	16,000	8,000	8,000	0	0	0	0	0
Other	0	0	0	0	0	0	0	0	0	0	0
Total	20,000	0	0	20,000	10,000	10,000	0	0	0	0	0

FUNDING SCHEDULE (\$000)

Long-Term Financing	20,000	0	0	20,000	10,000	10,000	0	0	0	0	0
Total	20,000	0	0	20,000	10,000	10,000	0	0	0	0	0

DESCRIPTION

This project provides a means to implement energy savings performance contracting as a mechanism to reduce the County's energy usage and perform strategic facility upgrades without incurring capital costs. These contracts have been used extensively by the federal government and other state and local jurisdictions to accomplish energy saving retrofits in a variety of facility applications. For each facility proposed, a unique prescriptive energy conservation analysis (audit) is conducted. Savings are associated with each element (energy conservation measure) of the analysis. Ultimately, the compilation of the measures defines the project. Third party funding (bonds or commercial loans) covers the cost of the contract. A key feature of Energy Savings Performance Contracts is that no General Obligation bonds are required. A financing mechanism is initiated to cover the cost of the contract and the repayment of the debt is guaranteed through the energy savings.

JUSTIFICATION

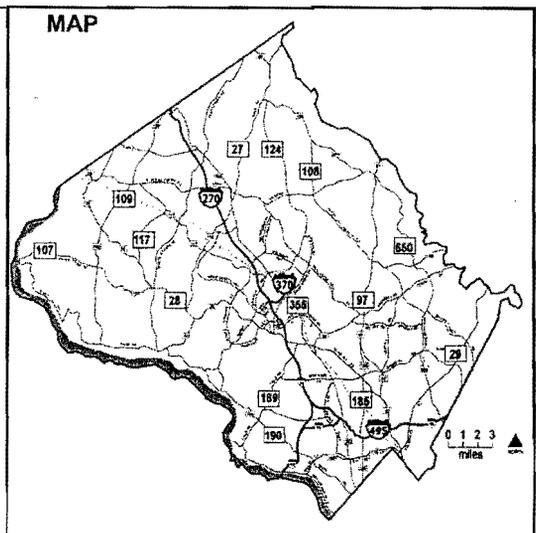
Implementation of this project is consistent with the County's continuing objective to accomplish environmentally friendly initiatives as well as limit the level of G.O. bonds. The ultimate objective of the individual building projects is to permanently lower the County's energy usage, reduce its carbon footprint and save considerable operating expenses.

OTHER

The proposals outlined in this program are developed in conjunction with the Department of General Services, the Department of Finance, and the Office of Management and Budget. Financial consultants will be employed to advise and guide the financial decisions. Projects will be implemented based on the potential for energy savings as well as operational and infrastructure upgrades.

APPROPRIATION AND EXPENDITURE DATA		
Date First Appropriation	FY13	(\$000)
First Cost Estimate		
Current Scope	FY13	20,000
Last FY's Cost Estimate		0
Appropriation Request	FY13	10,000
Appropriation Request Est.	FY14	10,000
Supplemental Appropriation Request		0
Transfer		0
Cumulative Appropriation		0
Expenditures / Encumbrances		0
Unencumbered Balance		0
Partial Closeout Thru	FY10	0
New Partial Closeout	FY11	0
Total Partial Closeout		0

COORDINATION
 Department of General Services
 Department of Finance
 Office of Management and Budget



Facility Planning: MCG -- No. 508768

Category
Subcategory
Administering Agency
Planning Area

General Government
County Offices and Other Improvements
General Services
Countywide

Date Last Modified
Required Adequate Public Facility
Relocation Impact
Status

May 03, 2012
No
None.
On-going

EXPENDITURE SCHEDULE (\$000)

Cost Element	Total	Thru FY11	Est. FY12	Total 6 Years	FY13	FY14	FY15	FY16	FY17	FY18	Beyond 6 Years
Planning, Design, and Supervision	9,083	7,143	445	1,495	195	260	260	260	260	260	0
Land	87	87	0	0	0	0	0	0	0	0	0
Site Improvements and Utilities	7	7	0	0	0	0	0	0	0	0	0
Construction	110	110	0	0	0	0	0	0	0	0	0
Other	208	203	5	0	0	0	0	0	0	0	0
Total	9,495	7,550	450	1,495	195	260	260	260	260	260	*

FUNDING SCHEDULE (\$000)

Current Revenue: General	8,850	6,905	450	1,495	195	260	260	260	260	260	0
G.O. Bonds	625	625	0	0	0	0	0	0	0	0	0
Solid Waste Disposal Fund	20	20	0	0	0	0	0	0	0	0	0
Total	9,495	7,550	450	1,495	195	260	260	260	260	260	0

DESCRIPTION

This project provides for general government facility planning studies for a variety of projects under consideration 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, Montgomery County develops a Program of Requirements (POR) that outlines the general and specific features required on the project. Selected projects range in type including: new buildings, renovation of existing buildings, stormwater management, and recycling centers. Facility planning is a decision making process that includes the determination of the purpose of, and need for, a candidate project, a rigorous investigation of non-County sources of funding, and, in some cases, an estimate of the cost of the design and an estimated range of the cost of construction of the project. Facility planning represents planning and preliminary design and develops a POR in advance of full programming of a project in the CIP. Depending upon the results of a facility planning determination of purpose and need, a project may or may not proceed to design and construction. For a full description of the facility planning process, see the CIP Planning Section.

COST CHANGE

Increase due to the addition of FY17 & FY18 to this ongoing project offset by reductions in project scope due to the anticipation of a reduced need to plan new facilities given the backlog of planned projects awaiting construction funding due to fiscal constraints.

JUSTIFICATION

Facility planning costs for projects which ultimately become stand-alone projects are included here. These costs will not be reflected in the resulting individual project.

OTHER

The study proposals under this program are developed in conjunction with program departments, the Department of General Services, the Office of Management and Budget (OMB), and consultants to ensure accurate program requirements. Planning studies underway or to be completed in FY13 or FY14 are listed on the next page. This list includes projects that will potentially be considered for inclusion as stand alone projects in the FY15-20 CIP. Other projects not listed may be planned under urgent situations.

FISCAL NOTE

\$400,000 for facility planning for a new PSTA to be located at the Webb Tract, as part of the County's Smart Growth Initiative, has been transferred from the PSTA Academic Building Complex, Project No. 479909, to this project.

OTHER DISCLOSURES

- * Expenditures will continue indefinitely.

APPROPRIATION AND EXPENDITURE DATA	COORDINATION	MAP												
<table border="1"> <tr> <td>Date First Appropriation</td> <td>FY87</td> <td>(\$000)</td> </tr> <tr> <td>First Cost Estimate</td> <td>FY13</td> <td>9,495</td> </tr> <tr> <td>Current Scope</td> <td></td> <td></td> </tr> <tr> <td>Last FY's Cost Estimate</td> <td></td> <td>9,300</td> </tr> </table>	Date First Appropriation	FY87	(\$000)	First Cost Estimate	FY13	9,495	Current Scope			Last FY's Cost Estimate		9,300	Department of Environmental Protection Department of General Services Department of Correction and Rehabilitation Department of Fire and Rescue Services Department of Police Department of Health and Human Services Department of Recreation Department of Public Libraries Circuit Court Office of Management and Budget Commission on People with Disabilities Montgomery County Pedestrian Safety Advisory Committee	
Date First Appropriation	FY87	(\$000)												
First Cost Estimate	FY13	9,495												
Current Scope														
Last FY's Cost Estimate		9,300												
<table border="1"> <tr> <td>Appropriation Request</td> <td>FY13</td> <td>195</td> </tr> <tr> <td>Appropriation Request Est.</td> <td>FY14</td> <td>260</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	FY13	195	Appropriation Request Est.	FY14	260	Supplemental Appropriation Request		0	Transfer		0		
Appropriation Request	FY13	195												
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<table border="1"> <tr> <td>Cumulative Appropriation</td> <td></td> <td>8,000</td> </tr> <tr> <td>Expenditures / Encumbrances</td> <td></td> <td>7,617</td> </tr> <tr> <td>Unencumbered Balance</td> <td></td> <td>383</td> </tr> </table>	Cumulative Appropriation		8,000	Expenditures / Encumbrances		7,617	Unencumbered Balance		383					
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<table border="1"> <tr> <td>Partial Closeout Thru</td> <td>FY10</td> <td>0</td> </tr> <tr> <td>New Partial Closeout</td> <td>FY11</td> <td>0</td> </tr> <tr> <td>Total Partial Closeout</td> <td></td> <td>0</td> </tr> </table>	Partial Closeout Thru	FY10	0	New Partial Closeout	FY11	0	Total Partial Closeout		0					
Partial Closeout Thru	FY10	0												
New Partial Closeout	FY11	0												
Total Partial Closeout		0												

Life Safety Systems: MCG -- No. 509970

Category
Subcategory
Administering Agency
Planning Area

General Government
County Offices and Other Improvements
General Services
Countywide

Date Last Modified
Required Adequate Public Facility
Relocation Impact
Status

May 01, 2012
No
None.
On-going

EXPENDITURE SCHEDULE (\$000)

Cost Element	Total	Thru FY11	Est. FY12	Total 6 Years	FY13	FY14	FY15	FY16	FY17	FY18	Beyond 6 Years
Planning, Design, and Supervision	1,383	907	0	476	98	98	70	70	70	70	0
Land	0	0	0	0	0	0	0	0	0	0	0
Site Improvements and Utilities	172	172	0	0	0	0	0	0	0	0	0
Construction	5,785	1,465	546	3,774	777	777	555	555	555	555	0
Other	598	597	1	0	0	0	0	0	0	0	0
Total	7,938	3,141	547	4,250	875	875	625	625	625	625	*

FUNDING SCHEDULE (\$000)

G.O. Bonds	7,938	3,141	547	4,250	875	875	625	625	625	625	0
Total	7,938	3,141	547	4,250	875	875	625	625	625	625	0

OPERATING BUDGET IMPACT (\$000)

Maintenance				-165	-15	-30	-30	-30	-30	-30	
Net Impact				-165	-15	-30	-30	-30	-30	-30	

DESCRIPTION

This project provides funding for installation of modern life safety systems to protect the County's facilities and to protect buildings in the event of fire emergencies. Implementation of this project will help to minimize the dangers to life from fire, including smoke and fumes. The scope of the project encompasses fire alarms with voice addressable capabilities, sprinklers for fire suppression, fire and smoke detection, and smoke control systems.

COST CHANGE

Increase is due to additional funding in FY13 & FY14 for life safety systems at the Poolesville and Damascus Depots and the addition of FY17 & FY18 to this ongoing project.

JUSTIFICATION

Numerous existing facilities are in need of modern, basic life safety systems. In many older facilities, there are no fire alarms or sprinklers. Some facilities are 24-hour residential facilities. In case of fire, there could be a significant potential exposure to loss of life and property. Most of the facilities do not meet codes and have outdated fire alarm systems for which spare parts are no longer available and which can no longer be kept in reliable operation. Many of these County facilities were built years ago, and thus, were grandfathered under the fire code since the occupancy category has not changed. The outdated systems need to be replaced and upgraded to provide improved protection to County employees and County properties.

Facility condition assessments of 73 County facilities, completed by a consultant in FY05, FY06 and FY07, have been used to structure and prioritize the six-year program. The March 2010 "Report of the Infrastructure Maintenance Task Force," identified an annual level of effort for life safety systems based on a 25-year lifespan.

OTHER

Scheduled replacements:

FY13: Poolesville Depot, Brookville Ride-On Depot - Building H, Chevy Chase Library, Kensington Library, Little Falls Library, Clara Barton Community Center, Colesville Health Center, 1301 Seven Locks Road

FY14: Damascus Depot, Recreation Headquarters, Bethesda Depot, Potomac Library, One Lawrence Court, Holiday Park Senior Center, White Oak Library

OTHER DISCLOSURES

- A pedestrian impact analysis will be performed during design or is in progress.
- * Expenditures will continue indefinitely.

APPROPRIATION AND EXPENDITURE DATA	COORDINATION	MAP												
<table border="1"> <tr> <td>Date First Appropriation</td> <td>FY99</td> <td>(\$000)</td> </tr> <tr> <td>First Cost Estimate</td> <td></td> <td></td> </tr> <tr> <td>Current Scope</td> <td>FY13</td> <td>7,938</td> </tr> <tr> <td>Last FY's Cost Estimate</td> <td></td> <td>6,188</td> </tr> </table>	Date First Appropriation	FY99	(\$000)	First Cost Estimate			Current Scope	FY13	7,938	Last FY's Cost Estimate		6,188	<p>Departments affected by Life Safety Systems projects Department of General Services</p>	
Date First Appropriation	FY99	(\$000)												
First Cost Estimate														
Current Scope	FY13	7,938												
Last FY's Cost Estimate		6,188												
<table border="1"> <tr> <td>Appropriation Request</td> <td>FY13</td> <td>875</td> </tr> <tr> <td>Appropriation Request Est.</td> <td>FY14</td> <td>875</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	FY13	875	Appropriation Request Est.	FY14	875	Supplemental Appropriation Request		0	Transfer		0		
Appropriation Request	FY13	875												
Appropriation Request Est.	FY14	875												
Supplemental Appropriation Request		0												
Transfer		0												
<table border="1"> <tr> <td>Cumulative Appropriation</td> <td></td> <td>3,688</td> </tr> <tr> <td>Expenditures / Encumbrances</td> <td></td> <td>3,141</td> </tr> <tr> <td>Unencumbered Balance</td> <td></td> <td>547</td> </tr> </table>	Cumulative Appropriation		3,688	Expenditures / Encumbrances		3,141	Unencumbered Balance		547					
Cumulative Appropriation		3,688												
Expenditures / Encumbrances		3,141												
Unencumbered Balance		547												
<table border="1"> <tr> <td>Partial Closeout Thru</td> <td>FY10</td> <td>0</td> </tr> <tr> <td>New Partial Closeout</td> <td>FY11</td> <td>0</td> </tr> <tr> <td>Total Partial Closeout</td> <td></td> <td>0</td> </tr> </table>	Partial Closeout Thru	FY10	0	New Partial Closeout	FY11	0	Total Partial Closeout		0					
Partial Closeout Thru	FY10	0												
New Partial Closeout	FY11	0												
Total Partial Closeout		0												

MCPS Bus Depot and Maintenance Relocation -- No. 360903

Category
Subcategory
Administering Agency
Planning Area

General Government
County Offices and Other Improvements
General Services
North Central Transit Corridor

Date Last Modified
Required Adequate Public Facility
Relocation Impact
Status

May 15, 2012
No
None.
Planning Stage

EXPENDITURE SCHEDULE (\$000)

Cost Element	Total	Thru FY11	Est. FY12	Total 6 Years	FY13	FY14	FY15	FY16	FY17	FY18	Beyond 6 Years
Planning, Design, and Supervision	150	0	150	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	0	0	0	0	0	0	0	0	0	0	0
Total	150	0	150	0	0	0	0	0	0	0	0

FUNDING SCHEDULE (\$000)

G.O. Bonds	150	0	150	0	0	0	0	0	0	0	0
Total	150	0	150	0							

DESCRIPTION

This project is part of the Smart Growth Initiative program and provides for a comprehensive feasibility study and planning for the relocation of the Montgomery County Public Schools Bus Depot from the County Service Park on Crabbs Branch Way.

JUSTIFICATION

In order to implement the County's Shady Grove Sector Plan which would capitalize on the existing investment in mass transit by creating a transit-oriented development community, the County Service Park must be relocated. Relocation of the facilities at the County Service Park will enable the County to realize both the transit oriented development intended for the area and address unmet needs.

The County is faced with aging facilities that require extensive investment of funds to meet our needs. With the age of some of the facilities, the extent of the required investment must be weighed against the long-term ability of the facilities to satisfy current and future County needs.

Plans and studies for this project include: M-NCPPC Shady Grove Sector Plan, approved by the Montgomery County Council, January 2006, adopted by the M-NCPPC, March 15, 2006; "Montgomery County Property Use Study Updated Briefing to County Council", April 29, 2008 (based on Staubach Reports); "Montgomery County Smart Growth Initiative Update to County Council", September 23, 2008.

OTHER

The project provides for only the planning phase. Final construction costs will be determined during the design development phase.

The Executive must notify the Council and the Board of Education in writing ten days before transferring funds from any other CIP project into this project. The Executive must describe the expected use of the transferred funds.

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>FY09</td> <td>(\$000)</td> </tr> <tr> <td>First Cost Estimate</td> <td></td> <td></td> </tr> <tr> <td>Current Scope</td> <td>FY09</td> <td>150</td> </tr> <tr> <td>Last FY's Cost Estimate</td> <td></td> <td>150</td> </tr> </table>	Date First Appropriation	FY09	(\$000)	First Cost Estimate			Current Scope	FY09	150	Last FY's Cost Estimate		150	Department of General Services Department of Transportation Montgomery County Public Schools Maryland-National Capital Park and Planning Commission Department of Permitting Services Department of Finance Department of Technology Services Office of Management and Budget Washington Suburban Sanitary Commission	
Date First Appropriation	FY09	(\$000)												
First Cost Estimate														
Current Scope	FY09	150												
Last FY's Cost Estimate		150												
<table border="1"> <tr> <td>Appropriation Request</td> <td>FY13</td> <td>0</td> </tr> <tr> <td>Appropriation Request Est.</td> <td>FY14</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	FY13	0	Appropriation Request Est.	FY14	0	Supplemental Appropriation Request		0	Transfer		0		
Appropriation Request	FY13	0												
Appropriation Request Est.	FY14	0												
Supplemental Appropriation Request		0												
Transfer		0												
<table border="1"> <tr> <td>Cumulative Appropriation</td> <td></td> <td>150</td> </tr> <tr> <td>Expenditures / Encumbrances</td> <td></td> <td>0</td> </tr> <tr> <td>Unencumbered Balance</td> <td></td> <td>150</td> </tr> </table>	Cumulative Appropriation		150	Expenditures / Encumbrances		0	Unencumbered Balance		150					
Cumulative Appropriation		150												
Expenditures / Encumbrances		0												
Unencumbered Balance		150												
<table border="1"> <tr> <td>Partial Closeout Thru</td> <td>FY10</td> <td>0</td> </tr> <tr> <td>New Partial Closeout</td> <td>FY11</td> <td>0</td> </tr> <tr> <td>Total Partial Closeout</td> <td></td> <td>0</td> </tr> </table>	Partial Closeout Thru	FY10	0	New Partial Closeout	FY11	0	Total Partial Closeout		0					
Partial Closeout Thru	FY10	0												
New Partial Closeout	FY11	0												
Total Partial Closeout		0												

MCPS Food Distribution Facility Relocation -- No. 361111

Category
Subcategory
Administering Agency
Planning Area

General Government
County Offices and Other Improvements
General Services
Gaithersburg

Date Last Modified
Required Adequate Public Facility
Relocation Impact
Status

May 15, 2012
No
None.
Preliminary Design Stage

EXPENDITURE SCHEDULE (\$000)

Cost Element	Total	Thru FY11	Est. FY12	Total 6 Years	FY13	FY14	FY15	FY16	FY17	FY18	Beyond 6 Years
Planning, Design, and Supervision	3,265	0	0	3,265	2,149	1,116	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	24,036	0	0	24,036	0	24,036	0	0	0	0	0
Other	7,954	0	0	7,954	0	7,954	0	0	0	0	0
Total	35,255	0	0	35,255	2,149	33,106	0	0	0	0	0

FUNDING SCHEDULE (\$000)

	Total	FY11	FY12	Total 6 Years	FY13	FY14	FY15	FY16	FY17	FY18	Beyond 6 Years
G.O. Bonds	35,255	0	0	5,620	0	0	0	0	2,810	2,810	29,635
Interim Finance	0	0	0	29,635	2,149	33,106	0	0	-2,810	-2,810	-29,635
Total	35,255	0	0	35,255	2,149	33,106	0	0	0	0	0

OPERATING BUDGET IMPACT (\$000)

	Total	FY11	FY12	Total 6 Years	FY13	FY14	FY15	FY16	FY17	FY18
Maintenance				2,294	0	362	483	483	483	483
Energy				2,109	0	333	444	444	444	444
Net Impact				4,403	0	695	927	927	927	927

DESCRIPTION

This project is part of the Smart Growth Initiative and provides for design and construction of a new facility on the Webb Tract site on Snouffer School Road. The existing facility is located at the County Service Park on Crabbs Branch Way. The current MCPS Food Distribution Facility is about 58,000 square feet with 150 parking spaces for the staff and 8 loading docks. The new facility includes expansion space to meet the future needs of the program.

ESTIMATED SCHEDULE

The design phase will commence during the Spring of 2012 and is expected to last twelve months, followed by approximately six months for bidding and a construction period of approximately thirteen months.

COST CHANGE

Cost change due to the shift of all site development-related work to the PSTA and Multi-Agency Service Park - Site Dev. (PDF No. 470907) and increase in facility size from 58,000 s.f. to 77,000 s.f. as requested by Montgomery County Public Schools.

JUSTIFICATION

In order to implement the County's Shady Grove Sector Plan which capitalizes on the existing investment in mass transit by creating a transit-oriented development community, the County Service Park at Crabbs Branch must be relocated. Relocation of the facilities at the County Service Park will enable the County to realize housing and transit-oriented development while also addressing unmet County facilities needs.

Plans and studies for this project include: "Projected Space Requirements for MCPS Division of Food and Nutrition Services (Delmar Architects, 2005 and 2008)"; and "Montgomery County Multi-Agency Service Park Master Plan and Design Guideline," February 23, 2011.

OTHER

This project is based on an estimate cost of \$28.655 million for construction of a 77,000 s.f. building and \$6.6 million for new food processing equipment.

Proceeds from Land Sales of the County Service Park West must be allocated to retiring the Interim Financing for the MCPS & M-NCPPC Maintenance Facilities Relocation and PSTA & Multi-Agency Service Park Site Development projects.

FISCAL NOTE

The project provides for complete design and construction. Interim financing will be used for this effort in the short term, with permanent funding sources to include G.O. Bonds and Land Sale Proceeds.

All site improvement-related work is being shifted from this project to the PSTA and Multi-Agency Service Park - Site Development project (PDF No. 470907) and the cumulative appropriation adjusted accordingly.

OTHER DISCLOSURES

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

APPROPRIATION AND EXPENDITURE DATA

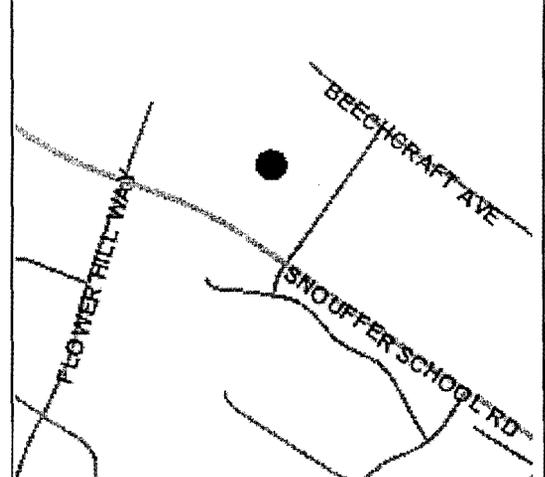
Date First Appropriation	FY	(\$000)
First Cost Estimate	FY13	35,255
Current Scope		
Last FY's Cost Estimate		29,179
<hr/>		
Appropriation Request	FY13	6,600
Appropriation Request Est.	FY14	0
Supplemental Appropriation Request		0
Transfer		-524
<hr/>		
Cumulative Appropriation		29,179
Expenditures / Encumbrances		0
Unencumbered Balance		29,179
<hr/>		
Partial Closeout Thru	FY10	0
New Partial Closeout	FY11	0
Total Partial Closeout		0

COORDINATION

Department of General Services
Montgomery County Public Schools
Department of Transportation
Maryland-National Capital Park and Planning Commission
Department of Permitting Services
Department of Finance
Department of Technology Services
Office of Management and Budget
Washington Suburban Sanitary Commission
Pepco
Upcounty Regional Services Center
Washington Gas

Special Capital Projects Legislation [Bill No. 20-10] was adopted by Council June 15, 2010.

MAP



MCPS & M-NCPPC Maintenance Facilities Relocation -- No. 361109

Category
Subcategory
Administering Agency
Planning Area

Transportation
Mass Transit
General Services
Gaithersburg

Date Last Modified
Required Adequate Public Facility
Relocation Impact
Status

May 21, 2012
No
None.
Planning Stage

EXPENDITURE SCHEDULE (\$000)

Cost Element	Total	Thru FY11	Est. FY12	Total 6 Years	FY13	FY14	FY15	FY16	FY17	FY18	Beyond 6 Years
Planning, Design, and Supervision	6,844	0	0	6,844	0	1,994	2,570	1,206	1,074	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	60,785	0	0	60,785	0	0	0	31,866	28,919	0	0
Other	1,410	0	0	1,410	0	0	0	0	1,410	0	0
Total	69,039	0	0	69,039	0	1,994	2,570	33,072	31,403	0	0

FUNDING SCHEDULE (\$000)

Interim Finance	69,039	0	0	69,039	0	1,994	2,570	33,072	31,403	0	0
Total	69,039	0	0	69,039	0	1,994	2,570	33,072	31,403	0	0

OPERATING BUDGET IMPACT (\$000)

Maintenance				851	0	0	0	0	0	0	851
Energy				782	0	0	0	0	0	0	782
Net Impact				1,633	0	0	0	0	0	0	1,633

DESCRIPTION

This project is part of the County Executive's comprehensive Smart Growth Initiative and provides for the design, and construction of new facilities to accommodate the relocation of the Montgomery County Public Schools and Maryland-National Park and Planning Maintenance facilities from the County Service Park on Crabbs Branch Way to 8701 Snouffer School Road in Gaithersburg known as the Webb Tract.

ESTIMATED SCHEDULE

The design phase will commence during the Winter of 2014 and is expected to last twelve months, followed by a six-month construction bidding period. Construction is expected to be completed in 15 months.

COST CHANGE

Cost change due to the shift of all site development-related work to the PSTA and Multi-Agency Service Park - Site Dev. (PDF No. 470907) and addition of construction costs.

JUSTIFICATION

In order to implement the County's Shady Grove Sector Plan which would capitalize on the existing investment in mass transit by creating a transit-oriented development community, the County Service Park must be relocated. Relocation of the facilities at the County Service Park will enable the County to realize both the transit-oriented development intended for the area and address unmet needs.

The County is faced with aging facilities that require extensive investment of funds to meet our needs. With the age of some of the facilities, the extent of the required investment must be weighed against the long-term ability of the facilities to satisfy current and future County needs. The planned facilities will meet the current and projected maintenance facility needs while also furthering the County's transit-oriented development goals.

Plans and studies for this project include: M-NCPPC Shady Grove Sector Plan, approved by the Montgomery County Council, January 2006, adopted by the M-NCPPC, March 15, 2006; "Montgomery County Property Use Study Updated Briefing to County Council," April 29, 2008 (based on Staubach Reports); "Montgomery County Smart Growth Initiative Update to County Council," September 23, 2008; "Projected Space Requirements for MCPS Division of Maintenance (Delmar Architects, 2005 and 2008)"; "Montgomery County Multi-Agency Service Park Master Plan and Design Guideline, February 23, 2011"; Montgomery County Department of Parks, Shady Grove Maintenance Facility Relocation - Program of Requirements, Lukmire Partnership Architects, May 2010".

OTHER

The PSTA and Multi-Agency Service Park - Site Dev. (PDF No. 470907) appropriated \$46,546 million for the purchase of the Webb Tract and \$1.695 million for master site planning.

\$37.95 million of the total expenditure of \$69,039 million is allocated to the M-NCPPC facility and its proportional share of the parking garage. The M-NCPPC share of the budget funds 114,117 GSF of building space including maintenance, fleet, and horticultural facilities. In addition, it funds 83,977 GSF of covered vehicle/equipment parking sheds to meet NPDES requirements and 25,365 GSF of bulk material and compost storage bays.

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></td> <td></td> </tr> <tr> <td>Current Scope</td> <td>FY13</td> <td>69,039</td> </tr> <tr> <td>Last FY's Cost Estimate</td> <td></td> <td>4,447</td> </tr> </table>	Date First Appropriation	FY	(\$000)	First Cost Estimate			Current Scope	FY13	69,039	Last FY's Cost Estimate		4,447	Department of General Services Department of Transportation Montgomery County Public Schools Maryland-National Capital Park and Planning Commission Department of Permitting Services Department of Finance Department of Technology Services Office of Management and Budget Washington Suburban Sanitary Commission Pepco Upcounty Regional Services Center Washington Gas	
Date First Appropriation	FY	(\$000)												
First Cost Estimate														
Current Scope	FY13	69,039												
Last FY's Cost Estimate		4,447												
<table border="1"> <tr> <td>Appropriation Request</td> <td>FY13</td> <td>0</td> </tr> <tr> <td>Appropriation Request Est.</td> <td>FY14</td> <td>0</td> </tr> <tr> <td>Supplemental Appropriation Request</td> <td></td> <td>0</td> </tr> <tr> <td>Transfer</td> <td></td> <td>-444</td> </tr> </table>	Appropriation Request	FY13	0	Appropriation Request Est.	FY14	0	Supplemental Appropriation Request		0	Transfer		-444		
Appropriation Request	FY13	0												
Appropriation Request Est.	FY14	0												
Supplemental Appropriation Request		0												
Transfer		-444												
<table border="1"> <tr> <td>Cumulative Appropriation</td> <td></td> <td>4,447</td> </tr> <tr> <td>Expenditures / Encumbrances</td> <td></td> <td>0</td> </tr> <tr> <td>Unencumbered Balance</td> <td></td> <td>4,447</td> </tr> </table>	Cumulative Appropriation		4,447	Expenditures / Encumbrances		0	Unencumbered Balance		4,447					
Cumulative Appropriation		4,447												
Expenditures / Encumbrances		0												
Unencumbered Balance		4,447												
<table border="1"> <tr> <td>Partial Closeout Thru</td> <td>FY10</td> <td>0</td> </tr> <tr> <td>New Partial Closeout</td> <td>FY11</td> <td>0</td> </tr> <tr> <td>Total Partial Closeout</td> <td></td> <td>0</td> </tr> </table>	Partial Closeout Thru	FY10	0	New Partial Closeout	FY11	0	Total Partial Closeout		0					
Partial Closeout Thru	FY10	0												
New Partial Closeout	FY11	0												
Total Partial Closeout		0												

MCPS & M-NCPPC Maintenance Facilities Relocation -- No. 361109 (continued)

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

FISCAL NOTE

Interim financing will be used for land acquisition and project costs in the short term, with permanent funding sources to include G.O. Bonds and Land Sale Proceeds.

All site improvement-related work is being shifted from this project to the PSTA and Multi-Agency Service Park - Site Development project (PDF No. 470907) and the cumulative appropriation adjusted accordingly.

OTHER DISCLOSURES

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

Planned Lifecycle Asset Replacement: MCG -- No. 509514

Category
Subcategory
Administering Agency
Planning Area

General Government
County Offices and Other Improvements
General Services
Countywide

Date Last Modified
Required Adequate Public Facility
Relocation Impact
Status

April 25, 2012
No
None.
On-going

EXPENDITURE SCHEDULE (\$000)

Cost Element	Total	Thru FY11	Est. FY12	Total 6 Years	FY13	FY14	FY15	FY16	FY17	FY18	Beyond 6 Years
Planning, Design, and Supervision	443	0	87	356	56	60	60	60	60	60	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	5,705	227	1,384	4,094	644	690	690	690	690	690	0
Other	3	3	0	0	0	0	0	0	0	0	0
Total	6,151	230	1,471	4,450	700	750	750	750	750	750	*

FUNDING SCHEDULE (\$000)

G.O. Bonds	6,151	230	1,471	4,450	700	750	750	750	750	750	0
Total	6,151	230	1,471	4,450	700	750	750	750	750	750	0

DESCRIPTION

This project provides for a comprehensive lifecycle replacement program to protect the County's investment in facilities and to sustain efficient and reliable facility operation. The project is targeted at slowing the deterioration of key facility and site components based on an inventory of their age and condition. The project includes: mechanical/plumbing equipment; lighting system replacement not covered under the Energy Conservation CIP program; building structural and exterior envelope refurbishment; and reconstruction of sidewalks and curbs adjacent to County facilities. The scope of this project parallels approved CIP projects of Montgomery County Public Schools, Montgomery College, and the Maryland-National Capital Park and Planning Commission.

COST CHANGE

Increase is due to the addition of FY17 & FY18 to this ongoing project.

JUSTIFICATION

The County currently has a significant backlog of facility and site components that result from facility age and past deferrals of deficiencies. Various components are outdated, inefficient, and costly to repair. The replacement of components significantly extends the useful life of County facilities. In FY05, FY06 and FY07, the Department of Public Works and Transportation engaged a consultant to conduct a comprehensive facility condition assessment survey of 73 County facilities, or approximately 30 percent of the County's facility inventory. Based upon the age and condition of each component and industry-accepted component lifetimes, a priority listing of component replacement was developed. The results of the facility condition assessment of 73 County facilities have been used to prioritize the six-year program.

OTHER

Scheduled replacements:

FY13: Detox and Intermediate Care, Brook Grove Day Care, One Lawrence Court, Riley's Group Home, Cabin John Fire Station, Avery Road Back House
FY14: Silver Spring Library, Layhill Group Home, Judith Resnik Day Care, Warring Station Day Care, Wood Lin Day Care, Damascus Library

OTHER DISCLOSURES

- A pedestrian impact analysis will be performed during design or is in progress.
- * Expenditures will continue indefinitely.

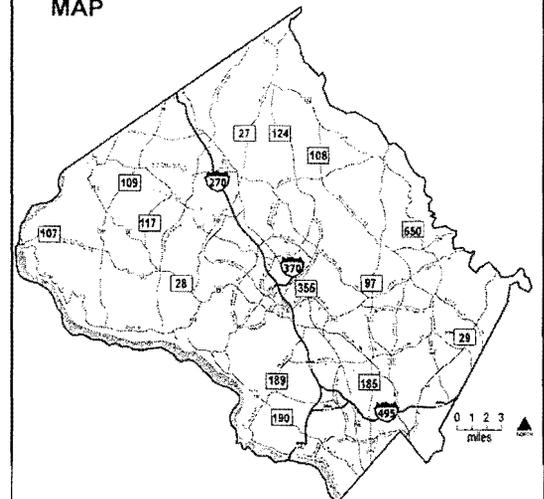
APPROPRIATION AND EXPENDITURE DATA

Date First Appropriation	FY95	(\$000)
First Cost Estimate		
Current Scope	FY13	6,151
Last FY's Cost Estimate		4,651
Appropriation Request	FY13	700
Appropriation Request Est.	FY14	750
Supplemental Appropriation Request		0
Transfer		0
Cumulative Appropriation		1,701
Expenditures / Encumbrances		525
Unencumbered Balance		1,176
Partial Closeout Thru	FY10	8,728
New Partial Closeout	FY11	0
Total Partial Closeout		8,728

COORDINATION

Departments affected by PLAR projects
Department of General Services

MAP



Public Safety System Modernization -- No. 340901

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

May 03, 2012
No
None.
On-going

EXPENDITURE SCHEDULE (\$000)

Cost Element	Total	Thru FY11	Est. FY12	Total 6 Years	FY13	FY14	FY15	FY16	FY17	FY18	Beyond 6 Years
Planning, Design, and Supervision	6,441	22	1,366	5,053	1,666	1,866	1,321	200	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	71,431	0	0	71,431	13,736	34,284	18,021	4,890	500	0	0
Other	30,211	23,711	0	6,500	2,000	2,500	2,000	0	0	0	0
Total	108,083	23,733	1,366	82,984	17,402	38,650	21,342	5,090	500	0	0

FUNDING SCHEDULE (\$000)

Current Revenue: General	5,053	0	0	5,053	1,666	1,866	1,321	200	0	0	0
Federal Aid	4,065	2,947	96	1,022	0	1,022	0	0	0	0	0
G.O. Bonds	57,409	200	800	56,409	13,736	25,262	13,021	4,390	0	0	0
Short-Term Financing	41,556	20,586	470	20,500	2,000	10,500	7,000	500	500	0	0
Total	108,083	23,733	1,366	82,984	17,402	38,650	21,342	5,090	500	0	0

OPERATING BUDGET IMPACT (\$000)

Maintenance				4,541	80	110	870	870	870	1,741
Program-Staff				1,200	0	0	240	320	320	320
Program-Other				2,960	20	20	50	1,010	1,010	850
Net Impact				8,701	100	130	1,160	2,200	2,200	2,911

DESCRIPTION

This program will provide for phased upgrades and modernization of computer aided dispatch (CAD), law enforcement records management system (LE RMS), and voice radio systems used primarily by the County's public safety first responder agencies including Police, Fire and Rescue, Sheriff, Corrections and Rehabilitation, and Emergency Management and Homeland Security. The modernization will include replacement of the current CAD/LE RMS system, replacement of public safety mobile and portable radios, upgrade of non-public safety mobile and portable radios, and replacement of core voice radio communications infrastructure.

The previously approved Fire Station Alerting System Upgrades Project #451000 was transferred to this project in order to coordinate the upgrades with the new CAD system. The alerting system upgrades will modernize the fire station alerting systems at 43 existing work sites, maintaining the ability to notify fire and rescue stations of emergencies. The alerting system, including audible and data signals, is essential for the notification of an emergency and the dispatch of appropriate response units from the County.

As voice, data, and video are beginning to converge to a single platform, this project will provide a pathway to a modern public safety support infrastructure that will enable the County to leverage technology advances and provide efficient and reliable systems for first responders. This project will follow the methodologies and strategies presented in the Public Safety Systems Modernization (PSSM) plan completed in July 2009.

COST CHANGE

Cost increases are mainly due to the planned addition of the core radio infrastructure replacement project.

JUSTIFICATION

The public safety systems require modernization. The CAD system is reaching the end of useful life and does not meet the County's current operational requirements, impacting the response time of first responders to 9-1-1 calls. The CAD Roadmap Study, completed in March 2009, recommended replacement of the system to address existing shortcomings and prepare for the next generation 9-1-1 systems. The manufacturer's support for the voice radio system has begun to be phased out as of December 31, 2009. Beyond that date, the manufacturer will only continue to provide system support on an "as available" basis, but will not guarantee the availability of parts or technical resources.

The CAD modernization has initiated a detailed planning phase that included the use of industry experts to assist with business process analysis and to develop detailed business and technical requirements for the new CAD system. This process will allow the County to incorporate lessons learned and best practices from other jurisdictions.

As more of the County's regional partners migrate to newer voice technologies, it will affect interoperable voice communications. To ensure that the County

APPROPRIATION AND EXPENDITURE DATA	COORDINATION	MAP
Date First Appropriation	FY09 (\$000)	
First Cost Estimate	FY13 108,083	
Current Scope	FY13 108,083	
Last FY's Cost Estimate	52,509	
Appropriation Request	FY13 0	
Appropriation Request Est.	FY14 37,740	
Supplemental Appropriation Request	0	
Transfer	0	
Cumulative Appropriation	37,699	
Expenditures / Encumbrances	23,966	
Unencumbered Balance	13,733	
Partial Closeout Thru	FY10 0	
New Partial Closeout	FY11 0	
Total Partial Closeout	0	

Public Safety System Modernization -- No. 340901 (continued)

maintains reliable and effective public safety (voice radio) communications for the operations of its first responders and to sustain communications interoperability for seamless mutual aid among its regional partners, the County needs to implement a project to upgrade and modernize its portable and mobile radio units and subsequently the radio voice communications infrastructure. Acceleration of the public safety radio purchases was initiated to take advantage of a "Partial Payment in Lieu of Re-Banding" offer from Sprint/Nextel toward the financing of new, upgraded, P-25 compliant public safety radios and to meet the Federal Communications Commission (FCC) mandated 800 MHz frequency rebanding requirements for nationwide public safety radio frequency interoperability. Now, the installation of the new core radio communication infrastructure is needed.

The fire station alerting system upgrades were identified as a need under Section 5 of the MCFRS Master Plan (adopted by the County Council in October 2005) and detailed in the Station Alerting and Public Address (SA/PA) System for Fire/Rescue Stations, Rev 1, 2006. This project allows for the continuous and seamless functioning of the alerting systems within each fire station. A preliminary survey by DTS of existing conditions at all stations revealed system-wide concerns, including inadequate spare parts inventory and lack of available maintenance support for alerting systems.

OTHER

\$20.936 million was appropriated in FY11 to purchase P-25 compliant radios that allowed the County to complete immediate re-banding within the 800 MHz frequency as required by the FCC. The radio replacement program includes the M-NCPPC Montgomery County Park Police.

New radio infrastructure will be planned to open up the environment. The future purchase of public safety radios (other than to replace broken equipment) must be able to be supported by a P25 Phase-2 compliant infrastructure.

The use of State of Maryland infrastructure will be aggressively pursued in order to minimize costs to Montgomery County.

The CAD procurement request must reflect the County's interest in maintaining the station altering functionality at the current level or better through the CAD system.

The RFP for CAD replacement will include replacement of the following systems: CAD, mapping, and the existing Law Enforcement Records Management and Field Reporting systems.

Coordination with participating department/agencies and regional partners will continue throughout the project.

FISCAL NOTE

Funding in FY09 included Urban Area Security Initiative (UASI) grant funding of \$2.055 million and Fire Act grant funding of \$988,000. Funds shall not be used to purchase or implement a new Computer-Aided Dispatch (CAD) system or radio infrastructure until the County Executive provides the County Council with a detailed proposal and accurate cost estimates for the total project scope.

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 14, 2012
No
None.
On-going

EXPENDITURE SCHEDULE (\$000)

Cost Element	Total	Thru FY11	Est. FY12	Total 6 Years	FY13	FY14	FY15	FY16	FY17	FY18	Beyond 6 Years
Planning, Design, and Supervision	113,565	60,805	18,851	33,909	13,688	11,104	8,667	450	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	56	0	56	0	0	0	0	0	0	0	0
Total	113,621	60,805	18,907	33,909	13,688	11,104	8,667	450	0	0	0

FUNDING SCHEDULE (\$000)

Current Revenue: General	65,140	37,549	4,040	23,551	8,955	7,961	6,635	0	0	0	0
Federal Aid	1,059	0	0	1,059	352	389	264	54	0	0	0
Land Sale	2,634	2,634	0	0	0	0	0	0	0	0	0
Short-Term Financing	44,788	20,622	14,867	9,299	4,381	2,754	1,768	396	0	0	0
Total	113,621	60,805	18,907	33,909	13,688	11,104	8,667	450	0	0	0

OPERATING BUDGET IMPACT (\$000)

Maintenance				33,786	225	2,015	3,037	9,503	9,503	9,503
Productivity Improvements				-3,782	-33	-33	-929	-929	-929	-929
Net Impact				30,004	192	1,982	2,108	8,574	8,574	8,574

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 that have been completed through this project include the Enterprise Resource Planning (ERP) Financial and Human Resources modules, foundation phase of the 311/Constituent Relationship Management (CRM), Electronic Time reporting (MCTime), and related Business Process Review (BPR). Planning activities for the Department of Health and Human Services (HHS) technology modernization of key systems and processes are well underway. The Budgeting module of the ERP system (Hyperion) and additional self service functionality is being implemented now and the workforce component of the Hyperion System has already been completed. The ERP project was implemented to modernize our Core Business Systems to improve the efficiency, effectiveness, and responsiveness of the County Government. The ERP project has provided needed upgrades to the County's financial, procurement, human resource, payroll, and budgeting systems and has streamlined existing business processes. Additional BPR is needed to continue the alignment of County business processes with the new system and related enterprise impacts and to maximize the return on the County's IT investment. The 311/CRM system combined advanced telephony, internet, and computer technology with constituent-focused business processes. Residents are now able to call one number to access County government services. The 311/CRM system includes built-in tracking and accountability features to assure that every call receives a timely response. In addition, the 311/CRM system produces information on County efficiency and effectiveness in responding to requests for information and service requests. This information is used by the Chief Administrative Officer, CountyStat, and operating departments to track and improve performance and customer service. Completion of Phase I of the current MC311 (CRM) included 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. Phase II of the Technology Modernization project will include modernization of the County's Tax Assessment Billing System. This system is used to annually calculate and bill County residents for County and municipal property taxes, solid waste fees, water quality fees, WSSC fees, and other fees, taxes, and related credits. The HHS technology modernization involves the product identification and modification and implementation of an enterprise Health and Human Services system that includes the following components: intake and eligibility; common client index; document imaging and electronic records; case management and billing capabilities for health and human services; a portal for legacy and enterprise systems; a data warehouse; and self-service kiosks for use by clients and partner agencies.

COST CHANGE

Increase due to the continuation of staff and contractual resources to complete the remaining project components, provide ongoing system upgrades and modifications, provide the next stage of enterprise wide BPR and improvements, and implement the next phase of project improvements including implementation of the Health and Human Services system.

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 then current core business systems (ADPICS, FAMIS, BPREP, and HRMS) were ranked as Priority #1, which means "obsolete or vulnerable critical system in

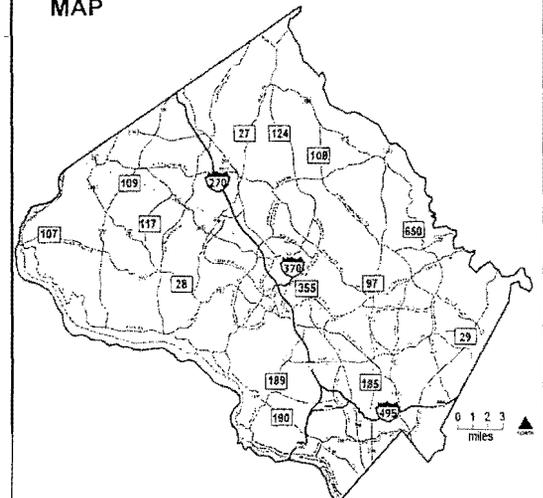
APPROPRIATION AND EXPENDITURE DATA

Date First Appropriation	FY07	(\$000)
First Cost Estimate	FY13	113,621
Current Scope		
Last FY's Cost Estimate		80,979
Appropriation Request	FY13	12,421
Appropriation Request Est.	FY14	11,104
Supplemental Appropriation Request		0
Transfer		0
Cumulative Appropriation		80,979
Expenditures / Encumbrances		70,114
Unencumbered Balance		10,865
Partial Closeout Thru	FY10	0
New Partial Closeout	FY11	0
Total Partial Closeout		0

COORDINATION

MCG efforts are coordinated with applicable agencies during the project planning, requirements gathering, and requests for proposal (RFP) phases.
 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
 Maryland Department of Human Resources
 Maryland Department of Health and Mental Hygiene

MAP



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

immediate risk of failure." These at-risk systems were replaced with a state of the art ERP system which provides a common database supporting financials, procurement, budget, and HR/payroll, and includes 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.

Tax Assessment Billing System: The current system is over 30 years old, is only internally supported, and is used for the collection of over \$2 billion in revenues annually.

Health and Human Services: This technology modernization effort will ensure ongoing viability of key processes, replace outdated and vulnerable systems, create staff operating efficiencies and produce a high return in terms of customer service and accountability to our residents.

Related plans and studies include the Information Technology Interagency Funding and Budgeting Committee's report of September 30, 2003, and the MCG FY06 IT Budget Overview prepared by DTS.

OTHER

The Technology Modernization - MCG project is intended to serve as an ongoing resource for future IT modernization and related process engineering to the County Government's business systems beyond the currently defined project scope. Future projects may include the following:

CRM - Citizen Relationship Management

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 - Enterprise Resource Planning

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. The Operating Budget Impact (OBI) estimates provided above include the costs associated with supporting the Technology Modernization project after implementation including staff returning to their "home departments" from the project office to provide on-going support, knowledge transfer, and to serve as super users, and staff and contractors necessary to support the system, maintenance agreements with software vendors, and costs associated with the "Sustaining Organization" in FY16-18. Establishment of a sustaining organization is needed post implementation to resolve problems, facilitate communication across business processes because of the system integration, produce reports, and re-engineer business processes. The Government Finance Officers Association (GFOA) and Gartner (a premier IT consulting organization) recommend that organizations implementing an ERP also establish an enterprise business support structure (often called a sustaining organization or Enterprise Service Center) after project implementation to maintain, enhance, and focus on: business strategy, functional / technical expertise, software integration, technology, project management and continuous process improvement. Investing in a sustaining organization is key to fully exploiting the capabilities of the new ERP system.

Productivity Improvements achieved through this project include absorbing staffing reductions in the Information Technology, Fiscal, Budget, Administration, Clerical, Human Resource, and Financial Occupational classifications (FY08-12); termination of maintenance agreements for legacy systems; termination of the keypunching contract for the manual timesheet process; and other related savings. Total estimated savings related to this project through FY12 are estimated at over \$36 million including the reduction of over 320 full time equivalent positions in the County Government.

Wheaton Redevelopment Program -- No. 150401

Category
Subcategory
Administering Agency
Planning Area

General Government
Economic Development
County Executive
Kensington-Wheaton

Date Last Modified
Required Adequate Public Facility
Relocation Impact
Status

May 16, 2012
No
None.
Planning Stage

EXPENDITURE SCHEDULE (\$000)

Cost Element	Total	Thru FY11	Est. FY12	Total 6 Years	FY13	FY14	FY15	FY16	FY17	FY18	Beyond 6 Years
Planning, Design, and Supervision	15,015	3,495	520	11,000	1,900	4,400	2,000	1,000	200	1,500	0
Land	1,010	1,010	0	0	0	0	0	0	0	0	0
Site Improvements and Utilities	4,509	1,309	0	3,200	0	0	3,200	0	0	0	0
Construction	52,658	408	250	52,000	0	0	21,000	31,000	0	0	0
Other	74	64	10	0	0	0	0	0	0	0	0
Total	73,266	6,286	780	66,200	1,900	4,400	26,200	32,000	200	1,500	0

FUNDING SCHEDULE (\$000)

Contributions	862	0	0	862	0	0	0	862	0	0	0
Current Revenue: General	650	0	0	650	650	0	0	0	0	0	0
Federal Aid	418	371	47	0	0	0	0	0	0	0	0
G.O. Bonds	67,039	1,618	733	64,688	1,250	4,400	26,200	31,138	200	1,500	0
PAYGO	3,797	3,797	0	0	0	0	0	0	0	0	0
State Aid	500	500	0	0	0	0	0	0	0	0	0
Total	73,266	6,286	780	66,200	1,900	4,400	26,200	32,000	200	1,500	0

DESCRIPTION

The project provides for facility planning for a multi-user government complex or building on Parking Lot 13, to include a new headquarters (approx. 150,000 sq. ft.) for M-NCPPC, structured or underground parking, and a new town square. M-NCPPC is currently updating its program of requirements under a separate capital project, M-NCPPC Headquarters Project #138707. When County government and M-NCPPC have completed their respective programs of requirements, the agencies will brief the Council on the status of their discussions with the Parking Lot District and submit to the Council an appropriation request for design of the multi-user complex or building and a memorandum of understanding between the agencies describing their respective roles and responsibilities throughout the design process, including the process by which M-NCPPC can charge design-related personnel costs to the Wheaton Redevelopment Program. It is the expectation that the MOU will reflect Park and Planning's status as an independent agency. The government office complex or building could potentially contain a vertical mix of uses. The design will be developed pursuant to the MOU. The cost estimate will be revised as a result of design. The project provides for a town square on Parking Lot 13 that is at least 1/3 the area of the site. The project provides partial funding for construction of the government office complex or building, as well as structured or underground parking and a new town square.

The project provides up to \$650,000 in FY13 for the County's facility planning, and for consulting services to provide: 1) an evaluation of the financial feasibility of redeveloping the WMATA bus bay site; 2) a comprehensive parking study to identify potential redevelopment disruptions to parking supply and demand, the related impact to existing businesses, and potential solutions (including, but not limited to signage, parking management, and temporary/interim parking); and 3) planning studies that review potential models and approaches to creating local jobs and job training opportunities prior to or during redevelopment, including relevant case examples in Montgomery County as well as innovative models from other local and national jurisdictions. Executive staff will brief the Council regarding the outcome of these studies and any planning or negotiations regarding job opportunities and training as well as small business protections before the Executive staff resume negotiating the terms of any General Development Agreement. Planning for the bus bay site in FY17-18 includes any necessary updates to previous studies. Project requires coordination with the related M-NCPPC Headquarters Project #138707.

ESTIMATED SCHEDULE

Planning and engineering will commence in FY13. Construction of the parking garage and town square on Parking Lot 13 will commence in FY15. Construction of the M-NCPPC headquarters will be completed in FY16. Planning for the bus bay site is scheduled for FY18. Planning for redevelopment of the WMATA site will begin in FY18. The facade and streetscape improvement program will be reassessed after completion of the town square.

COST CHANGE

Cost change is due to an updated project scope which includes planning, design, engineering, site improvements, and construction of a town square, underground parking, and a government office building, as well as a financial analysis of the feasibility of redeveloping the WMATA bus bays. Cost estimates were prepared prior to completion of the Programs of Requirements for the office complex, parking and town square. Unknown factors that will affect the ultimate project costs and revenues are the ultimate scale of the office development, the potential for sharing parking costs with a private partner, the availability of M-NCPPC land sale proceeds, and other factors.

JUSTIFICATION

The Wheaton Redevelopment Program was established in 2000 with the goal of encouraging private reinvestment through targeted, complementary public

APPROPRIATION AND EXPENDITURE DATA	COORDINATION	MAP
Date First Appropriation	WMATA	
First Cost Estimate	Office of the County Attorney	
Current Scope	M-NCPPC	
Last FY's Cost Estimate	Westfield Mall	
Appropriation Request	Community Associations and Residents	
Appropriation Request Est.	Department of General Services	
Supplemental Appropriation Request	Department of Transportation	
Transfer	Private developers	
Cumulative Appropriation	Department of Housing and Community Affairs	
Expenditures / Encumbrances	Mid-County Regional Services Center	
Unencumbered Balance	State of Maryland	
Partial Closeout Thru		
New Partial Closeout		
Total Partial Closeout		

Wheaton Redevelopment Program -- No. 150401 (continued)

investment. The complementary public investment that Wheaton most needs is investment in creating a centrally located public space and a daytime population that together will contribute to an 18-hour economy in downtown Wheaton. It is expected that this public investment will leverage private investment, some of which is already occurring in Wheaton.

Plans & Studies: Wheaton CBD and Vicinity Sector Plan (2011), State of Maryland designation as a Smart Growth and TOD site (2010), Urban Land Institute Technical Assistance Panel (2009), The International Downtown Association Advisory report (2008); Wheaton's Public Safety Audit (2004); The Wheaton Redevelopment Advisory Committee visioning process for the Wheaton core; National Mainstreet Center Planning Study (2000); WRAC activities since established in 2000.

OTHER

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

FISCAL NOTE

- \$418,000 federal grant, funded through the SAFETEA-LU transportation act, was received in FY09.
- A developer contribution of \$861,940 from M-NCPPC Public Use Space and Amenity Fund. November 5, 2010 Planning Board Resolution, 10-149, Site Plan 820110010.
- Total project cost includes \$8,930,000 for Streetscape and Facade work funded through FY12.

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.

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

April 25, 2012
No
None.
Planning Stage

EXPENDITURE SCHEDULE (\$000)

Cost Element	Total	Thru FY11	Est. FY12	Total 6 Years	FY13	FY14	FY15	FY16	FY17	FY18	Beyond 6 Years
Planning, Design, and Supervision	3,698	0	379	3,319	1,074	949	324	324	324	324	0
Land	2,233	0	0	2,233	2,233	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	5,931	0	379	5,552	3,307	949	324	324	324	324	*

FUNDING SCHEDULE (\$000)

Current Revenue: General	2,233	0	0	2,233	2,233	0	0	0	0	0	0
White Flint - Special Tax District	3,698	0	379	3,319	1,074	949	324	324	324	324	0
Total	5,931	0	379	5,552	3,307	949	324	324	324	324	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. This program also provides for certain land acquisitions necessary to support Transit-Oriented Development (TOD) activities in the White Flint Sector Plan Area.

COST CHANGE

Cost increase is due to revised planning, design, and supervision costs, land acquisition costs, and the addition of FY17 and FY18 to this ongoing project.

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 established a White Flint Special Taxing District, authorized the levy of a property tax and the issuance of bonds to finance transportation infrastructure improvements, and stated conditions for the loaning or advancing of County funds to the District. In Resolution No. 16-1570, the Council adopted an implementation strategy which required 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 called 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.

OTHER

The County will purchase certain State-owned property in FY13 and will resell the property to the developers to facilitate redevelopment. The land sale proceeds will be used to partially fund replacement Conference Center permanent parking, as well as other related Transit-Oriented Development projects, based upon an agreement between the County and State.

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>FY13</td> <td>5,931</td> </tr> <tr> <td>Last FY's Cost Estimate</td> <td></td> <td>2,940</td> </tr> </table>	Date First Appropriation	FY09	(\$000)	First Cost Estimate			Current Scope	FY13	5,931	Last FY's Cost Estimate		2,940	Office of the County Executive Department of Finance Department of Transportation Department of Economic Development Maryland Department of Transportation (MDOT) Maryland State Highway Administration (SHA) Developers	See Map on Next Page
Date First Appropriation	FY09	(\$000)												
First Cost Estimate														
Current Scope	FY13	5,931												
Last FY's Cost Estimate		2,940												
<table border="1"> <tr> <td>Appropriation Request</td> <td>FY13</td> <td>2,233</td> </tr> <tr> <td>Appropriation Request Est.</td> <td>FY14</td> <td>692</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	FY13	2,233	Appropriation Request Est.	FY14	692	Supplemental Appropriation Request		0	Transfer		0		
Appropriation Request	FY13	2,233												
Appropriation Request Est.	FY14	692												
Supplemental Appropriation Request		0												
Transfer		0												
<table border="1"> <tr> <td>Cumulative Appropriation</td> <td></td> <td>1,710</td> </tr> <tr> <td>Expenditures / Encumbrances</td> <td></td> <td>0</td> </tr> <tr> <td>Unencumbered Balance</td> <td></td> <td>1,710</td> </tr> </table>	Cumulative Appropriation		1,710	Expenditures / Encumbrances		0	Unencumbered Balance		1,710					
Cumulative Appropriation		1,710												
Expenditures / Encumbrances		0												
Unencumbered Balance		1,710												
<table border="1"> <tr> <td>Partial Closeout Thru</td> <td>FY10</td> <td>0</td> </tr> <tr> <td>New Partial Closeout</td> <td>FY11</td> <td>0</td> </tr> <tr> <td>Total Partial Closeout</td> <td></td> <td>0</td> </tr> </table>	Partial Closeout Thru	FY10	0	New Partial Closeout	FY11	0	Total Partial Closeout		0					
Partial Closeout Thru	FY10	0												
New Partial Closeout	FY11	0												
Total Partial Closeout		0												

DOCR Staff Training Center -- No. 421101

Category
Subcategory
Administering Agency
Planning Area

Public Safety
Correction and Rehabilitation
General Services
Clarksburg

Date Last Modified
Required Adequate Public Facility
Relocation Impact
Status

May 04, 2012
No
None.
Planning Stage

EXPENDITURE SCHEDULE (\$000)

Cost Element	Total	Thru FY11	Est. FY12	Total 6 Years	FY13	FY14	FY15	FY16	FY17	FY18	Beyond 6 Years
Planning, Design, and Supervision	79	14	0	65	65	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	0	0	0	0	0	0	0	0	0	0	0
Total	79	14	0	65	65	0	0	0	0	0	0

FUNDING SCHEDULE (\$000)

Current Revenue: General	65	0	0	65	65	0	0	0	0	0	0
G.O. Bonds	14	14	0	0	0	0	0	0	0	0	0
Total	79	14	0	65	65	0	0	0	0	0	0

DESCRIPTION

This project, located at 22880 Whelan Lane, Boyds, provides for the design of a new Department of Correction and Rehabilitation (DOCR) Staff Training Center of approximately 12,000 GSF at the Montgomery County Correctional Facility (MCCF). The Training Center will house classrooms, administrative offices and materials for the DOCR's training programs. This new project is proposed because renovation of the existing Montgomery County Detention Center facility (Detention Center Reuse PDF#429755) was determined not to be cost effective due to the need for significant capital expenditures, life cycle costs, and continued maintenance.

The DOCR Staff Training Center will be constructed on the site of the existing MCCF proximate to security systems, equipment and facilities for practical training to Correctional Officers and to provide real world situations to Correctional Officers and other staff in the performance and their duties

The project incorporates technical requirements from the Detention Center Reuse project in addition to updated space requirements developed by an interagency working group. Design and construction of a new Criminal Justice Complex, which was a component of the Detention Center Reuse project, will proceed as a separate project at the site of the District One Police Station under PDF No. 421100.

COST CHANGE

Project was previously approved for design only. Costs will be deferred due to fiscal affordability, though preliminary planning funds are contained in the County's Facility:MCG CIP project (No. 508768).

JUSTIFICATION

The renovation of the existing Montgomery County Detention Center (MCDC) facility (Detention Center Reuse PDF#429755) which also included space for staff training, was determined not to be cost effective due to the need for significant capital expenditures, life cycle costs, and continued maintenance as a result of aging systems. It was determined to be cost effective to locate a staff training center at the Montgomery County Correctional Facility (MCCF).

OTHER DISCLOSURES

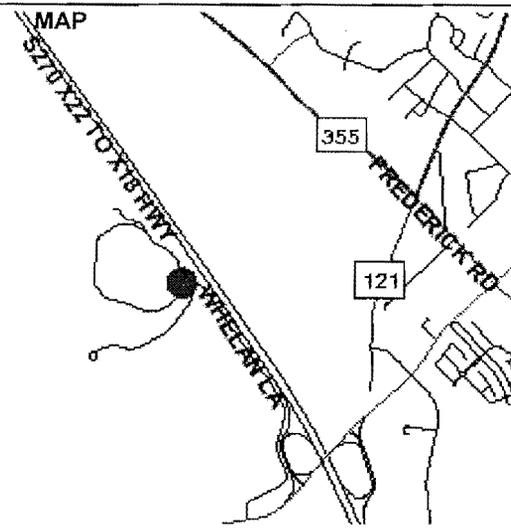
- A pedestrian impact analysis has been completed for this project.
- The Executive asserts that this project conforms to the requirements of relevant local plans, as required by the Maryland Economic Growth, Resource Protection and Planning Act.

APPROPRIATION AND EXPENDITURE DATA

Date First Appropriation	FY11	(\$000)
First Cost Estimate		
Current Scope	FY13	79
Last FY's Cost Estimate		536
Appropriation Request	FY13	-457
Appropriation Request Est.	FY14	0
Supplemental Appropriation Request		0
Transfer		0
Cumulative Appropriation		536
Expenditures / Encumbrances		14
Unencumbered Balance		522
Partial Closeout Thru	FY10	0
New Partial Closeout	FY11	0
Total Partial Closeout		0

COORDINATION

County Council
Department of Correction and Rehabilitation
Department of General Services
Department of Technology Services
Office of Management and Budget
Montgomery County Fire and Rescue Service
WSSC
Washington Gas
Alleghany Power
Upcounty Regional Services Center
State of Maryland
Community Representatives



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

May 14, 2012
No
None.
Preliminary Design Stage

EXPENDITURE SCHEDULE (\$000)

Cost Element	Total	Thru FY11	Est. FY12	Total 6 Years	FY13	FY14	FY15	FY16	FY17	FY18	Beyond 6 Years
Planning, Design, and Supervision	3,374	462	291	125	125	0	0	0	0	0	2,496
Land	1,660	1,660	0	0	0	0	0	0	0	0	0
Site Improvements and Utilities	6,514	2	42	2,413	84	2,329	0	0	0	0	4,057
Construction	9,811	0	0	0	0	0	0	0	0	0	9,811
Other	5,577	4	0	0	0	0	0	0	0	0	5,573
Total	26,936	2,128	333	2,538	209	2,329	0	0	0	0	21,937

FUNDING SCHEDULE (\$000)

	Total	FY11	FY12	FY13	FY14	FY15	FY16	FY17	FY18	Beyond 6 Years
G.O. Bonds	26,366	2,128	333	1,968	209	1,759	0	0	0	21,937
Intergovernmental	570	0	0	570	0	570	0	0	0	0
Total	26,936	2,128	333	2,538	209	2,329	0	0	0	21,937

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

The fire station planning and design is complete through the design development stage. The final design and construction of the Clarksburg fire station is deferred beyond six-years due to fiscal capacity. Funds for the design and construction for the sewer extension required to serve the fire station and the Clarksburg Historic District are included in FY13 and FY14.

COST CHANGE

Previously funded costs are for land and partial design costs for the fire station up to the design development phase. FY13-18 project costs represent preliminary cost estimates for the sewer extension only. Costs and funding reflected on this PDF will be revised after the County completes a cost-sharing agreement with the affected property owners in the Clarksburg Historic District and finalizes the scope of work with WSSC.

JUSTIFICATION

A new station will be 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 of 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 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

Unexpended appropriation for the design and construction of the fire station has been removed. The County Council will consider a future appropriation request for the design and construction of the sewer extension once the County Council and County Executive have agreed upon a cost-sharing agreement for

APPROPRIATION AND EXPENDITURE DATA	COORDINATION	MAP
Date First Appropriation	Montgomery County Fire and Rescue Service	
First Cost Estimate	Department of Police	
Current Scope	Upcounty Regional Services Center	
Last FY's Cost Estimate	Department of General Services	
Appropriation Request	Department of Permitting Services	
Appropriation Request Est.	Department of Technology Services	
Supplemental Appropriation Request	M-NCPPC	
Transfer	State Highway Administration	
Cumulative Appropriation	WSSC	
Expenditures / Encumbrances		
Unencumbered Balance		
Partial Closeout Thru		
New Partial Closeout		
Total Partial Closeout		

Clarksburg Fire Station -- No. 450300 (continued)

the sewer extension with the affected property owners. This agreement should equitably allocate the sewer extension costs between the County and the private property owners who will benefit from the extension. The property for the fire station will require a sewer category change prior to the issuance of permits. Contributions reflect a planning level estimate of a WSSC health hazard subsidy for which Clarksburg Historic District property owners would be eligible for construction of new sanitary sewer mains.

OTHER DISCLOSURES

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

Roof Replacement: Fire Stations -- No. 458629

Category
Subcategory
Administering Agency
Planning Area

Public Safety
Fire/Rescue Service
General Services
Countywide

Date Last Modified
Required Adequate Public Facility
Relocation Impact
Status

April 20, 2012
No
None.
On-going

EXPENDITURE SCHEDULE (\$000)

Cost Element	Total	Thru FY11	Est. FY12	Total 6 Years	FY13	FY14	FY15	FY16	FY17	FY18	Beyond 6 Years
Planning, Design, and Supervision	560	284	0	276	46	46	46	46	46	46	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	2,894	5	1,053	1,836	306	306	306	306	306	306	0
Other	0	0	0	0	0	0	0	0	0	0	0
Total	3,454	289	1,053	2,112	352	352	352	352	352	352	*

FUNDING SCHEDULE (\$000)

G.O. Bonds	3,454	289	1,053	2,112	352	352	352	352	352	352	0
Total	3,454	289	1,053	2,112	352	352	352	352	352	352	0

DESCRIPTION

This project provides for the replacement of roofs at fire and rescue stations where existing roofs are in poor and deteriorating condition. Routine roof maintenance and minor repairs are funded in the Operating Budget. One station roof replacement is programmed annually. Roof replacements are coordinated with Montgomery County Fire and Rescue Service and are consistent with the roof condition survey and facility assessment information to establish priorities.

COST CHANGE

The increase is due to the addition of FY17 and FY18 expenditures.

JUSTIFICATION

The age of many fire and rescue stations creates the need for this ongoing project. Additional factors determining the need for roof replacement are: design life span of roof materials, present roof condition, long-term utilization plans for the facility, and the probability of continued repairs. A roof condition survey was completed in Spring 2005.

OTHER

The following stations are planned for roof replacement projects: Damascus #13; Hillandale #24; Hillandale #12; Sandy Spring #40; Rockville #31; Burtonsville #15; and Cabin John #10.

FISCAL NOTE

Debt service for this project will be financed with Consolidated Fire Tax District Funds.

OTHER DISCLOSURES

- * Expenditures will continue indefinitely.

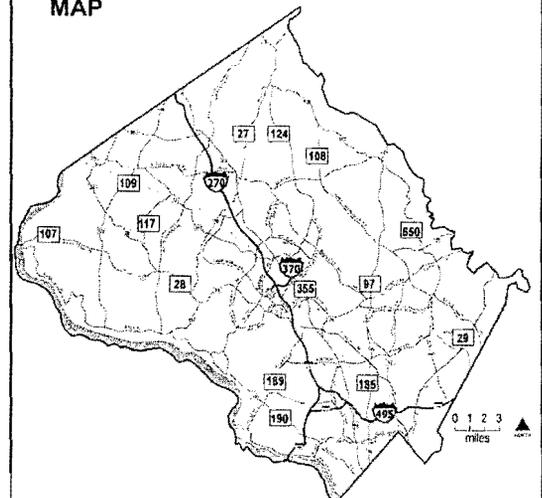
APPROPRIATION AND EXPENDITURE DATA

Date First Appropriation	FY85	(\$000)
First Cost Estimate		
Current Scope	FY13	3,454
Last FY's Cost Estimate		2,352
Appropriation Request	FY13	352
Appropriation Request Est.	FY14	352
Supplemental Appropriation Request		0
Transfer		398
Cumulative Appropriation		944
Expenditures / Encumbrances		375
Unencumbered Balance		569
Partial Closeout Thru	FY10	3,040
New Partial Closeout	FY11	0
Total Partial Closeout		3,040

COORDINATION

Montgomery County Fire and Rescue Service
Local Volunteer Fire and Rescue Departments
Department of General Services

MAP



Public Safety Headquarters -- No. 470906

Category
Subcategory
Administering Agency
Planning Area

Public Safety
Other Public Safety
General Services
Gaithersburg Vicinity

Date Last Modified
Required Adequate Public Facility
Relocation Impact
Status

May 18, 2012
No
None.
Under Construction

EXPENDITURE SCHEDULE (\$000)

Cost Element	Total	Thru FY11	Est. FY12	Total 6 Years	FY13	FY14	FY15	FY16	FY17	FY18	Beyond 6 Years
Planning, Design, and Supervision	2,456	1,607	849	0	0	0	0	0	0	0	0
Land	76,340	0	0	76,340	0	76,340	0	0	0	0	0
Site Improvements and Utilities	667	0	667	0	0	0	0	0	0	0	0
Construction	24,246	4,903	19,343	0	0	0	0	0	0	0	0
Other	4,853	7	4,846	0	0	0	0	0	0	0	0
Total	108,562	6,517	25,705	76,340	0	76,340	0	0	0	0	0

FUNDING SCHEDULE (\$000)

G.O. Bonds	108,562	2,017	1,122	94,000	0	0	6,000	9,500	28,500	50,000	11,423
Interim Finance	0	4,500	24,583	-17,660	0	76,340	-6,000	-9,500	-28,500	-50,000	-11,423
Total	108,562	6,517	25,705	76,340	0	76,340	0	0	0	0	0

OPERATING BUDGET IMPACT (\$000)

Maintenance				9,378	1,563	1,563	1,563	1,563	1,563	1,563
Energy				11,088	1,848	1,848	1,848	1,848	1,848	1,848
Net Impact				20,466	3,411	3,411	3,411	3,411	3,411	3,411

DESCRIPTION

This project is part of the Smart Growth Initiative Program and provides for acquisition, planning, design and construction for the relocation of a number of County facilities to 100 Edison Park Drive in Gaithersburg known as the GE Building/GE Technology Park. Facilities and programs to be relocated from their current location as part of this project include: the Montgomery County Police Headquarters from Research Blvd.; the Montgomery County Fire and Rescue Service from the Executive Office Building; the Office of Emergency Management and Homeland Security; some divisions of the Department of Transportation; and the 1st District Police Station. The project will also provide for the relocation of other County functions currently in leased facilities. A public safety memorial will be constructed in coordination with the Public Arts Trust. The property will be acquired under the lease purchase agreement described in the Fiscal Note below.

ESTIMATED SCHEDULE

The design was completed in Spring of 2010. The construction started in Spring of 2011 with a construction period of 10 months.

COST CHANGE

Cost change due to addition of IT-related improvements.

JUSTIFICATION

Montgomery County Police Headquarters

The Montgomery County Police Headquarters located at 2350 Research Boulevard is crowded and in need of major physical plant repairs and improvements. The building is in generally poor condition. The facility houses a mix of sworn and civilian units, but lacks the separation of law enforcement functions. The building also houses the Forensic Unit and the crime laboratories. Because of the lack of space at the current site, the Police Department has many of its functions dispersed to other locations in leased space.

Montgomery County Fire and Rescue Service Headquarters

The Montgomery County Fire and Rescue Service Headquarters is located at 101 Monroe Street on the 12th floor of the Executive Office Building (EOB). The space currently houses the Fire Chief, all five department division chiefs, and other key uniformed and administrative staff. However, due to facility and space limitations, other operational and administrative staff are located off-site. This creates inefficiencies for the day-to-day operations of the department. Also the EOB does not provide for needed 24/7 emergency response requirements and adequate parking accommodation.

1st District Police Station

The 1st District Police Station was constructed in 1963 and is about 15,752 square feet while the current needs are about 32,000 square feet. To help with the need for office space, the Police Department has placed a trailer on the site behind the main building. Twenty staff members use this trailer for office space. Based on a recent County study (Facility Condition Assessment, January 2005), the building is in need of major maintenance including new windows and a new roof. The planning and design for a new 1st District Station was approved under Project No. 470703 with the location and schedule to be determined. The GE Technology Park Site is a prime location for this facility.

APPROPRIATION AND EXPENDITURE DATA

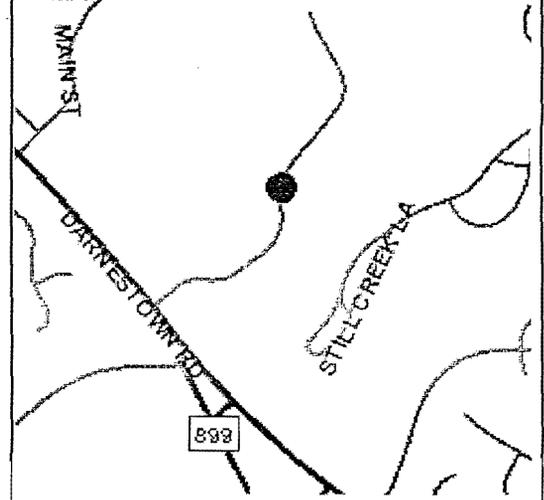
Date First Appropriation	FY09	(\$000)
First Cost Estimate	FY13	108,562
Current Scope		
Last FY's Cost Estimate		107,440
Appropriation Request	FY13	0
Appropriation Request Est.	FY14	76,340
Supplemental Appropriation Request		0
Transfer		1,122
Cumulative Appropriation		31,100
Expenditures / Encumbrances		19,030
Unencumbered Balance		12,070
Partial Closeout Thru	FY10	0
New Partial Closeout	FY11	0
Total Partial Closeout		0

COORDINATION

Department of General Services
Department of Transportation
Department of Police
Montgomery County Fire and Rescue Service
Department of Permitting Services
Department of Finance
Department of Technology Services
Office of Management and Budget
Washington Suburban Sanitary Commission
Upcounty Regional Services Center
Pepco
Washington Gas

Special Capital Projects Legislation [Bill No. 14-09] was adopted by the County Council on May, 13, 2009.

MAP



Public Safety Headquarters -- No. 470906 (continued)

These public safety facilities are in aging undersized buildings that are in need of extensive rehabilitation. Due to significant ongoing interaction between the Police Department, Fire and Rescue Service, and Homeland Security, these agencies would benefit from co-locating their administrative functions to facilitate their ongoing interaction and to enable the sharing of resources and support services. This co-location will be efficient operationally and will eliminate regular travel between agencies.

Other Leased Facilities

There are a number of County operations that are currently located in various leased facilities. This project will also provide for the relocation of a number of leased facilities which will reduce the County's long term lease costs.

Plans and studies for this project include: "Program of Requirements for the Police-Fire-Rescue Service-Homeland Security Department's Headquarters Facility and Police First District Station," September 2006; M-NCPPC Shady Grove Sector Plan, approved by the Montgomery County Council, January 2006, adopted by the M-NCPPC, March 15, 2006; "Montgomery County Property Use Study Updated Briefing to County Council," April 29, 2008 (based on Staubach Reports); "Montgomery County Smart Growth Initiative Update to County Council", September 23, 2008.

OTHER

The FY09 appropriation included \$2.4 million for Planning and Design and \$10.5 million for building system replacements and upgrades.

This project includes \$200,000 that must only be used for the construction of a Public Safety Memorial.

FISCAL NOTE

The County has entered into a triple net sublease-purchase agreement which will allow it to exercise its purchase option at any time before April 30, 2014. Ongoing financial analysis will determine when it is in the best interest of the County to acquire the property.

Interim financing will be used for land acquisition in the short term, with permanent funding sources to include G.O. Bonds and Land Sale Proceeds.

The approved 1st District Police Station project (No. 470703) will be closed out.

Transfer of \$1,121,500 from East Germantown Fire Station, Project # 450101 for IT improvements.

OTHER DISCLOSURES

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

PSTA & Multi Agency Service Park - Site Dev. -- No. 470907

Category
Subcategory
Administering Agency
Planning Area

Public Safety
Other Public Safety
General Services
Gaithersburg

Date Last Modified
Required Adequate Public Facility
Relocation Impact
Status

May 02, 2012
No
None.
Planning Stage

EXPENDITURE SCHEDULE (\$000)

Cost Element	Total	Thru FY11	Est. FY12	Total 6 Years	FY13	FY14	FY15	FY16	FY17	FY18	Beyond 6 Years
Planning, Design, and Supervision	7,161	1,138	1,872	4,151	3,237	914	0	0	0	0	0
Land	46,546	46,491	55	0	0	0	0	0	0	0	0
Site Improvements and Utilities	44,415	0	0	44,415	15,601	24,114	4,700	0	0	0	0
Construction	3,400	0	0	3,400	1,457	1,943	0	0	0	0	0
Other	103	0	0	103	0	103	0	0	0	0	0
Total	101,625	47,629	1,927	52,069	20,295	27,074	4,700	0	0	0	0

FUNDING SCHEDULE (\$000)

G.O. Bonds	4,700	0	0	4,700	0	0	4,700	0	0	0	0
Interim Finance	96,925	47,629	1,927	47,369	20,295	27,074	0	0	0	0	0
Total	101,625	47,629	1,927	52,069	20,295	27,074	4,700	0	0	0	0

DESCRIPTION

This project is part of the Smart Growth Initiative and provides for land acquisition and site improvements on a site on Snouffer School Road known as the Webb Tract or Centerpark. The Webb Tract is separated by wetlands into an east and west section. Facilities targeted for relocation to the east section of the Webb Tract are the (1) Montgomery County Public Schools (MCPS) Food Distribution Facility, (2) MCPS Facilities Maintenance Depot, and (3) Maryland-National Capital Park and Planning Commission (M-NCPPC) Facilities Maintenance Depot. These three facilities are currently located at the County Service Park on Crabbs Branch Way. These facilities must be relocated in order to implement the Shady Grove Sector Plan that creates a transit-oriented community at the Shady Grove Metro Station. The Public Safety Training Academy on Darnestown Road will be relocated to the west side of the Webb Tract in order to provide housing at the current PSTA site in support of the Great Seneca Science Corridor (Gaithersburg West) Master Plan.

Public Safety Training Academy - is the primary training facility for the Departments of Police and Fire and Rescue Service. The proposed facility includes an academic building including a simulation area, gymnasium, indoor firing range, graphics and video development capabilities, and canine training and support facilities. An emergency vehicle operations center, driver training classrooms and simulation room, driver training track, driver training skills pad and skid pan, and fire and rescue training building will also be at the site. Staff and visitor parking will be constructed.

MCPS Food Distribution Facility - The current MCPS Food Distribution Facility is about 58,000 square feet with 150 parking spaces for staff and loading docks. The new facility will be designed to accommodate needed growth and will include best environmental management practices.

MCPS Facilities Maintenance Depot - includes an administrative building, vehicle/equipment repair shop, PLAR storage building, outdoor covered storage, uncovered bulk material storage, heavy equipment and vehicle staging areas, and staff and visitor parking. The new facility will be co-located with the M-NCPPC Maintenance Depot and will be designed to accommodate needed growth and will include best environmental management practices.

M-NCPPC Facilities Maintenance Depot - includes an administrative building, vehicle/equipment repair shop, outdoor covered storage, uncovered bulk material storage, heavy equipment and vehicle staging areas, fuel station, staff and visitor parking. The current facility includes 65,000 square feet of building space, 370 staff and visitor parking spaces, and storage for 220 maintenance vehicles and pieces of equipment. The new facility will be co-located with the MCPS Maintenance Depot and will be designed to accommodate needed growth and will include best environmental management practices.

ESTIMATED SCHEDULE

Site improvement activities will commence in the Winter of 2012 and are expected to last fifteen months. Demolition for the County Service Park West will take place in FY15.

COST CHANGE

Cost increase due to the shift of site improvement costs from MCPS & M-NCPPC Maintenance Facilities Relocation, No. 361109, MCPS Food Distribution Facility Relocation, No. 361111, Public Safety Training Academy (PSTA) Relocation, No. 471102, the cost of construction of Turkey Thicket, and the addition of site clean-up and demolition activities for the west side of the County Service Park.

JUSTIFICATION

PSTA - There have been no major upgrades or renovations to the PSTA since it was completed in 1973. The PSTA needs reconfiguration and expansion to meet current and projected training needs. The PSTA Academic Building Complex Project No. 479909 does not include the cost of design and construction to meet LEED Silver requirements.

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></td> <td></td> </tr> <tr> <td>Current Scope</td> <td>FY13</td> <td>101,625</td> </tr> <tr> <td>Last FY's Cost Estimate</td> <td></td> <td>48,241</td> </tr> </table>	Date First Appropriation	FY	(\$000)	First Cost Estimate			Current Scope	FY13	101,625	Last FY's Cost Estimate		48,241	Department of General Services Department of Police Fire and Rescue Service Montgomery County Public Schools Maryland-National Capital Park and Planning Commission Department of Permitting Services Department of Finance Department of Technology Services Office of Management and Budget Washington Suburban Sanitary Commission Pepco Washington Gas Upcounty Regional Services Center	
Date First Appropriation	FY	(\$000)												
First Cost Estimate														
Current Scope	FY13	101,625												
Last FY's Cost Estimate		48,241												
<table border="1"> <tr> <td>Appropriation Request</td> <td>FY13</td> <td>50,149</td> </tr> <tr> <td>Appropriation Request Est.</td> <td>FY14</td> <td>1,717</td> </tr> <tr> <td>Supplemental Appropriation Request</td> <td></td> <td>0</td> </tr> <tr> <td>Transfer</td> <td></td> <td>1,518</td> </tr> </table>	Appropriation Request	FY13	50,149	Appropriation Request Est.	FY14	1,717	Supplemental Appropriation Request		0	Transfer		1,518		
Appropriation Request	FY13	50,149												
Appropriation Request Est.	FY14	1,717												
Supplemental Appropriation Request		0												
Transfer		1,518												
<table border="1"> <tr> <td>Cumulative Appropriation</td> <td></td> <td>48,241</td> </tr> <tr> <td>Expenditures / Encumbrances</td> <td></td> <td>47,963</td> </tr> <tr> <td>Unencumbered Balance</td> <td></td> <td>278</td> </tr> </table>	Cumulative Appropriation		48,241	Expenditures / Encumbrances		47,963	Unencumbered Balance		278					
Cumulative Appropriation		48,241												
Expenditures / Encumbrances		47,963												
Unencumbered Balance		278												
<table border="1"> <tr> <td>Partial Closeout Thru</td> <td>FY10</td> <td>0</td> </tr> <tr> <td>New Partial Closeout</td> <td>FY11</td> <td>0</td> </tr> <tr> <td>Total Partial Closeout</td> <td></td> <td>0</td> </tr> </table>	Partial Closeout Thru	FY10	0	New Partial Closeout	FY11	0	Total Partial Closeout		0					
Partial Closeout Thru	FY10	0												
New Partial Closeout	FY11	0												
Total Partial Closeout		0												

PSTA & Multi Agency Service Park - Site Dev. -- No. 470907 (continued)

MCPS and M-NCPPC Facilities - Relocation is required in order to implement the Shady Grove Sector Plan that creates a transit oriented community next to the Shady Grove Metro station. The Parks Department's Shady Grove maintenance facility opened in 1981 and is undersized to serve the needs of the Park System which has nearly doubled over the last 30 years. A 2005 study by Delmar Architects concluded that the MCPS food distribution facility should be expanded to 71,000 square feet to meet current and future needs.

OTHER

Plans and studies for this project include: "Program of Requirements for Montgomery County Public Safety Training Academy" August 27, 1998; M-NCPPC Shady Grove Sector Plan, approved by the Montgomery County Council, January 2006, adopted by the M-NCPPC, March 15, 2006; "Montgomery County Property Use Study Updated Briefing to the County Council", April 29, 2008 (based on Staubach Reports); "Montgomery County Smart Growth Initiative Update to County Council", September 23, 2008.

The Public Safety Memorial was constructed at the Public Safety Headquarters located at the GE Tech Park.

FISCAL NOTE

This appropriation of \$48.241 million provides for acquisition of the east and west sides of the Webb Tract (Centerpark), settlement costs, and master site planning for the east and west sides. The sales price is \$75,000 less than the price originally agreed to by the County Executive and Miller and Smith, the property owner. Miller and Smith has agreed to pay the County \$150,000 cash at closing as an early closing incentive. This \$150,000 is not used as a source of funding for this project.

Interim financing will be used for land acquisition in the short term, with permanent funding sources to include G.O. Bonds and Land Sale Proceeds.

G.O. Bonds have been allocated from a variety of projects to fund the previously unprogrammed site demolition costs for the County Service Park West. Site demolition costs for the County Service Park East and the existing PSTA site have not been programmed yet.

OTHER DISCLOSURES

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

Gold Mine Road Bridge M-0096 -- No. 501302

Category	Transportation	Date Last Modified	May 07, 2012
Subcategory	Bridges	Required Adequate Public Facility	No
Administering Agency	Transportation	Relocation Impact	None.
Planning Area	Olney	Status	Preliminary Design Stage

EXPENDITURE SCHEDULE (\$000)

Cost Element	Total	Thru FY11	Est. FY12	Total 6 Years	FY13	FY14	FY15	FY16	FY17	FY18	Beyond 6 Years
Planning, Design, and Supervision	1,030	0	0	1,030	300	475	255	0	0	0	0
Land	315	0	0	315	245	70	0	0	0	0	0
Site Improvements and Utilities	390	0	0	390	25	85	280	0	0	0	0
Construction	2,698	0	0	2,698	480	1,553	665	0	0	0	0
Other	0	0	0	0	0	0	0	0	0	0	0
Total	4,433	0	0	4,433	1,050	2,183	1,200	0	0	0	0

FUNDING SCHEDULE (\$000)

Federal Aid	1,730	0	0	1,730	242	1,194	294	0	0	0	0
G.O. Bonds	2,703	0	0	2,703	808	989	906	0	0	0	0
Total	4,433	0	0	4,433	1,050	2,183	1,200	0	0	0	0

DESCRIPTION

This project provides for the replacement of the existing Gold Mine Road Bridge over Hawlings River and the construction of 8'-0" bike path from James Creek Court to New Hampshire Avenue. The existing bridge, built in 1958, is a one (1) span 30' steel beam with an asphalt filled corrugated metal deck structure carrying a 15'-8" clear roadway with W-beam guardrail on each side, for a total deck width of 16'-7". The proposed replacement bridge includes a one (1) span 53' prestressed concrete slab beam structure with a 29'-0" clear roadway width. The project includes 250-feet of approach roadway work at each end of the bridge that consists of widening and raising the roadway profile by 5' at the bridge. The new bridge will carry two lanes of traffic, improve sight distances at the bridge, raise the bridge elevation to reduce flooding at the roadway, carry all legal vehicles, and provide pedestrian facilities across the river. The bridge will be closed for four months in the summer and fall of 2013.

ESTIMATED SCHEDULE

The design of the project is expected to finish in the spring of 2013. The construction is scheduled to start in summer 2013 and be completed in the spring of 2015.

JUSTIFICATION

The proposed replacement work is necessary to provide a safe roadway condition for the traveling public. The 2009 bridge inspection revealed that the concrete abutments and wing walls are in fair condition and the bridge has a weight restriction which is controlled by the undersized steel beams. The bridge is currently on a 12-month inspection cycle to allow some school buses to exceed the inventory rating values of the beams. The bridge is functionally obsolete, carries two lanes of traffic on a single lane bridge with no sidewalks and has inadequate sight distance approaching the bridge. The bridge is closed two to three times a year due to flooding of the Hawlings River.

FISCAL NOTE

The costs of bridge construction and construction management in this project are eligible for up to 80 percent Federal Aid. The design costs for this project are covered in the "Bridge Design" project (C.I.P. No. 509132).

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;">FY13</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;">FY13</td> <td style="text-align: right;">4,433</td> </tr> <tr> <td>Last FY's Cost Estimate</td> <td></td> <td style="text-align: right;">0</td> </tr> </table>	Date First Appropriation	FY13	(\$000)	First Cost Estimate			Current Scope	FY13	4,433	Last FY's Cost Estimate		0	Federal Highway Administration – Federal Aid Bridge Replacement/Rehabilitation Program Maryland State Highway Administration Maryland Department of the Environment Maryland-National Capital Park and Planning Commission Montgomery County Department of Permitting Services Utilities Facility Planning: Bridges	See Map on Next Page
Date First Appropriation	FY13	(\$000)												
First Cost Estimate														
Current Scope	FY13	4,433												
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;">FY13</td> <td style="text-align: right;">4,433</td> </tr> <tr> <td>Appropriation Request Est.</td> <td style="text-align: center;">FY14</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> </table>	Appropriation Request	FY13	4,433	Appropriation Request Est.	FY14	0	Supplemental Appropriation Request		0	Transfer		0		
Appropriation Request	FY13	4,433												
Appropriation Request Est.	FY14	0												
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;">0</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;">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" style="width: 100%; border-collapse: collapse;"> <tr> <td>Partial Closeout Thru</td> <td style="text-align: center;">FY10</td> <td style="text-align: right;">0</td> </tr> <tr> <td>New Partial Closeout</td> <td style="text-align: center;">FY11</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	FY10	0	New Partial Closeout	FY11	0	Total Partial Closeout		0					
Partial Closeout Thru	FY10	0												
New Partial Closeout	FY11	0												
Total Partial Closeout		0												

Whites Ferry Road Bridges No.M-0187B and M-0189B -- No. 501301

Category **Transportation**
 Subcategory **Bridges**
 Administering Agency **Transportation**
 Planning Area **Poolesville**

Date Last Modified **May 01, 2012**
 Required Adequate Public Facility **No**
 Relocation Impact **None**
 Status **Final Design Stage**

EXPENDITURE SCHEDULE (\$000)

Cost Element	Total	Thru FY11	Est. FY12	Total 6 Years	FY13	FY14	FY15	FY16	FY17	FY18	Beyond 6 Years
Planning, Design, and Supervision	448	0	0	448	125	323	0	0	0	0	0
Land	84	0	0	84	84	0	0	0	0	0	0
Site Improvements and Utilities	55	0	0	55	0	55	0	0	0	0	0
Construction	1,893	0	0	1,893	661	1,232	0	0	0	0	0
Other	0	0	0	0	0	0	0	0	0	0	0
Total	2,480	0	0	2,480	870	1,610	0	0	0	0	0

FUNDING SCHEDULE (\$000)

G.O. Bonds	2,480	0	0	2,480	870	1,610	0	0	0	0	0
Total	2,480	0	0	2,480	870	1,610	0	0	0	0	0

DESCRIPTION

This project provides for the replacement of two existing Whites Ferry Road Bridges (No. M-0187B and No. M-0189B). Both bridges were built in 1920. Existing Bridge No. M-0187B is a 16 feet long single span structure carrying a 24 foot 4 inch clear roadway. Existing Bridge No. M-0189B is a 10 feet long single span structure carrying a 23 foot 8 inch clear roadway. The replacement bridge for M-0187B will be a single span 46' prestressed concrete slab beam structure with approximately 300 feet of approach roadway work. The replacement bridge for M-0189B will be a single span 24' prestressed concrete slab beam structure with approximately 530 feet of approach roadway work. The replacement bridges will provide two 11-foot travel lanes with a 4-foot wide shoulder on each side, for a total bridge width of 30 feet. This width will allow for the implementation of safe on-road bicycling, in accordance with the Master Plan. The approach roadway work is needed to tie the replaced structure to the existing roadway. The vertical profile of Bridge No. M-0187B will remain the same and the vertical profile of Bridge M-0189B will be raised by one foot at the bridge. The road will be closed and traffic will be detoured during construction. Accelerated bridge construction techniques will be utilized to minimize the disruption to the traveling public and local community. One bridge will be replaced at a time to maintain access for property owners between the two structures. This segment of Whites Ferry Road will be closed for approximately two and a half months during construction.

ESTIMATED SCHEDULE

The design of the project is expected to finish in the spring of 2012. The construction is scheduled to start in spring of 2013 and be completed in summer of 2013.

JUSTIFICATION

The proposed replacement work is necessary to provide a safe roadway condition for the traveling public. The 2009 bridge inspection report for Bridge No. M-0187B indicates that there are concrete spalls in the soffit with exposed reinforcing and numerous hairline transverse and longitudinal cracks in the soffit. There are full-height vertical cracks and diagonal cracks in the west abutment and hairline diagonal cracks in the east abutment. The bridge is currently posted for an 8,000 lb. limit for a single-unit truck and a 16,000 lb. limit for a combination-unit truck. The 2009 bridge inspection report for Bridge No. M-0189B indicates that the concrete deck soffit exhibits 13 spalls along the east abutment and 3 spalls along the west abutment with exposed and corroded reinforcement. There are full height vertical cracks 1/2 inch wide in the west abutments. The southeast wingwall exhibits surface spalling over 60 percent of the exposed face. The bridge is currently posted for an 8,000 lb. limit for a single-unit truck and a 14,000 lb. limit for a combination-unit truck. Implementation of this project would allow the bridges to be restored to full capacity.

The Rustic Road Functional Master Plan designates Whites Ferry Road as County Arterial (CA-35) with a minimum right-of-way of 80 ft. The Countywide Bikeways Functional Master Plan calls for a signed shared roadway (SR-46). A review of impacts to pedestrians, bicyclists and the requirements of the ADA (American with Disabilities Act of 1991) has been performed and addressed by this project. Streetlights, crosswalks, sidewalk ramps, bikeways and other pertinent issues will be considered in the design of the project to ensure pedestrian safety.

OTHER

The design costs for this project are covered in the "Bridge Design" project (C.I.P. No. 509132). Since the existing bridges are less than 20-foot long, construction and construction management costs for this project are not eligible for Federal Aid.

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;">FY13</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;">FY13</td> <td style="text-align: right;">2,480</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;">FY13</td> <td style="text-align: right;">2,480</td> </tr> <tr> <td>Appropriation Request Est.</td> <td style="text-align: center;">FY14</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;">FY10</td> <td style="text-align: right;">0</td> </tr> <tr> <td>New Partial Closeout</td> <td style="text-align: center;">FY11</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	FY13	(\$000)	First Cost Estimate			Current Scope	FY13	2,480	Last FY's Cost Estimate		0				Appropriation Request	FY13	2,480	Appropriation Request Est.	FY14	0	Supplemental Appropriation Request		0	Transfer		0				Cumulative Appropriation		0	Expenditures / Encumbrances		0	Unencumbered Balance		0				Partial Closeout Thru	FY10	0	New Partial Closeout	FY11	0	Total Partial Closeout		0	Maryland State Highway Administration Maryland Department of the Environment Maryland-National Capital Park and Planning Commission Montgomery County Department of Permitting Services Allegheny Power Verizon Comcast Facility Planning: Bridges	See Map on Next Page
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Permanent Patching: Residential/Rural Roads -- No. 501106

Category
Subcategory
Administering Agency
Planning Area

Transportation
Highway Maintenance
Transportation
Countywide

Date Last Modified
Required Adequate Public Facility
Relocation Impact
Status

May 17, 2012
No
None.
On-going

EXPENDITURE SCHEDULE (\$000)

Cost Element	Total	Thru FY11	Est. FY12	Total 6 Years	FY13	FY14	FY15	FY16	FY17	FY18	Beyond 6 Years
Planning, Design, and Supervision	3,900	0	900	3,000	975	225	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	22,100	2,818	2,282	17,000	5,525	1,275	2,550	2,550	2,550	2,550	0
Other	0	0	0	0	0	0	0	0	0	0	0
Total	26,000	2,818	3,182	20,000	6,500	1,500	3,000	3,000	3,000	3,000	*

FUNDING SCHEDULE (\$000)

G.O. Bonds	26,000	2,818	3,182	20,000	6,500	1,500	3,000	3,000	3,000	3,000	0
Total	26,000	2,818	3,182	20,000	6,500	1,500	3,000	3,000	3,000	3,000	0

DESCRIPTION

This project provides for permanent patching of rural/residential roads in older residential communities. This permanent patching program provides for deep patching of rural and residential roads to restore limited structural integrity and prolong pavement performance. This program will ensure structural viability of older residential pavements until such time that road rehabilitation occurs.

Based on current funding trends, many residential roads identified as needing reconstruction may not be addressed for 40-years or longer. The permanent patching program is designed to address this problem.

Pavement reconstruction involves either total removal and reconstruction of the pavement section or extensive deep patching followed by grinding along with a thick structural hot mix asphalt overlay.

Permanent patching may improve the pavement rating such that total rehabilitation may be considered in lieu of total reconstruction, at significant overall savings.

COST CHANGE

Increase in FY13 to address pavement infrastructure maintenance backlog and accelerated \$1.5 million from FY14 to FY13; increase also due to the addition of FY17-18 to this ongoing level of effort project.

JUSTIFICATION

In FY09, the Department of Transportation instituted a pavement management system. This system provides for systematic physical condition surveys. The physical condition surveys note the type, level, and extent of residential pavement deterioration combined with average daily traffic and other usage characteristics. This information is used to calculate specific pavement ratings, types of repair strategies needed, and associated repair costs, as well as the overall Pavement Condition Index (PCI) of the entire residential network. The system also provides for budget optimization and a systematic approach to maintaining a healthy residential pavement inventory.

The updated 2011 pavement condition survey indicated that 1,006 lane miles (24 percent) of residential pavement have fallen into the lowest possible category and are in need of structural patching. Typically, pavements rated in this category require between 15-20 percent permanent patching per lane mile. Physical condition inspections of residential pavements will occur on a 2-3 year cycle.

OTHER DISCLOSURES

- * Expenditures will continue indefinitely.

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></td> <td></td> </tr> <tr> <td>Current Scope</td> <td>FY13</td> <td>26,000</td> </tr> <tr> <td>Last FY's Cost Estimate</td> <td></td> <td>18,000</td> </tr> </table>	Date First Appropriation	FY11	(\$000)	First Cost Estimate			Current Scope	FY13	26,000	Last FY's Cost Estimate		18,000	Washington Suburban Sanitary Commission Washington Gas Light Company Department of Permitting Services PEPCO Cable TV Verizon Montgomery County Public Schools Regional Services Centers Community Associations Commission of People with Disabilities	
Date First Appropriation	FY11	(\$000)												
First Cost Estimate														
Current Scope	FY13	26,000												
Last FY's Cost Estimate		18,000												
<table border="1"> <tr> <td>Appropriation Request</td> <td>FY13</td> <td>6,500</td> </tr> <tr> <td>Appropriation Request Est.</td> <td>FY14</td> <td>1,500</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	FY13	6,500	Appropriation Request Est.	FY14	1,500	Supplemental Appropriation Request		0	Transfer		0		
Appropriation Request	FY13	6,500												
Appropriation Request Est.	FY14	1,500												
Supplemental Appropriation Request		0												
Transfer		0												
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Expenditures / Encumbrances		2,822												
Unencumbered Balance		3,178												
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Partial Closeout Thru	FY10	0												
New Partial Closeout	FY11	0												
Total Partial Closeout		0												

Residential and Rural Road Rehabilitation -- No. 500914

Category
Subcategory
Administering Agency
Planning Area

Transportation
Highway Maintenance
Transportation
Countywide

Date Last Modified
Required Adequate Public Facility
Relocation Impact
Status

May 17, 2012
No
None.
On-going

EXPENDITURE SCHEDULE (\$000)

Cost Element	Total	Thru FY11	Est. FY12	Total 6 Years	FY13	FY14	FY15	FY16	FY17	FY18	Beyond 6 Years
Planning, Design, and Supervision	7,870	5	1,475	6,390	990	1,080	1,080	1,080	1,080	1,080	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	47,119	6,739	4,170	36,210	5,610	6,120	6,120	6,120	6,120	6,120	0
Other	8	0	8	0	0	0	0	0	0	0	0
Total	54,997	6,744	5,653	42,600	6,600	7,200	7,200	7,200	7,200	7,200	*

FUNDING SCHEDULE (\$000)

G.O. Bonds	47,691	6,544	1,303	39,844	6,600	4,444	7,200	7,200	7,200	7,200	0
Recordation Tax Premium	7,306	200	4,350	2,756	0	2,756	0	0	0	0	0
Total	54,997	6,744	5,653	42,600	6,600	7,200	7,200	7,200	7,200	7,200	0

DESCRIPTION

This project provides for the major rehabilitation of rural and residential roadways in older communities to include extensive pavement rehabilitation and reconstruction including the associated rehabilitation of ancillary elements such as under drains, sub-grade drains, and curbs and gutters (if present). This project will not make major changes to the location or size of existing drainage structures, if any. Pavement rehabilitation includes the replacement of existing failed pavement sections by the placement of an equivalent or increased pavement section. The rehabilitation usually requires the total removal and replacement of failed pavement exhibiting widespread areas of fatigue related distress, base failures and sub-grade failures.

COST CHANGE

Increase in FY13 to address pavement infrastructure maintenance backlog; increase also due to the addition of FY17-18 to this ongoing level of effort project.

JUSTIFICATION

In FY09, the Department of Transportation instituted a contemporary pavement management system. This system provides for systematic physical condition surveys. The physical condition surveys note the type, level, and extent of residential pavement deterioration combined with average daily traffic and other usage characteristics. This information is used to calculate specific pavement ratings, types of repair strategies needed, and associated repair costs, as well as the overall Pavement Condition Index (PCI) of the entire residential network. The system also provides for budget optimization for a systematic approach to maintaining a healthy residential pavement inventory.

The updated 2010 pavement condition survey indicated that 1,006 lane miles (24 percent) of residential pavement have fallen into the lowest possible category and are in need of structural reconstruction. Typically, pavements rated in this category require between 15-20 percent permanent patching per lane mile. Physical condition inspections of residential pavements will occur on a 2-3 year cycle.

OTHER

Hot mix asphalt pavements have a finite life of approximately 20 years based upon a number of factors including but not limited to: original construction materials, means and methods, underlying soil conditions, drainage, daily traffic volume, other loading such as construction traffic and heavy truck traffic, age, and maintenance history.

A well maintained residential road carrying low to moderate traffic levels is likely to provide a service life of 20 years or more. Conversely, lack of programmed maintenance will shorten the service life of residential roads considerably, in many cases to less than 15 years before rehabilitation is needed.

OTHER DISCLOSURES

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

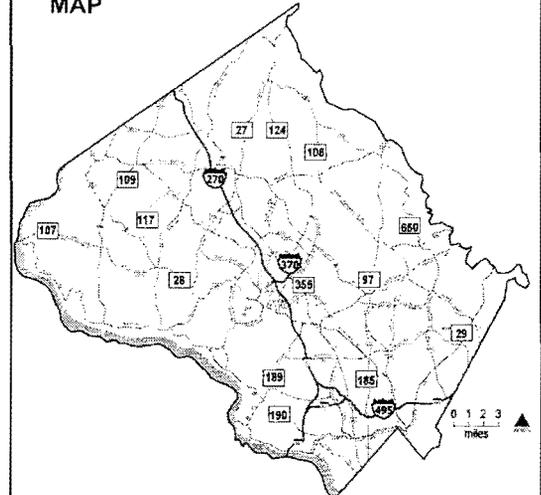
APPROPRIATION AND EXPENDITURE DATA

Date First Appropriation	FY09	(\$000)
First Cost Estimate		
Current Scope	FY13	54,997
Last FY's Cost Estimate		40,297
Appropriation Request	FY13	6,600
Appropriation Request Est.	FY14	7,200
Supplemental Appropriation Request		0
Transfer		0
Cumulative Appropriation		12,397
Expenditures / Encumbrances		6,858
Unencumbered Balance		5,539
Partial Closeout Thru	FY10	0
New Partial Closeout	FY11	0
Total Partial Closeout		0

COORDINATION

Washington Suburban Sanitary Commission
Washington Gas Light Company
Department of Permitting Services
PEPCO
Cable TV
Verizon
Montgomery County Public Schools
Regional Services Centers
Community Associations
Commission on People with Disabilities

MAP



Resurfacing: Primary/Arterial -- No. 508527

Category
Subcategory
Administering Agency
Planning Area

Transportation
Highway Maintenance
Transportation
Countywide

Date Last Modified
Required Adequate Public Facility
Relocation Impact
Status

May 21, 2012
No
None.
On-going

EXPENDITURE SCHEDULE (\$000)

Cost Element	Total	Thru FY11	Est. FY12	Total 6 Years	FY13	FY14	FY15	FY16	FY17	FY18	Beyond 6 Years
Planning, Design, and Supervision	9,733	6	3,277	6,450	1,500	900	900	1,050	1,050	1,050	0
Land	0	0	0	0	0	0	0	0	0	0	0
Site Improvements and Utilities	302	302	0	0	0	0	0	0	0	0	0
Construction	48,159	6,476	5,133	36,550	8,500	5,100	5,100	5,950	5,950	5,950	0
Other	26	0	26	0	0	0	0	0	0	0	0
Total	58,220	6,784	8,436	43,000	10,000	6,000	6,000	7,000	7,000	7,000	*

FUNDING SCHEDULE (\$000)

G.O. Bonds	42,852	6,784	8,436	27,632	10,000	6,000	6,000	1,379	2,203	2,050	0
Recordation Tax Premium	15,368	0	0	15,368	0	0	0	5,621	4,797	4,950	0
Total	58,220	6,784	8,436	43,000	10,000	6,000	6,000	7,000	7,000	7,000	0

DESCRIPTION

The County maintains approximately 966 lane miles of primary and arterial roadways. This project provides for the systematic milling, repair, and bituminous concrete resurfacing of selected primary and arterial roads and revitalization of others. This project includes the Main Street Montgomery Program and provides for a systematic, full-service, and coordinated revitalization of the primary and arterial road infrastructure to ensure viability of the primary transportation network, and enhance safety and ease of use for all users. Mileage of primary/arterial roads has been adjusted to conform with the inventory maintained by the State Highway Administration. This inventory is updated annually.

COST CHANGE

Increase in FY13 to address pavement infrastructure maintenance backlog and accelerated \$1 million from FY14 and \$1 million from FY15 to FY13; increase also due to the addition of FY17-18 to this ongoing level of effort project.

JUSTIFICATION

Primary and arterial roadways provide transport support for tens of thousands of trips each day. Primary and arterial roads connect diverse origins and destinations that include commercial, retail, industrial, residential, places of worship, recreation, and community facilities. The repair of the County's primary and arterial roadway infrastructure is critical to mobility throughout the County. In addition, the state of disrepair of the primary and arterial roadway system causes travel delays, increased traffic congestion, and compromises the safety and ease of travel along all primary and arterial roads, including pedestrians and bicyclists. Well maintained road surfaces increase safety and assist in the relief of traffic congestion.

In FY09, the Department of Transportation instituted a contemporary pavement management system. This system provides for systematic physical condition surveys and subsequent ratings of all primary/arterial pavements as well as calculating the rating health of the primary roadway network as a whole. Physical condition inspections of the pavements will occur on a 2-3 year cycle. The physical condition surveys note the type, level, and extent of primary/arterial pavement deterioration combined with average daily traffic and other usage characteristics. This information is used to calculate specific pavement ratings, types of repair strategies needed, and associated repair costs, as well as the overall Pavement Condition Index (PCI) of the entire primary/arterial network. The system also provides for budget optimization and recommends annual budgets for a systematic approach to maintaining a healthy primary/arterial pavement inventory.

OTHER

One aspect of this project will focus on improving pedestrian mobility by creating a safer walking environment, utilizing selected engineering technologies, and ensuring Americans with Disabilities Act (ADA) compliance. Several existing CIP and operating funding sources will be focused in support of the Main Street Montgomery campaign. The design and planning stages, as well as final completion of the project will comply with the Department of Transportation (DOT), Maryland State Highway Administration (MSHA), Manual on Uniform Traffic Control Devices (MUTCD), American Association of State Highway Officials (AASHTO), and ADA standards.

OTHER DISCLOSURES

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

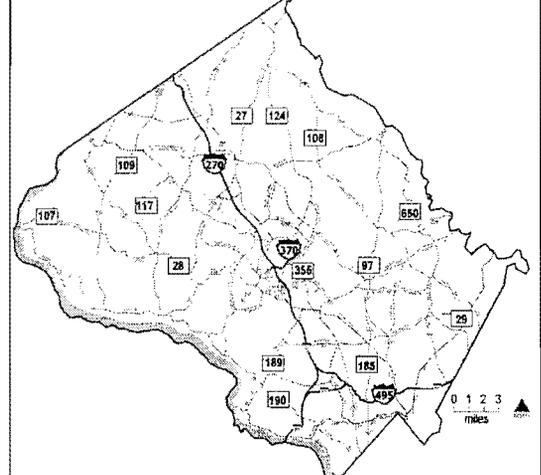
APPROPRIATION AND EXPENDITURE DATA

Date First Appropriation	FY85	(\$000)
First Cost Estimate		
Current Scope	FY13	58,220
Last FY's Cost Estimate		43,220
Appropriation Request	FY13	10,000
Appropriation Request Est.	FY14	6,000
Supplemental Appropriation Request		0
Transfer		0
Cumulative Appropriation		15,220
Expenditures / Encumbrances		7,189
Unencumbered Balance		8,031
Partial Closeout Thru	FY10	72,692
New Partial Closeout	FY11	0
Total Partial Closeout		72,692

COORDINATION

Washington Suburban Sanitary Commission
Other Utilities
Department of Transportation
Department of Housing and Community Affairs
Montgomery County Public Schools
Maryland - National Capital Park and Planning Commission
Department of Economic Development
Department of Permitting Services
Regional Services Centers
Community Associations
Montgomery County Pedestrian Safety Advisory Committee
Commission on People with Disabilities

MAP



Resurfacing: Residential/Rural Roads -- No. 500511

Category
Subcategory
Administering Agency
Planning Area

Transportation
Highway Maintenance
Transportation
Countywide

Date Last Modified
Required Adequate Public Facility
Relocation Impact
Status

May 17, 2012
No
None.
On-going

EXPENDITURE SCHEDULE (\$000)

Cost Element	Total	Thru FY11	Est. FY12	Total 6 Years	FY13	FY14	FY15	FY16	FY17	FY18	Beyond 6 Years
Planning, Design, and Supervision	8,919	57	4,033	4,829	1,395	434	750	750	750	750	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	63,221	30,780	5,082	27,359	7,905	2,454	4,250	4,250	4,250	4,250	0
Other	45	0	45	0	0	0	0	0	0	0	0
Total	72,185	30,837	9,160	32,188	9,300	2,888	5,000	5,000	5,000	5,000	*

FUNDING SCHEDULE (\$000)

Current Revenue: General	309	309	0	0	0	0	0	0	0	0	0
G.O. Bonds	70,259	28,911	9,160	32,188	9,300	2,888	5,000	5,000	5,000	5,000	0
PAYGO	1,617	1,617	0	0	0	0	0	0	0	0	0
Total	72,185	30,837	9,160	32,188	9,300	2,888	5,000	5,000	5,000	5,000	0

DESCRIPTION

This project provides for the permanent patching and resurfacing of rural and residential roadways using durable hot mix asphalt to restore long-term structural integrity to the aging rural and residential roadway infrastructure. The County maintains a combined total of 4,143 lane miles of rural and residential roads. Preventative maintenance includes full-depth patching of distressed areas of pavement in combination with a new hot mix asphalt wearing surface of 1-inch to 2-inches depending on the levels of observed distress. A portion of this work will be performed by the county in-house paving crew.

COST CHANGE

Increase in FY13-14 to address pavement infrastructure maintenance backlog; increase also due to the addition of FY17-18 to this ongoing level of effort project.

JUSTIFICATION

In FY09, the Department of Transportation instituted a contemporary pavement management system. This system provides for systematic physical condition surveys. The surveys note the type, level, and extent of residential pavement deterioration combined with average daily traffic and other usage characteristics. This information is used to calculate specific pavement ratings, types of repair strategies needed, and associated repair cost, as well as the overall Pavement Condition Index (PCI) of the entire residential network. The system also provides for budget optimization and recommending annual budgets for a systematic approach to maintaining a healthy residential pavement inventory. The latest 2011 survey indicated that 2,480 lane miles (60 percent) require significant levels of rehabilitation. Physical condition inspections of residential pavements will occur on a 2-3 year cycle.

OTHER

The design and planning stages, as well as project construction, will comply with the Department of Transportation (DOT), Maryland State Highway Administration (MSHA), Manual on Uniform Traffic Control Devices (MUTCD), American Association of State Highway and Transportation Officials (AASHTO), and American with Disabilities Act (ADA). Rural/residential road mileage has been adjusted to conform with the State inventory of road mileage maintained by the State Highway Administration (SHA). This inventory is updated annually.

OTHER DISCLOSURES

- * Expenditures will continue indefinitely.

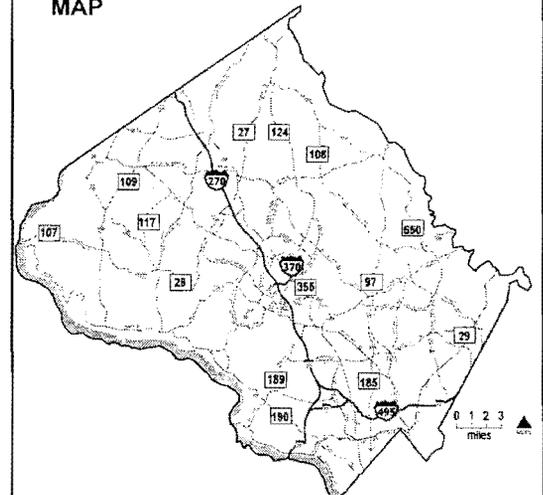
APPROPRIATION AND EXPENDITURE DATA

Date First Appropriation	FY05	(\$000)
First Cost Estimate		
Current Scope	FY13	72,185
Last FY's Cost Estimate		52,791
Appropriation Request	FY13	9,300
Appropriation Request Est.	FY14	2,888
Supplemental Appropriation Request		0
Transfer		0
Cumulative Appropriation		39,997
Expenditures / Encumbrances		32,707
Unencumbered Balance		7,290
Partial Closeout Thru	FY10	0
New Partial Closeout	FY11	0
Total Partial Closeout		0

COORDINATION

Washington Suburban Sanitary Commission
Washington Gas Light Company
PEPCO
Cable TV
Verizon
United States Post Office

MAP



Sidewalk & Infrastructure Revitalization -- No. 508182

Category
Subcategory
Administering Agency
Planning Area

Transportation
Highway Maintenance
Transportation
Countywide

Date Last Modified
Required Adequate Public Facility
Relocation Impact
Status

May 17, 2012
No
None.
On-going

EXPENDITURE SCHEDULE (\$000)

Cost Element	Total	Thru FY11	Est. FY12	Total 6 Years	FY13	FY14	FY15	FY16	FY17	FY18	Beyond 6 Years
Planning, Design, and Supervision	8,706	20	2,941	5,745	1,320	795	795	945	945	945	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	43,230	7,189	3,486	32,555	7,480	4,505	4,505	5,355	5,355	5,355	0
Other	35	0	35	0	0	0	0	0	0	0	0
Total	51,971	7,209	6,462	38,300	8,800	5,300	5,300	6,300	6,300	6,300	*

FUNDING SCHEDULE (\$000)

Contributions	5,071	1,409	662	3,000	500	500	500	500	500	500	0
G.O. Bonds	46,900	5,800	5,800	35,300	8,300	4,800	4,800	5,800	5,800	5,800	0
Total	51,971	7,209	6,462	38,300	8,800	5,300	5,300	6,300	6,300	6,300	0

DESCRIPTION

This project provides for the removal and replacement of damaged or deteriorated sidewalks, curbs, and gutters in business districts and residential communities. The County currently maintains about 1,034 miles of sidewalks and about 2,098 miles of curbs and gutters. Many years of paving overlays have left some curb faces of two inches or less. Paving is milled, and new construction provides for a standard six-inch curb face. The project includes: overlay of existing sidewalks with asphalt; base failure repair and new construction of curbs; and new sidewalks with handicapped ramps to fill in missing sections. Some funds from this project support the Renew Montgomery and Main Street Montgomery programs. A significant aspect of this project has been and will be to provide safe pedestrian access and to ensure Americans with Disabilities Act (ADA) compliance.

Mileage of sidewalks and curb/gutters has been updated to reflect the annual acceptance of new infrastructure to the County's inventory.

COST CHANGE

Increase in FY13 to address sidewalk infrastructure maintenance backlog and accelerated \$1 million from FY14 and FY15 to FY13; increase also due to the addition of FY17-18 to this ongoing level of effort project.

JUSTIFICATION

Curbs, gutters, and sidewalks have a service life of 30 years. Freeze/thaw cycles, de-icing materials, tree roots, and vehicle loads accelerate concrete failure. The County should replace 70 miles of curbs and gutters and 35 miles of sidewalks annually to provide for a 30 year cycle. Deteriorated curbs, gutters, and sidewalks are safety hazards to pedestrians and motorists, increase liability risks, and allow water to infiltrate into the sub-base causing damage to roadway pavements. Settled or heaved concrete can trap water and provide breeding places for mosquitoes.

A Countywide inventory of deteriorated concrete was performed in the late 1980's. Portions of the Countywide survey are updated during the winter season. The March 2010 "Report of the Infrastructure Maintenance Task Force" identified an annual replacement program level of effort based on a 30-year life for curbs and gutters.

OTHER

The Department of Transportation (DOT) maintains a list of candidate projects requiring construction of curbs and gutters based on need and available funding. The design and planning stages, as well as final completion of the project will comply with the DOT, Maryland State Highway Administration (MSHA), Manual on Uniform Traffic Control Devices (MUTCD), American Association of State Highway and Transportation Officials (AASHTO), and ADA standards.

FISCAL NOTE

Since FY87, the County has offered to replace deteriorated driveway aprons at the property owners' expense up to \$500,000. Payments for this work are displayed as "Contributions" in the funding schedule.

OTHER DISCLOSURES

- * 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>FY13</td> <td>51,971</td> </tr> <tr> <td>Last FY's Cost Estimate</td> <td></td> <td>38,871</td> </tr> </table>	Date First Appropriation	FY81	(\$000)	First Cost Estimate			Current Scope	FY13	51,971	Last FY's Cost Estimate		38,871	Washington Suburban Sanitary Commission Other Utilities Montgomery County Public Schools Homeowners Montgomery County Pedestrian Safety Advisory Committee Commission on People with Disabilities	
Date First Appropriation	FY81	(\$000)												
First Cost Estimate														
Current Scope	FY13	51,971												
Last FY's Cost Estimate		38,871												
<table border="1"> <tr> <td>Appropriation Request</td> <td>FY13</td> <td>8,800</td> </tr> <tr> <td>Appropriation Request Est.</td> <td>FY14</td> <td>5,300</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	FY13	8,800	Appropriation Request Est.	FY14	5,300	Supplemental Appropriation Request		0	Transfer		0		
Appropriation Request	FY13	8,800												
Appropriation Request Est.	FY14	5,300												
Supplemental Appropriation Request		0												
Transfer		0												
<table border="1"> <tr> <td>Cumulative Appropriation</td> <td></td> <td>13,671</td> </tr> <tr> <td>Expenditures / Encumbrances</td> <td></td> <td>7,537</td> </tr> <tr> <td>Unencumbered Balance</td> <td></td> <td>6,134</td> </tr> </table>	Cumulative Appropriation		13,671	Expenditures / Encumbrances		7,537	Unencumbered Balance		6,134					
Cumulative Appropriation		13,671												
Expenditures / Encumbrances		7,537												
Unencumbered Balance		6,134												
<table border="1"> <tr> <td>Partial Closeout Thru</td> <td>FY10</td> <td>87,917</td> </tr> <tr> <td>New Partial Closeout</td> <td>FY11</td> <td>0</td> </tr> <tr> <td>Total Partial Closeout</td> <td></td> <td>87,917</td> </tr> </table>	Partial Closeout Thru	FY10	87,917	New Partial Closeout	FY11	0	Total Partial Closeout		87,917					
Partial Closeout Thru	FY10	87,917												
New Partial Closeout	FY11	0												
Total Partial Closeout		87,917												

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 17, 2012
No
None.
On-going

EXPENDITURE SCHEDULE (\$000)

Cost Element	Total	Thru FY11	Est. FY12	Total 6 Years	FY13	FY14	FY15	FY16	FY17	FY18	Beyond 6 Years
Planning, Design, and Supervision	3,132	59	298	2,775	450	525	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	21,762	4,806	1,231	15,725	2,550	2,975	2,550	2,550	2,550	2,550	0
Other	6	5	1	0	0	0	0	0	0	0	0
Total	24,900	4,870	1,530	18,500	3,000	3,500	3,000	3,000	3,000	3,000	*

FUNDING SCHEDULE (\$000)

	Total	FY11	FY12	Total 6 Years	FY13	FY14	FY15	FY16	FY17	FY18	Beyond 6 Years
Current Revenue: General	21,442	4,412	1,530	15,500	0	3,500	3,000	3,000	3,000	3,000	0
Land Sale	458	458	0	0	0	0	0	0	0	0	0
Recordation Tax Premium	3,000	0	0	3,000	3,000	0	0	0	0	0	0
Total	24,900	4,870	1,530	18,500	3,000	3,500	3,000	3,000	3,000	3,000	0

DESCRIPTION

This project provides for the preservation of street trees through proactive pruning that will reduce hazardous situations to pedestrians and motorists, help reduce power outages in the county, preserve the health and longevity of trees, decrease property damage incurred from tree debris during storms, correct structural imbalances/defects that cause future hazardous situations and that shorten the lifespan of the trees, improve aesthetics and adjacent property values, improve sight distance for increased safety, and provide clearance from street lights for a safer environment. Proactive pruning will prevent premature deterioration, decrease liability, reduce storm damage potential and costs, improve appearance, and enhance the condition of street trees.

COST CHANGE

Increase in FY14 to address tree pruning backlog; Increase also due to the addition of FY17-18 to this ongoing level of effort project.

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. The street tree population has now 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.

Failure to prune trees in a timely manner can result in trees becoming diseased or damaged and pose a threat to public safety. Over the long-term, it is more cost effective if scheduled maintenance is performed.

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. (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>FY13</td> <td>24,900</td> </tr> <tr> <td>Current Scope</td> <td></td> <td></td> </tr> <tr> <td>Last FY's Cost Estimate</td> <td></td> <td>18,400</td> </tr> </table>	Date First Appropriation	FY07	(\$000)	First Cost Estimate	FY13	24,900	Current Scope			Last FY's Cost Estimate		18,400	<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	FY13	24,900												
Current Scope														
Last FY's Cost Estimate		18,400												
<table border="1"> <tr> <td>Appropriation Request</td> <td>FY13</td> <td>3,000</td> </tr> <tr> <td>Appropriation Request Est.</td> <td>FY14</td> <td>3,500</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	FY13	3,000	Appropriation Request Est.	FY14	3,500	Supplemental Appropriation Request		0	Transfer		0		
Appropriation Request	FY13	3,000												
Appropriation Request Est.	FY14	3,500												
Supplemental Appropriation Request		0												
Transfer		0												
<table border="1"> <tr> <td>Cumulative Appropriation</td> <td></td> <td>6,400</td> </tr> <tr> <td>Expenditures / Encumbrances</td> <td></td> <td>4,884</td> </tr> <tr> <td>Unencumbered Balance</td> <td></td> <td>1,516</td> </tr> </table>	Cumulative Appropriation		6,400	Expenditures / Encumbrances		4,884	Unencumbered Balance		1,516					
Cumulative Appropriation		6,400												
Expenditures / Encumbrances		4,884												
Unencumbered Balance		1,516												
<table border="1"> <tr> <td>Partial Closeout Thru</td> <td>FY10</td> <td>0</td> </tr> <tr> <td>New Partial Closeout</td> <td>FY11</td> <td>0</td> </tr> <tr> <td>Total Partial Closeout</td> <td></td> <td>0</td> </tr> </table>	Partial Closeout Thru	FY10	0	New Partial Closeout	FY11	0	Total Partial Closeout		0					
Partial Closeout Thru	FY10	0												
New Partial Closeout	FY11	0												
Total Partial Closeout		0												

Bethesda Metro Station South Entrance -- No. 500929

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

Date Last Modified
 Required Adequate Public Facility
 Relocation Impact
 Status

May 04, 2012
No
None.
Preliminary Design Stage

EXPENDITURE SCHEDULE (\$000)

Cost Element	Total	Thru FY11	Est. FY12	Total 6 Years	FY13	FY14	FY15	FY16	FY17	FY18	Beyond 6 Years
Planning, Design, and Supervision	9,135	142	793	8,200	4,000	3,200	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	70,800	0	0	67,800	0	0	0	9,900	29,900	28,000	3,000
Other	565	565	0	0	0	0	0	0	0	0	0
Total	80,500	707	793	76,000	4,000	3,200	1,000	9,900	29,900	28,000	3,000

FUNDING SCHEDULE (\$000)

G.O. Bonds	75,094	301	393	71,400	0	2,600	1,000	9,900	29,900	28,000	3,000
PAYGO	406	406	0	0	0	0	0	0	0	0	0
Revenue Bonds: Liquor Fund	5,000	0	400	4,600	4,000	600	0	0	0	0	0
Total	80,500	707	793	76,000	4,000	3,200	1,000	9,900	29,900	28,000	3,000

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. 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 FY10 through FY15.

Construction: To take 30 months but must be coordinated and implemented as part of the State Purple Line project that is dependent upon State and Federal funding.

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

COST CHANGE

Due to MTA's updated estimates for design and construction of the project.

OTHER

Part of Elm Street west of Wisconsin Avenue will be closed for a period during construction.

FISCAL NOTE

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.

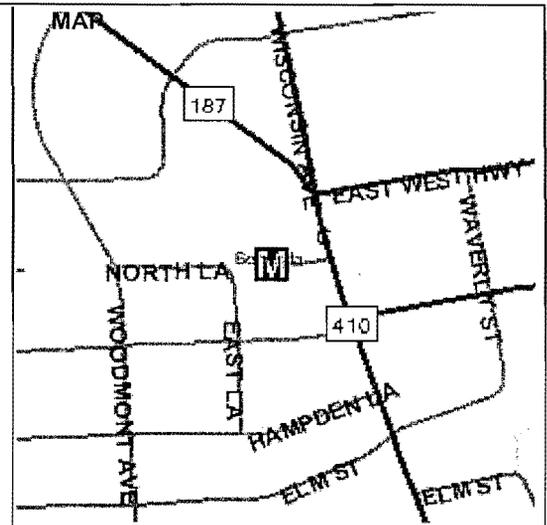
The Maryland Transit Authority (MTA) publicly announced in October 2011 that the cost estimate has increased to \$80.5m based upon a construction mid-point in FY18. The construction date for the project remains uncertain and is directly linked to the Purple Line construction at the Bethesda Station.

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	FY13	0
Appropriation Request Est.	FY14	0
Supplemental Appropriation Request		0
Transfer		0
Cumulative Appropriation		16,100
Expenditures / Encumbrances		707
Unencumbered Balance		15,393
Partial Closeout Thru	FY10	0
New Partial Closeout	FY11	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 04, 2012
No
None.
On-going

EXPENDITURE SCHEDULE (\$000)

Cost Element	Total	Thru FY11	Est. FY12	Total 6 Years	FY13	FY14	FY15	FY16	FY17	FY18	Beyond 6 Years
Planning, Design, and Supervision	3,609	1,758	1,042	809	201	151	151	151	155	0	0
Land	1,392	0	0	1,392	0	345	345	345	357	0	0
Site Improvements and Utilities	0	0	0	0	0	0	0	0	0	0	0
Construction	3,162	18	2,117	1,027	400	156	155	155	161	0	0
Other	0	0	0	0	0	0	0	0	0	0	0
Total	8,163	1,776	3,159	3,228	601	652	651	651	673	0	0

FUNDING SCHEDULE (\$000)

G.O. Bonds	6,166	1,776	2,759	1,631	400	305	305	305	316	0	0
Mass Transit Fund	1,997	0	400	1,597	201	347	346	346	357	0	0
Total	8,163	1,776	3,159	3,228	601	652	651	651	673	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. 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 FY12, approximately 2,000 stops have been modified.

ESTIMATED SCHEDULE

Project should be complete by FY17.

COST CHANGE

Add \$400,000 in FY13 to fund the completion of improvements for over 600 bus stops. Add funding for improvements that complete the more time intensive improvements and right of way acquisition and construction in the FY14 through FY17 timeframe. Remove low usage stops and stops that would overlap with Rapid Transit Vehicle network.

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.

FISCAL NOTE

Funding for this project includes general obligation bonds 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.

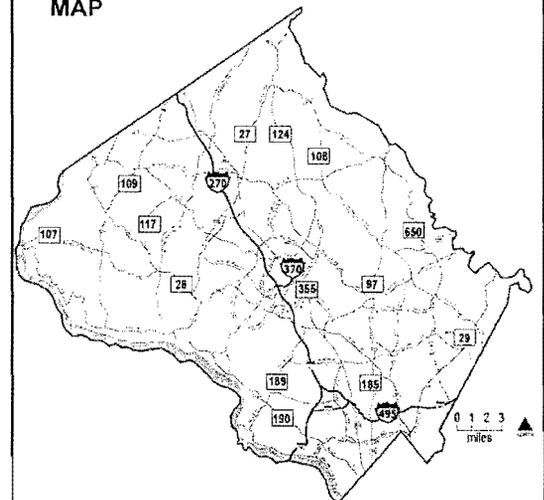
APPROPRIATION AND EXPENDITURE DATA

Date First Appropriation	FY76	(\$000)
First Cost Estimate	FY13	8,163
Current Scope		
Last FY's Cost Estimate		5,335
Appropriation Request	FY13	601
Appropriation Request Est.	FY14	652
Supplemental Appropriation Request		0
Transfer		0
Cumulative Appropriation		4,935
Expenditures / Encumbrances		2,147
Unencumbered Balance		2,788
Partial Closeout Thru	FY10	8,551
New Partial Closeout	FY11	0
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

May 04, 2012
No
None.
Final Design Stage

EXPENDITURE SCHEDULE (\$000)

Cost Element	Total	Thru FY11	Est FY12	Total 6 Years	FY13	FY14	FY15	FY16	FY17	FY18	Beyond 6 Years
Planning, Design, and Supervision	175	12	0	163	0	163	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	1,167	2	0	1,165	0	1,165	0	0	0	0	0
Other	0	0	0	0	0	0	0	0	0	0	0
Total	1,342	14	0	1,328	0	1,328	0	0	0	0	0

FUNDING SCHEDULE (\$000)

Mass Transit Fund	1,342	14	0	1,328	0	1,328	0	0	0	0	0
Total	1,342	14	0	1,328	0	1,328	0	0	0	0	0

OPERATING BUDGET IMPACT (\$000)

Maintenance				60	0	0	15	15	15	15
Energy				56	0	0	14	14	14	14
Net Impact				116	0	0	29	29	29	29

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 FY14 along with Montgomery Mall expansion by the developer.

COST CHANGE

Planning, design, and supervision increased costs due to project delay 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 FY14 in order to coordinate with the Montgomery Mall expansion by the developer. The design of this project has been completed through Facility Planning: Transportation.

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>FY07</td> <td>(\$000)</td> </tr> <tr> <td>First Cost Estimate</td> <td>FY12</td> <td>1,342</td> </tr> <tr> <td>Current Scope</td> <td></td> <td></td> </tr> <tr> <td>Last FY's Cost Estimate</td> <td></td> <td>1,319</td> </tr> </table>	Date First Appropriation	FY07	(\$000)	First Cost Estimate	FY12	1,342	Current Scope			Last FY's Cost Estimate		1,319	Department of Transportation Westfield, Inc. Utilities Department of Permitting Services Maryland-National Capital Park and Planning Commission Department of Economic Development Facility Planning: Transportation	See Map on Next Page
Date First Appropriation	FY07	(\$000)												
First Cost Estimate	FY12	1,342												
Current Scope														
Last FY's Cost Estimate		1,319												
<table border="1"> <tr> <td>Appropriation Request</td> <td>FY13</td> <td>0</td> </tr> <tr> <td>Appropriation Request Est.</td> <td>FY14</td> <td>1,292</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	FY13	0	Appropriation Request Est.	FY14	1,292	Supplemental Appropriation Request		0	Transfer		0		
Appropriation Request	FY13	0												
Appropriation Request Est.	FY14	1,292												
Supplemental Appropriation Request		0												
Transfer		0												
<table border="1"> <tr> <td>Cumulative Appropriation</td> <td></td> <td>50</td> </tr> <tr> <td>Expenditures / Encumbrances</td> <td></td> <td>39</td> </tr> <tr> <td>Unencumbered Balance</td> <td></td> <td>11</td> </tr> </table>	Cumulative Appropriation		50	Expenditures / Encumbrances		39	Unencumbered Balance		11					
Cumulative Appropriation		50												
Expenditures / Encumbrances		39												
Unencumbered Balance		11												
<table border="1"> <tr> <td>Partial Closeout Thru</td> <td>FY10</td> <td>0</td> </tr> <tr> <td>New Partial Closeout</td> <td>FY11</td> <td>0</td> </tr> <tr> <td>Total Partial Closeout</td> <td></td> <td>0</td> </tr> </table>	Partial Closeout Thru	FY10	0	New Partial Closeout	FY11	0	Total Partial Closeout		0					
Partial Closeout Thru	FY10	0												
New Partial Closeout	FY11	0												
Total Partial Closeout		0												

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

April 24, 2012
No
None.
On-going

EXPENDITURE SCHEDULE (\$000)

Cost Element	Total	Thru FY11	Est. FY12	Total 6 Years	FY13	FY14	FY15	FY16	FY17	FY18	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	132,146	29,624	20,689	81,833	17,324	21,030	13,748	9,819	6,562	13,350	0
Total	132,146	29,624	20,689	81,833	17,324	21,030	13,748	9,819	6,562	13,350	*

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	24,965	1,246	11,053	12,666	4,666	1,600	1,600	1,600	1,600	1,600	0
Mass Transit Fund	57,045	0	2,211	54,834	325	19,030	11,748	7,819	4,562	11,350	0
Short-Term Financing	34,615	22,682	0	11,933	11,933	0	0	0	0	0	0
State Aid	7,540	4,740	400	2,400	400	400	400	400	400	400	0
Total	132,146	29,624	20,689	81,833	17,324	21,030	13,748	9,819	6,562	13,350	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 FY13-18 plan calls for the following:

FY13: 11 full-size and 28 small;

FY14: 21 full-size and 32 small;

FY15: 33 full-size;

FY16: 23 full-size;

FY17: 15 full-size;

FY18: 29 full-size;

COST CHANGE

Includes updated bus prices, acceleration of small bus fleet replacement from FY15 to FY13, acceleration of Compressed Natural Gas (CNG) bus replacement from FY14 to FY13 and FY17 to FY16, and addition of bus replacement needs for FY17 and FY18.

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

In FY13, 28 buses will be financed over seven years with short-term financing.

An additional \$3,066,000 in Federal aid is assumed in FY13 via the Clean Fuels Program.

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.

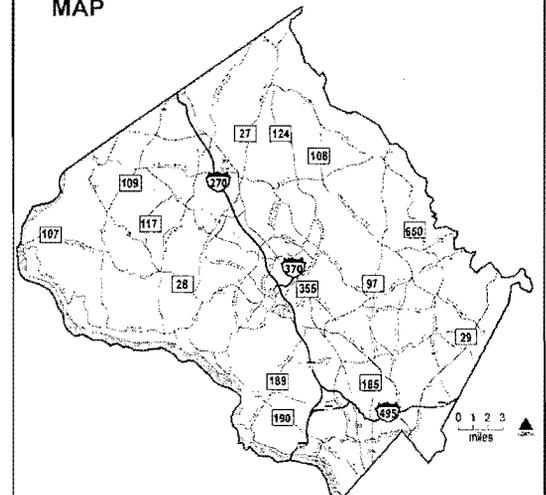
APPROPRIATION AND EXPENDITURE DATA

Date First Appropriation	FY09	(\$000)
First Cost Estimate		
Current Scope	FY13	132,146
Last FY's Cost Estimate		101,432
Appropriation Request	FY13	16,898
Appropriation Request Est.	FY14	21,030
Supplemental Appropriation Request		0
Transfer		0
Cumulative Appropriation		50,739
Expenditures / Encumbrances		36,171
Unencumbered Balance		14,568
Partial Closeout Thru	FY10	0
New Partial Closeout	FY11	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

April 27, 2012
No
None.
Under Construction

EXPENDITURE SCHEDULE (\$000)

Cost Element	Total	Thru FY11	Est. FY12	Total 6 Years	FY13	FY14	FY15	FY16	FY17	FY18	Beyond 6 Years
Planning, Design, and Supervision	20,037	11,686	6,751	1,600	1,600	0	0	0	0	0	0
Land	309	217	92	0	0	0	0	0	0	0	0
Site Improvements and Utilities	11,531	169	11,362	0	0	0	0	0	0	0	0
Construction	70,295	59,667	6,922	3,706	3,706	0	0	0	0	0	0
Other	7,285	524	6,761	0	0	0	0	0	0	0	0
Total	109,457	72,263	31,888	5,306	5,306	0	0	0	0	0	0

FUNDING SCHEDULE (\$000)

Contributions	868	0	0	868	868	0	0	0	0	0	0
Federal Aid	53,556	39,913	9,583	4,060	4,060	0	0	0	0	0	0
G.O. Bonds	31,245	24,811	6,356	78	78	0	0	0	0	0	0
Impact Tax	5,067	0	5,067	0	0	0	0	0	0	0	0
Land Sale	4,339	4,339	0	0	0	0	0	0	0	0	0
Mass Transit Fund	93	93	0	0	0	0	0	0	0	0	0
State Aid	14,289	3,107	10,882	300	300	0	0	0	0	0	0
Total	109,457	72,263	31,888	5,306	5,306	0	0	0	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 and an urban park. Phase III includes coordinated and integrated transit-oriented private development adjacent to the transit center by WMATA. 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 (taxi and kiss-and-ride). 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, 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 December 2011 to September 2012. The Gene Lynch Urban Park and decommissioning of the interim operating site (IOS) will be completed in FY13. An FY12 supplemental will be necessary to meet this schedule.

COST CHANGE

Cost change of \$10,611,000 reflects direct and delay costs resulting from required changes to the project scope. Direct change costs (approximately \$7,400,000) reflect costs related to different soil and utility conditions discovered at the site and scope changes, including unanticipated changes to meet WMATA requirements. The delay costs (approximately \$3,200,000) provide additional funding for nine months of contractor construction management, County and architecture/engineer construction administration, inspections, office rental, Van-Go costs, and maintenance of the Interim Operations Site (IOS). These costs do not include remediation of deficient slabs; these costs shall be borne by the construction contractor.

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

APPROPRIATION AND EXPENDITURE DATA	COORDINATION	MAP
Date First Appropriation	CSX Railroad	
First Cost Estimate	Federal Transit Administration	
Current Scope	Maryland Transit Administration	
Last FY's Cost Estimate	State Highway Administration	
	Maryland-National Capital Park and Planning Commission	
Appropriation Request	Department of Permitting Services	
Appropriation Request Est.	WMATA	
Supplemental Appropriation Request	Department of Transportation	
Transfer	Department of General Services	
	Department of Technology Services	
Cumulative Appropriation	Silver Spring Regional Services Center	
Expenditures / Encumbrances	Department of Police	
Unencumbered Balance	WSSC	
	PEPCO	
Partial Closeout Thru		
New Partial Closeout		
Total Partial Closeout		

See Map on Next Page

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

will complement the completed facility of the relocated MARC station and the bridge over CSX and Metro track.

FISCAL NOTE

The full cost of this project has increased to \$112,049,000 - 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).

Based on agreements with WMATA, Montgomery County will ultimately receive a share of land sale or lease proceeds and 50 percent reimbursement for sewer and water line relocations related to anticipated nearby private development. The amount and timing of these payments is not certain or known at this time and has not been included in the funding schedule. If developer contributions are received after this project is closed, they will be allocated to other capital projects.

Project budget reflects an FY12 supplemental and transfers from various transportation projects.

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.

Bethesda Lot 31 Parking Garage -- No. 500932

Category Transportation
 Subcategory Parking
 Administering Agency Transportation
 Planning Area Bethesda-Chevy Chase

Date Last Modified
 Required Adequate Public Facility
 Relocation Impact
 Status

May 04, 2012
 Yes
 None.
 Under Construction

EXPENDITURE SCHEDULE (\$000)

Cost Element	Total	Thru FY11	Est. FY12	Total 6 Years	FY13	FY14	FY15	FY16	FY17	FY18	Beyond 6 Years
Planning, Design, and Supervision	5,565	19	3,130	2,416	1,040	1,040	336	0	0	0	0
Land	0	0	0	0	0	0	0	0	0	0	0
Site Improvements and Utilities	2,768	2,435	333	0	0	0	0	0	0	0	0
Construction	48,336	0	2,054	46,282	24,313	20,736	1,233	0	0	0	0
Other	3,838	3	2,279	1,556	720	674	162	0	0	0	0
Total	60,507	2,457	7,796	50,254	26,073	22,450	1,731	0	0	0	0

FUNDING SCHEDULE (\$000)

Contributions	2,850	274	2,576	0	0	0	0	0	0	0	0
Current Revenue: Parking - Bethesda	1,073	2,183	5,220	-6,330	2,649	-10,710	1,731	0	0	0	0
Land Sale - Bethesda PLD	33,160	0	0	33,160	0	33,160	0	0	0	0	0
Revenue Bonds	23,424	0	0	23,424	23,424	0	0	0	0	0	0
Total	60,507	2,457	7,796	50,254	26,073	22,450	1,731	0	0	0	0

OPERATING BUDGET IMPACT (\$000)

Maintenance				468	0	0	117	117	117	117
Energy				484	0	0	121	121	121	121
Program-Other				1,686	0	0	369	439	439	439
Offset Revenue				-3,474	0	0	-675	-933	-933	-933
Net Impact				-836	0	0	-68	-256	-256	-256

DESCRIPTION

This project provides for the construction of a new, underground public parking garage under the land previously used as two County public parking lots and a portion of Woodmont Avenue in Bethesda. Design and construction will be performed by a private development partner selected through a competitive Request for Proposal process. The public parking garage will include approximately 940 County owned and operated spaces. A mixed use development (all privately funded and owned) will be built on top of the garage with 250 residential units and 40,000 square feet of retail space.

CAPACITY

The garage will consist of 940 County operated spaces with the private developer building and owning an additional 295 spaces.

ESTIMATED SCHEDULE

In accordance with the current General Development Agreement, construction will begin in FY12 and the new garage will open in September 2014 (FY15).

COST CHANGE

The public parking garage has been re-sized from a 5-level, 1,100 space garage to a 4-level, 940 space garage. Cost figures reflect the reduction in garage size. The 940 public parking spaces in the re-sized garage provide for adequate public parking and are consistent with the parking management strategies being incorporated into updated zoning requirements for parking associated with land use. Prior cost estimates were based on an initial Guaranteed Maximum Price (GMP) for the delivery of the public garage to the County on a turnkey basis, as defined by the General Development Agreement (GDA). The GDA provides for a final GMP to be established once the construction has been bid. The project has now advanced to that stage and the expenditures are now based on the final GMP.

JUSTIFICATION

Parking demand analysis performed by the Parking Operations program, and separately by M-NCPPC, recommended the addition of up to 1,300 public parking spaces in the Bethesda sector to support probable development allowed under Sector Plan guidelines. Additionally, the M-NCPPC Adopted Sector Plan calls for construction of public parking in underground garages with mixed use residential, retail, and commercial space above. Parking Demand Studies: Desman Associates 1996, updated 2000, 2003, and 2005. Master Plan: Bethesda CBD Sector Plan July 1994.

OTHER

Part of Woodmont Avenue south of Bethesda Avenue will be closed for a period during construction. This temporary road closure is not anticipated to coincide with the temporary closure of Elm Street during construction of the Bethesda Metro Station South Entrance project.

FISCAL NOTE

The project schedule is based on the executed General Development Agreement.

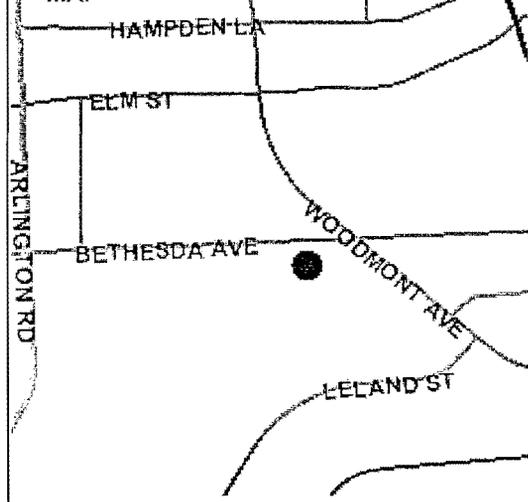
APPROPRIATION AND EXPENDITURE DATA

Date First Appropriation	FY09	(\$000)
First Cost Estimate	FY13	60,507
Current Scope		
Last FY's Cost Estimate		88,819
Appropriation Request	FY13	-28,312
Appropriation Request Est.	FY14	0
Supplemental Appropriation Request		0
Transfer		0
Cumulative Appropriation		88,819
Expenditures / Encumbrances		2,547
Unencumbered Balance		86,272
Partial Closeout Thru	FY10	0
New Partial Closeout	FY11	0
Total Partial Closeout		0

COORDINATION

M-NCPPC
 Bethesda Urban District
 Bethesda-Chevy Chase Regional Services Center
 Verizon
 PN Hoffman/Stonebridge Associates
 Department of General Services
 Bethesda Metro Station South Entrance project
 Special Capital Projects Legislation [Bill No. 20-08] was adopted by Council June 10, 2008.

MAP



Bethesda Lot 31 Parking Garage -- No. 500932 (continued)

OTHER DISCLOSURES

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

ADA Compliance: Transportation -- No. 509325

Category
Subcategory
Administering Agency
Planning Area

Transportation
Pedestrian Facilities/Bikeways
Transportation
Countywide

Date Last Modified
Required Adequate Public Facility
Relocation Impact
Status

May 03, 2012
No
None.
On-going

EXPENDITURE SCHEDULE (\$000)

Cost Element	Total	Thru FY11	Est. FY12	Total 6 Years	FY13	FY14	FY15	FY16	FY17	FY18	Beyond 6 Years
Planning, Design, and Supervision	2,612	863	0	1,466	225	225	225	225	283	283	283
Land	0	0	0	0	0	0	0	0	0	0	0
Site Improvements and Utilities	282	0	114	168	28	28	28	28	28	28	0
Construction	11,145	0	2,144	7,396	1,242	1,242	1,242	1,242	1,214	1,214	1,605
Other	8	0	8	0	0	0	0	0	0	0	0
Total	14,047	863	2,266	9,030	1,495	1,495	1,495	1,495	1,525	1,525	*

FUNDING SCHEDULE (\$000)

G.O. Bonds	14,047	863	2,266	9,030	1,495	1,495	1,495	1,495	1,525	1,525	1,888
Total	14,047	863	2,266	9,030	1,495	1,495	1,495	1,495	1,525	1,525	1,888

DESCRIPTION

This project provides for both curb ramps for sidewalks and new transportation accessibility construction in compliance with the requirements of the Americans with Disabilities Act of 1991 (ADA). This improvement program provides for planning, design, and reconstruction of existing Countywide infrastructure to enable obstruction-free access to public facilities, public transportation, Central Business Districts (CBDs), health facilities, shopping centers, and recreation. Curb ramp installation at intersections along residential roads will be constructed based on population density. Funds are provided for the removal of barriers to wheelchair users such as signs, poles, and fences, and for intersection improvements such as the reconstruction of median breaks and new curb ramps, crosswalks, and sidewalk connectors to bus stops. Curb ramps are needed to enable mobility for physically-impaired citizens, for the on-call transit program "Accessible Ride On," and for County-owned and leased facilities. A portion of this project will support the Renew Montgomery program. One aspect of this project will focus on improving pedestrian walkability by creating a safer walking environment, utilizing selected engineering technologies, and ensuring ADA compliance.

COST CHANGE

Cost increase due to the addition of overhead charges in FY17 and FY18.

JUSTIFICATION

Areas served by Metrorail and other densely populated areas have existing infrastructure which was constructed without adequate consideration of the specialized needs of persons with disabilities or impaired mobility. This project improves access to public facilities and services throughout the County in compliance with the ADA.

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>FY93</td> <td>(\$000)</td> </tr> <tr> <td>First Cost Estimate</td> <td>FY13</td> <td>14,047</td> </tr> <tr> <td>Current Scope</td> <td>FY13</td> <td>14,047</td> </tr> <tr> <td>Last FY's Cost Estimate</td> <td></td> <td>14,285</td> </tr> </table> <table border="1"> <tr> <td>Appropriation Request</td> <td>FY13</td> <td>1,495</td> </tr> <tr> <td>Appropriation Request Est.</td> <td>FY14</td> <td>1,495</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> <table border="1"> <tr> <td>Cumulative Appropriation</td> <td></td> <td>3,129</td> </tr> <tr> <td>Expenditures / Encumbrances</td> <td></td> <td>1,180</td> </tr> <tr> <td>Unencumbered Balance</td> <td></td> <td>1,949</td> </tr> </table> <table border="1"> <tr> <td>Partial Closeout Thru</td> <td>FY10</td> <td>20,015</td> </tr> <tr> <td>New Partial Closeout</td> <td>FY11</td> <td>0</td> </tr> <tr> <td>Total Partial Closeout</td> <td></td> <td>20,015</td> </tr> </table>	Date First Appropriation	FY93	(\$000)	First Cost Estimate	FY13	14,047	Current Scope	FY13	14,047	Last FY's Cost Estimate		14,285	Appropriation Request	FY13	1,495	Appropriation Request Est.	FY14	1,495	Supplemental Appropriation Request		0	Transfer		0	Cumulative Appropriation		3,129	Expenditures / Encumbrances		1,180	Unencumbered Balance		1,949	Partial Closeout Thru	FY10	20,015	New Partial Closeout	FY11	0	Total Partial Closeout		20,015	<p>COORDINATION</p> <p>Maryland Department of Transportation Washington Metropolitan Area Transit Authority Department of Housing and Community Affairs Department of Health and Human Services Commission on People with Disabilities Montgomery County Pedestrian Safety Advisory Committee Commission on Aging Maryland State Highway Administration MARC Rail Sidewalk and Infrastructure Revitalization Project Sidewalk Program - Minor Projects U.S. Department of Justice</p>	
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Bethesda Bikeway and Pedestrian Facilities -- No. 500119

Category	Transportation	Date Last Modified	May 03, 2012
Subcategory	Pedestrian Facilities/Bikeways	Required Adequate Public Facility	Yes
Administering Agency	Transportation	Relocation Impact	None.
Planning Area	Bethesda-Chevy Chase	Status	On-going

EXPENDITURE SCHEDULE (\$000)

Cost Element	Total	Thru FY11	Est. FY12	Total 6 Years	FY13	FY14	FY15	FY16	FY17	FY18	Beyond 6 Years
Planning, Design, and Supervision	1,454	1,107	0	347	0	260	87	0	0	0	0
Land	0	0	0	0	0	0	0	0	0	0	0
Site Improvements and Utilities	200	80	0	120	0	60	60	0	0	0	0
Construction	1,865	1,256	0	609	0	0	609	0	0	0	0
Other	1	1	0	0	0	0	0	0	0	0	0
Total	3,520	2,444	0	1,076	0	320	756	0	0	0	0

FUNDING SCHEDULE (\$000)

G.O. Bonds	3,520	2,444	0	1,076	0	320	756	0	0	0	0
Total	3,520	2,444	0	1,076	0	320	756	0	0	0	0

DESCRIPTION

This project provides bikeway network improvements and pedestrian intersection improvements as specified in the Bethesda Central Business District (CBD) Sector Plan to complete the requirements of Stage I development.

ESTIMATED SCHEDULE

The development of the Bethesda Lot 31 Parking Garage (No. 500932) is expected to be complete in Winter 2014 (FY15). The design and construction for the remaining projects (Bethesda Avenue, 47th Street, and Willow Lane bike facilities) is expected to be complete in FY15.

COST CHANGE

Cost change due to escalation in construction costs and overhead charges.

JUSTIFICATION

The Bethesda CBD has little net remaining capacity for employment under the current Stage I development restrictions. It is desirable to get the Bethesda CBD into Stage II development to increase employment capacity. The Bethesda CBD Sector Plan of 1994 recommends that certain bikeway and pedestrian improvements be implemented (see Table 5.2 of the Sector Plan) to allow the area to go to Stage II development.

Bethesda Central Business District Sector Plan, July 1994.

OTHER

The scope of work was planned and coordinated with local communities, property owners, and the Bethesda Urban Partnership before cost estimates for final design and construction were developed. Costs could be further refined and amended once feasibility is determined during the design process.

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;">FY04</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;">FY13</td> <td style="text-align: right;">3,520</td> </tr> <tr> <td>Last FY's Cost Estimate</td> <td></td> <td style="text-align: right;">3,420</td> </tr> <tr> <td colspan="3"> </td> </tr> <tr> <td>Appropriation Request</td> <td style="text-align: center;">FY13</td> <td style="text-align: right;">0</td> </tr> <tr> <td>Appropriation Request Est.</td> <td style="text-align: center;">FY14</td> <td style="text-align: right;">100</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;">3,420</td> </tr> <tr> <td>Expenditures / Encumbrances</td> <td></td> <td style="text-align: right;">2,473</td> </tr> <tr> <td>Unencumbered Balance</td> <td></td> <td style="text-align: right;">947</td> </tr> <tr> <td colspan="3"> </td> </tr> <tr> <td>Partial Closeout Thru</td> <td style="text-align: center;">FY10</td> <td style="text-align: right;">0</td> </tr> <tr> <td>New Partial Closeout</td> <td style="text-align: center;">FY11</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	FY04	(\$000)	First Cost Estimate			Current Scope	FY13	3,520	Last FY's Cost Estimate		3,420				Appropriation Request	FY13	0	Appropriation Request Est.	FY14	100	Supplemental Appropriation Request		0	Transfer		0				Cumulative Appropriation		3,420	Expenditures / Encumbrances		2,473	Unencumbered Balance		947				Partial Closeout Thru	FY10	0	New Partial Closeout	FY11	0	Total Partial Closeout		0	<p>COORDINATION</p> <p>Bethesda Chevy Chase Regional Services Center (BCC) Bethesda Urban Partnership Montgomery Bicycle Action Group Maryland-National Capital Park and Planning Commission Maryland State Highway Administration Bethesda CBD Streetscaping Hard Surface Trail Design and Construction Resurfacing Park Roads - Bridges Maryland Mass Transit Administration Washington Metropolitan Area Transit Authority</p>	<p>MAP</p> <p>See Map on Next Page</p>
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Bikeway Program – Minor Projects -- No. 507596

Category
Subcategory
Administering Agency
Planning Area

Transportation
Pedestrian Facilities/Bikeways
Transportation
Countywide

Date Last Modified
Required Adequate Public Facility
Relocation Impact
Status

May 03, 2012
No
None.
On-going

EXPENDITURE SCHEDULE (\$000)

Cost Element	Total	Thru FY11	Est. FY12	Total 6 Years	FY13	FY14	FY15	FY16	FY17	FY18	Beyond 6 Years
Planning, Design, and Supervision	1,481	337	246	898	140	140	140	140	169	169	0
Land	78	6	10	62	10	10	10	10	11	11	0
Site Improvements and Utilities	0	0	0	0	0	0	0	0	0	0	0
Construction	2,679	132	447	2,100	350	350	350	350	350	350	0
Other	0	0	0	0	0	0	0	0	0	0	0
Total	4,238	475	703	3,060	500	500	500	500	530	530	*

FUNDING SCHEDULE (\$000)

G.O. Bonds	3,981	475	696	2,810	250	500	500	500	530	530	0
State Aid	257	0	7	250	250	0	0	0	0	0	0
Total	4,238	475	703	3,060	500	500	500	500	530	530	0

OPERATING BUDGET IMPACT (\$000)

Maintenance				5	0	1	1	1	1	1	1
Net Impact				5	0	1	1	1	1	1	1

DESCRIPTION

This program provides for the planning, design, and construction of bikeways, trails, and directional route signs throughout the County. The purpose of this project is to develop the bikeway network specified by master plans and those requested by the community to provide access to commuter rail, mass transit, major employment centers, recreational and educational facilities, and other major attractions. Types of bikeways include shared use paths, designated lanes, and signed shared routes along existing roads. This program will construct bikeway facilities that will cost less than \$500,000 each.

ESTIMATED SCHEDULE

The Midcounty Highway bikeway project will be postponed until such time the Midcounty Corridor Study selects a preferred alignment (estimated to be in Spring 2013) to determine which side of the roadway is optimal for a off-road shared use path.

COST CHANGE

Cost increase due to the addition of FY17 and FY18 to this ongoing project and overhead charges, partially offset by reductions due to fiscal capacity.

JUSTIFICATION

There is a continuing and increasing need to develop a viable and effective bikeway and trail network throughout the County to increase bicyclist safety and mobility, provide an alternative to the use of automobiles, reduce traffic congestion, reduce air pollution, conserve energy, enhance quality of life, provide recreational opportunities, and encourage healthy life styles.

This project implements the bikeways recommended in local area master plans, in the 2005 Countywide Bikeways Functional Master Plan and those identified by individuals, communities, the Montgomery County Bicycle Action Group, or bikeway segments and connectors necessitated by the subdivision process. Projects identified by individuals and communities will be used as an ongoing project guide which will be implemented in accordance with the funds available in each fiscal year. This program also complements and augments the bikeways that are included in road projects.

OTHER

Subprojects for FY13 and FY14:

FY13: River Road from Riverwood Drive to River Oak Drive; wayside along the Bethesda Trolley Trail; and Clopper Road from Hopkins Road to Kingsview Drive.

FY14: River Road from Riverwood Drive to River Oak Drive; and Shady Grove Road from Choke Cherry Road to Corporate Boulevard.

Prior to FY13, this project was known as the "Annual Bikeway Program."

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>FY75</td> <td>(\$000)</td> </tr> <tr> <td>First Cost Estimate</td> <td></td> <td></td> </tr> <tr> <td>Current Scope</td> <td>FY13</td> <td>4,238</td> </tr> <tr> <td>Last FY's Cost Estimate</td> <td></td> <td>3,378</td> </tr> </table>	Date First Appropriation	FY75	(\$000)	First Cost Estimate			Current Scope	FY13	4,238	Last FY's Cost Estimate		3,378	<p>Maryland State Highway Administration M-NCPPC Hard Surface Trail Design and Construction M-NCPPC Hard Surface Trail Renovation Department of Transportation Department of Police Washington Metropolitan Area Transit Authority Maryland Mass Transit Authority Silver Spring Regional Transportation Advisory Board Montgomery County Bicycle Action Group Coalition for the Capital Crescent Trail Montgomery Bicycle Advocates</p>	<p>The map shows the outline of Montgomery County with various road numbers marked: 107, 109, 117, 127, 124, 100, 650, 28, 356, 97, 189, 195, 190, and 495. A scale bar at the bottom right indicates 0, 1, 2, 3 miles.</p>
Date First Appropriation	FY75	(\$000)												
First Cost Estimate														
Current Scope	FY13	4,238												
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<table border="1"> <tr> <td>Appropriation Request</td> <td>FY13</td> <td>500</td> </tr> <tr> <td>Appropriation Request Est.</td> <td>FY14</td> <td>500</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	FY13	500	Appropriation Request Est.	FY14	500	Supplemental Appropriation Request		0	Transfer		0		
Appropriation Request	FY13	500												
Appropriation Request Est.	FY14	500												
Supplemental Appropriation Request		0												
Transfer		0												
<table border="1"> <tr> <td>Cumulative Appropriation</td> <td></td> <td>1,178</td> </tr> <tr> <td>Expenditures / Encumbrances</td> <td></td> <td>518</td> </tr> <tr> <td>Unencumbered Balance</td> <td></td> <td>660</td> </tr> </table>	Cumulative Appropriation		1,178	Expenditures / Encumbrances		518	Unencumbered Balance		660					
Cumulative Appropriation		1,178												
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Unencumbered Balance		660												
<table border="1"> <tr> <td>Partial Closeout Thru</td> <td>FY10</td> <td>6,282</td> </tr> <tr> <td>New Partial Closeout</td> <td>FY11</td> <td>0</td> </tr> <tr> <td>Total Partial Closeout</td> <td></td> <td>6,282</td> </tr> </table>	Partial Closeout Thru	FY10	6,282	New Partial Closeout	FY11	0	Total Partial Closeout		6,282					
Partial Closeout Thru	FY10	6,282												
New Partial Closeout	FY11	0												
Total Partial Closeout		6,282												

Capital Crescent Trail -- No. 501316

Category	Transportation	Date Last Modified	May 07, 2012
Subcategory	Pedestrian Facilities/Bikeways	Required Adequate Public Facility	No
Administering Agency	Transportation	Relocation Impact	None.
Planning Area	Bethesda-Chevy Chase	Status	Preliminary Design Stage

EXPENDITURE SCHEDULE (\$000)

Cost Element	Total	Thru FY11	Est. FY12	Total 6 Years	FY13	FY14	FY15	FY16	FY17	FY18	Beyond 6 Years
Planning, Design, and Supervision	6,000	0	0	6,000	0	0	3,000	0	0	3,000	0
Land	1,400	0	0	0	0	0	0	0	0	0	1,400
Site Improvements and Utilities	0	0	0	0	0	0	0	0	0	0	0
Construction	42,100	0	0	21,600	0	0	0	4,320	8,640	8,640	20,500
Other	0	0	0	0	0	0	0	0	0	0	0
Total	49,500	0	0	27,600	0	0	3,000	4,320	8,640	11,640	21,900

FUNDING SCHEDULE (\$000)

G.O. Bonds	49,500	0	0	27,600	0	0	3,000	4,320	8,640	11,640	21,900
Total	49,500	0	0	27,600	0	0	3,000	4,320	8,640	11,640	21,900

DESCRIPTION

This project provides for the funding of the Capital Crescent trail, including the main trail from Elm Street Park in Bethesda to Silver Spring as a largely 12'-wide hard-surface hiker-biker path, connector paths at several locations, a new bridge over Connecticut Avenue, a new underpass beneath Jones Mill Road, supplemental landscaping and amenities, and lighting at trail junctions, underpasses, and other critical locations.

ESTIMATED SCHEDULE

The interim trail along the Georgetown Branch right-of-way between Bethesda and Lyttonsville will be upgraded to a permanent trail between FY16 and FY18, concurrent with the Purple Line construction schedule in that segment. The new extension of the trail on the northeast side of the Metropolitan Branch Trail between Lyttonsville and the Silver Spring Transit Center will be built in FY19 and FY20. The Metropolitan Branch segment will be opened concurrently with the planned opening of the Purple Line in 2020.

JUSTIFICATION

This trail will be part of a larger system to enable non-motorized traffic in the Washington, DC region. This trail will connect to the existing Capital Crescent Trail from Bethesda to Georgetown, the Metropolitan Branch Trail from Silver Spring to Union Station, and the Rock Creek Bike Trail from northern Montgomery County to Georgetown. The trail will serve pedestrians, bicyclists, joggers, and skaters, and will be compliant with the Americans with Disabilities Act of 1990 (ADA), the Bethesda CBD Sector Plan, and the Purple Line Functional Master Plan.

OTHER

The County will continue to coordinate with the Maryland Transit Administration (MTA) to identify options to build a sidewalk or path alongside the Purple Line beneath Wisconsin Avenue and the Air Rights and Apex buildings in Bethesda. If the County and the MTA identify feasible options, the County will consider adding them to the scope of this project in the future.

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;">FY09</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;">FY13</td> <td style="text-align: right;">49,500</td> </tr> <tr> <td>Last FY's Cost Estimate</td> <td></td> <td style="text-align: center;">0</td> </tr> <tr> <td colspan="3"> </td> </tr> <tr> <td>Appropriation Request</td> <td style="text-align: center;">FY13</td> <td style="text-align: center;">0</td> </tr> <tr> <td>Appropriation Request Est.</td> <td style="text-align: center;">FY14</td> <td style="text-align: center;">0</td> </tr> <tr> <td>Supplemental Appropriation Request</td> <td></td> <td style="text-align: center;">0</td> </tr> <tr> <td>Transfer</td> <td></td> <td style="text-align: center;">0</td> </tr> <tr> <td colspan="3"> </td> </tr> <tr> <td>Cumulative Appropriation</td> <td></td> <td style="text-align: center;">0</td> </tr> <tr> <td>Expenditures / Encumbrances</td> <td></td> <td style="text-align: center;">0</td> </tr> <tr> <td>Unencumbered Balance</td> <td></td> <td style="text-align: center;">0</td> </tr> <tr> <td colspan="3"> </td> </tr> <tr> <td>Partial Closeout Thru</td> <td style="text-align: center;">FY10</td> <td style="text-align: center;">0</td> </tr> <tr> <td>New Partial Closeout</td> <td style="text-align: center;">FY11</td> <td style="text-align: center;">0</td> </tr> <tr> <td>Total Partial Closeout</td> <td></td> <td style="text-align: center;">0</td> </tr> </table>	Date First Appropriation	FY09	(\$000)	First Cost Estimate			Current Scope	FY13	49,500	Last FY's Cost Estimate		0				Appropriation Request	FY13	0	Appropriation Request Est.	FY14	0	Supplemental Appropriation Request		0	Transfer		0				Cumulative Appropriation		0	Expenditures / Encumbrances		0	Unencumbered Balance		0				Partial Closeout Thru	FY10	0	New Partial Closeout	FY11	0	Total Partial Closeout		0	<p>COORDINATION</p> <p>Maryland Transit Administration Maryland Department of Transportation State Highway Administration Maryland-National Capital Park and Planning Commission Bethesda Bikeway and Pedestrian Facilities Coalition for the Capital Crescent Trail CSX Transportation Washington Metropolitan Area Transit Authority</p>	<p>MAP</p> <p style="font-size: 1.2em;">See Map on Next Page</p>
Date First Appropriation	FY09	(\$000)																																																			
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Current Scope	FY13	49,500																																																			
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New Partial Closeout	FY11	0																																																			
Total Partial Closeout		0																																																			

Falls Road East Side Hiker/ Biker Path -- No. 500905

Category	Transportation	Date Last Modified	April 25, 2012
Subcategory	Pedestrian Facilities/Bikeways	Required Adequate Public Facility	No
Administering Agency	Transportation	Relocation Impact	None.
Planning Area	Potomac-Travilah	Status	Final Design Stage

EXPENDITURE SCHEDULE (\$000)

Cost Element	Total	Thru FY11	Est. FY12	Total 6 Years	FY13	FY14	FY15	FY16	FY17	FY18	Beyond 6 Years
Planning, Design, and Supervision	1,292	0	0	119	0	0	0	0	0	119	1,173
Land	2,700	0	0	0	0	0	0	0	0	0	2,700
Site Improvements and Utilities	3,000	0	0	0	0	0	0	0	0	0	3,000
Construction	15,348	0	0	0	0	0	0	0	0	0	15,348
Other	0	0	0	0	0	0	0	0	0	0	0
Total	22,340	0	0	119	0	0	0	0	0	119	22,221

FUNDING SCHEDULE (\$000)

G.O. Bonds	16,021	0	0	119	0	0	0	0	0	119	15,902
Impact Tax	6,244	0	0	0	0	0	0	0	0	0	6,244
Intergovernmental	75	0	0	0	0	0	0	0	0	0	75
Total	22,340	0	0	119	0	0	0	0	0	119	22,221

DESCRIPTION

This project provides funds to develop final design plans, acquire right-of-way, and construct approximately 4 miles of an 8-foot bituminous hiker/biker path along the east side of Falls Road from River Road to Dunster Road. Falls Road is classified as a major highway and has a number of side street connections along the project corridor. The path will provide pedestrians and cyclists safe access to communities along this project corridor, and will provide a connection to existing pedestrian facilities to the north (Rockville) and to the south (Potomac).

COST CHANGE

Increase due to inflation and overhead charges.

JUSTIFICATION

This path provides much needed access to public transportation along Falls Road. The path will provide pedestrian access to the following destinations: bus stops along Falls Road, Bullis School, Ritchie Park Elementary School, Potomac Community Center, Potomac Library, Potomac Village Shopping Center, Potomac Promenade Shopping Center, Heritage Farm Park, Falls Road Golf Club, Falls Road Park, and a number of religious facilities along Falls Road.

The 2002 Potomac Subregion Master Plan calls for a Class I (off-road) bike path along Falls Road from the Rockville City limit to MacArthur Boulevard. The path is a missing link between existing bicycle facilities within the City of Rockville and existing path along Falls Road south of River Road.

FISCAL NOTE

Project deferred due to fiscal capacity. Intergovernmental revenue represents the Washington Suburban Sanitary Commission's (WSSC) portion of the water and sewer relocation costs. Federal Transportation Enhancement Funds will be pursued after property acquisition has been completed.

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;">FY</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;">FY13</td> <td style="text-align: right;">22,340</td> </tr> <tr> <td>Last FY's Cost Estimate</td> <td></td> <td style="text-align: right;">20,855</td> </tr> <tr> <td>Appropriation Request</td> <td style="text-align: center;">FY13</td> <td style="text-align: right;">0</td> </tr> <tr> <td>Appropriation Request Est.</td> <td style="text-align: center;">FY14</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>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>Partial Closeout Thru</td> <td style="text-align: center;">FY10</td> <td style="text-align: right;">0</td> </tr> <tr> <td>New Partial Closeout</td> <td style="text-align: center;">FY11</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	FY	(\$000)	First Cost Estimate			Current Scope	FY13	22,340	Last FY's Cost Estimate		20,855	Appropriation Request	FY13	0	Appropriation Request Est.	FY14	0	Supplemental Appropriation Request		0	Transfer		0	Cumulative Appropriation		0	Expenditures / Encumbrances		0	Unencumbered Balance		0	Partial Closeout Thru	FY10	0	New Partial Closeout	FY11	0	Total Partial Closeout		0	<p>COORDINATION</p> <p>Maryland-National Capital Park and Planning Commission State Highway Administration Utility Companies Department of Environmental Protection Department of Permitting Services Washington Gas PEPCO Verizon Maryland Department of Natural Resources Annual Bikeway Program</p>	<p>See Map on Next Page</p>
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Partial Closeout Thru	FY10	0																																										
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Frederick Road Bike Path -- No. 501118

Category Transportation
 Subcategory Pedestrian Facilities/Bikeways
 Administering Agency Transportation
 Planning Area Germantown

Date Last Modified May 02, 2012
 Required Adequate Public Facility No
 Relocation Impact None.
 Status Preliminary Design Stage

May 02, 2012
 No
 None.
 Preliminary Design Stage

EXPENDITURE SCHEDULE (\$000)

Cost Element	Total	Thru FY11	Est. FY12	Total 6 Years	FY13	FY14	FY15	FY16	FY17	FY18	Beyond 6 Years
Planning, Design, and Supervision	932	120	582	230	30	30	85	85	0	0	0
Land	378	0	0	378	10	368	0	0	0	0	0
Site Improvements and Utilities	505	0	0	505	0	0	305	200	0	0	0
Construction	3,721	0	0	3,721	0	0	2,250	1,471	0	0	0
Other	0	0	0	0	0	0	0	0	0	0	0
Total	5,536	120	582	4,834	40	398	2,640	1,756	0	0	0

FUNDING SCHEDULE (\$000)

G.O. Bonds	5,536	120	582	4,834	40	398	2,640	1,756	0	0	0
Total	5,536	120	582	4,834	40	398	2,640	1,756	0	0	0

OPERATING BUDGET IMPACT (\$000)

Maintenance				5	0	1	1	1	1	1	1
Net Impact				5	0	1	1	1	1	1	1

DESCRIPTION

This project provides for the design, land acquisition, and construction of a new 8-foot wide hiker-biker path along the west side of Frederick Road (MD 355) between Stringtown Road and the existing hiker-biker path near Milestone Manor Lane, a distance of approximately 2.5 miles. The entire project will replace about 0.9 miles of existing sidewalk segments in order to provide a continuous route serving two schools, two parks, and a church. The project includes streetlights and street trees.

ESTIMATED SCHEDULE

The project will be completed in FY16.

COST CHANGE

Cost increase due to the addition of land acquisition and construction costs.

JUSTIFICATION

This project would provide the first bike path connection between Clarksburg and north Germantown.

FISCAL NOTE

Funds for this project were originally programmed in Public Facilities Roads No. 507310.

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.

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>FY13</td> <td>5,536</td> </tr> <tr> <td>Last FY's Cost Estimate</td> <td></td> <td>702</td> </tr> </table>	Date First Appropriation	FY11	(\$000)	First Cost Estimate	FY13	5,536	Last FY's Cost Estimate		702	Maryland State Highway Administration Maryland-National Capital Park and Planning Commission Utility Companies	See Map on Next Page	
Date First Appropriation	FY11	(\$000)										
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Last FY's Cost Estimate		702										
<table border="1"> <tr> <td>Appropriation Request</td> <td>FY13</td> <td>438</td> </tr> <tr> <td>Appropriation Request Est.</td> <td>FY14</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	FY13	438	Appropriation Request Est.	FY14	0	Supplemental Appropriation Request		0	Transfer		0
Appropriation Request	FY13	438										
Appropriation Request Est.	FY14	0										
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<table border="1"> <tr> <td>Cumulative Appropriation</td> <td></td> <td>702</td> </tr> <tr> <td>Expenditures / Encumbrances</td> <td></td> <td>627</td> </tr> <tr> <td>Unencumbered Balance</td> <td></td> <td>75</td> </tr> </table>	Cumulative Appropriation		702	Expenditures / Encumbrances		627	Unencumbered Balance		75			
Cumulative Appropriation		702										
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MD 355 Sidewalk (Hyattstown) -- No. 501104

Category
Subcategory
Administering Agency
Planning Area

Transportation
Pedestrian Facilities/Bikeways
Transportation
Clarksburg

Date Last Modified
Required Adequate Public Facility
Relocation Impact
Status

March 21, 2012
No
None.
Preliminary Design Stage

EXPENDITURE SCHEDULE (\$000)

Cost Element	Total	Thru FY11	Est. FY12	Total 6 Years	FY13	FY14	FY15	FY16	FY17	FY18	Beyond 6 Years
Planning, Design, and Supervision	859	97	507	255	10	245	0	0	0	0	0
Land	102	2	0	100	100	0	0	0	0	0	0
Site Improvements and Utilities	324	0	108	216	56	160	0	0	0	0	0
Construction	895	0	0	895	0	895	0	0	0	0	0
Other	0	0	0	0	0	0	0	0	0	0	0
Total	2,180	99	615	1,466	166	1,300	0	0	0	0	0

FUNDING SCHEDULE (\$000)

G.O. Bonds	2,175	99	615	1,461	166	1,295	0	0	0	0	0
Intergovernmental	5	0	0	5	0	5	0	0	0	0	0
Total	2,180	99	615	1,466	166	1,300	0	0	0	0	0

OPERATING BUDGET IMPACT (\$000)

Maintenance				4	0	0	1	1	1	1
Net Impact				4	0	0	1	1	1	1

DESCRIPTION

This project provides for the rehabilitation of existing sidewalk and for construction of a ½ mile section of continuous sidewalk along the west side of MD 355 between Hyattstown Mill Road and a point just south of the Montgomery/Frederick County line, and along the east side of MD 355 from the crosswalk in the center of Hyattstown Mill Road to a point just south of the Frederick County boundary. The sidewalk will connect Hyattstown Historical District to the Little Bennett Regional Park and provide safe pedestrian access to transit stops, retail stores, and residences adjacent to the roadway. It requires significant coordination with the Maryland Historical Trust (MHT), Maryland-National Capital Park and Planning Commission's (M-NCPPC) Office of Historic Preservation, Maryland State Highway Administration, and the local businesses and the property owners/residents.

ESTIMATED SCHEDULE

Preliminary design is complete. Final design started in Summer 2011 and will be completed by Winter 2013. Land acquisition to be completed by Fall 2013. Construction to start in Fall 2013 and to be completed in 9 months. Interim spot improvements will take place during FY12.

COST CHANGE

Cost increase due to addition of land acquisition, construction, site improvements, utilities, and overhead charges.

JUSTIFICATION

This sidewalk provides a safe and more direct pedestrian access to neighborhoods, retail stores, civic space, and transit stops within the Hyattstown Historic District. The project will also provide the community with a direct link between the town and the Little Bennett Regional Park. The 1994 Clarksburg Master Plan and Hyattstown Special Study Area encourages the installation of sidewalk along the MD 355 (Frederick Road) within the town. The existing sidewalk has deteriorated and needs immediate improvements. There is an October 2003 MD 355 (Frederick Road) Sidewalk Feasibility Study prepared by the Maryland State Highway Administration (SHA). A review of impacts to pedestrians, bicyclists and the requirements of the ADA (Americans with Disabilities Act of 1991) is being performed and addressed by this project. The Clarksburg Master Plan & Hyattstown Special Study Area, Approved and Adopted in June 1994 recommends that, as part of the preservation of the historic district of Hyattstown, sidewalks be installed along Frederick Road, "where topography allows, as long as the sidewalks are informal and meandering." The Master Plan also recommends the installation of lighting and street furniture, the creation of community gateways at both ends of the study limits, and planting of street trees in an informal pattern.

OTHER

Project scope and schedule have been revised for FY13. All costs were based on preliminary design. Original project costs were based on a preliminary construction cost estimate for the rehabilitation of the existing sidewalk.

FISCAL NOTE

Intergovernmental funding includes a WSSC contribution based on the Memorandum of Understanding between DOT and WSSC dated November 30, 1984.

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>FY13</td> <td>2,180</td> </tr> <tr> <td>Current Scope</td> <td></td> <td></td> </tr> <tr> <td>Last FY's Cost Estimate</td> <td></td> <td>714</td> </tr> </table>	Date First Appropriation	FY11	(\$000)	First Cost Estimate	FY13	2,180	Current Scope			Last FY's Cost Estimate		714	Maryland Department of the Environment Montgomery County Department of Permitting Services Maryland-National Capital Park and Planning Commission Maryland State Highway Administration Maryland Historical Trust Utility Companies Upcounty Regional Services Center	See Map on Next Page
Date First Appropriation	FY11	(\$000)												
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Last FY's Cost Estimate		714												
<table border="1"> <tr> <td>Appropriation Request</td> <td>FY13</td> <td>166</td> </tr> <tr> <td>Appropriation Request Est.</td> <td>FY14</td> <td>1,300</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	FY13	166	Appropriation Request Est.	FY14	1,300	Supplemental Appropriation Request		0	Transfer		0		
Appropriation Request	FY13	166												
Appropriation Request Est.	FY14	1,300												
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<table border="1"> <tr> <td>Cumulative Appropriation</td> <td>714</td> </tr> <tr> <td>Expenditures / Encumbrances</td> <td>120</td> </tr> <tr> <td>Unencumbered Balance</td> <td>594</td> </tr> </table>	Cumulative Appropriation	714	Expenditures / Encumbrances	120	Unencumbered Balance	594								
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Partial Closeout Thru	FY10	0												
New Partial Closeout	FY11	0												
Total Partial Closeout		0												

Metropolitan Branch Trail -- No. 501110

Category	Transportation	Date Last Modified	May 07, 2012
Subcategory	Pedestrian Facilities/Bikeways	Required Adequate Public Facility	No
Administering Agency	Transportation	Relocation Impact	None.
Planning Area	Silver Spring	Status	Preliminary Design Stage

EXPENDITURE SCHEDULE (\$000)

Cost Element	Total	Thru FY11	Est. FY12	Total 6 Years	FY13	FY14	FY15	FY16	FY17	FY18	Beyond 6 Years
Planning, Design, and Supervision	2,683	418	630	1,635	762	118	295	460	0	0	0
Land	2,528	8	0	2,520	1,000	1,000	520	0	0	0	0
Site Improvements and Utilities	643	0	0	643	0	0	312	331	0	0	0
Construction	6,293	0	0	6,293	0	0	3,093	3,200	0	0	0
Other	0	0	0	0	0	0	0	0	0	0	0
Total	12,147	426	630	11,091	1,762	1,118	4,220	3,991	0	0	0

FUNDING SCHEDULE (\$000)

G.O. Bonds	12,147	426	630	11,091	1,762	1,118	4,220	3,991	0	0	0
Total	12,147	426	630	11,091	1,762	1,118	4,220	3,991	0	0	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. The trail will be designed to be 8 feet to 10 feet in width. This project also includes the land acquisition, site improvements, utility relocations, and construction of the project from the Silver Spring Transit Center to the east side of Georgia Avenue, including a new or expanded bridge over Georgia Avenue, as well as the segment along Fenton Street, from King Street to the north end of the existing trail. The design will also include a grade-separated crossing of Burlington Avenue, the narrowing of Selim Road, the trail segment on King Street, and the construction of new retaining walls and reconstruction of existing retaining walls.

COST CHANGE

Cost change due to the addition of the Fenton Street path segment and overhead charges.

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 will serve 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 was under Facility Planning: Transportation.

FISCAL NOTE

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																																										
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Needwood Road Bikepath -- No. 501304

Category	Transportation	Date Last Modified	May 03, 2012
Subcategory	Pedestrian Facilities/Bikeways	Required Adequate Public Facility	Yes
Administering Agency	Transportation	Relocation Impact	None.
Planning Area	Shady Grove Vicinity	Status	Planning Stage

EXPENDITURE SCHEDULE (\$000)

Cost Element	Total	Thru FY11	Est. FY12	Total 6 Years	FY13	FY14	FY15	FY16	FY17	FY18	Beyond 6 Years
Planning, Design, and Supervision	1,000	0	0	1,000	0	0	330	170	330	170	0
Land	100	0	0	100	0	0	0	50	50	0	0
Site Improvements and Utilities	370	0	0	370	0	0	0	0	100	270	0
Construction	2,730	0	0	2,730	0	0	0	0	1,820	910	0
Other	0	0	0	0	0	0	0	0	0	0	0
Total	4,200	0	0	4,200	0	0	330	220	2,300	1,350	0

FUNDING SCHEDULE (\$000)

G.O. Bonds	4,200	0	0	4,200	0	0	330	220	2,300	1,350	0
Total	4,200	0	0	4,200	0	0	330	220	2,300	1,350	0

DESCRIPTION

This project provides for the design and construction of a new 8-foot wide shared use path along the south side of Needwood Road, a distance of approximately 1.7 miles, between Deer Lake Road and Muncaster Mill Road (MD 115) in order to provide a safe and continuous pedestrian and bike connection to the Shady Grove Metro Station, Colonel Zadok Magruder High School, the ICC Shared Use Path, Rock Creek Trail, future North Branch Trail, and Rock Creek Regional Park (Lake Needwood). The project will also include the design and construction of the crossing of Muncaster Mill Road a Needwood Road intersection and a new 6-foot sidewalk along the east side of Muncaster Mill Road, a distance of approximately 450 feet, from Needwood Road to Colonel Zadok Magruder High School.

ESTIMATED SCHEDULE

The design is estimated to start in FY15. The construction is estimated to start in FY17 and be complete by FY18.

JUSTIFICATION

This project will provide for a safe and continuous pedestrian and bike access to Shady Grove Metro Station, schools, parks and bicycle trails to enhance multi-modal transportation for commuters and recreational users. The Upper Rock Creek Area Master Plan (2004) and Countywide Bikeways Functional Master Plan (2005) propose a dual bikeway - shared use path and on-road bike lanes - on Needwood Road from Redland Road to Muncaster Mill Road. Design of this project will not preclude the future implementation of on-road bike lanes on Needwood Road.

FISCAL NOTE

Funds for this project were originally programmed in Annual Bikeway Program.

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>FY13</td> <td>(\$000)</td> </tr> <tr> <td>First Cost Estimate</td> <td>FY13</td> <td>4,200</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> <tr> <td colspan="3"> </td> </tr> <tr> <td>Appropriation Request</td> <td>FY13</td> <td>0</td> </tr> <tr> <td>Appropriation Request Est.</td> <td>FY14</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>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> <tr> <td colspan="3"> </td> </tr> <tr> <td>Partial Closeout Thru</td> <td>FY10</td> <td>0</td> </tr> <tr> <td>New Partial Closeout</td> <td>FY11</td> <td>0</td> </tr> <tr> <td>Total Partial Closeout</td> <td></td> <td>0</td> </tr> </table>	Date First Appropriation	FY13	(\$000)	First Cost Estimate	FY13	4,200	Current Scope			Last FY's Cost Estimate		0				Appropriation Request	FY13	0	Appropriation Request Est.	FY14	0	Supplemental Appropriation Request		0	Transfer		0				Cumulative Appropriation		0	Expenditures / Encumbrances		0	Unencumbered Balance		0				Partial Closeout Thru	FY10	0	New Partial Closeout	FY11	0	Total Partial Closeout		0	<p>Maryland State Highway Administration Maryland-National Capital Park and Planning Commission</p>	<p>See Map on Next Page</p>
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Total Partial Closeout		0																																																			

Seven Locks Bikeway & Safety Improvements -- No. 501303

Category	Transportation	Date Last Modified	April 25, 2012
Subcategory	Pedestrian Facilities/Bikeways	Required Adequate Public Facility	No
Administering Agency	Transportation	Relocation Impact	None.
Planning Area	Potomac-Travilah	Status	Preliminary Design Stage

EXPENDITURE SCHEDULE (\$000)

Cost Element	Total	Thru FY11	Est. FY12	Total 6 Years	FY13	FY14	FY15	FY16	FY17	FY18	Beyond 6 Years
Planning, Design, and Supervision	3,916	0	0	982	0	0	0	0	0	982	2,934
Land	7,021	0	0	0	0	0	0	0	0	0	7,021
Site Improvements and Utilities	1,016	0	0	0	0	0	0	0	0	0	1,016
Construction	15,047	0	0	0	0	0	0	0	0	0	15,047
Other	0	0	0	0	0	0	0	0	0	0	0
Total	27,000	0	0	982	0	0	0	0	0	982	26,018

FUNDING SCHEDULE (\$000)

G.O. Bonds	27,000	0	0	982	0	0	0	0	0	982	26,018
Total	27,000	0	0	982	0	0	0	0	0	982	26,018

DESCRIPTION

This project provides for pedestrian and bicycle improvements for dual bicycle facilities (on-road and off-road), and enhanced, continuous pedestrian facilities along Seven Locks Road from Montrose Road to Bradley Boulevard (3.3 miles) plus a bike path on Montrose Road between Seven Locks Road and the I-270 ramp, plus northbound and eastbound auxiliary through lanes with on-road bike lanes at the intersection of Seven Locks Road and Tuckerman Lane.

The project is broken down into three phases: Phase I provides dual bikeway and pedestrian facilities for the segment of Seven Locks Road from Montrose Road to Tuckerman Lane including the bike path on Montrose and the improvements to the Tuckerman Lane intersection. Phase II provides a dual bikeway and pedestrian facilities for the segment of Seven Locks Road from Tuckerman Lane to Democracy Boulevard. Phase III provides a dual bikeway and pedestrian facilities for the segment of Seven Locks Road from Democracy Boulevard to Bradley Boulevard.

JUSTIFICATION

This project is needed to address bicycle facility disconnects along Seven Locks Road. The roadway lacks adequate north-south, on-road/off-road bicycle facilities necessary to provide continuity and connection between existing and future bike facilities. Continuous bicycle and pedestrian facilities are needed to allow safe access to residential, retail and commercial destinations, as well as existing religious and educational and facilities.

Plans and studies include:

2002 Potomac Sub-Region Master Plan
 2005 Countywide Bikeways Master Plan
 MCDOT Facility Planning Phase I & II

OTHER

Project scope and schedule are new for FY13. Costs are based on preliminary design. This project currently provides funding for Phase I improvements only.

FISCAL NOTE

The total estimated cost of the project for all three phases is in the \$50 to \$60 million range, including design, land acquisition, site improvements, utility relocation, and construction. The project can be built in phases to better absorb cost and financial constraints.

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;">FY09</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;">FY13</td> <td style="text-align: right;">27,000</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;">FY13</td> <td style="text-align: right;">0</td> </tr> <tr> <td>Appropriation Request Est.</td> <td style="text-align: center;">FY14</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;">FY10</td> <td style="text-align: right;">0</td> </tr> <tr> <td>New Partial Closeout</td> <td style="text-align: center;">FY11</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	FY09	(\$000)	First Cost Estimate			Current Scope	FY13	27,000	Last FY's Cost Estimate		0				Appropriation Request	FY13	0	Appropriation Request Est.	FY14	0	Supplemental Appropriation Request		0	Transfer		0				Cumulative Appropriation		0	Expenditures / Encumbrances		0	Unencumbered Balance		0				Partial Closeout Thru	FY10	0	New Partial Closeout	FY11	0	Total Partial Closeout		0	<p>Maryland-National Capital Park and Planning Commission Department of Permitting Services PEPCO Verizon Washington Gas Washington Suburban Sanitary Commission</p>	<p>See Map on Next Page</p>
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Sidewalk Program -- Minor Projects -- No. 506747

Category
Subcategory
Administering Agency
Planning Area

Transportation
Pedestrian Facilities/Bikeways
Transportation
Countywide

Date Last Modified
Required Adequate Public Facility
Relocation Impact
Status

May 07, 2012
No
None.
On-going

EXPENDITURE SCHEDULE (\$000)

Cost Element	Total	Thru FY11	Est. FY12	Total 6 Years	FY13	FY14	FY15	FY16	FY17	FY18	Beyond 6 Years
Planning, Design, and Supervision	4,597	1,673	0	2,924	471	471	471	471	520	520	0
Land	65	23	6	36	6	6	6	6	6	6	0
Site Improvements and Utilities	159	0	75	84	14	14	14	14	14	14	0
Construction	14,803	0	3,609	11,194	1,824	1,874	1,874	1,874	1,874	1,874	0
Other	0	0	0	0	0	0	0	0	0	0	0
Total	19,624	1,696	3,690	14,238	2,315	2,365	2,365	2,365	2,414	2,414	0

FUNDING SCHEDULE (\$000)

	Total	FY11	FY12	Total 6 Years	FY13	FY14	FY15	FY16	FY17	FY18	Beyond 6 Years
G.O. Bonds	19,290	1,696	3,356	14,238	2,315	2,365	2,365	2,365	2,414	2,414	0
State Aid	334	0	334	0	0	0	0	0	0	0	0
Total	19,624	1,696	3,690	14,238	2,315	2,365	2,365	2,365	2,414	2,414	0

DESCRIPTION

This pedestrian access improvement program provides sidewalks on County-owned roads and some State-maintained roadways. Some funds from this project will go to support the Renew Montgomery program. The Department of Transportation maintains an official list of all outstanding sidewalk requests. Future projects are evaluated and selected from this list, which is continually updated with new requests. In addition, projects identified by the Citizens' Advisory Boards are placed on the list. One aspect of this project will focus on improving pedestrian walkability by creating a safer walking environment, utilizing selected engineering technologies, and ensuring Americans with Disabilities Act of 1990 (ADA) compliance.

COST CHANGE

Cost increase due to the addition of FY17 and FY18 to this ongoing project.

JUSTIFICATION

In addition to connecting existing sidewalks, these projects increase pedestrian safety and facilitate walking to: Metrorail stations, bus stops, shopping and medical centers, employment, recreational, and school sites. The average rate of requests for sidewalks has been 80 to 100 per year over the last two years. This program also complements and augments the bikeways that are included in road projects.

OTHER

Projects implemented under this project originate from private citizens, citizen associations, and public agencies. Projects are evaluated and scheduled using sidewalk prioritization procedures.

Prior to FY13, this project was known as the "Annual Sidewalk Program."

OTHER DISCLOSURES

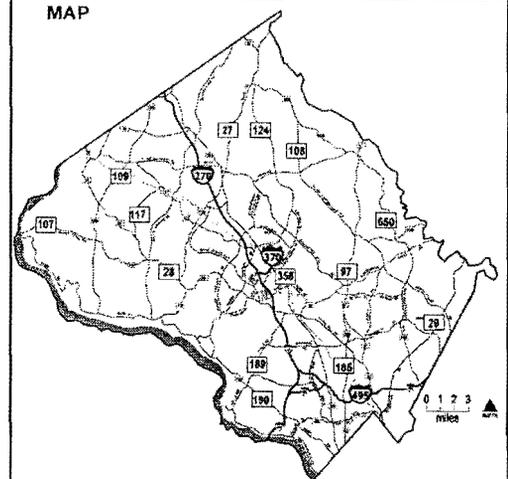
- A pedestrian impact analysis has been completed for this project.
- The Executive asserts that this project conforms to the requirements of relevant local plans, as required by the Maryland Economic Growth, Resource Protection and Planning Act.
- * Expenditures will continue indefinitely.

APPROPRIATION AND EXPENDITURE DATA		
Date First Appropriation	FY67	(\$000)
First Cost Estimate		
Current Scope	FY13	19,624
Last FY's Cost Estimate		14,886
Appropriation Request	FY13	2,215
Appropriation Request Est.	FY14	2,365
Supplemental Appropriation Request		0
Transfer		0
Cumulative Appropriation		5,486
Expenditures / Encumbrances		1,737
Unencumbered Balance		3,749
Partial Closeout Thru	FY10	28,037
New Partial Closeout	FY11	0
Total Partial Closeout		28,037

COORDINATION

Renew Montgomery program
Maryland-National Capital Park and Planning Commission
Maryland State Highway Administration
Montgomery County Public Schools
Washington Metropolitan Area Transit Authority
Sidewalk and Infrastructure Revitalization
Maryland Mass Transit Administration
Montgomery County Pedestrian Safety Advisory Committee
Commission on People with Disabilities

MAP



Silver Spring Green Trail -- No. 509975

Category	Transportation	Date Last Modified	May 01, 2012
Subcategory	Pedestrian Facilities/Bikeways	Required Adequate Public Facility	No
Administering Agency	Transportation	Relocation Impact	None.
Planning Area	Silver Spring	Status	Preliminary Design Stage

EXPENDITURE SCHEDULE (\$000)

Cost Element	Total	Thru FY11	Est. FY12	Total 6 Years	FY13	FY14	FY15	FY16	FY17	FY18	Beyond 6 Years
Planning, Design, and Supervision	1,639	1,170	4	465	0	0	40	85	170	170	0
Land	1,211	7	172	1,032	0	0	217	163	326	326	0
Site Improvements and Utilities	66	5	0	61	0	0	0	12	24	25	0
Construction	3,701	0	0	3,701	0	0	0	740	1,480	1,481	0
Other	1	1	0	0	0	0	0	0	0	0	0
Total	6,618	1,183	176	5,259	0	0	257	1,000	2,000	2,002	0

FUNDING SCHEDULE (\$000)

Current Revenue: General	265	265	0	0	0	0	0	0	0	0	0
Enhancement	484	0	0	484	0	0	0	484	0	0	0
G.O. Bonds	5,027	76	176	4,775	0	0	257	516	2,000	2,002	0
PAYGO	842	842	0	0	0	0	0	0	0	0	0
Total	6,618	1,183	176	5,259	0	0	257	1,000	2,000	2,002	0

DESCRIPTION

This project provides for an urban trail along the selected Purple Line alignment along Wayne Avenue in Silver Spring. A Memorandum of Understanding (MOU) will be established between the County and the Maryland Transit Administration (MTA) to incorporate the design and construction of the trail as a part of the design and construction of the Purple Line. The pedestrian and bicycle use along this trail supplements the County transportation program. The funding provided for the trail includes the design, property acquisition, and construction of the trail through the Silver Spring Central Business District (CBD), along the northern side of Wayne Avenue from Fenton Street to the Sligo Creek Hiker-Biker Trail. This trail is part of a transportation corridor and is not a recreation area of State or local significance. The trail will include an 8 to 10 foot wide bituminous shared use path, lighting, and landscaping. The trail will provide access to the Silver Spring Transit Station via the Metropolitan Branch Trail and the future Capital Crescent Trail.

ESTIMATED SCHEDULE

The schedule has been revised to reflect the delay in the Purple Line. The redesign phase is to be completed by the MTA along the Purple Line alignment. MTA anticipates receiving permission from the Federal Transit Administration (FTA) to enter the next phase (preliminary engineering) of the Purple Line project in 2011. The preliminary engineering and completion of the final environmental impact statement are expected to take two years. MTA will then request a "record of decision" from the FTA to proceed to final design and construction. Final design is expected to be completed within two years.

COST CHANGE

Increase due to inflation.

JUSTIFICATION

This project will create an important link through Silver Spring to the Silver Spring Transit Center. It will help provide connectivity to other trails and help in mitigating congestion on area roads.

FISCAL NOTE

Project implementation is contingent upon receipt of Transportation Enhancement Funds from the Maryland State Highway Administration (MSHA). The application was submitted to MSHA in FY04 for \$2.627 million and funding was not approved. In FY05, the application for Enhancement Funds was for \$484,133. The Enhancement funds are on-hold until the impacts of the Purple Line alignment on the trail are determined.

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.

APPROPRIATION AND EXPENDITURE DATA	COORDINATION	MAP																																																			
<table border="1" style="width: 100%; border-collapse: collapse;"> <tr> <td>Date First Appropriation</td> <td>FY99</td> <td>(\$000)</td> </tr> <tr> <td>First Cost Estimate</td> <td></td> <td></td> </tr> <tr> <td>Current Scope</td> <td>FY99</td> <td>6,060</td> </tr> <tr> <td>Last FY's Cost Estimate</td> <td></td> <td>6,334</td> </tr> <tr> <td colspan="3"> </td> </tr> <tr> <td>Appropriation Request</td> <td>FY13</td> <td>0</td> </tr> <tr> <td>Appropriation Request Est.</td> <td>FY14</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>1,359</td> </tr> <tr> <td>Expenditures / Encumbrances</td> <td></td> <td>1,209</td> </tr> <tr> <td>Unencumbered Balance</td> <td></td> <td>150</td> </tr> <tr> <td colspan="3"> </td> </tr> <tr> <td>Partial Closeout Thru</td> <td>FY10</td> <td>0</td> </tr> <tr> <td>New Partial Closeout</td> <td>FY11</td> <td>0</td> </tr> <tr> <td>Total Partial Closeout</td> <td></td> <td>0</td> </tr> </table>	Date First Appropriation	FY99	(\$000)	First Cost Estimate			Current Scope	FY99	6,060	Last FY's Cost Estimate		6,334				Appropriation Request	FY13	0	Appropriation Request Est.	FY14	0	Supplemental Appropriation Request		0	Transfer		0				Cumulative Appropriation		1,359	Expenditures / Encumbrances		1,209	Unencumbered Balance		150				Partial Closeout Thru	FY10	0	New Partial Closeout	FY11	0	Total Partial Closeout		0	<p>Maryland-National Capital Park and Planning Commission</p> <p>Maryland State Highway Administration</p> <p>Washington Metropolitan Area Transit Authority</p> <p>Utility Companies</p> <p>Silver Spring Chamber of Commerce</p> <p>Silver Spring Transportation Management District</p> <p>Maryland Transit Administration</p>	<p>See Map on Next Page</p>
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Bethesda CBD Streetscape -- No. 500102

Category
Subcategory
Administering Agency
Planning Area

Transportation
Roads
Transportation
Bethesda-Chevy Chase

Date Last Modified
Required Adequate Public Facility
Relocation Impact
Status

April 24, 2012
Yes
None.
Preliminary Design Stage

EXPENDITURE SCHEDULE (\$000)

Cost Element	Total	Thru FY11	Est. FY12	Total 6 Years	FY13	FY14	FY15	FY16	FY17	FY18	Beyond 6 Years
Planning, Design, and Supervision	2,562	391	707	1,447	0	0	0	60	897	490	17
Land	0	0	0	0	0	0	0	0	0	0	0
Site Improvements and Utilities	1,196	0	0	0	0	0	0	0	0	0	1,196
Construction	4,456	0	0	3,268	0	0	0	0	1,286	1,982	1,188
Other	0	0	0	0	0	0	0	0	0	0	0
Total	8,214	391	707	4,715	0	0	0	60	2,183	2,472	2,401

FUNDING SCHEDULE (\$000)

G.O. Bonds	8,214	391	707	4,715	0	0	0	60	2,183	2,472	2,401
Total	8,214	391	707	4,715	0	0	0	60	2,183	2,472	2,401

DESCRIPTION

This project provides for the design and construction of pedestrian improvements to complete unfinished streetscapes along approximately 5,425 feet of Central Business District (CBD) streets in Bethesda as identified in the Bethesda CBD Sector Plan. This includes 1,125 feet along Woodmont Avenue between Old Georgetown Road and Cheltenham Drive; 3,550 feet along Wisconsin Avenue between Cheltenham Drive and the northern end of the CBD; and 750 feet along East-West Highway between Waverly Street and Pearl Street. It is intended to fill in the gaps between private development projects which have been constructed or are approved in the CBD. The design elements include the replacement and widening, where possible, of sidewalks, new vehicular and pedestrian lighting, street trees, street furniture, and roadway signs. The county will additionally coordinate with the utility company for installation of aesthetic covering over existing utility poles within the project area. This project addresses streetscape improvements only and does not assume the undergrounding of utilities.

ESTIMATED SCHEDULE

Design will be completed in the Fall of 2017. Construction will start in the Summer of 2017 and will be completed by Spring 2019.

COST CHANGE

Decrease due to more accurate design costs, offset by inflation and overhead charges.

JUSTIFICATION

Staging of the Bethesda CBD Sector Plan recommends implementation of transportation improvements and facilities identified in Stage I prior to moving to Stage II.

Bethesda CBD Sector Plan, approved and adopted July 1994; and Bethesda Streetscape Plan Standards, updated April 1992.

OTHER DISCLOSURES

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

APPROPRIATION AND EXPENDITURE DATA	COORDINATION	MAP
Date First Appropriation	Maryland-National Capital Park and Planning Commission Montgomery County Public Schools Department of Permitting Services Maryland State Highway Administration Utility Companies Bethesda-Chevy Chase Regional Services Center	See Map on Next Page
First Cost Estimate		
Current Scope		
Last FY's Cost Estimate		
Appropriation Request		
Appropriation Request Est.		
Supplemental Appropriation Request		
Transfer		
Cumulative Appropriation		
Expenditures / Encumbrances		
Unencumbered Balance		
Partial Closeout Thru		
New Partial Closeout		
Total Partial Closeout		

County Service Park Infrastructure Improvements -- No. 501317

Category	Transportation	Date Last Modified	May 17, 2012
Subcategory	Roads	Required Adequate Public Facility	No
Administering Agency	General Services	Relocation Impact	None.
Planning Area	Shady Grove Vicinity	Status	Planning Stage

EXPENDITURE SCHEDULE (\$000)

Cost Element	Total	Thru FY11	Est. FY12	Total 6 Years	FY13	FY14	FY15	FY16	FY17	FY18	Beyond 6 Years
Planning, Design, and Supervision	1,689	0	0	1,689	1,689	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	0	0	0	0	0	0	0	0	0	0	0
Total	1,689	0	0	1,689	1,689	0	0	0	0	0	0

FUNDING SCHEDULE (\$000)

Current Revenue: General	1,689	0	0	1,689	1,689	0	0	0	0	0	0
Total	1,689	0	0	1,689	1,689	0	0	0	0	0	0

DESCRIPTION

This project ultimately provides for the design, engineering, and construction of several infrastructure improvements at the County Service Park (CSP). A development district ("The County Service Park Development District") will be established to provide funding for the improvements which will serve and benefit the entire Shady Grove Sector Plan area, including both the east and west parcels of the CSP site. The improvements include:

- Crabbs Branch Way improvements for the portion of the road that bisects the County Service Park and related storm water management for public roads;
- Intersection improvements at Shady Grove Road and Crabbs Branch Way;
- Shady Grove Road sidewalk improvement along the northern property boundary and related storm water management;
- Improvements on the WMATA property to improve vehicular connectivity, create pedestrian connectivity between the County Service Park and the Shady Grove Metro station, and to facilitate the development of the CSP site;
- A nature trail around the regional storm water pond; and
- System upgrades to WSSC infrastructure that is necessitated by the development.

This initial funding will provide for preliminary design and engineering costs. Construction costs will be added to this project once design work has sufficiently progressed to determine an accurate estimate.

ESTIMATED SCHEDULE

Design will commence in the Summer of 2012 and will conclude in Spring of 2014. As provided in the December 2010 Master Planning and Real Estate Purchase Agreement between Montgomery County Government and EYA/CSP Associates, LLC, the improvements will be constructed by the developer beginning in Fall 2014 and completed in Summer 2017.

JUSTIFICATION

This project will be developed in accordance with the Council approved Shady Grove Sector Plan to redevelop the CSP property into a transit-oriented mixed-use area. The CSP property is a major component of the County's Smart Growth Initiative (SGI), a comprehensive strategy to better serve the public interest and support economic development in key areas by relocating several County offices from their current, outdated, and inadequate facilities to other more functional and appropriate sites.

The CSP property is planned to support several different types of uses, including residential townhomes and apartments; commercial office and retail space; public parks; and open spaces located in and around the Shady Grove Metro Station area.

OTHER

The improvements on the WMATA site and the WSSC upgrades are the sole responsibility of the proposed development district. The developer is not eligible for any tax credits for the design and construction of the transportation and WSSC improvements.

FISCAL NOTE

The project design and construction costs will be repaid with development district revenues in the out-years. A petition to establish a development district at the County Service Park will be submitted to the County Council, in accordance with the Master Planning and Real Estate Purchase Agreement.

APPROPRIATION AND EXPENDITURE DATA	COORDINATION	MAP												
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Partial Closeout Thru	FY10	0												
New Partial Closeout	FY11	0												
Total Partial Closeout		0												

Dedicated but Unmaintained County Roads -- No. 501117

Category
Subcategory
Administering Agency
Planning Area

Transportation
Roads
Transportation
Countywide

Date Last Modified
Required Adequate Public Facility
Relocation Impact
Status

April 24, 2012
No
None.
Planning Stage

EXPENDITURE SCHEDULE (\$000)

Cost Element	Total	Thru FY11	Est. FY12	Total 6 Years	FY13	FY14	FY15	FY16	FY17	FY18	Beyond 6 Years
Planning, Design, and Supervision	252	43	33	176	68	68	40	0	0	0	0
Land	13	4	0	9	0	9	0	0	0	0	0
Site Improvements and Utilities	20	0	0	20	20	0	0	0	0	0	0
Construction	410	0	0	410	0	137	273	0	0	0	0
Other	0	0	0	0	0	0	0	0	0	0	0
Total	695	47	33	615	88	214	313	0	0	0	0

FUNDING SCHEDULE (\$000)

G.O. Bonds	695	47	33	615	88	214	313	0	0	0	0
Total	695	47	33	615	88	214	313	0	0	0	0

OPERATING BUDGET IMPACT (\$000)

Maintenance				3	0	0	0	1	1	1
Net Impact				3	0	0	0	1	1	1

DESCRIPTION

This project provides funds for the study and prioritization of improvements to Dedicated but Unmaintained (DBU) County Roads in order to accept them into the County's road maintenance system. Once the need and priority of the roadway improvements are established, funding will be provided for their design and construction. As stipulated in the DBU County Roads Policy, the County will fund planning, design and supervision costs up to 10 percent of the total cost of each project. The remaining costs for these projects will be recovered from the communities through a special tax assessment.

The DBU County Roads Policy was developed by the DBU County Roads Working Group. The Policy provides guidance for County officials in responding to requests from residents for improvements to, or maintenance of, DBU County Roads in a consistent manner, and establishes criteria for evaluating the need for improvements to the DBU County Roads. Fawsett Road in Potomac is the first road to apply and be selected for design and construction of improvements under the DBU program. The proposed improvements include roadway pavement and a storm drain system.

ESTIMATED SCHEDULE

Design for improvements to Fawsett Road will be completed in the Fall of 2013 and construction will be completed in the Fall of 2014.

COST CHANGE

Cost increase due to the addition of design and construction costs for the improvements to Fawsett Road.

JUSTIFICATION

A total of 59 Roads have been identified and inventoried as DBU County Roads. In the past, residents have requested that the County assume maintenance of various non-standard roads even though County policy prohibits acceptance of maintenance responsibilities for roadways that do not meet County standards. The purpose of this project is to respond to these requests in accordance with the recently adopted DBU County Roads Policy. Under the terms of the policy, citizen requests will result in comparative studies of the DBU County Roads to determine the priority and ranking of the requested projects. In accordance with the policy, residents of Fawsett Road petitioned the County for design and reconstruction of Fawsett Road to meet County standards and to subsequently provide future maintenance of the road. It was determined that Fawsett Road met the qualifications under the policy and was selected for implementation.

FISCAL NOTE

Construction costs will be added once candidate projects are assessed, ranked, and preliminary design is complete. The revised cost estimate for construction of Fawsett Road was prepared in Fall 2011.

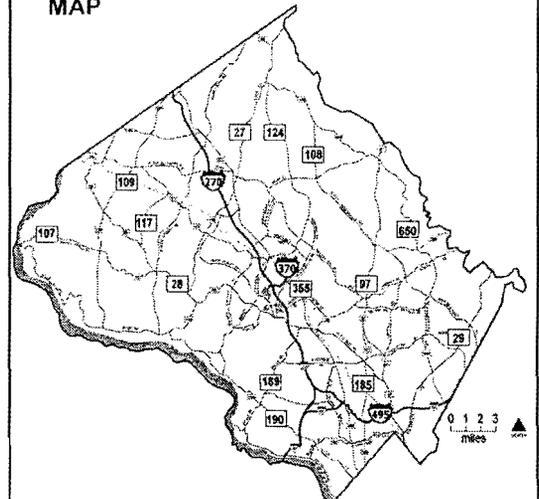
APPROPRIATION AND EXPENDITURE DATA

Date First Appropriation	FY11	(\$000)
First Cost Estimate		
Current Scope	FY13	695
Last FY's Cost Estimate		100
Appropriation Request	FY13	595
Appropriation Request Est.	FY14	0
Supplemental Appropriation Request		0
Transfer		0
Cumulative Appropriation		100
Expenditures / Encumbrances		63
Unencumbered Balance		37
Partial Closeout Thru	FY10	0
New Partial Closeout	FY11	0
Total Partial Closeout		0

COORDINATION

Montgomery County Department of Permitting Services
Montgomery County Department of Finance
Montgomery County Civic Federation (MCCF)

MAP



East Gude Drive Roadway Improvements -- No. 501309

Category	Transportation	Date Last Modified	May 02, 2012
Subcategory	Roads	Required Adequate Public Facility	No
Administering Agency	Transportation	Relocation Impact	None.
Planning Area	Shady Grove Vicinity	Status	Final Design Stage

EXPENDITURE SCHEDULE (\$000)

Cost Element	Total	Thru FY11	Est. FY12	Total 6 Years	FY13	FY14	FY15	FY16	FY17	FY18	Beyond 6 Years
Planning, Design, and Supervision	1,396	0	0	1,071	0	0	0	0	775	296	325
Land	229	0	0	0	0	0	0	0	0	0	229
Site Improvements and Utilities	415	0	0	0	0	0	0	0	0	0	415
Construction	3,987	0	0	0	0	0	0	0	0	0	3,987
Other	0	0	0	0	0	0	0	0	0	0	0
Total	6,027	0	0	1,071	0	0	0	0	775	296	4,956

FUNDING SCHEDULE (\$000)

G.O. Bonds	6,027	0	0	1,071	0	0	0	0	775	296	4,956
Total	6,027	0	0	1,071	0	0	0	0	775	296	4,956

DESCRIPTION

This project provides for the design, land acquisition, and construction of roadway improvements along East Gude Drive from Crabbs Branch Way to Southlawn Lane to increase roadway capacity and to improve vehicular and pedestrian safety. The improvements will: (1) add a westbound lane (800 linear feet) from Calhoun Drive to Crabbs Branch Way; (2) extend the length of the eastbound taper east of Calhoun Drive (500 linear feet) to west of Incinerator Lane; (3) provide an east-to-northbound left turn lane (300 linear feet) at the Dover Road; (4) construct the missing section of sidewalk on the north side of East Gude Drive from west of Incinerator Lane to east of Calhoun Drive (550 linear feet) and (5) install 6 foot wide sidewalk connectors from each bus stop on the north side of East Gude Drive to the nearest intersection.

CAPACITY

The Average Daily Traffic (ADT) on East Gude Drive for the year 2025 is forecasted to be about 60,000

ESTIMATED SCHEDULE

The design is estimated to start in FY17 and the construction is to be completed by FY21, according to the following schedule:

FY19: \$ 440,000 (design and site improvements)

FY20: \$1,705,000 (site improvements and construction)

FY21: \$2,811,000 (land acquisition and construction)

JUSTIFICATION

The project is needed to reduce existing and future congestion and improve pedestrian and vehicular safety. Three intersections within the project scope will reach failing conditions by 2015. By 2025, the ADT on East Gude Drive is projected to increase from 45,000 to 60,000. The proposed project will improve roadway network efficiency, provide for alternate modes of transportation, and will improve pedestrian connectivity and safety by constructing missing sidewalk sections on the north side.

2004 Upper Rock Creek Area Master Plan

2006 Shady Grove Sector Plan

2005 Countywide Bikeways Functional Master Plan

City of Rockville Comprehensive Master Plan

OTHER

The estimated cost of the project, including design, land acquisition, site improvements, utility relocation, and construction, is currently estimated to be \$6 million dollars. A more accurate cost estimate will be prepared upon completion of Final Design and the Project Description Form (PDF) will be updated at the time.

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;">FY13</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;">FY13</td> <td style="text-align: right;">6,027</td> </tr> <tr> <td>Last FY's Cost Estimate</td> <td></td> <td style="text-align: center;">0</td> </tr> <tr> <td colspan="3"> </td> </tr> <tr> <td>Appropriation Request</td> <td style="text-align: center;">FY13</td> <td style="text-align: center;">0</td> </tr> <tr> <td>Appropriation Request Est.</td> <td style="text-align: center;">FY14</td> <td style="text-align: center;">0</td> </tr> <tr> <td>Supplemental Appropriation Request</td> <td></td> <td style="text-align: center;">0</td> </tr> <tr> <td>Transfer</td> <td></td> <td style="text-align: center;">0</td> </tr> <tr> <td colspan="3"> </td> </tr> <tr> <td>Cumulative Appropriation</td> <td></td> <td style="text-align: center;">0</td> </tr> <tr> <td>Expenditures / Encumbrances</td> <td></td> <td style="text-align: center;">0</td> </tr> <tr> <td>Unencumbered Balance</td> <td></td> <td style="text-align: center;">0</td> </tr> <tr> <td colspan="3"> </td> </tr> <tr> <td>Partial Closeout Thru</td> <td style="text-align: center;">FY10</td> <td style="text-align: center;">0</td> </tr> <tr> <td>New Partial Closeout</td> <td style="text-align: center;">FY11</td> <td style="text-align: center;">0</td> </tr> <tr> <td>Total Partial Closeout</td> <td></td> <td style="text-align: center;">0</td> </tr> </table>	Date First Appropriation	FY13	(\$000)	First Cost Estimate			Current Scope	FY13	6,027	Last FY's Cost Estimate		0				Appropriation Request	FY13	0	Appropriation Request Est.	FY14	0	Supplemental Appropriation Request		0	Transfer		0				Cumulative Appropriation		0	Expenditures / Encumbrances		0	Unencumbered Balance		0				Partial Closeout Thru	FY10	0	New Partial Closeout	FY11	0	Total Partial Closeout		0	<p>COORDINATION</p> <p>Maryland-National Capital Park and Planning Commission Utility Companies Department of Permitting Services City of Rockville</p>	<p>See Map on Next Page</p>
Date First Appropriation	FY13	(\$000)																																																			
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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 17, 2012
No
None.
On-going

EXPENDITURE SCHEDULE (\$000)

Cost Element	Total	Thru FY11	Est. FY12	Total 6 Years	FY13	FY14	FY15	FY16	FY17	FY18	Beyond 6 Years
Planning, Design, and Supervision	52,729	36,009	2,228	10,959	2,748	2,420	1,518	1,372	1,176	1,725	3,533
Land	455	455	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	53,415	36,695	2,228	10,959	2,748	2,420	1,518	1,372	1,176	1,725	*

FUNDING SCHEDULE (\$000)

Contributions	4	4	0	0	0	0	0	0	0	0	0
Current Revenue: General	40,409	30,624	1,403	4,849	654	812	1,007	995	566	815	3,533
Impact Tax	4,570	1,553	342	2,675	1,012	143	0	0	610	910	0
Intergovernmental	785	764	21	0	0	0	0	0	0	0	0
Land Sale	2,099	1,849	250	0	0	0	0	0	0	0	0
Mass Transit Fund	3,814	1,826	212	1,776	365	523	511	377	0	0	0
Recordation Tax Premium	1,659	0	0	1,659	717	942	0	0	0	0	0
State Aid	75	75	0	0	0	0	0	0	0	0	0
Total	53,415	36,695	2,228	10,959	2,748	2,420	1,518	1,372	1,176	1,725	3,533

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

Cost decrease due to deferral of certain studies, offset partially by: the addition of one new study for Summit Avenue Extended; the addition of FY17 and FY18; and the addition of overhead charges.

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

Starting in FY01, Mass Transit Funds provide for mass transit related candidate projects. Impact taxes will continue to be applied to qualifying projects.

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>FY93</td> <td>(\$000)</td> </tr> <tr> <td>First Cost Estimate</td> <td>FY13</td> <td>53,415</td> </tr> <tr> <td>Current Scope</td> <td></td> <td></td> </tr> <tr> <td>Last FY's Cost Estimate</td> <td></td> <td>55,658</td> </tr> </table>	Date First Appropriation	FY93	(\$000)	First Cost Estimate	FY13	53,415	Current Scope			Last FY's Cost Estimate		55,658	<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	FY13	53,415												
Current Scope														
Last FY's Cost Estimate		55,658												
<table border="1"> <tr> <td>Appropriation Request</td> <td>FY13</td> <td>2,704</td> </tr> <tr> <td>Appropriation Request Est.</td> <td>FY14</td> <td>1,510</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	FY13	2,704	Appropriation Request Est.	FY14	1,510	Supplemental Appropriation Request		0	Transfer		0		
Appropriation Request	FY13	2,704												
Appropriation Request Est.	FY14	1,510												
Supplemental Appropriation Request		0												
Transfer		0												
<table border="1"> <tr> <td>Cumulative Appropriation</td> <td></td> <td>40,627</td> </tr> <tr> <td>Expenditures / Encumbrances</td> <td></td> <td>37,577</td> </tr> <tr> <td>Unencumbered Balance</td> <td></td> <td>3,050</td> </tr> </table>	Cumulative Appropriation		40,627	Expenditures / Encumbrances		37,577	Unencumbered Balance		3,050					
Cumulative Appropriation		40,627												
Expenditures / Encumbrances		37,577												
Unencumbered Balance		3,050												
<table border="1"> <tr> <td>Partial Closeout Thru</td> <td>FY10</td> <td>0</td> </tr> <tr> <td>New Partial Closeout</td> <td>FY11</td> <td>0</td> </tr> <tr> <td>Total Partial Closeout</td> <td></td> <td>0</td> </tr> </table>	Partial Closeout Thru	FY10	0	New Partial Closeout	FY11	0	Total Partial Closeout		0					
Partial Closeout Thru	FY10	0												
New Partial Closeout	FY11	0												
Total Partial Closeout		0												

County Council

FACILITY PLANNING TRANSPORTATION – No. 509337
FY13-18 PDF Project List

Studies Underway or to Start in FY13-14:

Road/Bridge Projects

Dorsey Mill Road Extended and Bridge (over I-270)
Midcounty Hwy Extended (Mont. Village Ave – MD27)

Sidewalk/Bikeway Projects

Bradley Boulevard Bikeway (Wilson La – Goldsboro Rd)
Franklin Avenue Sidewalk (US29 – MD193)
Goldsboro Road Bikeway (MacArthur Blvd – River Rd)
MacArthur Blvd Bikeway Improvements Segment 3
(Oberlin Ave – DC Line)
Oak Drive/MD27 Sidewalk
Sixteenth Street Sidewalk (Lyttonsville Rd – Spring St)

Mass Transit Projects

Germantown Transit Center Expansion
Lakeforest Transit Center Modernization
Milestone Transit Center Expansion
New Transit Center/Park-and-Ride
Upcounty Park-and-Ride Expansion

Candidate Studies to Start in FY15-18:

Road/Bridge Projects

Arlington Road Widening (Wilson La – Bradley Blvd)
Oakmont Avenue Improvement (Shady Grove Rd –
Railroad St)
Summit Avenue Extended (Plyers Mill Rd – University
Blvd)

Sidewalk/Bikeway Projects

Dale Drive Sidewalk (MD97 – US29)
Falls Road Sidewalk-West Side (River Rd – Dunster Rd)
MacArthur Blvd Bikeway Improvements Segment 1
(Stable La – I-495)
Tuckerman Lane Sidewalk (Gainsborough Rd – Old
Georgetown Rd)

Mass Transit Projects

Hillandale Bus Layover

Other Candidate Studies Proposed after FY18:

Road/Bridge Projects

N/A

Sidewalk/Bikeway Projects

Capitol View Ave/Metropolitan Ave (MD192)
Sidewalk/Bikeway (Forest Glen Rd-Ferndale St)
Clopper Road (MD117) Dual Bikeway (Festival Way-
Slidell Rd)
Dufief Mill Road Sidewalk (MD28 – Travilah Rd)
Fairland Road Sidewalk (Randolph Rd – Old Columbia
Pike)
Sandy Spring Bikeway (MD108 – MD182 – Norwood
Rd)
Wisconsin Ave (MD355) Bike Path (Bradley La- Oliver
St)

Mass Transit Projects

Clarksburg Transit Center
Olney Longwood Park-and-Ride
University Boulevard BRT

Montrose Parkway East -- No. 500717

Category Transportation
 Subcategory Roads
 Administering Agency Transportation
 Planning Area North Bethesda-Garrett Park

Date Last Modified
 Required Adequate Public Facility
 Relocation Impact
 Status

May 17, 2012
 No
 None.
 Final Design Stage

EXPENDITURE SCHEDULE (\$000)

Cost Element	Total	Thru FY11	Est. FY12	Total 6 Years	FY13	FY14	FY15	FY16	FY17	FY18	Beyond 6 Years
Planning, Design, and Supervision	6,968	2,890	738	1,738	320	0	0	0	0	1,418	1,602
Land	16,520	2,096	5,600	8,824	2,324	3,000	3,500	0	0	0	0
Site Improvements and Utilities	3,140	0	0	0	0	0	0	0	0	0	3,140
Construction	93,262	11	40	29,462	0	0	0	0	0	29,462	63,749
Other	0	0	0	0	0	0	0	0	0	0	0
Total	119,890	4,997	6,378	40,024	2,644	3,000	3,500	0	0	30,880	68,491

FUNDING SCHEDULE (\$000)

EDAET	504	504	0	0	0	0	0	0	0	0	0
G.O. Bonds	104,855	3,776	6,378	38,288	1,778	3,000	3,500	0	0	30,010	56,413
Impact Tax	8,798	717	0	1,736	866	0	0	0	0	870	6,345
Intergovernmental	83	0	0	0	0	0	0	0	0	0	83
Recordation Tax Premium	5,650	0	0	0	0	0	0	0	0	0	5,650
Total	119,890	4,997	6,378	40,024	2,644	3,000	3,500	0	0	30,880	68,491

DESCRIPTION

This project provides for a new four-lane divided parkway as recommended in the North Bethesda/Garrett Park (PA30) and Aspen Hill (PA27) Master Plans. The roadway will be a closed section with 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 limits are between the eastern limit of the MD 355/Montrose interchange and the intersection of Viers Mill Road and Parkland Drive. The project includes a bridge over CSX, a grade-separated interchange at Parklawn Drive, and a tie-in to Viers 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

The design and right-of-way acquisition phase is expected to be complete in the Spring of 2015. Due to fiscal constraints, construction is expected to start in FY18 and will be completed in approximately 3.5 years, according to the following funding schedule:

FY19: \$28,130,000 (construction)

FY20: \$23,000,000 (construction)

FY21: \$17,360,000 (construction and site improvements)

COST CHANGE

Cost increase due to inflation and overhead charges.

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 providing a greenway. The North Bethesda/Garrett Park Master Plan classifies this roadway as A-270. The Phase I Facility Planning process was completed in June 2004 with a final project prospectus recommending implementation.

OTHER

Design of this project will take into consideration the master planned 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

\$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.

Reduce Impact Taxes in FY12 and offset with GO Bonds.

Expenditure schedule reflects fiscal capacity.

APPROPRIATION AND EXPENDITURE DATA	COORDINATION	MAP
Date First Appropriation FY07 (\$000)	Department of Fire and Rescue Services	See Map on Next Page
First Cost Estimate	Department of Transportation	
Current Scope FY13 119,890	Department of Permitting Services	
Last FY's Cost Estimate 119,495	Maryland-National Capital Park and Planning Commission	
Appropriation Request FY13 1,124	Maryland State Highway Administration	
Appropriation Request Est. FY14 3,000	Maryland Department of Environment	
Supplemental Appropriation Request 0	Washington Suburban Sanitary Commission	
Transfer 0	Washington Gas	
Cumulative Appropriation 12,895	PEPCO	
Expenditures / Encumbrances 5,701	Verizon	
Unencumbered Balance 7,194	State Transportation Participation Project No. 500722	
Partial Closeout Thru FY10 0	Special Capital Projects Legislation [Bill No. 16-08] was adopted by Council June 10, 2008.	
New Partial Closeout FY11 0		
Total Partial Closeout 0		

Montrose Parkway East -- No. 500717 (continued)

OTHER DISCLOSURES

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

Public Facilities Roads -- No. 507310

Category
Subcategory
Administering Agency
Planning Area

Transportation
Roads
Transportation
Countywide

Date Last Modified
Required Adequate Public Facility
Relocation Impact
Status

May 01, 2012
No
None.
On-going

EXPENDITURE SCHEDULE (\$000)

Cost Element	Total	Thru FY11	Est. FY12	Total 6 Years	FY13	FY14	FY15	FY16	FY17	FY18	Beyond 6 Years
Planning, Design, and Supervision	154	44	0	110	0	22	22	22	22	22	0
Land	403	0	393	10	0	2	2	2	2	2	0
Site Improvements and Utilities	565	0	475	90	0	18	18	18	18	18	0
Construction	1,749	0	1,459	290	0	58	58	58	58	58	0
Other	0	0	0	0	0	0	0	0	0	0	0
Total	2,871	44	2,327	500	0	100	100	100	100	100	*

FUNDING SCHEDULE (\$000)

G.O. Bonds	2,871	44	2,327	500	0	100	100	100	100	100	0
Total	2,871	44	2,327	500	0	100	100	100	100	100	0

OPERATING BUDGET IMPACT (\$000)

Maintenance				36	6	6	6	6	6	6	6
Energy				30	5	5	5	5	5	5	5
Net Impact				66	11						

DESCRIPTION

This project provides funds to reimburse developers for street construction abutting County schools, Maryland-National Capital Park and Planning Commission (M-NCPPC) parks, or other County facilities. The County historically reimburses the developer for one-half of the cost of streets abutting parks, schools, and other County facilities.

COST CHANGE

Cost decrease is due to reduction in FY14 to FY16 funding, partially offset by the addition of FY17 and FY18 to this ongoing project.

OTHER

Individual Subproject Expenditure Schedule:

PROJECTS	FY12	FY13	FY14	STATUS
Subprojects in Clarksburg (TBD)	\$2,327	\$0	\$0	TBD
Other (TBD)	\$0	\$0	\$100	Ongoing
TOTAL	\$2,327	\$0	\$100	

FISCAL NOTE

Appropriation will be requested when reimbursements are applied for by the developer.

OTHER DISCLOSURES

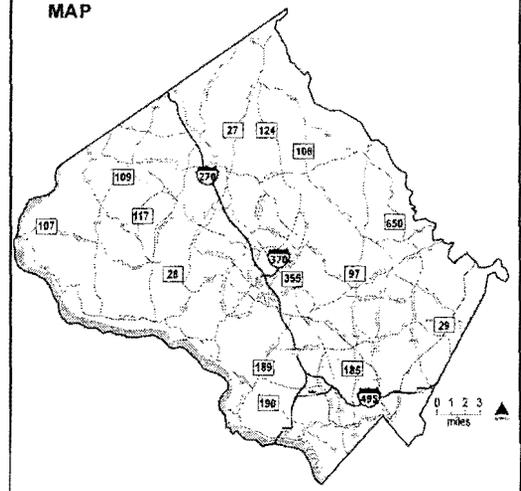
- A pedestrian impact analysis has been completed for this project.
- * Expenditures will continue indefinitely.

APPROPRIATION AND EXPENDITURE DATA			
Date First Appropriation	FY73		(\$000)
First Cost Estimate			
Current Scope	FY13	2,871	
Last FY's Cost Estimate		3,571	
Appropriation Request	FY13	0	
Appropriation Request Est.	FY14	100	
Supplemental Appropriation Request		0	
Transfer		0	
Cumulative Appropriation		2,371	
Expenditures / Encumbrances		197	
Unencumbered Balance		2,174	
Partial Closeout Thru	FY10	10,379	
New Partial Closeout	FY11	0	
Total Partial Closeout		10,379	

COORDINATION

Developers
Improved (Safe) Access to Schools
Intersection Improvement Projects
Montgomery County Public Schools
Maryland-National Capital Park and Planning Commission
Transportation Improvements for Schools

MAP



Seminary Road Intersection Improvement -- No. 501307

Category
Subcategory
Administering Agency
Planning Area

Transportation
Roads
Transportation
Silver Spring

Date Last Modified
Required Adequate Public Facility
Relocation Impact
Status

March 21, 2012
No
None.
Preliminary Design Stage

EXPENDITURE SCHEDULE (\$000)

Cost Element	Total	Thru FY11	Est. FY12	Total 6 Years	FY13	FY14	FY15	FY16	FY17	FY18	Beyond 6 Years
Planning, Design, and Supervision	1,449	0	0	710	0	0	0	0	466	244	739
Land	589	0	0	264	0	0	0	0	0	264	325
Site Improvements and Utilities	647	0	0	0	0	0	0	0	0	0	647
Construction	4,255	0	0	0	0	0	0	0	0	0	4,255
Other	0	0	0	0	0	0	0	0	0	0	0
Total	6,940	0	0	974	0	0	0	0	466	508	5,966

FUNDING SCHEDULE (\$000)

G.O. Bonds	6,915	0	0	974	0	0	0	0	466	508	5,941
Intergovernmental	25	0	0	0	0	0	0	0	0	0	25
Total	6,940	0	0	974	0	0	0	0	466	508	5,966

DESCRIPTION

This project provides for the design, land acquisition, and construction of an approximate 400 foot segment of Seminary Road between the Brookeville Road/Seminary Place, and Linden Lane/Second Avenue intersections on a new alignment; reconstruction of 650 feet of Seminary Place from Seminary Road to 450 feet east of Riley Place with a vertical alignment revision at Riley Place; increasing the Linden Lane curb lane widths along the 250 foot section between Brookeville Road and Second Avenue to provide two 15-foot shared-use lanes to accommodate bicyclists; and reconstruction of the 250 foot segment of Brookeville Road between Linden Lane and Seminary Road. Seminary Road will be a closed-section roadway with two 15-foot shared-use lanes, sidewalks, and will have auxiliary turn lanes at the Brookeville Road/Seminary Place and Linden Lane/Second Avenue intersections. Seminary Place will be a closed section roadway with two 15-foot shared-use lanes and a sidewalk along the northern side. Brookeville Road will be a closed-section roadway with one southbound 16-foot shared-use lane, sidewalks, and a parking lane on the western side. The project amenities include street lights, landscaping, and stormwater management.

CAPACITY

The Seminary Road average daily traffic (ADT) volume for year 2007 was 11,300.

ESTIMATED SCHEDULE

Final design is to begin in the FY17. Construction will start after FY18 and take approximately 13 months to complete.

JUSTIFICATION

This project will simplify vehicle movements and improve traffic congestion by eliminating the Seminary Road "sweep" between Brookeville Road and Second Avenue. In addition, pedestrian and bicyclist safety will be improved. The proposed Seminary Place vertical alignment revision at Riley Place will increase intersection sight distance. Reconstruction of the segment of Seminary Road intersections between Brookeville Road and Second Avenue is recommended in the North and West Silver Spring Master Plan. Facility Planning - Phase I study completed in FY09 and Phase II in FY11.

FISCAL NOTE

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
Date First Appropriation	Washington Suburban Sanitary Commission	See Map on Next Page
First Cost Estimate	Department of Permitting Services	
Current Scope	PEPCO	
Last FY's Cost Estimate	Verizon	
Appropriation Request	Washington Gas	
Appropriation Request Est.	Maryland - National Capital Park and Planning Commission	
Supplemental Appropriation Request		
Transfer		
Cumulative Appropriation		
Expenditures / Encumbrances		
Unencumbered Balance		
Partial Closeout Thru		
New Partial Closeout		
Total Partial Closeout		

Snouffer School Road North (Webb Tract) -- No. 501119

Category	Transportation	Date Last Modified	May 07, 2012
Subcategory	Roads	Required Adequate Public Facility	No
Administering Agency	Transportation	Relocation Impact	None.
Planning Area	Gaithersburg Vicinity	Status	Preliminary Design Stage

EXPENDITURE SCHEDULE (\$000)

Cost Element	Total	Thru FY11	Est. FY12	Total 6 Years	FY13	FY14	FY15	FY16	FY17	FY18	Beyond 6 Years
Planning, Design, and Supervision	2,169	0	669	1,500	450	450	300	300	0	0	0
Land	105	0	0	105	105	0	0	0	0	0	0
Site Improvements and Utilities	525	0	0	525	0	0	525	0	0	0	0
Construction	9,300	0	0	9,300	0	0	4,400	4,900	0	0	0
Other	0	0	0	0	0	0	0	0	0	0	0
Total	12,099	0	669	11,430	555	450	5,225	5,200	0	0	0

FUNDING SCHEDULE (\$000)

G.O. Bonds	12,099	0	0	0	0	0	0	0	0	0	12,099
Interim Finance	0	0	669	11,430	555	450	5,225	5,200	0	0	-12,099
Total	12,099	0	669	11,430	555	450	5,225	5,200	0	0	0

OPERATING BUDGET IMPACT (\$000)

Maintenance				2	0	0	0	0	1	1
Energy				2	0	0	0	0	1	1
Net Impact				4	0	0	0	0	2	2

DESCRIPTION

This project provides for the design, land acquisition, and construction of 1,300 linear feet of roadway widening and resurfacing along Snouffer School Road between Centerway Road and Fessenden Lane and a new traffic signal at Alliston Hollow Way, as well as providing for grading for two northern lanes and resurfacing two southern lanes from Fessenden Lane to Alliston Hollow Way. The closed-section roadway typical section consists of two through lanes southbound and one through lane northbound separated by a raised median, an 8-foot shared use path on the northern side, and a 5-foot sidewalk on the southern side within a 100 foot right-of-way. The sidewalk and shared use path will extend for a distance of 2,500 linear feet from Centerway Road to Alliston Hollow Way. The project will include a bridge for the northbound traffic lanes and replacement of the existing bridge for the southbound traffic lane over Cabin Branch, street lights, storm drainage, stormwater management, landscaping, and utility relocations.

CAPACITY

Average daily traffic is projected to be 15,000 vehicles per day by 2015.

ESTIMATED SCHEDULE

Final design is to be completed in the Winter of 2014; utility relocations are anticipated to be complete in the Winter of 2014; and construction will begin in the Fall of 2014.

COST CHANGE

Cost decrease is due to reduced scope, partially offset by increased costs due to the need to replace the existing bridge over Cabin Branch, inflation, and overhead charges.

JUSTIFICATION

This project is part of the County's Smart Growth Initiative for the relocation of the Public Safety Training Academy and the Montgomery County Public School (MCPS) Food Services Facility to the Webb Tract and will provide improved access to the new facilities. This project is also needed to meet the existing and future traffic and pedestrian demands in the area. The Airpark Project Area of the Gaithersburg Vicinity Planning Area is experiencing growth with plans for commercial and residential development. This project meets the recommendations of the area master plan and enhances regional connectivity. It will improve traffic flow by providing additional traffic lanes and encourage alternative means of mobility through proposed bicycle and pedestrian facilities.

OTHER

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

FISCAL NOTE

Interim financing will be used in the short term, with permanent funding sources to include G.O. Bonds.

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;">FY11</td> <td style="text-align: right;">(\$000)</td> </tr> <tr> <td>First Cost Estimate</td> <td style="text-align: center;">FY13</td> <td style="text-align: right;">12,099</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;">16,800</td> </tr> </table>	Date First Appropriation	FY11	(\$000)	First Cost Estimate	FY13	12,099	Current Scope			Last FY's Cost Estimate		16,800	Snouffer School Road Public Services Training Academy Relocation Washington Suburban Sanitary Commission M-NCPPC Department of Permitting Services Department of General Services Maryland Department of the Environment	See Map on Next Page
Date First Appropriation	FY11	(\$000)												
First Cost Estimate	FY13	12,099												
Current Scope														
Last FY's Cost Estimate		16,800												
<table border="1" style="width: 100%; border-collapse: collapse;"> <tr> <td>Appropriation Request</td> <td style="text-align: center;">FY13</td> <td style="text-align: right;">384</td> </tr> <tr> <td>Appropriation Request Est.</td> <td style="text-align: center;">FY14</td> <td style="text-align: right;">10,425</td> </tr> <tr> <td>Supplemental Appropriation Request</td> <td></td> <td style="text-align: center;">0</td> </tr> <tr> <td>Transfer</td> <td></td> <td style="text-align: center;">0</td> </tr> </table>	Appropriation Request	FY13	384	Appropriation Request Est.	FY14	10,425	Supplemental Appropriation Request		0	Transfer		0		
Appropriation Request	FY13	384												
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Transfer		0												
<table border="1" style="width: 100%; border-collapse: collapse;"> <tr> <td>Cumulative Appropriation</td> <td style="text-align: right;">1,290</td> </tr> <tr> <td>Expenditures / Encumbrances</td> <td style="text-align: right;">866</td> </tr> <tr> <td>Unencumbered Balance</td> <td style="text-align: right;">424</td> </tr> </table>	Cumulative Appropriation	1,290	Expenditures / Encumbrances	866	Unencumbered Balance	424								
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<table border="1" style="width: 100%; border-collapse: collapse;"> <tr> <td>Partial Closeout Thru</td> <td style="text-align: center;">FY10</td> <td style="text-align: center;">0</td> </tr> <tr> <td>New Partial Closeout</td> <td style="text-align: center;">FY11</td> <td style="text-align: center;">0</td> </tr> <tr> <td>Total Partial Closeout</td> <td></td> <td style="text-align: center;">0</td> </tr> </table>	Partial Closeout Thru	FY10	0	New Partial Closeout	FY11	0	Total Partial Closeout		0					
Partial Closeout Thru	FY10	0												
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Total Partial Closeout		0												

Stringtown Road -- No. 501208

Category	Transportation	Date Last Modified	March 21, 2012
Subcategory	Roads	Required Adequate Public Facility	Yes
Administering Agency	Transportation	Relocation Impact	None.
Planning Area	Clarksburg	Status	Preliminary Design Stage

EXPENDITURE SCHEDULE (\$000)

Cost Element	Total	Thru FY11	Est. FY12	Total 6 Years	FY13	FY14	FY15	FY16	FY17	FY18	Beyond 6 Years
Planning, Design, and Supervision	450	0	450	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	0	0	0	0	0	0	0	0	0	0	0
Total	450	0	450	0	0	0	0	0	0	0	0

FUNDING SCHEDULE (\$000)

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

COST CHANGE

Decrease in cost due to reduced estimate of \$450,000 to complete design.

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																																																			
<table border="1" style="width: 100%; border-collapse: collapse;"> <tr> <td>Date First Appropriation</td> <td>FY11</td> <td>(\$000)</td> </tr> <tr> <td>First Cost Estimate</td> <td>FY12</td> <td>900</td> </tr> <tr> <td>Current Scope</td> <td></td> <td></td> </tr> <tr> <td>Last FY's Cost Estimate</td> <td></td> <td>900</td> </tr> <tr> <td colspan="3"> </td> </tr> <tr> <td>Appropriation Request</td> <td>FY13</td> <td>-450</td> </tr> <tr> <td>Appropriation Request Est.</td> <td>FY14</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>900</td> </tr> <tr> <td>Expenditures / Encumbrances</td> <td></td> <td>220</td> </tr> <tr> <td>Unencumbered Balance</td> <td></td> <td>680</td> </tr> <tr> <td colspan="3"> </td> </tr> <tr> <td>Partial Closeout Thru</td> <td>FY10</td> <td>0</td> </tr> <tr> <td>New Partial Closeout</td> <td>FY11</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	FY12	900	Current Scope			Last FY's Cost Estimate		900				Appropriation Request	FY13	-450	Appropriation Request Est.	FY14	0	Supplemental Appropriation Request		0	Transfer		0				Cumulative Appropriation		900	Expenditures / Encumbrances		220	Unencumbered Balance		680				Partial Closeout Thru	FY10	0	New Partial Closeout	FY11	0	Total Partial Closeout		0	<p>Maryland National Capital Park and Planning Commission</p>	<p>See Map on Next Page</p>
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White Flint District East: Transportation -- No. 501204

Category	Transportation	Date Last Modified	May 18, 2012
Subcategory	Roads	Required Adequate Public Facility	No
Administering Agency	Transportation	Relocation Impact	None.
Planning Area	North Bethesda-Garrett Park	Status	Planning Stage

EXPENDITURE SCHEDULE (\$000)

Cost Element	Total	Thru FY11	Est. FY12	Total 6 Years	FY13	FY14	FY15	FY16	FY17	FY18	Beyond 6 Years
Planning, Design, and Supervision	6,360	0	1,200	3,400	1,000	1,050	650	700	0	0	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	100	0	3,420	0	0	2,340
Construction	17,180	0	0	3,000	0	3,000	0	0	0	0	14,180
Other	0	0	0	0	0	0	0	0	0	0	0
Total	29,400	0	1,200	9,920	1,000	4,150	650	4,120	0	0	18,280

FUNDING SCHEDULE (\$000)

White Flint - Special Tax District	29,400	0	1,200	9,920	1,000	4,150	650	4,120	0	0	18,280
Total	29,400	0	1,200	9,920	1,000	4,150	650	4,120	0	0	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 accurately determined. This project also assumes 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 will go to construction in the Summer of 2013 (FY14).

Preliminary engineering is anticipated to be complete in the Fall of 2012. In the Fall of 2012, this project may be amended to reflect updated costs, schedules, and funding for each of the subprojects.

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	FY17	FY18	Total
Executive Blvd Ext East (B-7)	\$250	\$250	\$250	\$250	\$1,000	\$0	\$0	\$9,800
Executive Blvd Ext East (B-7)	\$150	\$150	\$200	\$200	\$1,570	\$0	\$0	\$6,900
Nebel St (B-5)	\$200	\$200	\$200	\$200	\$1,550	\$0	\$0	\$8,200
MacGrath Blvd Bridge over WMATA	\$600	\$400	\$3,500	\$0	\$0	\$0	\$0	\$4,500
TOTALS	\$1,200	\$1,000	\$4,150	\$650	\$4,120	\$0	\$0	\$29,400

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;">FY12</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;">29,400</td> </tr> <tr> <td>Current Scope</td> <td style="text-align: center;">FY12</td> <td style="text-align: right;">29,400</td> </tr> <tr> <td>Last FY's Cost Estimate</td> <td></td> <td style="text-align: right;">29,400</td> </tr> <tr> <td>Appropriation Request</td> <td style="text-align: center;">FY13</td> <td style="text-align: right;">0</td> </tr> <tr> <td>Appropriation Request Est</td> <td style="text-align: center;">FY14</td> <td style="text-align: right;">4,150</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>Cumulative Appropriation</td> <td></td> <td style="text-align: right;">2,200</td> </tr> <tr> <td>Expenditures / Encumbrances</td> <td></td> <td style="text-align: right;">673</td> </tr> <tr> <td>Unencumbered Balance</td> <td></td> <td style="text-align: right;">1,527</td> </tr> <tr> <td>Partial Closeout Thru</td> <td style="text-align: center;">FY10</td> <td style="text-align: right;">0</td> </tr> <tr> <td>New Partial Closeout</td> <td style="text-align: center;">FY11</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	FY12	(\$000)	First Cost Estimate	FY12	29,400	Current Scope	FY12	29,400	Last FY's Cost Estimate		29,400	Appropriation Request	FY13	0	Appropriation Request Est	FY14	4,150	Supplemental Appropriation Request		0	Transfer		0	Cumulative Appropriation		2,200	Expenditures / Encumbrances		673	Unencumbered Balance		1,527	Partial Closeout Thru	FY10	0	New Partial Closeout	FY11	0	Total Partial Closeout		0	<p>M-NCPPC White Flint Sector Plan WMATA City of Rockville Maryland State Highway Administration Federal Agencies including Nuclear Regulatory Commission Developers Department of Environmental Protection Department of Permitting Services</p>	<p>See Map on Next Page</p>
Date First Appropriation	FY12	(\$000)																																										
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Partial Closeout Thru	FY10	0																																										
New Partial Closeout	FY11	0																																										
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White Flint District East: Transportation -- No. 501204 (continued)

FISCAL NOTE

Funding Sources:

The ultimate funding source for these projects will be White Flint Development 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 FY12 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.

FY17 and FY18 expenditures will be added when more refined cost estimates are available.

OTHER DISCLOSURES

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

White Flint District West: Transportation -- No. 501116

Category	Transportation	Date Last Modified	May 10, 2012
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 FY11	Est. FY12	Total 6 Years	FY13	FY14	FY15	FY16	FY17	FY18	Beyond 6 Years
Planning, Design, and Supervision	14,064	189	1,711	11,474	750	2,650	2,950	3,535	1,589	0	690
Land	11,000	0	0	1,000	600	0	200	200	0	0	10,000
Site Improvements and Utilities	3,162	0	0	2,351	0	0	0	1,741	610	0	811
Construction	70,381	0	0	69,539	0	0	0	6,069	4,681	58,789	842
Other	35	0	35	0	0	0	0	0	0	0	0
Total	98,642	189	1,746	84,364	1,350	2,650	3,150	11,545	6,880	58,789	12,343

FUNDING SCHEDULE (\$000)

Current Revenue: General	0	189	-189	0	0	0	0	0	0	0	0
White Flint - Special Tax District	98,642	0	1,935	84,364	1,350	2,650	3,150	11,545	6,880	58,789	12,343
Total	98,642	189	1,746	84,364	1,350	2,650	3,150	11,545	6,880	58,789	12,343

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 + \$217k 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 (\$520k PDS + \$200k Land).
4. Rockville Pike (MD 355) (M-6)-Flanders Avenue to Hubbard Drive - 6,300 feet of 6-8 lane roadway (\$9.6m PDS + \$412k 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 (\$615k 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 (\$5,008,000).
2. Main Street/Market Street (LB-1)-Old Georgetown Rd. (MD 187) to Woodglen Rd. (MD 355)-Construct 1,700 feet of bikeway (\$1,738,000).
3. Executive Blvd. Extended (B-15)-Marinelli Rd. to Old Georgetown Rd. (MD 187)-New 900 feet of 4 lane roadway (\$23,536,000).
4. Rockville Pike (MD 355) (M-6)-Flanders Avenue to Hubbard Drive- Reconstruct 6,300 feet of 6-8 lane roadway (\$68,113,000).

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.

ESTIMATED SCHEDULE

Design to start on all projects with the exception of the Rockville Pike segment and to conclude in the Spring of 2013. Some property acquisition may occur in 2012-2013 (FY13). Design of the Rockville Pike section will begin in the Fall of 2012 (FY13) and be complete in the Spring of 2016 (FY16). Some property acquisition may occur on this section in 2015 (FY15) and 2016 (FY16).

Preliminary engineering is anticipated to be complete in the Fall of 2012. In the Fall of 2012, this project will be amended to reflect updated costs, schedules, and funding for each of the subprojects. In preparation for the amendment, the Executive Branch will explore the feasibility of including the design and construction of Hoya Street and the narrowing of Old Georgetown Road between Hoya Street and Rockville Pike as priority subprojects to be completed as soon as possible.

COST CHANGE

Cost increase due to the addition of expenditures in FY17 and FY18 from beyond the 6 years.

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 style="text-align: right;">98,642</td> </tr> <tr> <td>Last FY's Cost Estimate</td> <td></td> <td style="text-align: right;">98,642</td> </tr> <tr> <td colspan="3"> </td> </tr> <tr> <td>Appropriation Request</td> <td style="text-align: center;">FY13</td> <td style="text-align: right;">850</td> </tr> <tr> <td>Appropriation Request Est.</td> <td style="text-align: center;">FY14</td> <td style="text-align: right;">2,650</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;">2,435</td> </tr> <tr> <td>Expenditures / Encumbrances</td> <td></td> <td style="text-align: right;">272</td> </tr> <tr> <td>Unencumbered Balance</td> <td></td> <td style="text-align: right;">2,163</td> </tr> <tr> <td colspan="3"> </td> </tr> <tr> <td>Partial Closeout Thru</td> <td style="text-align: center;">FY10</td> <td style="text-align: right;">0</td> </tr> <tr> <td>New Partial Closeout</td> <td style="text-align: center;">FY11</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	FY12	98,642	Current Scope		98,642	Last FY's Cost Estimate		98,642				Appropriation Request	FY13	850	Appropriation Request Est.	FY14	2,650	Supplemental Appropriation Request		0	Transfer		0				Cumulative Appropriation		2,435	Expenditures / Encumbrances		272	Unencumbered Balance		2,163				Partial Closeout Thru	FY10	0	New Partial Closeout	FY11	0	Total Partial Closeout		0	WMATA City of Rockville MSHA Town of Garrett Park Neighborhood Civic Associations Developers	See Map on Next Page
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White Flint District West: Transportation -- No. 501116 (continued)

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

The expenditure schedule for the proposed projects is as follows:

	FY11	FY12	FY13	FY14	FY15	FY16	FY17	FY18	Beyond	TOTAL
Main St/ Market St (B-10)	\$0	\$400	\$200	\$250	\$200	\$1,606	\$2,177	\$0	\$0	\$4,833
Main St/ Market St (LB-1)	\$0	\$0	\$0	\$50	\$50	\$1,513	\$0	\$0	\$0	\$1,613
Executive Blvd (B-15)	\$0	\$200	\$450	\$400	\$500	\$5,926	\$3,631	\$0	\$12,343	\$23,450
Old Georgetown Rd (M-4A)	\$0	\$450	\$350	\$0	\$0	\$0	\$0	\$0	\$0	\$800
Rockville Pike MD 355 (M-6)	\$0	\$0	\$250	\$1,950	\$2,400	\$2,500	\$1,072	\$58,789	\$0	\$66,961
Hoya St (M-4A)	\$0	\$500	\$100	\$0	\$0	\$0	\$0	\$0	\$0	\$600
Analysis & Studies	\$35	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$35
TOTAL	\$35	\$1,550	\$1,350	\$2,650	\$3,150	\$11,545	\$6,880	\$58,789	\$12,343	\$98,292

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.

Intersection and Spot Improvements -- No. 507017

Category
Subcategory
Administering Agency
Planning Area

Transportation
Traffic Improvements
Transportation
Countywide

Date Last Modified
Required Adequate Public Facility
Relocation Impact
Status

May 01, 2012
No
None.
On-going

EXPENDITURE SCHEDULE (\$000)

Cost Element	Total	Thru FY11	Est. FY12	Total 6 Years	FY13	FY14	FY15	FY16	FY17	FY18	Beyond 6 Years
Planning, Design, and Supervision	2,163	519	0	1,644	250	250	250	250	322	322	0
Land	398	8	330	60	10	10	10	10	10	10	0
Site Improvements and Utilities	1,880	680	0	1,200	200	200	200	200	200	200	0
Construction	5,685	14	1,739	3,932	690	690	540	540	700	772	0
Other	0	0	0	0	0	0	0	0	0	0	0
Total	10,126	1,221	2,069	6,836	1,150	1,150	1,000	1,000	1,232	1,304	*

FUNDING SCHEDULE (\$000)

Current Revenue: General	3,500	0	500	3,000	500	500	500	500	500	500	0
G.O. Bonds	6,603	1,221	1,546	3,836	650	650	500	500	732	804	0
Intergovernmental	23	0	23	0	0	0	0	0	0	0	0
Total	10,126	1,221	2,069	6,836	1,150	1,150	1,000	1,000	1,232	1,304	0

DESCRIPTION

This project provides for planning and reconstructing various existing intersections in Montgomery County and for an annual congestion study to identify locations where there is a need for congestion mitigation. The project also includes the identification and implementation of corridor modifications and traffic calming treatments to enhance pedestrian safety. At these identified locations either construction begins immediately or detailed design plans are prepared and developed into future projects. The projects listed below reflect their current status.

COST CHANGE

Decrease in FY13-16 for fiscal capacity. Increase due to the addition of FY17-18 and indirect overhead costs to this on-going level of effort project.

JUSTIFICATION

Ongoing studies conducted by the Traffic Engineering and Operations Division indicate that many corridors and intersections need modifications implemented to calm traffic while improving capacity and/or vehicular and pedestrian safety.

OTHER

Examples of projects completed in the past are: Arcola Avenue, Connecticut Avenue from Grand Pre to Bel Pre Road, Bonifant Street at Georgia Avenue, Ridge Road and Oak Drive, South Glen Road and Falls Road, Briggs Chaney Road and Good Hope Road, Shady Grove Road and Darnestown Road, MacArthur Boulevard at Wilson, Calverton Boulevard from Cherry Hill to Prince George County line, Seven Locks at Montrose Road, Bou Avenue at Chapman Avenue, Lockwood Drive between Heather Hollow Circle and Stewart Lane, Randolph Road at New Hampshire Avenue, Dale Drive between US29 and Wayne Avenue, and Glen Mill Road at Boswell Lane.

Among projects to be constructed in FY12 and beyond are: Sam Eig Highway from Great Seneca Highway to Diamondback Road, Midcounty Highway at Washington Grove Lane, Midcounty Highway at Shady Grove Road, Research Boulevard at Shady Grove Road, Cedar/Summit between Saul and Knowles Avenue, Riffleford Road at Darnestown Road, Longdraft Road between Great Seneca Highway and Clopper Road, Briggs Chaney Road between Nees Lane and Lear Lane, Wisteria Drive between Great Seneca Highway and Waring Station Drive, Georgia Avenue in Silver Spring CBD, Plyers Mill Road at Metropolitan Avenue, Bradley Boulevard at River Road, Montrose Parkway at East Jefferson, Democracy Boulevard at Seven Locks Road, Macarthur Boulevard at Sangamore, Wayne Avenue in Silver Spring, Crystal Rock Drive, Jones Bridge Road, Carderock Spring Drive, and several small undesignated subprojects.

FISCAL NOTE

Expenditures include \$500,000 per year (\$250,000 in FY11) for corridor and intersection modifications in support of strategy No. 4 of the County Executive's Pedestrian Safety Initiative.

OTHER DISCLOSURES

- A pedestrian impact analysis will be performed during design or is in progress.
- * Expenditures will continue indefinitely.

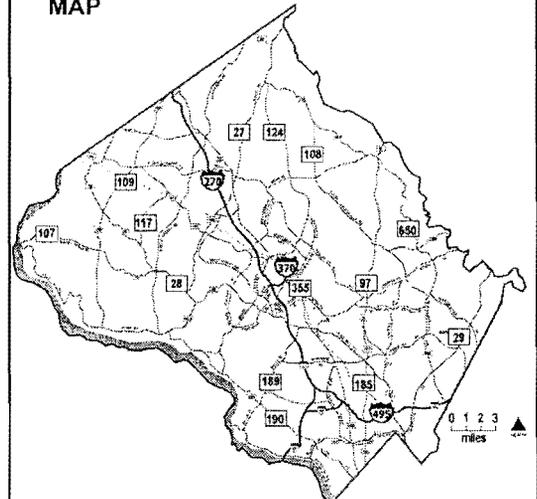
APPROPRIATION AND EXPENDITURE DATA

Date First Appropriation	FY70	(\$000)
First Cost Estimate		
Current Scope	FY13	10,126
Last FY's Cost Estimate		7,930
Appropriation Request	FY13	1,150
Appropriation Request Est.	FY14	1,150
Supplemental Appropriation Request		0
Transfer		0
Cumulative Appropriation		3,290
Expenditures / Encumbrances		2,073
Unencumbered Balance		1,217
Partial Closeout Thru	FY10	36,991
New Partial Closeout	FY11	0
Total Partial Closeout		36,991

COORDINATION

Maryland-National Capital Park and Planning Commission
Maryland State Highway Administration
U.S. Army Corps of Engineers
Washington Metropolitan Area Transit Authority
Developers
Montgomery County Pedestrian Safety Advisory Committee
Citizen's Advisory Boards

MAP



Redland Rd from Crabbs Branch Way - Baederwood La -- No. 500010

Category
Subcategory
Administering Agency
Planning Area

Transportation
Traffic Improvements
Transportation
Gaithersburg Vicinity

Date Last Modified
Required Adequate Public Facility
Relocation Impact
Status

April 26, 2012
No
None.
Final Design Stage

EXPENDITURE SCHEDULE (\$000)

Cost Element	Total	Thru FY11	Est. FY12	Total 6 Years	FY13	FY14	FY15	FY16	FY17	FY18	Beyond 6 Years
Planning, Design, and Supervision	1,590	1,458	33	99	10	89	0	0	0	0	0
Land	358	224	54	80	80	0	0	0	0	0	0
Site Improvements and Utilities	210	195	0	15	0	15	0	0	0	0	0
Construction	3,981	3,359	103	519	0	519	0	0	0	0	0
Other	4	4	0	0	0	0	0	0	0	0	0
Total	6,143	5,240	190	713	90	623	0	0	0	0	0

FUNDING SCHEDULE (\$000)

Development Approval Payment	606	474	5	127	64	63	0	0	0	0	0
G.O. Bonds	5,362	4,766	10	586	26	560	0	0	0	0	0
Intergovernmental	175	0	175	0	0	0	0	0	0	0	0
Total	6,143	5,240	190	713	90	623	0	0	0	0	0

OPERATING BUDGET IMPACT (\$000)

Maintenance				20	0	0	5	5	5	5
Energy				20	0	0	5	5	5	5
Net Impact				40	0	0	10	10	10	10

DESCRIPTION

This project provides for reconstruction of a segment of Redland Road including the intersections with Crabbs Branch Way and Needwood Road for congestion mitigation. Anticipated improvements include: widening a portion of Redland Road from Crabbs Branch Way to Baederwood Lane, construction of additional turning lanes, installation of traffic improvement devices, storm drain modifications as needed, and an eight feet wide mixed use bike path/sidewalk (Class I). The bike path will be located within the project limits on the northeast side of Redland Road and the south side of Needwood Road. The concrete sidewalk on the north side of Needwood Road will be extended 430 feet to Deer Lake Road. This includes curb, gutter, and storm drainage improvements. Land acquisition is required. A shared use bike path will be added to the south side of Needwood Road from Redland Road to Deer Lake Road. The path will be 1,350 linear feet long, eight feet wide and constructed with asphalt. Land acquisition is also required for the bike path.

CAPACITY

A.M. level of service (LOS) of the Crabbs Branch Way intersection will be improved from D to C, and P.M. LOS from F to B. A.M. LOS of the Needwood Road intersection will be improved from F to C and P.M. LOS from E to B.

ESTIMATED SCHEDULE

Design of the shared use bike path on the south side of Needwood Road will be completed in the fall of 2012. Construction of the bike path is estimated to be completed in the spring of 2014.

JUSTIFICATION

Studies conducted by the Department of Transportation (DOT) Traffic Engineering and Operations Division and comprehensive consultant studies indicate significant congestion in this roadway segment. In addition to the improved level of service, the project will reduce the operational problems at these intersections. The addition of the bike path will provide access to the Shady Grove Metro Station.

FISCAL NOTE

Development Approval Payment collected through FY05 is included in this project. Intergovernmental revenue is comprised of the Department of Environmental Protection contribution of up to \$150,000 for dam repair and \$25,000 from the Washington Suburban Sanitary Commission for water and sewer adjustments. Policy Area Mobility Review (PAMR) funds are available in FY12 (shown in funding schedule under Development Approval Payment (DAP)).

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;">FY00</td> <td style="text-align: right;">(\$000)</td> </tr> <tr> <td>First Cost Estimate</td> <td style="text-align: center;">FY11</td> <td style="text-align: right;">6,143</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;">6,143</td> </tr> <tr> <td colspan="3"> </td> </tr> <tr> <td>Appropriation Request</td> <td style="text-align: center;">FY13</td> <td style="text-align: right;">0</td> </tr> <tr> <td>Appropriation Request Est.</td> <td style="text-align: center;">FY14</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;">6,143</td> </tr> <tr> <td>Expenditures / Encumbrances</td> <td></td> <td style="text-align: right;">5,266</td> </tr> <tr> <td>Unencumbered Balance</td> <td></td> <td style="text-align: right;">877</td> </tr> <tr> <td colspan="3"> </td> </tr> <tr> <td>Partial Closeout Thru</td> <td style="text-align: center;">FY10</td> <td style="text-align: right;">0</td> </tr> <tr> <td>New Partial Closeout</td> <td style="text-align: center;">FY11</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	FY00	(\$000)	First Cost Estimate	FY11	6,143	Current Scope			Last FY's Cost Estimate		6,143				Appropriation Request	FY13	0	Appropriation Request Est.	FY14	0	Supplemental Appropriation Request		0	Transfer		0				Cumulative Appropriation		6,143	Expenditures / Encumbrances		5,266	Unencumbered Balance		877				Partial Closeout Thru	FY10	0	New Partial Closeout	FY11	0	Total Partial Closeout		0	<p>COORDINATION</p> <p>Intersection and Spot Improvements Project Department of Environmental Protection Department of Permitting Services Maryland-National Capital Park and Planning Commission Potomac Electric Power Company Verizon Comcast Washington Suburban Sanitary Commission Maryland Department of the Environment</p>	<p>MAP</p> <p style="font-size: 24px;">See Map on Next Page</p>
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Traffic Signal System Modernization -- No. 500704

Category
Subcategory
Administering Agency
Planning Area

Transportation
Traffic Improvements
Transportation
Countywide

Date Last Modified
Required Adequate Public Facility
Relocation Impact
Status

May 17, 2012
No
None.
Under Construction

EXPENDITURE SCHEDULE (\$000)

Cost Element	Total	Thru FY11	Est. FY12	Total 6 Years	FY13	FY14	FY15	FY16	FY17	FY18	Beyond 6 Years
Planning, Design, and Supervision	7,940	5,296	452	2,192	548	548	548	548	0	0	0
Land	0	0	0	0	0	0	0	0	0	0	0
Site Improvements and Utilities	27,841	6,458	12,803	8,580	3,112	2,564	1,452	1,452	0	0	0
Construction	56	56	0	0	0	0	0	0	0	0	0
Other	60	46	14	0	0	0	0	0	0	0	0
Total	35,897	11,856	13,269	10,772	3,660	3,112	2,000	2,000	0	0	0

FUNDING SCHEDULE (\$000)

Current Revenue: General	1,625	355	1,270	0	0	0	0	0	0	0	0
G.O. Bonds	15,494	4,454	9,855	1,185	1,185	0	0	0	0	0	0
Recordation Tax Premium	6,778	5,047	144	1,587	475	1,112	0	0	0	0	0
State Aid	12,000	2,000	2,000	8,000	2,000	2,000	2,000	2,000	0	0	0
Total	35,897	11,856	13,269	10,772	3,660	3,112	2,000	2,000	0	0	0

OPERATING BUDGET IMPACT (\$000)

Maintenance				1,745	250	295	300	300	300	300
Program-Staff				450	50	50	50	100	100	100
Program-Other				27	3	3	3	6	6	6
Net Impact				2,222	303	348	353	406	406	406
WorkYears					1.0	1.0	1.0	2.0	2.0	2.0

DESCRIPTION

This project provides for the modernization of the county's aged traffic signal system. Phase I consisted of planning, requirements development, systems engineering and testing. Phase II consists of acquisition of central system hardware and software, acquisition and implementation of control equipment and communications for intersections, as well as reconfiguration of the communications cable plant.

Phase I was completed in FY08. Phase II implementation commenced in FY09. As a result of the November 2009 failure of the existing system, Phase II was refined into two sub-phases, A and B, so that replacement of the existing system could be accelerated. Phase IIA encompassed critical work that is necessary to deactivate the existing system. Phase IIB will include all other work that is not critical to replacement of the existing system.

ESTIMATED SCHEDULE

Phase I - complete, FY07-08

Phase IIA - in progress, FY09-12

Phase IIB - FY13-16

JUSTIFICATION

The existing traffic signal control system, though it has been highly reliable, is an aging system dependent on dated technology. Central and field communications devices are obsolete and problematic to maintain. As the technologies employed in the Advanced Transportation Management System (ATMS) have advanced, it has become increasingly difficult to interface with the existing traffic signal control system (COMTRAC). Because of the limited functionality of COMTRAC, the system is not able to take advantage of the capabilities of the current generation of local intersection controllers. These capabilities provide a greater level of flexibility to manage traffic demands.

In November 2009, the existing traffic signal system experienced a failure that caused significant congestion and delays throughout the County for nearly two days. This event led to an acceleration of the schedule to replace the existing system.

The following reports were developed as part of the research, planning and system engineering work on this project. These reports documented the existing condition and need to modernize the existing signal control system, as well as the evaluation and engineering of specific components of the replacement system:

- White paper on the status and future of the traffic signal system in Montgomery County, March 2001;
- Concept of operations (rev 1.4), October 2007
- TSSM requirements (rev g), October 2007

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>FY12</td> <td>35,897</td> </tr> <tr> <td>Current Scope</td> <td></td> <td>35,897</td> </tr> <tr> <td>Last FY's Cost Estimate</td> <td></td> <td>35,897</td> </tr> </table>	Date First Appropriation	FY07	(\$000)	First Cost Estimate	FY12	35,897	Current Scope		35,897	Last FY's Cost Estimate		35,897	<p>Advanced Transportation Management System Fibernet Traffic Signals Project Department of Technology Services Maryland State Highway Administration</p>	
Date First Appropriation	FY07	(\$000)												
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Appropriation Request	FY13	3,660												
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Supplemental Appropriation Request		0												
Transfer		0												
<table border="1"> <tr> <td>Cumulative Appropriation</td> <td></td> <td>25,125</td> </tr> <tr> <td>Expenditures / Encumbrances</td> <td></td> <td>12,784</td> </tr> <tr> <td>Unencumbered Balance</td> <td></td> <td>12,341</td> </tr> </table>	Cumulative Appropriation		25,125	Expenditures / Encumbrances		12,784	Unencumbered Balance		12,341					
Cumulative Appropriation		25,125												
Expenditures / Encumbrances		12,784												
Unencumbered Balance		12,341												
<table border="1"> <tr> <td>Partial Closeout Thru</td> <td>FY10</td> <td>0</td> </tr> <tr> <td>New Partial Closeout</td> <td>FY11</td> <td>0</td> </tr> <tr> <td>Total Partial Closeout</td> <td></td> <td>0</td> </tr> </table>	Partial Closeout Thru	FY10	0	New Partial Closeout	FY11	0	Total Partial Closeout		0					
Partial Closeout Thru	FY10	0												
New Partial Closeout	FY11	0												
Total Partial Closeout		0												

Traffic Signal System Modernization -- No. 500704 (continued)

- TSSM communications master plan (rev c), February 2009
- TSSM risk assessment and analysis (rev e), April 2009

FISCAL NOTE

The county's traffic signal system supports approximately 800 traffic signals, about 550 of which are owned by the Maryland State Highway Administration (MSHA) and maintained and operated by the County on a reimbursement basis. MSHA plans to separately fund and implement other complimentary work and intersection upgrades amounting to approximately \$12.5 million that are not reflected in the project costs displayed above.

Project appropriations were reduced in FY09 (-\$106,000) and FY11 (-\$269,000) to reconcile the recall of a \$375,000 federal earmark that was originally programmed in FY07.

MSHA has committed to provide \$12 million in State aid to this project. This aid was originally programmed during FY09-14, but has not materialized due to the State's fiscal situation. MSHA remains committed to the full \$12 million in aid for this project, and the State aid as displayed is the best estimate of the schedule of the aid becoming available. In addition, \$2,000,000 has been moved to the TSSM project from the State Transportation Participation CIP (No. 500722) in FY 11 with repayment to that project in FY17.

The project schedule and costs for Phase IIB have not been finalized due to the emphasis on Phase IIA activities and will be adjusted in the future.

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.

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 26, 2012
No
None.
Planning Stage

EXPENDITURE SCHEDULE (\$000)

Cost Element	Total	Thru FY11	Est. FY12	Total 6 Years	FY13	FY14	FY15	FY16	FY17	FY18	Beyond 6 Years
Planning, Design, and Supervision	1,523	0	459	1,064	420	248	248	148	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	1,523	0	459	1,064	420	248	248	148	0	0	0

FUNDING SCHEDULE (\$000)

Current Revenue: General	838	0	342	496	253	81	81	81	0	0	0
Impact Tax	685	0	117	568	167	167	167	67	0	0	0
Total	1,523	0	459	1,064	420	248	248	148	0	0	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- \$326,800;
- B) Capacity improvements to address congested intersections- \$691,600; and
- 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- \$504,600.

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.

COST CHANGE

Increase due to the addition of overhead charges.

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 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

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>FY13</td> <td>1,523</td> </tr> <tr> <td>Last FY's Cost Estimate</td> <td></td> <td>1,503</td> </tr> </table>	Date First Appropriation	FY12	(\$000)	First Cost Estimate			Current Scope	FY13	1,523	Last FY's Cost Estimate		1,503	Maryland-National Capital Park and Planning Commission Maryland State Highway Administration U.S. Army Corps of Engineers Montgomery County Department of Permitting Services Montgomery County Department of Environmental Protection Montgomery County Pedestrian and Traffic Safety Advisory Committee Citizen's Advisory Boards Neighborhood Homeowner's Associations Utility Companies Civic Associations White Flint Transportation Management District (TMD)	See Map on Next Page
Date First Appropriation	FY12	(\$000)												
First Cost Estimate														
Current Scope	FY13	1,523												
Last FY's Cost Estimate		1,503												
<table border="1"> <tr> <td>Appropriation Request</td> <td>FY13</td> <td>420</td> </tr> <tr> <td>Appropriation Request Est.</td> <td>FY14</td> <td>248</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	FY13	420	Appropriation Request Est.	FY14	248	Supplemental Appropriation Request		0	Transfer		0		
Appropriation Request	FY13	420												
Appropriation Request Est.	FY14	248												
Supplemental Appropriation Request		0												
Transfer		0												
<table border="1"> <tr> <td>Cumulative Appropriation</td> <td></td> <td>459</td> </tr> <tr> <td>Expenditures / Encumbrances</td> <td></td> <td>0</td> </tr> <tr> <td>Unencumbered Balance</td> <td></td> <td>459</td> </tr> </table>	Cumulative Appropriation		459	Expenditures / Encumbrances		0	Unencumbered Balance		459					
Cumulative Appropriation		459												
Expenditures / Encumbrances		0												
Unencumbered Balance		459												
<table border="1"> <tr> <td>Partial Closeout Thru</td> <td>FY10</td> <td>0</td> </tr> <tr> <td>New Partial Closeout</td> <td>FY11</td> <td>0</td> </tr> <tr> <td>Total Partial Closeout</td> <td></td> <td>0</td> </tr> </table>	Partial Closeout Thru	FY10	0	New Partial Closeout	FY11	0	Total Partial Closeout		0					
Partial Closeout Thru	FY10	0												
New Partial Closeout	FY11	0												
Total Partial Closeout		0												

Child Care in Schools -- No. 649187

Category
Subcategory
Administering Agency
Planning Area

Health and Human Services
Health and Human Services
General Services
Countywide

Date Last Modified
Required Adequate Public Facility
Relocation Impact
Status

April 26, 2012
No
None.
On-going

EXPENDITURE SCHEDULE (\$000)

Cost Element	Total	Thru FY11	Est. FY12	Total 6 Years	FY13	FY14	FY15	FY16	FY17	FY18	Beyond 6 Years
Planning, Design, and Supervision	1,221	1,127	0	94	25	29	38	2	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	2,667	977	173	1,517	445	80	794	198	0	0	0
Other	19	19	0	0	0	0	0	0	0	0	0
Total	3,907	2,123	173	1,611	470	109	832	200	0	0	0

FUNDING SCHEDULE (\$000)

G.O. Bonds	3,907	2,123	173	1,611	470	109	832	200	0	0	0
Total	3,907	2,123	173	1,611	470	109	832	200	0	0	0

DESCRIPTION

This project provides for the placement of a large designated child-care classroom at public schools where Montgomery County Public Schools (MCPS) is undertaking major construction or renovation. MCPS will oversee the construction or renovation of the school, and the County will arrange to lease the child care portion of the building to a private child-care provider. Cost estimates are based on per square foot costs for elementary school construction, and adjusted by the additional State licensing requirements for child care, related to restroom and food preparation facilities. Site specific factors are not included.

ESTIMATED SCHEDULE

Planning and design for both Wheaton Woods and Brown Station is scheduled for FY14 with construction for both centers to begin in FY15. Construction is scheduled to begin on the Weller Road Center in FY12 and the Bel Pre Center in FY13.

COST CHANGE

Decreased cost is based upon revised cost estimates from MCPS.

JUSTIFICATION

Findings from the "Child Care Modular Study" (1989) support this project. The "Report of the Interagency Committee on Child Care Facilities at Public School Sites" (1989) established the policy of locating child day care facilities at school sites.

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>FY91</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>6,482</td> </tr> <tr> <td>Last FY's Cost Estimate</td> <td></td> <td>6,482</td> </tr> </table>	Date First Appropriation	FY91	(\$000)	First Cost Estimate			Current Scope	FY11	6,482	Last FY's Cost Estimate		6,482	Department of Health and Human Services Department of General Services Montgomery County Public Schools	
Date First Appropriation	FY91	(\$000)												
First Cost Estimate														
Current Scope	FY11	6,482												
Last FY's Cost Estimate		6,482												
<table border="1"> <tr> <td>Appropriation Request</td> <td>FY13</td> <td>-220</td> </tr> <tr> <td>Appropriation Request Est.</td> <td>FY14</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	FY13	-220	Appropriation Request Est.	FY14	0	Supplemental Appropriation Request		0	Transfer		0		
Appropriation Request	FY13	-220												
Appropriation Request Est.	FY14	0												
Supplemental Appropriation Request		0												
Transfer		0												
<table border="1"> <tr> <td>Cumulative Appropriation</td> <td></td> <td>4,127</td> </tr> <tr> <td>Expenditures / Encumbrances</td> <td></td> <td>2,123</td> </tr> <tr> <td>Unencumbered Balance</td> <td></td> <td>2,004</td> </tr> </table>	Cumulative Appropriation		4,127	Expenditures / Encumbrances		2,123	Unencumbered Balance		2,004					
Cumulative Appropriation		4,127												
Expenditures / Encumbrances		2,123												
Unencumbered Balance		2,004												
<table border="1"> <tr> <td>Partial Closeout Thru</td> <td>FY10</td> <td>0</td> </tr> <tr> <td>New Partial Closeout</td> <td>FY11</td> <td>0</td> </tr> <tr> <td>Total Partial Closeout</td> <td></td> <td>0</td> </tr> </table>	Partial Closeout Thru	FY10	0	New Partial Closeout	FY11	0	Total Partial Closeout		0					
Partial Closeout Thru	FY10	0												
New Partial Closeout	FY11	0												
Total Partial Closeout		0												

High School Wellness Center -- No. 640902

Category
Subcategory
Administering Agency
Planning Area

Health and Human Services
Health and Human Services
General Services
Countywide

Date Last Modified
Required Adequate Public Facility
Relocation Impact
Status

April 26, 2012
No
None.
On-going

EXPENDITURE SCHEDULE (\$000)

Cost Element	Total	Thru FY11	Est. FY12	Total 6 Years	FY13	FY14	FY15	FY16	FY17	FY18	Beyond 6 Years
Planning, Design, and Supervision	96	33	0	63	62	0	0	1	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	3,537	579	0	2,958	2,021	750	187	0	0	0	0
Other	264	30	29	205	120	0	85	0	0	0	0
Total	3,897	642	29	3,226	2,203	750	272	1	0	0	0

FUNDING SCHEDULE (\$000)

Current Revenue: General	46	0	29	17	17	0	0	0	0	0	0
G.O. Bonds	3,851	642	0	3,209	2,186	750	272	1	0	0	0
Total	3,897	642	29	3,226	2,203	750	272	1	0	0	0

OPERATING BUDGET IMPACT (\$000)

Program-Staff				1,054	0	149	166	241	249	249
Program-Other				9,394	0	1,445	1,445	2,168	2,168	2,168
Net Impact				10,448	0	1,594	1,611	2,409	2,417	2,417
WorkYears					0.0	1.8	2.0	2.9	3.0	3.0

DESCRIPTION

This project provides for the placement of High School Wellness Centers (HSWC) at public schools. High School Wellness Centers provide health, mental health, and social services, as well as family support/youth development services which attempt to address the needs of youth and to build their skills and strengths to be more successful in all sectors of their lives. Services are further targeted to meet the specific needs of the school. This project is in accordance with the recommendations of the School Based Wellness Center Planning Group (SBWCPG), the Department of Health and Human Services (DHHS) and Montgomery County Public Schools (MCPS). The selection of the "host" public school is based upon criteria recommended by the SBWCPG. MCPS will oversee the construction of the HSWC sites. The County will occupy the space with DHHS personnel and contractors. The HSWC are similar in design to School Based Health Centers with modifications to accommodate the older student population's needs and services. Site specific factors are to be determined, and will be provided during construction.

ESTIMATED SCHEDULE

Design for Gaithersburg High School began in FY10, Watkins Mill High School will begin in FY12 and Wheaton High School will begin in FY13. Construction for Gaithersburg High School is scheduled to begin in FY12, Watkins Mill High School in FY13, and Wheaton High School in FY14.

COST CHANGE

Revised cost estimates from MCPS.

JUSTIFICATION

This project is recommended by the SBWCPG, the DHHS, and MCPS. Each HSWC will provide services to address the physical health, mental health, and social service needs, as well as provide youth development opportunities to the students.

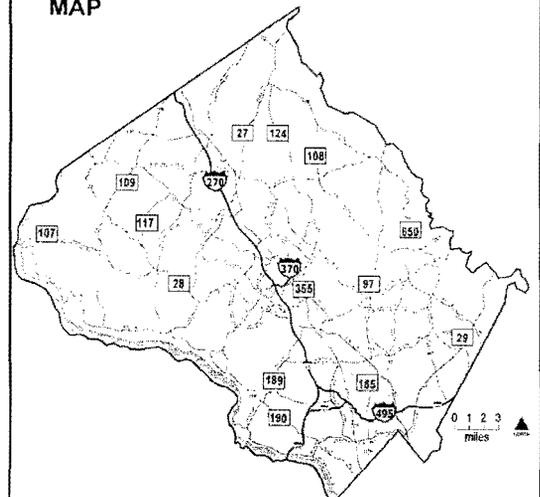
APPROPRIATION AND EXPENDITURE DATA

Date First Appropriation	FY09	(\$000)
First Cost Estimate		
Current Scope	FY13	3,897
Last FY's Cost Estimate		4,686
Appropriation Request	FY13	1,755
Appropriation Request Est.	FY14	0
Supplemental Appropriation Request		0
Transfer		0
Cumulative Appropriation		2,142
Expenditures / Encumbrances		646
Unencumbered Balance		1,496
Partial Closeout Thru	FY10	0
New Partial Closeout	FY11	0
Total Partial Closeout		0

COORDINATION

Department of Health and Human Services
Department of General Services
Montgomery County Public Schools

MAP



School Based Health & Linkages to Learning Centers -- No. 640400

Category	Health and Human Services	Date Last Modified	May 04, 2012
Subcategory	Health and Human Services	Required Adequate Public Facility	No
Administering Agency	General Services	Relocation Impact	None.
Planning Area	Countywide	Status	On-going

EXPENDITURE SCHEDULE (\$000)

Cost Element	Total	Thru FY11	Est. FY12	Total 6 Years	FY13	FY14	FY15	FY16	FY17	FY18	Beyond 6 Years
Planning, Design, and Supervision	1,423	1,279	0	144	79	17	23	16	8	1	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	7,166	3,601	1,292	2,273	914	120	510	128	481	120	0
Other	1,369	1,305	0	64	25	13	13	0	13	0	0
Total	9,958	6,185	1,292	2,481	1,018	150	546	144	502	121	0

FUNDING SCHEDULE (\$000)

Current Revenue: General	140	0	140	0	0	0	0	0	0	0	0
Federal Aid	659	0	659	0	0	0	0	0	0	0	0
G.O. Bonds	9,159	6,185	493	2,481	1,018	150	546	144	502	121	0
Total	9,958	6,185	1,292	2,481	1,018	150	546	144	502	121	0

OPERATING BUDGET IMPACT (\$000)

Program-Staff				2,419	261	418	435	435	435	435
Program-Other				5,500	340	851	1,087	1,153	1,153	916
Net Impact				7,919	601	1,269	1,522	1,588	1,588	1,351
WorkYears					2.8	4.8	5.0	5.0	5.0	5.0

DESCRIPTION

This project provides for the placement of School Based Health Centers (SBHC) and Linkages to Learning sites at public schools. School Based Health Centers provide primary health, social services, and mental health and youth development services. The Linkages to Learning (LTL) program provides accessible services to at-risk children and their families to improve adjustment to and performance in school, home, and community. Prevention and early intervention services include health, mental health, and social services and educational support. The selection of the host public schools is based upon criteria recommended by the School Based Health Center Interagency Planning Group (SBHCIPG) and the Linkages to Learning Advisory Group. Montgomery County Public Schools (MCPS) will oversee the construction of the SBHC and Linkages to Learning sites. The County will occupy the space with School Health Services and Linkages to Learning personnel and contractors. Cost estimates are based on per square foot costs for school construction, adjusted by the additional requirements for health care facilities, such as examination rooms, a laboratory and medical equipment. The facilities in elementary schools will be modeled after the current School Based Health Center at Gaithersburg Elementary School and other Linkages to Learning sites. MCPS will provide maintenance and utilities for the facility by a Memorandum of Understanding. Site specific factors are to be determined and will be provided during construction.

ESTIMATED SCHEDULE

Planning and design for Weller Road and Viers Mill SBHCs began in FY11, and construction will begin in FY12. Planning and design for Viers Mill, Georgian Forest, and Weller Road LTL centers began in FY11, and construction will begin in FY12. Planning and design for Wheaton Woods Elementary School LTL will begin in FY13, and construction will begin in FY15. Maryvale Elementary School LTL will begin in FY15, and construction will begin in FY17. Bei Pre Elementary School LTL will restart planning and begin construction in FY13.

COST CHANGE

Decreased cost is based upon revised cost estimates.

JUSTIFICATION

This project is part of the recommendations of the Department of Health and Human Services and MCPS.

FISCAL NOTE

In FY12, the Department of Health and Human Services received a \$493,000 grant award from the Affordable Care Act (ACA) for School Based Health Centers Capital Program (Health Resources and Services Administration) for Highland Elementary School Based Health Center.

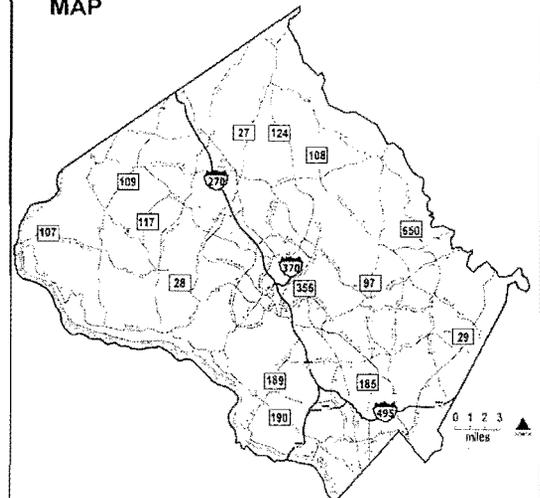
APPROPRIATION AND EXPENDITURE DATA

Date First Appropriation	FY04	(\$000)
First Cost Estimate		
Current Scope	FY13	9,958
Last FY's Cost Estimate		15,609
Appropriation Request	FY13	-4,427
Appropriation Request Est.	FY14	0
Supplemental Appropriation Request		0
Transfer		0
Cumulative Appropriation		14,385
Expenditures / Encumbrances		6,196
Unencumbered Balance		8,189
Partial Closeout Thru	FY10	0
New Partial Closeout	FY11	0
Total Partial Closeout		0

COORDINATION

Department of Health and Human Services
 Department of General Services
 Montgomery County Public Schools

MAP



Wheaton Library and Community Recreation Center -- No. 361202

Category **Culture and Recreation**
 Subcategory **Libraries**
 Administering Agency **General Services**
 Planning Area **Kensington-Wheaton**

Date Last Modified
 Required Adequate Public Facility
 Relocation Impact
 Status

May 17, 2012
No
None.
Planning Stage

EXPENDITURE SCHEDULE (\$000)

Cost Element	Total	Thru FY11	Est. FY12	Total 6 Years	FY13	FY14	FY15	FY16	FY17	FY18	Beyond 6 Years
Planning, Design, and Supervision	8,011	0	191	7,820	1,830	1,830	1,770	1,045	1,345	0	0
Land	0	0	0	0	0	0	0	0	0	0	0
Site Improvements and Utilities	2,170	0	0	2,170	0	0	0	2,170	0	0	0
Construction	23,070	0	0	23,070	0	0	0	8,695	14,375	0	0
Other	2,732	0	0	2,732	0	0	62	1,090	1,580	0	0
Total	35,983	0	191	35,792	1,830	1,830	1,832	13,000	17,300	0	0

FUNDING SCHEDULE (\$000)

Current Revenue: General	300	0	0	300	0	0	0	0	300	0	0
G.O. Bonds	35,683	0	191	35,492	1,830	1,830	1,832	13,000	17,000	0	0
Total	35,983	0	191	35,792	1,830	1,830	1,832	13,000	17,300	0	0

DESCRIPTION

This project will provide for the development of a combined facility to include a new Wheaton Library and Wheaton Community Recreation Center. Included in the scope is the development of a Program of Requirements (POR) and conceptual design followed by full design services and construction of the facility.

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, 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.

New Strategic Plans for Library Facilities and Information Technology will be completed by Summer of 2012. These plans will shape the key programmatic and design planning documents for this facility. These plans will recognize the need to adjust to how to best deliver library services given the rapid changes in technology.

ESTIMATED SCHEDULE

Facility concept study is expected to be completed in 2012. Design will start in 2013 and will last approximately 2 years followed by permitting and bidding. Construction is expected to start in Spring 2016.

COST CHANGE

Project budget is based on the past historical costs for a Community Recreation Center and Library project. These costs may change as more is learned regarding the implications of a shared use facility as well as the completion of the Libraries Strategic Facilities and Information Technology Plans.

JUSTIFICATION

The Wheaton Library is one of the busiest libraries in Montgomery County, with over 535,000 items circulated and more than 410,000 visits by the public in FY11. 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 reconfiguration 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

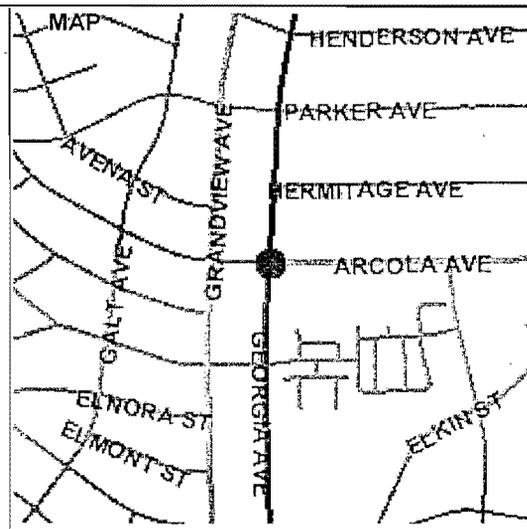
The site for the present Wheaton Library is presently owned by the County. The site of the present Wheaton Recreation Community Center is owned by

APPROPRIATION AND EXPENDITURE DATA

Date First Appropriation	FY12	(\$000)
First Cost Estimate	FY12	35,983
Current Scope		
Last FY's Cost Estimate		250
Appropriation Request	FY13	5,371
Appropriation Request Est.	FY14	0
Supplemental Appropriation Request		0
Transfer		0
Cumulative Appropriation		250
Expenditures / Encumbrances		0
Unencumbered Balance		250
Partial Closeout Thru	FY10	0
New Partial Closeout	FY11	0
Total Partial Closeout		0

COORDINATION

Department of General Services
 Department of Libraries
 Department of Recreation
 Department of Transportation
 M-NCPPC
 State Highways
 Mid-County Regional Services Center
 WSSC
 Pepco



Wheaton Library and Community Recreation Center -- No. 361202 (continued)

M-NCPPC. The issues associated with the transfer of the property will be identified during the planning phase.

Other cost includes \$300,000 for the collection.

OTHER DISCLOSURES

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

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

May 15, 2012
No
None.
On-going

EXPENDITURE SCHEDULE (\$000)

Cost Element	Total	Thru FY11	Est. FY12	Total 6 Years	FY13	FY14	FY15	FY16	FY17	FY18	Beyond 6 Years
Planning, Design, and Supervision	3,634	3,634	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	7,230	6,931	299	0	0	0	0	0	0	0	0
Other	5,371	462	4,354	555	555	0	0	0	0	0	0
Total	16,244	11,036	4,653	555	555	0	0	0	0	0	0

FUNDING SCHEDULE (\$000)

Contributions	150	0	150	0	0	0	0	0	0	0	0
Current Revenue: General	5,583	4,603	425	555	555	0	0	0	0	0	0
Land Sale	2,661	2,661	0	0	0	0	0	0	0	0	0
Long-Term Financing	3,850	2,216	1,634	0	0	0	0	0	0	0	0
State Aid	4,000	1,556	2,444	0	0	0	0	0	0	0	0
Total	16,244	11,036	4,653	555	555	0	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 ArtPreneurs, Inc., Muslim Community Center, Inc., Muslim Community Center, Inc., Potomac Community Resources, Inc., Sheppard Pratt Health System, Inc., and The Menare Foundation, 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 Fillmore venue in Silver Spring. The County's required match was \$4,000,000 and \$6,511,000 was programmed. The Venue Operator agreed to purchase certain furniture, fixtures, and equipment for the project; \$150,000 of which would be used as the required County match. An agreement between the development partners and the County was executed. The Fillmore is now operational.

Grants:

For FY13, County participation is anticipated for the following projects:

ArtPreneurs, Inc.: \$80,000
Muslim Community Center, Inc.: \$120,000
Muslim Community Center, Inc.: \$175,000
Potomac Community Resources, Inc.: \$50,000
Sheppard Pratt Health System, Inc.: \$50,000
The Menare Foundation, Inc.: \$80,000

For FY12, County participation was 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 was 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

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>FY13</td> <td>16,244</td> </tr> <tr> <td>Current Scope</td> <td></td> <td></td> </tr> <tr> <td>Last FY's Cost Estimate</td> <td></td> <td>15,689</td> </tr> </table>	Date First Appropriation	FY06	(\$000)	First Cost Estimate	FY13	16,244	Current Scope			Last FY's Cost Estimate		15,689	Private organizations State of Maryland Municipalities Montgomery County Public Schools Community Use of Public Facilities Department of General Services Department of Economic Development	
Date First Appropriation	FY06	(\$000)												
First Cost Estimate	FY13	16,244												
Current Scope														
Last FY's Cost Estimate		15,689												
<table border="1"> <tr> <td>Appropriation Request</td> <td>FY13</td> <td>555</td> </tr> <tr> <td>Appropriation Request Est.</td> <td>FY14</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	FY13	555	Appropriation Request Est.	FY14	0	Supplemental Appropriation Request		0	Transfer		0		
Appropriation Request	FY13	555												
Appropriation Request Est.	FY14	0												
Supplemental Appropriation Request		0												
Transfer		0												
<table border="1"> <tr> <td>Cumulative Appropriation</td> <td>15,689</td> </tr> <tr> <td>Expenditures / Encumbrances</td> <td>12,468</td> </tr> <tr> <td>Unencumbered Balance</td> <td>3,221</td> </tr> </table>	Cumulative Appropriation	15,689	Expenditures / Encumbrances	12,468	Unencumbered Balance	3,221								
Cumulative Appropriation	15,689													
Expenditures / Encumbrances	12,468													
Unencumbered Balance	3,221													
<table border="1"> <tr> <td>Partial Closeout Thru</td> <td>FY10</td> <td>0</td> </tr> <tr> <td>New Partial Closeout</td> <td>FY11</td> <td>0</td> </tr> <tr> <td>Total Partial Closeout</td> <td></td> <td>0</td> </tr> </table>	Partial Closeout Thru	FY10	0	New Partial Closeout	FY11	0	Total Partial Closeout		0					
Partial Closeout Thru	FY10	0												
New Partial Closeout	FY11	0												
Total Partial Closeout		0												

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

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

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 had to demonstrate to the County's satisfaction that it had commitments for the entire funding needed to construct the project before the \$75,000 in County funds could 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 were transferred to a new CIP 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.

Good Hope Neighborhood Recreation Center -- No. 720918

Category
Subcategory
Administering Agency
Planning Area

Culture and Recreation
Recreation
General Services
Silver Spring

Date Last Modified
Required Adequate Public Facility
Relocation Impact
Status

May 17, 2012
No
None.
Preliminary Design Stage

EXPENDITURE SCHEDULE (\$000)

Cost Element	Total	Thru FY11	Est. FY12	Total 6 Years	FY13	FY14	FY15	FY16	FY17	FY18	Beyond 6 Years
Planning, Design, and Supervision	1,285	122	30	1,133	374	357	194	180	28	0	0
Land	0	0	0	0	0	0	0	0	0	0	0
Site Improvements and Utilities	457	0	0	457	0	0	457	0	0	0	0
Construction	4,017	0	0	4,017	0	0	2,946	1,071	0	0	0
Other	874	0	0	874	0	0	291	583	0	0	0
Total	6,633	122	30	6,481	374	357	3,888	1,834	28	0	0

FUNDING SCHEDULE (\$000)

G.O. Bonds	6,633	122	30	6,481	374	357	3,888	1,834	28	0	0
Total	6,633	122	30	6,481	374	357	3,888	1,834	28	0	0

OPERATING BUDGET IMPACT (\$000)

Maintenance				118	0	0	0	24	47	47
Energy				108	0	0	0	22	43	43
Program-Staff				336	0	0	0	112	112	112
Program-Other				15	0	0	0	5	5	5
Net Impact				577	0	0	0	163	207	207
WorkYears					0.0	0.0	0.0	2.0	2.0	2.0

DESCRIPTION

The Good Hope Neighborhood Recreation Center, located at 14715 Good Hope Road in Silver Spring, requires extensive renovation and a modest expansion, to include the construction of an exercise/weight room, small activity room, game room, additional toilets, and storage. A key constraint is the limit on impervious site area, due to the Paint Branch Special Protection Area, resulting in expansion requirements that do not increase the building footprint. A key component of the site and building infrastructure renovation is to upgrade the facility to conform to the Montgomery County manual for planning, design, and construction of sustainable buildings, including meeting green building/sustainability goals; Montgomery County Energy Design Guidelines; and the Americans with Disabilities Act (ADA). The project will be designed to comply with Leadership in Energy and Environmental Design (LEED) guidelines for eventual certification.

ESTIMATED SCHEDULE

Design is underway and expected to be completed in FY14 with construction in FY15 - FY16.

COST CHANGE

Increase is due to the addition of construction funds.

JUSTIFICATION

Renovation and new construction requirements are based on a facilities assessment of the site and building infrastructure, and on programmatic requirements of the facility and the Department of Recreation. Two community charrettes were conducted as a part of the facility planning process.

OTHER

In 2000, the Montgomery County Department of Recreation (MCRD), in coordination with the then Department of Public Works and Transportation (DPWT), submitted an informal in-house assessment of five neighborhood recreation facilities, including informal recommendations for renovation or expansion. The assessment and recommendations were submitted in the Neighborhood Recreation Centers 2003 recommendations draft report summary.

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>FY13</td> <td>6,633</td> </tr> <tr> <td>Last FY's Cost Estimate</td> <td></td> <td>587</td> </tr> </table>	Date First Appropriation	FY09	(\$000)	First Cost Estimate			Current Scope	FY13	6,633	Last FY's Cost Estimate		587	<p>Department of General Services Department of Technology Services Department of Recreation WSSC PEPCO Department of Permitting Services</p>	
Date First Appropriation	FY09	(\$000)												
First Cost Estimate														
Current Scope	FY13	6,633												
Last FY's Cost Estimate		587												
<table border="1"> <tr> <td>Appropriation Request</td> <td>FY13</td> <td>296</td> </tr> <tr> <td>Appropriation Request Est.</td> <td>FY14</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	FY13	296	Appropriation Request Est.	FY14	0	Supplemental Appropriation Request		0	Transfer		0		
Appropriation Request	FY13	296												
Appropriation Request Est.	FY14	0												
Supplemental Appropriation Request		0												
Transfer		0												
<table border="1"> <tr> <td>Cumulative Appropriation</td> <td></td> <td>587</td> </tr> <tr> <td>Expenditures / Encumbrances</td> <td></td> <td>127</td> </tr> <tr> <td>Unencumbered Balance</td> <td></td> <td>460</td> </tr> </table>	Cumulative Appropriation		587	Expenditures / Encumbrances		127	Unencumbered Balance		460					
Cumulative Appropriation		587												
Expenditures / Encumbrances		127												
Unencumbered Balance		460												
<table border="1"> <tr> <td>Partial Closeout Thru</td> <td>FY10</td> <td>0</td> </tr> <tr> <td>New Partial Closeout</td> <td>FY11</td> <td>0</td> </tr> <tr> <td>Total Partial Closeout</td> <td></td> <td>0</td> </tr> </table>	Partial Closeout Thru	FY10	0	New Partial Closeout	FY11	0	Total Partial Closeout		0					
Partial Closeout Thru	FY10	0												
New Partial Closeout	FY11	0												
Total Partial Closeout		0												

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 02, 2012
No
None.
Planning Stage

EXPENDITURE SCHEDULE (\$000)

Cost Element	Total	Thru FY11	Est. FY12	Total 6 Years	FY13	FY14	FY15	FY16	FY17	FY18	Beyond 6 Years
Planning, Design, and Supervision	1,536	0	0	0	0	0	0	0	0	0	1,536
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	0	0	0	0	0	0	0	1,536

FUNDING SCHEDULE (\$000)

G.O. Bonds	1,536	0	0	0	0	0	0	0	0	0	1,536
Total	1,536	0	1,536								

DESCRIPTION

This project will include an approximately 46,200 gross 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 project schedule is dependent upon the development of the White Flint Sector plan.

COST CHANGE

None

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.

OTHER

The project schedule will be dependent upon the development of potential sites in the White Flint Sector.

APPROPRIATION AND EXPENDITURE DATA	COORDINATION	MAP
Date First Appropriation	Bethesda-Chevy Chase Regional Services Center	
FY	Department of Permitting Services	
(\$000)	Department of General Services	
First Cost Estimate	Department of Recreation	
FY13	Department of Technology Services	
1,536	WSSC	
Last FY's Cost Estimate	PEPCO	
1,536		
Appropriation Request		
FY13		
0		
Appropriation Request Est.		
FY14		
0		
Supplemental Appropriation Request		
0		
Transfer		
0		
Cumulative Appropriation		
0		
Expenditures / Encumbrances		
0		
Unencumbered Balance		
0		
Partial Closeout Thru		
FY10		
0		
New Partial Closeout		
FY11		
0		
Total Partial Closeout		
0		

North Potomac Community Recreation Center -- No. 720102

Category
Subcategory
Administering Agency
Planning Area

Culture and Recreation
Recreation
General Services
Potomac-Travilah

Date Last Modified
Required Adequate Public Facility
Relocation Impact
Status

May 22, 2012
No
None.
Final Design Stage

EXPENDITURE SCHEDULE (\$000)

Cost Element	Total	Thru FY11	Est. FY12	Total 6 Years	FY13	FY14	FY15	FY16	FY17	FY18	Beyond 6 Years
Planning, Design, and Supervision	3,761	1,168	0	2,593	1,070	791	732	0	0	0	0
Land	9,583	9,583	0	0	0	0	0	0	0	0	0
Site Improvements and Utilities	5,472	0	0	5,472	1,659	2,563	1,250	0	0	0	0
Construction	17,581	0	334	17,247	1,866	10,313	5,068	0	0	0	0
Other	1,481	0	0	1,481	0	137	1,344	0	0	0	0
Total	37,878	10,751	334	26,793	4,595	13,804	8,394	0	0	0	0

FUNDING SCHEDULE (\$000)

G.O. Bonds	36,674	9,547	334	26,793	4,595	13,804	8,394	0	0	0	0
PAYGO	1,204	1,204	0	0	0	0	0	0	0	0	0
Total	37,878	10,751	334	26,793	4,595	13,804	8,394	0	0	0	0

OPERATING BUDGET IMPACT (\$000)

Maintenance				677	0	0	111	122	222	222
Energy				528	0	0	75	151	151	151
Program-Staff				620	0	0	155	155	155	155
Program-Other				492	0	0	123	123	123	123
Net Impact				2,317	0	0	464	551	651	651
WorkYears					0.0	0.0	3.6	3.6	3.6	3.6

DESCRIPTION

This project provides for the planning, design and construction of a 33,000 net square foot community recreation center and associated site of approximately 17 acres. The building will include typical elements, such as, a gymnasium, exercise room, social hall, kitchen, senior/community lounge, arts/kiin room, game room, vending space, conference room, offices, lobby, rest rooms, and storage space.

ESTIMATED SCHEDULE

Design has been completed. Building permits will be obtained in Fall 2012, and the project will be bid in Winter 2012/2013. Construction is scheduled to start in Spring 2013 and last approximately 20 months.

COST CHANGE

Cost increase due to the addition of construction funding.

JUSTIFICATION

This region has no existing community recreation center facility.

The Department of Recreation Facility Development Plan (FY97-10) has identified the need for a community center to serve this region. The July 1998 Park Recreation and Program Open Space Master Plan prepared by M-NCPPC has also identified the development of a community recreation facility to serve the Potomac-Travilah planning area as a key community concern. Project preliminary design was completed in the Facility Planning: MCG project, prior to the establishment of this stand-alone project.

OTHER

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

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 General Services	
First Cost Estimate	Department of Technology Services	
Current Scope	Department of Recreation	
Last FY's Cost Estimate	M-NCPPC	
Appropriation Request	Department of Permitting Services	
Appropriation Request Est.	WSSC	
Supplemental Appropriation Request	PEPCO	
Transfer	Washington Gas	
Cumulative Appropriation	Upcounty Regional Services Center	
Expenditures / Encumbrances		
Unencumbered Balance		
Partial Closeout Thru		
New Partial Closeout		
Total Partial Closeout		

Public Arts Trust -- No. 729658

Category
Subcategory
Administering Agency
Planning Area

Culture and Recreation
Recreation
Recreation
Countywide

Date Last Modified
Required Adequate Public Facility
Relocation Impact
Status

April 30, 2012
No
None.
On-going

EXPENDITURE SCHEDULE (\$000)

Cost Element	Total	Thru FY11	Est. FY12	Total 6 Years	FY13	FY14	FY15	FY16	FY17	FY18	Beyond 6 Years
Planning, Design, and Supervision	317	17	0	300	50	50	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	0	0	0	0	0	0	0	0	0	0	0
Other	633	0	115	518	79	79	90	90	90	90	0
Total	950	17	115	818	129	129	140	140	140	140	*

FUNDING SCHEDULE (\$000)

Current Revenue: General	950	17	115	818	129	129	140	140	140	140	0
Total	950	17	115	818	129	129	140	140	140	140	0

DESCRIPTION

Effective April 12, 1995, the County Council enacted legislation providing for the creation of a Public Arts Trust. The purpose of this program is to incorporate art into public facilities and sponsor privately-funded temporary or permanent displays of art on public property. As written, the County Chief Administrative Officer [CAO] administers the trust in consultation with the Arts and Humanities Council of Montgomery County (AHCMC), Montgomery County Public Schools, Montgomery College, and the Montgomery County Parks Commission. The request for County funds for this project will be determined annually. The guidelines state that the annual request for the next fiscal year will be .05 percent of the total approved programmed capital expenditures for the current year Capital Improvements Program of the County Government, Public Schools, Montgomery College, and the Maryland-National Capital Park and Planning Commission. Each year, the County Council should consider appropriating this amount but may appropriate any amount.

COST CHANGE

Adjust the funding schedule in FY13 and FY14 to budget for maintenance of the public art that currently exists. Funding for FY17 and FY18 has been added.

JUSTIFICATION

Bill 12-94, a revision to the Art in Public Architecture law, provides for the creation of a Public Arts Trust. The Public Arts Trust is administered by the County Chief Administrative Officer.

FISCAL NOTE

The Public Arts Trust is implemented through the Department of Recreation via an outside contract with the AHCMC.

OTHER DISCLOSURES

- * Expenditures will continue indefinitely.

APPROPRIATION AND EXPENDITURE DATA	COORDINATION	MAP
Date First Appropriation	Arts and Humanities Council of Montgomery County	
First Cost Estimate	County	
Current Scope	Montgomery County Public Schools	
Last FY's Cost Estimate	Montgomery College	
Appropriation Request	M-NCPPC	
Appropriation Request Est.	Department of General Services	
Supplemental Appropriation Request	County Executive	
Transfer	Chief Administrative Officer	
Cumulative Appropriation		
Expenditures / Encumbrances		
Unencumbered Balance		
Partial Closeout Thru		
New Partial Closeout		
Total Partial Closeout		

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

March 15, 2012
No
None.
On-going

EXPENDITURE SCHEDULE (\$000)

Cost Element	Total	Thru FY11	Est. FY12	Total 6 Years	FY13	FY14	FY15	FY16	FY17	FY18	Beyond 6 Years
Planning, Design, and Supervision	5,409	382	743	4,284	632	654	693	742	768	795	0
Land	18,130	1,196	14,234	2,700	388	407	427	457	489	532	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	39	39	0	0	0	0	0	0	0	0	0
Total	23,578	1,617	14,977	6,984	1,020	1,061	1,120	1,199	1,257	1,327	0

FUNDING SCHEDULE (\$000)

Agricultural Transfer Tax	8,442	1,203	4,539	2,700	388	407	427	457	489	532	0
Contributions	252	0	51	201	51	30	30	30	30	30	0
Federal Aid	522	0	522	0	0	0	0	0	0	0	0
G.O. Bonds	2,000	0	2,000	0	0	0	0	0	0	0	0
Investment Income	5,102	414	605	4,083	581	624	663	712	738	765	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	23,578	1,617	14,977	6,984	1,020	1,061	1,120	1,199	1,257	1,327	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 and through Executive Regulation 3-09 AM, adopted July 27, 2010. 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.

In FY10, the Building Lot Termination (BLT) program was initiated. This program 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

Reduction of \$2.0 million in General Obligation Bonds to meet fiscal constraints and consistent with current spending pattern. Agricultural Transfer Tax decreases are partially offset by increases in Contributions and Investment Income and the addition of FY17 and FY18 project costs.

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, and Executive Regulation 3-09 AM.

OTHER

FY13 estimated Investment Income expenditures are \$537,319: 1 workyear Sr. Business Development Specialist, .5 workyear Business Development Specialist I, 1 workyear MLS Manager II, 1.5 workyears Principal Administrative Aides, .10 workyear Resource Conservationist; .10 Sr. Business Development Specialist; \$30,000 - Deer Donation Program; \$10,000 - Montgomery Weed Control Program; and \$72,000 for Cooperative Extension Partnership.

APPROPRIATION AND EXPENDITURE DATA	COORDINATION	MAP												
<table border="1"> <tr> <td>Date First Appropriation</td> <td>FY89</td> <td>(\$000)</td> </tr> <tr> <td>First Cost Estimate</td> <td></td> <td></td> </tr> <tr> <td>Current Scope</td> <td>FY13</td> <td>21,578</td> </tr> <tr> <td>Last FY's Cost Estimate</td> <td></td> <td>24,912</td> </tr> </table>	Date First Appropriation	FY89	(\$000)	First Cost Estimate			Current Scope	FY13	21,578	Last FY's Cost Estimate		24,912	State of Maryland Agricultural Land Preservation Foundation State of Maryland Department of Natural Resources Maryland-National Capital Park and Planning Commission Landowners	
Date First Appropriation	FY89	(\$000)												
First Cost Estimate														
Current Scope	FY13	21,578												
Last FY's Cost Estimate		24,912												
<table border="1"> <tr> <td>Appropriation Request</td> <td>FY13</td> <td>-1,360</td> </tr> <tr> <td>Appropriation Request Est.</td> <td>FY14</td> <td>1,061</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	FY13	-1,360	Appropriation Request Est.	FY14	1,061	Supplemental Appropriation Request		0	Transfer		0		
Appropriation Request	FY13	-1,360												
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Transfer		0												
<table border="1"> <tr> <td>Cumulative Appropriation</td> <td></td> <td>18,974</td> </tr> <tr> <td>Expenditures / Encumbrances</td> <td></td> <td>3,544</td> </tr> <tr> <td>Unencumbered Balance</td> <td></td> <td>15,430</td> </tr> </table>	Cumulative Appropriation		18,974	Expenditures / Encumbrances		3,544	Unencumbered Balance		15,430					
Cumulative Appropriation		18,974												
Expenditures / Encumbrances		3,544												
Unencumbered Balance		15,430												
<table border="1"> <tr> <td>Partial Closeout Thru</td> <td>FY10</td> <td>58,147</td> </tr> <tr> <td>New Partial Closeout</td> <td>FY11</td> <td>0</td> </tr> <tr> <td>Total Partial Closeout</td> <td></td> <td>58,147</td> </tr> </table>	Partial Closeout Thru	FY10	58,147	New Partial Closeout	FY11	0	Total Partial Closeout		58,147					
Partial Closeout Thru	FY10	58,147												
New Partial Closeout	FY11	0												
Total Partial Closeout		58,147												

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, new 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.

CDBG Capital Appropriation -- No. 767820

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

April 27, 2012
No
None.
On-going

EXPENDITURE SCHEDULE (\$000)

Cost Element	Total	Thru FY11	Est. FY12	Total 6 Years	FY13	FY14	FY15	FY16	FY17	FY18	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	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0

FUNDING SCHEDULE (\$000)

Community Development Block Grant	0	0	0	0	0	0	0	0	0	0	0
Total	0										

DESCRIPTION

This project consolidates the appropriation authority for all Community Development Block Grant (CDBG) funds allocated to capital projects since FY78. The following list of CIP projects has been determined necessary to carry out Montgomery County's Community Development Block Grant Program to aid low- and moderate-income residents in upgrading their neighborhoods and in eliminating blight in the County. Projects listed below show the allocation of CDBG funds proposed for FY13 and FY14. For information on previous fiscal years, refer to the approved CIP for that year.

JUSTIFICATION

The projects listed below are justified on their respective project description forms.

OTHER

This project description form is consistent with the CDBG application to be recommended by the County Executive, to be approved by the County Council, and to be submitted to HUD in May 2012.

CIP #	Project Name	FY13	FY14
769375	Facility Planning	0	0
760500	Fenton Street Village Pedestrian Linkages	600,000	0
761100	Focused Neighborhood Assistance	720,000	945,000
	Contingency	100,000	200,000
Total		1,420,000	1,145,000

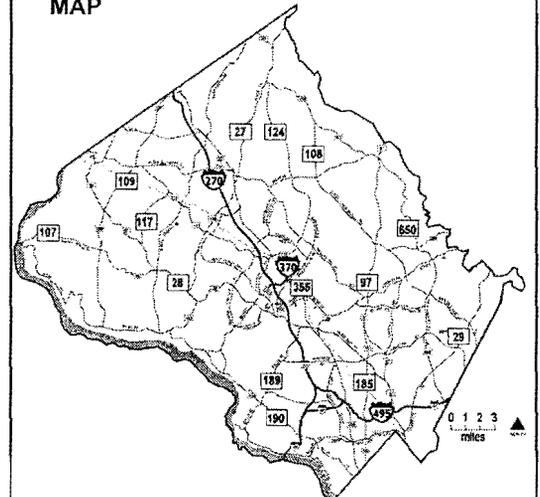
APPROPRIATION AND EXPENDITURE DATA

Date First Appropriation	FY00	(\$000)
First Cost Estimate		
Current Scope	FY11	0
Last FY's Cost Estimate		0
Appropriation Request	FY13	1,420
Appropriation Request Est.	FY14	1,145
Supplemental Appropriation Request		0
Transfer		0
Cumulative Appropriation		3,218
Expenditures / Encumbrances		0
Unencumbered Balance		3,218
Partial Closeout Thru	FY10	0
New Partial Closeout	FY11	0
Total Partial Closeout		0

COORDINATION

See individual project PDFs
U.S. Department of Housing and Urban Development

MAP



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 02, 2012
No
None.
On-going

EXPENDITURE SCHEDULE (\$000)

Cost Element	Total	Thru FY11	Est. FY12	Total 6 Years	FY13	FY14	FY15	FY16	FY17	FY18	Beyond 6 Years
Planning, Design, and Supervision	3,970	3,081	14	750	125	125	125	125	125	125	125
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	3,970	3,081	14	750	125	125	125	125	125	125	*

FUNDING SCHEDULE (\$000)

Community Development Block Grant	893	893	0	0	0	0	0	0	0	0	0
Current Revenue: General	2,777	1,888	14	750	125	125	125	125	125	125	125
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	3,970	3,081	14	750	125						

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 neighborhoods 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

Increase due to the addition of FY17 and FY18. The total project cost was reduced due to the shift of CDBG funding to the operating budget.

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.

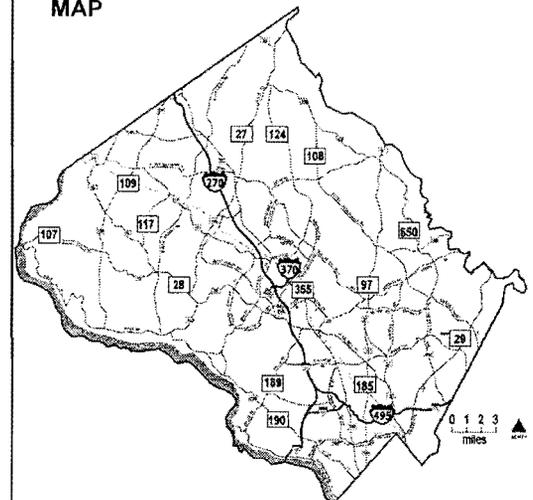
APPROPRIATION AND EXPENDITURE DATA

Date First Appropriation	FY96	(\$000)
First Cost Estimate		
Current Scope	FY13	3,970
Last FY's Cost Estimate		3,795
Appropriation Request	FY13	125
Appropriation Request Est.	FY14	125
Supplemental Appropriation Request		0
Transfer		0
Cumulative Appropriation		3,095
Expenditures / Encumbrances		2,938
Unencumbered Balance		157
Partial Closeout Thru	FY10	0
New Partial Closeout	FY11	0
Total Partial Closeout		0

COORDINATION

Office of Management and Budget
M-NCPPC
Department of Transportation
Department of General Services
Regional Services Centers

MAP



PART III: CAPITAL IMPROVEMENTS PROJECTS TO BE CLOSED OUT

The following capital projects are closed out effective July 1, 2012, and the appropriation for each project is decreased by the amount of that project's unencumbered balance.

Project #	Project Name
500108	Battery Park Storm Drain
509995	Conference Center Intersection Improvements
500510	Connecticut Ave./Primrose Street Storm Drain
500140	Jones Bridge Rd @ Rockville Pike
500809	Landfill Gas-To-Energy Facilities
500703	MD 108 Sidewalk
720921	Neighborhood Recreation Center Construction
509922	North Bethesda Trail
509587	North Bethesda Trail Bridges
500508	Park Lane
500328	Pkg Bethesda Elevator Modernization
509327	Pkg Sil Spr Elevator Modernization
500910	Randolph Road from Rock Creek to Charles Road
159920	Round House Theatre
159516	Silver Theatre
509706	State Highway Noise Abatement
720500	Upper County Outdoor Pool Renovation
509944	Valley Park Drive
470102	Vehicle Recovery Facility
500202	Wayne Avenue Bridge No. M-162

**PART IV: CAPITAL IMPROVEMENTS PROJECTS:
PARTIAL CLOSE OUT**

Partial close out of the following capital projects is effective July 1, 2012

Project #	Project Name	Amount
509325	ADA Compliance: Transportation	20,015,000
788911	Ag Land Pres Easements	58,147,000
316222	ALARF: MCG	234,000
508728	Asbestos Abatement: MCG	6,930,000
507596	Bikeway Program – Minor Projects	6,282,000
509753	Bridge Renovation	7,231,000
507658	Bus Stop Improvements	8,551,000
507834	Energy Conservation: MCG	10,140,000
508113	Guardrail Projects	3,744,000
458756	HVAC/Elec Replacement: Fire Stns	4,281,000
508941	HVAC/Elec Replacement: MCG	18,628,000
507017	Intersection and Spot Improvements	36,991,000
807359	Misc Stream Valley Improvements	13,706,000
509523	Neighborhood Traffic Calming	5,993,000
508255	Pkg Beth Fac Renovations	22,348,000
508250	Pkg Sil Spg Fac Renovations	26,116,000
509709	Pkg Wheaton Fac Renovations	2,320,000
509514	Planned Lifecycle Asset Replacement: MCG	8,728,000
729658	Public Arts Trust	1,751,000
507310	Public Facilities Roads	10,379,000
458429	Resurfacing: Fire Stations	5,372,000
508527	Resurfacing: Primary/Arterial	72,692,000
458629	Roof Replacement: Fire Stations	3,040,000
508331	Roof Replacement: MCG	21,435,000
508182	Sidewalk & Infrastructure Revitalization	87,917,000
506747	Sidewalk Program – Minor Projects	28,037,000
508716	Silver Spring Traffic Improvements	4,768,000
159516	Silver Theatre	184,000
808726	SM Retrofit: Countywide	13,241,000
507055	Streetlighting	15,219,000
508000	Subdivision Roads Participation	13,376,000
507154	Traffic Signals	74,276,000

Project #	Project Name	Amount
509036	Transportation Improvements For Schools	4,538,000