

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

Resolution No.:	<u>18-814</u>
Introduced:	<u>May 25, 2017</u>
Adopted:	<u>May 25, 2017</u>

**COUNTY COUNCIL
FOR MONTGOMERY COUNTY, MARYLAND**

By: County Council

SUBJECT: Approval of Amendments to the Approved FY 2017-2022 Capital Improvements Program, and Approval of and Appropriation for the FY 2018 Capital Budget of the Montgomery County Government

Background

1. Section 302 of the County Charter requires the County Executive to send to the County Council by January 15 in each even-numbered calendar year a 6-year Capital Improvements Program (CIP), which the Executive did on January 15, 2016 for the 6-year period FY 2017-2022. Section 302 requires the affirmative vote of at least 5 Councilmembers to approve or modify the Executive's Recommended CIP. On May 26, 2016, the Council approved a CIP for FY 2017-2022 in Resolution 18-497. 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, 2017 for FY 2018. (January 15 fell on a Sunday and January 16 fell on a holiday.) The Executive also sent recommended amendments to the Approved CIP for FY 2017-2022.
3. On March 6, March 14, and April 24, 2017 the Executive sent to the Council additional recommended amendments to the Approved CIP for FY 2017-2022 and associated FY 2018 Capital Budget recommendations for County Government projects. Councilmembers proposed CIP amendments and associated capital budget amendments for County Government projects as well.
4. As required by Section 304 of the Charter, notices of public hearings were given, and public hearings were held by the Council.

Action

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

1. For FY 2018, the Council approves the Capital Budget and appropriates the amounts by project, which are shown in Part I. The expenditure of funds for each item in the Capital Budget must comply with all restrictions and requirements in the project description form for that item, as the form is contained in the Approved CIP as amended by this resolution, and as the CIP is amended by the Council under Charter Section 302 after this resolution is adopted.
2. The Council reappropriates the appropriations made in prior years for all capital projects:
 - a) except as specifically reflected elsewhere in this resolution;
 - b) in the amounts and for the purposes specified in the approved CIP for FY 2017-2022; 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:

P998798	<u>Acquisition Non-Local Parks</u> – County Current Revenue General	\$135,000
P018710	<u>Legacy Open Space</u> – County Current Revenue General	\$95,000
P018710	<u>Legacy Open Space</u> – County G.O. Bonds	\$2,500,000

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

County G.O. Bonds	\$10,502,000
(\$100,000 of G.O. Bonds appropriation is for Personnel Costs)	
County Current Revenue-General	\$2,208,000

4. The Council approves those projects shown in Part II as amendments to the Approved FY 2017-2022 CIP.
5. The Council approves the close out of the projects in Part III.
6. The Council approves the ten percent transferability basis for the level of effort projects in Part IV.
7. For FY 2018, when the County Government decides that it will apply for a grant or respond to a granting agency on how it would spend a formula-awarded grant, the Chief Administrative Officer or his designee must notify the Council Administrator in writing of the name and purpose of the grant, the amount being requested or the formula-driven award amount, the name of the agency the application is directed to, the term of the grant, and the name of the department or departments that seek to receive the grant award. This requirement applies when any of the following conditions are met:
 - the application is for a new grant of more than \$200,000 or formula-driven award of more than \$200,000 for a new program; or,
 - the grant or award would require the appropriation of new tax-supported funds in the current or any future fiscal year; or,

the grant application or proposal to spend formula-driven funds will create a new position in County Government.

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

8. In FY 2018 this resolution appropriates \$17 million to the Affordable Housing Acquisition and Preservation project (P760100). In addition, the Council appropriates any loan repayments associated with the Affordable Housing Acquisition and Preservation project that are received in FY2017 to this CIP project to be used for affordable housing. The Council also approves amending the FY2018 expenditure and funding schedule to reflect the additional appropriated loan repayments.
9. 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.
10. As authorized by County Code Section 27-62A(f), the Office of Management and Budget need not analyze the feasibility of providing child care facilities in the following capital projects:

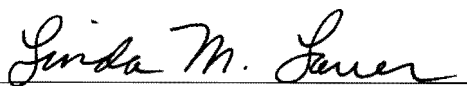
Indoor Air Quality Improvement -- Brookeville Buildings D&E
 MCPS Bus Depot and Maintenance Relocation
 Poolesville Depot Improvements
 Seven Locks Signal Shop Building C
 Damascus Depot Improvements
 Criminal Justice Complex
 Emergency Operations Center Relocation
 Avery Road Treatment Center
 Council Office Building Renovations
 1301 Piccard Drive
 Noyes Library
 Public Safety Communications Center
 Seneca Valley High School Wellness Center
 Takoma Park Aquatic Center
 Montgomery Hills Fire Station
 Shady Grove Fire Station
 White Flint Fire Station

11. As authorized by County Code Section 25B-7(e), the Office of Management and Budget need not analyze the feasibility of including a significant amount of affordable housing in the following capital projects

Indoor Air Quality Improvement -- Brookeville Buildings D&E
 MCPS Bus Depot and Maintenance Relocation
 Poolesville Depot Improvements

Seven Locks Signal Shop Building C
Damascus Depot Improvements
Criminal Justice Complex
Emergency Operations Center Relocation
Council Office Building Renovations
1301 Piccard Drive
Noyes Library
Public Safety Communications Center
Seneca Valley High School Wellness Center
Takoma Park Aquatic Center

This is a correct copy of Council action.

A handwritten signature in cursive script that reads "Linda M. Lauer". The signature is written in black ink and is positioned above a horizontal line.

Linda M. Lauer, Clerk of the Council

PART I: FY 2018 CAPITAL BUDGET FOR MONTGOMERY COUNTY GOVERNMENT

The appropriation for FY 2018 in this Part are made to implement the projects in the Capital Improvements Program for FY 2017 - 2022.

Project Name(Project Number)	FY 18 Appropriation	Cumulative Appropriation	Total Appropriation
Council Office Building Renovations (P010100)	590,000	40,901,000	41,491,000
Public Safety System Modernization (P340901)	1,067,000	107,813,000	108,880,000
MCPS Bus Depot and Maintenance Relocation (P360903)	175,000	33,325,000	33,500,000
Americans with Disabilities Act (ADA): Compliance (P361107)	4,500,000	20,000,000	24,500,000
Energy Systems Modernization (P361302)	10,300,000	50,200,000	60,500,000
Facilities Site Selection: MCG (P500152)	25,000	394,000	419,000
Environmental Compliance: MCG (P500918)	1,401,000	12,042,000	13,443,000
Energy Conservation: MCG (P507834)	150,000	1,262,000	1,412,000
Roof Replacement: MCG (P508331)	2,240,000	12,594,000	14,834,000
Asbestos Abatement: MCG (P508728)	100,000	374,000	474,000
Facility Planning: MCG (P508768)	210,000	9,335,000	9,545,000
HVAC/Elec Replacement: MCG (P508941)	2,250,000	4,881,000	7,131,000
Planned Lifecycle Asset Replacement: MCG (P509514)	2,500,000	5,415,000	7,915,000
Resurfacing Parking Lots: MCG (P509914)	650,000	8,205,000	8,855,000
Elevator Modernization (P509923)	1,000,000	12,654,000	13,654,000
Life Safety Systems: MCG (P509970)	625,000	7,313,000	7,938,000
Building Envelope Repair (P361501)	1,550,000	3,165,000	4,715,000
Rockville Core (P361702)	339,000	1,107,000	1,446,000
Fibernet (P509651)	3,890,000	57,458,000	61,348,000
ultraMontgomery (P341700)	680,000	1,124,000	1,804,000

PART I: FY 2018 CAPITAL BUDGET FOR MONTGOMERY COUNTY GOVERNMENT

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Project Name(Project Number)	FY 18 Appropriation	Cumulative Appropriation	Total Appropriation
Wheaton Redevelopment Program (P150401)	120,000	179,056,000	179,176,000
White Flint Redevelopment Program (P151200)	760,000	3,403,000	4,163,000
White Oak Science Gateway Redevelopment Project (P361701)	360,000	47,560,000	47,920,000
Fire Stations: Life Safety Systems (P450302)	494,000	3,343,000	3,837,000
Travilah Fire Station (P450504)	-530,000	17,090,000	16,560,000
FS Emergency Power System Upgrade (P450700)	540,000	5,810,000	6,350,000
Kensington (Aspen Hill) FS 25 Addition (P450903)	1,053,000	16,116,000	17,169,000
Resurfacing: Fire Stations (P458429)	300,000	1,129,000	1,429,000
Roof Replacement: Fire Stations (P458629)	352,000	1,921,000	2,273,000
HVAC/Elec Replacement: Fire Stns (P458756)	1,150,000	5,427,000	6,577,000
Apparatus Replacement Program (P451504)	8,227,000	33,243,000	41,470,000
Pre-Release Center Dietary Facilities Improvements(P420900)	5,420,000	1,360,000	6,780,000
Highway Noise Abatement (P500338)	25,000	2,911,000	2,936,000
State Transportation Participation (P500722)	540,000	81,357,000	81,897,000
White Flint District East: Transportation (P501204)	489,000	1,988,000	2,477,000
Seminary Road Intersection Improvement (P501307)	5,831,000	1,427,000	7,258,000
East Gude Drive Roadway Improvements (P501309)	138,000	1,031,000	1,169,000
Clarksburg Transportation Connections (P501315)	2,000,000	4,600,000	6,600,000
Public Facilities Roads (P507310)	100,000	2,636,000	2,736,000
Subdivision Roads Participation (P508000)	2,145,000	9,455,000	11,600,000

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Project Name(Project Number)	FY 18 Appropriation	Cumulative Appropriation	Total Appropriation
Facility Planning-Transportation (P509337)	2,890,000	49,079,000	51,969,000
White Flint West Workaround (P501506)	38,173,000	9,805,000	47,978,000
Bridge Design (P509132)	669,000	16,323,000	16,992,000
Bridge Renovation (P509753)	5,965,000	9,660,000	15,625,000
Bethesda Bikeway and Pedestrian Facilities (P500119)	1,413,000	3,817,000	5,230,000
Metropolitan Branch Trail (P501110)	12,269,000	6,024,000	18,293,000
Sidewalk Program - Minor Projects (P506747)	2,414,000	9,216,000	11,630,000
Bikeway Program - Minor Projects (P507596)	530,000	2,416,000	2,946,000
ADA Compliance: Transportation (P509325)	225,000	5,287,000	5,512,000
Capital Crescent Trail (P501316)	9,616,000	14,077,000	23,693,000
Transportation Improvements For Schools (P509036)	209,000	889,000	1,098,000
Bicycle-Pedestrian Priority Area Improvements (P501532)	2,000,000	3,375,000	5,375,000
MD355-Clarksburg Shared Use Path(P501744)	105,000	737,000	842,000
Pedestrian Safety Program (P500333)	1,776,000	14,536,000	16,312,000
Streetlight Enhancements-CBD/Town Center (P500512)	250,000	3,180,000	3,430,000
Traffic Signal System Modernization (P500704)	2,603,000	37,635,000	40,238,000
Intersection and Spot Improvements (P507017)	1,804,000	5,424,000	7,228,000
Streetlighting (P507055)	1,370,000	3,248,000	4,618,000
Traffic Signals (P507154)	4,835,000	16,608,000	21,443,000
Guardrail Projects (P508113)	315,000	978,000	1,293,000

PART I: FY 2018 CAPITAL BUDGET FOR MONTGOMERY COUNTY GOVERNMENT

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Project Name(Project Number)	FY 18 Appropriation	Cumulative Appropriation	Total Appropriation
Advanced Transportation Management System (P509399)	1,508,000	53,209,000	54,717,000
Neighborhood Traffic Calming (P509523)	310,000	1,081,000	1,391,000
Bethesda Transportation Infrastructure Development (P501802)	200,000	0	200,000
Facility Planning Parking: Wheaton PLD (P501312)	45,000	225,000	270,000
Facility Planning Parking: Bethesda PLD (P501313)	90,000	450,000	540,000
Facility Planning Parking: Silver Spring PLD (P501314)	90,000	450,000	540,000
Pkg Sil Spg Fac Renovations (P508250)	2,610,000	10,303,000	12,913,000
Pkg Beth Fac Renovations (P508255)	3,002,000	4,947,000	7,949,000
Pkg Wheaton Fac Renovations (P509709)	112,000	451,000	563,000
Rapid Transit System (P501318)	7,500,000	7,375,000	14,875,000
Transit Park and Ride Lot Renovations (P500534)	509,000	2,530,000	3,039,000
Ride On Bus Fleet (P500821)	14,770,000	142,675,000	157,445,000
Bethesda Metro Station South Entrance (P500929)	22,148,000	20,837,000	42,985,000
Bus Stop Improvements (P507658)	943,000	2,303,000	3,246,000
Purple Line (P501603)	388,000	12,626,000	13,014,000
Intelligent Transit System (P501801)	12,600,000	0	12,600,000
Resurfacing: Residential/Rural Roads (P500511)	11,900,000	110,866,000	122,766,000
Street Tree Preservation (P500700)	3,500,000	21,900,000	25,400,000
Resurfacing Park Roads and Bridge Improvements (P500720)	600,000	6,360,000	6,960,000
Residential and Rural Road Rehabilitation (P500914)	4,600,000	48,497,000	53,097,000

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Project Name(Project Number)	FY 18 Appropriation	Cumulative Appropriation	Total Appropriation
Permanent Patching: Residential/Rural Roads (P501106)	1,400,000	29,692,000	31,092,000
Sidewalk & Curb Replacement (P508182)	9,700,000	19,851,000	29,551,000
Resurfacing: Primary/Arterial (P508527)	3,750,000	26,740,000	30,490,000
High School Wellness Center (P640902)	1,219,000	4,478,000	5,697,000
Child Care in Schools (P649187)	318,000	3,907,000	4,225,000
Avery Road Treatment Center (P601502)	500,000	8,016,000	8,516,000
Cost Sharing: MCG (P720601)	1,562,000	26,072,000	27,634,000
Public Arts Trust (P729658)	190,000	521,000	711,000
Kennedy Shriver Aquatic Center Building Envelope Improvement (P721503)	790,000	0	790,000
South County Regional Recreation and Aquatic Center (P721701)	48,789,000	3,800,000	52,589,000
Wheaton Library and Community Recreation Center (P361202)	-5,695,000	76,554,000	70,859,000
Library Refurbishment Level of Effort (P711502)	2,405,000	8,575,000	10,980,000
21st Century Library Enhancements Level Of Effort (P711503)	1,000,000	2,000,000	3,000,000
Noyes Library for Young Children Rehabilitation and Renovation (P711704)	50,000	3,050,000	3,100,000
Facility Planning: Storm Drains (P508180)	290,000	5,494,000	5,784,000
Outfall Repairs (P509948)	462,000	6,671,000	7,133,000
Storm Drain Culvert Replacement (P501470)	1,200,000	6,700,000	7,900,000
SM Facility Major Structural Repair (P800700)	3,643,000	21,488,000	25,131,000
SM Retrofit - Government Facilities (P800900)	57,000	19,648,000	19,705,000
Misc Stream Valley Improvements (P807359)	8,620,000	29,327,000	37,947,000

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Project Name(Project Number)	FY 18 Appropriation	Cumulative Appropriation	Total Appropriation
SM Retrofit: Countywide (P808726)	17,471,000	74,115,000	91,586,000
Facility Planning: SM (P809319)	1,323,000	13,145,000	14,468,000
Watershed Restoration - Interagency (P809342)	5,081,000	6,427,000	11,508,000
Ag Land Pres Easements (P788911)	494,000	7,559,000	8,053,000
CDBG Capital Appropriation (P767820)	-497,000	0	-497,000
Facility Planning: HCD (P769375)	125,000	3,795,000	3,920,000
Colesville/New Hampshire Avenue Community Revitalization (P761501)	500,000	1,250,000	1,750,000
Affordable Housing Acquisition and Preservation (P760100)	17,000,000	160,025,000	177,025,000
Gude Landfill Remediation (P801801)	1,000,000	0	1,000,000
Total -- Montgomery County Government	363,359,000	2,038,724,000	2,402,083,000

*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 approved by the County Council as they appeared in the Approved FY 2017 - 2022 Capital Improvements Program (CIP) as of May 26, 2016. These projects are approved.

Americans with Disabilities Act (ADA): Compliance (P361107)

Category General Government
 Sub Category County Offices and Other Improvements
 Administering Agency General Services (AAGE29)
 Planning Area Countywide

Date Last Modified 1/11/17
 Required Adequate Public Facility No
 Relocation Impact None
 Status Ongoing

Total	Thru FY16	Rem FY16	Total 6 Years	FY 17	FY 18	FY 19	FY 20	FY 21	FY 22	Beyond 6 Yrs
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EXPENDITURE SCHEDULE (\$000s)

	Total	Thru FY16	Rem FY16	Total 6 Years	FY 17	FY 18	FY 19	FY 20	FY 21	FY 22	Beyond 6 Yrs
Planning, Design and Supervision	9,905	5,705	0	4,200	700	700	700	700	700	700	0
Land	0	0	0	0	0	0	0	0	0	0	0
Site Improvements and Utilities	15,683	3,367	916	11,400	1,900	1,900	1,900	1,900	1,900	1,900	0
Construction	14,781	563	3,118	11,100	1,850	1,850	1,850	1,850	1,850	1,850	0
Other	631	331	0	300	50	50	50	50	50	50	0
Total	41,000	9,966	4,034	27,000	4,500	4,500	4,500	4,500	4,500	4,500	0

FUNDING SCHEDULE (\$000s)

	Total	Thru FY16	Rem FY16	Total 6 Years	FY 17	FY 18	FY 19	FY 20	FY 21	FY 22	Beyond 6 Yrs
Current Revenue: General	5,500	0	2,500	3,000	500	500	500	500	500	500	0
G.O. Bonds	27,375	1,841	1,534	24,000	4,000	4,000	4,000	4,000	4,000	4,000	0
PAYGO	8,125	8,125	0	0	0	0	0	0	0	0	0
Total	41,000	9,966	4,034	27,000	4,500	4,500	4,500	4,500	4,500	4,500	0

APPROPRIATION AND EXPENDITURE DATA (000s)

Appropriation Request	FY 18	4,500
Supplemental Appropriation Request		0
Transfer		0
Cumulative Appropriation		20,000
Expenditure / Encumbrances		11,469
Unencumbered Balance		8,531

Date First Appropriation	FY 11
First Cost Estimate	
Current Scope	FY 18 41,000
Last FY's Cost Estimate	41,000

Description

This program provides for an on-going comprehensive effort to ensure that County buildings and other facilities are built and maintained in compliance with Title II of the Americans with Disabilities Act (ADA) and the ADA 2010 Standards for Accessible Design (2010 Standards). This program includes both the correction of deficiencies identified by the United States Department of Justice (DOJ) during its proactive Project Civic Access (PCA) assessment of County facilities, an assessment by the County of all County government buildings and facilities not included in the PCA assessment and remediation of any deficiencies identified by those assessments. The program also includes policy development, advanced technical training for County architects and engineers to ensure that ADA compliance and accessibility are incorporated throughout the County's planning, staff training, design and construction process in order to ensure that County facilities are fully compliant with Title II of the ADA. In September 2010 revised Title II ADA regulations, including the 2010 Standards, were issued by DOJ. The new 2010 Standards include revisions to the 1991 ADA Accessibility Guideline (ADAAG) standards and supplemental standards for features not addressed in the 1991 ADAAG including pools, recreation facilities, ball fields, locker rooms, exercise rooms, picnic areas, golf courses, playgrounds and residential housing. The Title II ADA regulations require jurisdictions to proactively address the supplemental standards by bringing all features addressed in the supplemental standards into compliance with the 2010 Standards.

Estimated Schedule

FY17: 14701 Avery Road, Conference Center, Kennedy Shriver Aquatic Center, Upcounty Regional Service Center, Silver Spring HHS 8800 Georgia Avenue, 14705 Avery Road, MLK Swim Center, Olney Swim Center, Strathmore Arts Center. FY18: 1301 Piccard Drive, Strathmore Music Hall, TESS Community Center, Silver Spring FS#1, Long Branch Library, Avery Road Treatment Center, Clara Barton Community Center, Montgomery Works, Long Branch Pool, Council Office Building, Executive Office Building, Red Brick Court House, Kensington FS#25.

Cost Change

Adjust schedule to reflect current spending levels.

Justification

Montgomery County was selected by DOJ for a Project Civic Access review in 2006. Project Civic Access is a proactive, ongoing initiative of the Disability Rights Section (DRS) of the DOJ Civil Rights Division to ensure ADA compliance in local and state governments throughout the country. DOJ has completed reviews and signed settlement agreements with over 150 jurisdictions to date. DOJ has inspected approximately 112 County government buildings and facilities. In addition, they have inspected polling places, ballfields, golf courses, and local parks. Montgomery County signed a legally binding settlement agreement to address the findings in August, 2011. M-NCPPC was a co-signer of the Agreement. The Agreement requires the County to remediate all problems identified by DOJ within a negotiated timeline and to survey all remaining buildings, facilities and programs not surveyed by DOJ. Programs and facilities must be surveyed within a three year time frame, with approximately 80 completed each year. The County is required to send a report of its findings to DOJ each year with a proposed remediation plan and timeline.

Disclosures

Americans with Disabilities Act (ADA): Compliance (P361107)

Expenditures will continue indefinitely.

Coordination

United States Department of Justice, Department of Health and Human Services, Department of Transportation, County Attorney's Office, Montgomery County Public Schools, Revenue Authority, Maryland-National Capital Park and Planning Commission, Department of General Services, Montgomery County Public Schools

Building Envelope Repair (P361501)

Category	General Government	Date Last Modified	1/9/17
Sub Category	County Offices and Other Improvements	Required Adequate Public Facility	No
Administering Agency	General Services (AAGE29)	Relocation Impact	None
Planning Area	Countywide	Status	Ongoing

	Total	Thru FY16	Rem FY16	Total 6 Years	FY 17	FY 18	FY 19	FY 20	FY 21	FY 22	Beyond 6 Yrs
EXPENDITURE SCHEDULE (\$000s)											
Planning, Design and Supervision	194	74	0	120	20	20	20	20	20	20	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	10,721	220	1,871	8,630	960	1,530	1,530	1,530	1,530	1,530	0
Other	0	0	0	0	0	0	0	0	0	0	0
Total	10,915	294	1,871	8,750	1,000	1,550	1,550	1,550	1,550	1,550	0

FUNDING SCHEDULE (\$000s)											
G.O. Bonds	10,915	294	1,871	8,750	1,000	1,550	1,550	1,550	1,550	1,550	0
Total	10,915	294	1,871	8,750	1,000	1,550	1,550	1,550	1,550	1,550	0

APPROPRIATION AND EXPENDITURE DATA (000s)

Appropriation Request	FY 18	1,550
Supplemental Appropriation Request		0
Transfer		0
Cumulative Appropriation		3,165
Expenditure / Encumbrances		414
Unencumbered Balance		2,751

Date First Appropriation	FY 15
First Cost Estimate	
Current Scope	FY 18
Last FY's Cost Estimate	8,165

Description

This level of effort project is needed to maintain the County's building infrastructure. This project funds the wholesale replacement of aged and outdated building envelope systems including the replacement of windows, exterior doors, siding, exterior walls, and weatherproofing. While the Planned Lifecycle Asset Replacement (PLAR) CIP project provides for incidental building envelope replacements, this project provides for a systematic wholesale replacement to maintain the building envelope, protect the building integrity, and allow for continued full and efficient use of County buildings.

Estimated Schedule

FY17: Colesville Health Center windows, Pre-Release Center entry doors. FY18: 401 Hungerford Drive, 1301 Piccard Drive glass "sun rooms", Fire Station 1, KSAC Indoor Pool, Little Falls Library, Holiday Park Senior Center, Up County Community Center Store Fronts, Overhead Doors at Volunteer Fire Stations.

Cost Change

Increase cost to address overhead door repairs at Volunteer Fire Stations and County-owned facilities and other building envelope repairs.

Justification

Window replacements, siding replacements, and exterior door replacements are critical to protect the life of a facility. Windows and doors can eliminate drafts to improve both comfort and energy efficiency. Siding protects the facility by eliminating potential leaks that can lead to damage of other facility components as well as creating health issues such as mold growth.

Other

Building envelope repairs have been neglected for many years. Many facilities still have single and/or double pane glass and are poorly sealed, leading to energy loss. Many exterior metal doors are rusted and frequently fail to close and latch which creates a safety hazard. Renovations will address leaks around windows and doors and will provide improved energy efficiency.

Disclosures

Expenditures will continue indefinitely.

Coordination

Department of General Services, Departments affected by building envelope repair projects

Council Office Building Renovations (P010100)

Category	General Government	Date Last Modified	6/19/17
Sub Category	County Offices and Other Improvements	Required Adequate Public Facility	No
Administering Agency	General Services (AAGE29)	Relocation Impact	None
Planning Area	Rockville	Status	Bids Let

Total	Thru FY16	Rem FY16	Total 6 Years	FY 17	FY 18	FY 19	FY 20	FY 21	FY 22	Beyond 6 Yrs
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EXPENDITURE SCHEDULE (\$000s)

Planning, Design and Supervision	2,553	825	178	1,550	1,000	550	0	0	0	0
Land	4	4	0	0	0	0	0	0	0	0
Site Improvements and Utilities	2	2	0	0	0	0	0	0	0	0
Construction	37,514	3,273	292	33,949	19,785	14,164	0	0	0	0
Other	1,418	8	0	1,410	610	800	0	0	0	0
Total	41,491	4,112	470	36,909	21,395	15,514	0	0	0	0

FUNDING SCHEDULE (\$000s)

Cable TV	1,052	800	0	152	0	152	0	0	0	0
G.O. Bonds	36,265	3,048	470	32,747	17,385	15,382	0	0	0	0
Long-Term Financing	4,010	0	0	4,010	4,010	0	0	0	0	0
PAYGO	184	184	0	0	0	0	0	0	0	0
Total	41,491	4,112	470	36,909	21,395	15,514	0	0	0	0

APPROPRIATION AND EXPENDITURE DATA (000s)

Appropriation Request	FY 18	590
Supplemental Appropriation Request		0
Transfer		0
Cumulative Appropriation		40,901
Expenditure / Encumbrances		33,631
Unencumbered Balance		7,270

Date First Appropriation	FY 05
First Cost Estimate	
Current Scope	FY 18
Last FY's Cost Estimate	40,191

Description

This project is in two phases. The first phase renovated the hearing room, conference room, and anteroom on the third floor of the Council Office Building (COB) which had not been renovated in at least 30 years. The first phase was completed in 2009. The second phase replaces the HVAC system, the lighting systems, windows in the rest of the COB, upgrades restrooms to ADA standards, renovates the auditorium on the first floor, provides improved signage inside and outside the buildings, refreshes common areas, and reconfigures space on the fourth, fifth, and sixth floors for the Council Office and the Office of Legislative Oversight (OLO) staff. Phase III will renovate curtain wall windows in the southern end of the building.

Estimated Schedule

Design/Build/ESPC Contract Award expected in Spring 2016, construction starts in fall 2016, and completion of phase II in spring 2018.

Cost Change

Renovation of curtain walls, acquisition of furniture for new conference rooms, wiring and cabling, and minor design changes.

Justification

Heating ventilation, and air condition in the COB function poorly, and most of the restrooms are not compliance with updated ADA standards or high performance building standards. The Council Office and OLO have far outgrown their space since it was last reconfigured more than 25 years ago. The 1st Floor Auditorium, which is used regularly for County Government staff training and as a meeting place by civic organizations, is extremely substandard.

Other

FY17 transfer of \$10,000 in GO Bonds from Indoor Air Quality Improvements and \$700,000 in Long Term Financing from Energy Systems Modernization.

Fiscal Note

The second phase of the project is partially funded with a \$184,000 unencumbered balance from the first phase and a FY15 transfer of \$2,993,000 in GO Bonds from the Montgomery County Government Complex (360901). A FY15 supplemental of \$296,000 in GO Bonds occurred. An audit by Energy Service Company (ESCO) has been conducted, and it has determined that \$4 million in savings can be anticipated from this project. An Energy Savings Performance Contract (ESPC) will allow for third-party funding to cover this portion of the contract, so that no General Obligation Bonds are required for it. A financing mechanism is initiated to cover the cost of the contract and the repayment of debt is guaranteed through the energy savings.

Disclosures

A pedestrian impact analysis has been completed for this project.

Coordination

County Council, Department of General Services, Department of Technology Services, Legislative Branch Office, Office of Consumer Protection, Department of Housing and Community Affairs, Ethics Commission. Special Capital Projects Legislation was enacted on June 23, 2015 and signed into law on July 6, 2015 (Bill No. 27-15).

Energy Conservation: MCG (P507834)

Category General Government
 Sub Category County Offices and Other Improvements
 Administering Agency General Services (AAGE29)
 Planning Area Countywide

Date Last Modified 12/16/16
 Required Adequate Public Facility No
 Relocation Impact None
 Status Ongoing

	Total	Thru FY16	Rem FY16	Total 6 Years	FY 17	FY 18	FY 19	FY 20	FY 21	FY 22	Beyond 6 Yrs
EXPENDITURE SCHEDULE (\$000s)											
Planning, Design and Supervision	289	82	9	198	33	33	33	33	33	33	0
Land	23	23	0	0	0	0	0	0	0	0	0
Site Improvements and Utilities	159	159	0	0	0	0	0	0	0	0	0
Construction	1,541	0	390	1,151	566	117	117	117	117	117	0
Other	0	0	0	0	0	0	0	0	0	0	0
Total	2,012	264	399	1,349	599	150	150	150	150	150	0

	Total	Thru FY16	Rem FY16	Total 6 Years	FY 17	FY 18	FY 19	FY 20	FY 21	FY 22	Beyond 6 Yrs
FUNDING SCHEDULE (\$000s)											
Current Revenue: General	4	0	4	0	0	0	0	0	0	0	0
G.O. Bonds	1,559	264	395	900	150	150	150	150	150	150	0
State Aid	449	0	0	449	449	0	0	0	0	0	0
Total	2,012	264	399	1,349	699	150	150	150	150	150	0

	Total	Thru FY16	Rem FY16	Total 6 Years	FY 17	FY 18	FY 19	FY 20	FY 21	FY 22	Beyond 6 Yrs
OPERATING BUDGET IMPACT (\$000s)											
Energy				-242	-42	-40	-40	-40	-40	-40	-40
Net Impact				-242	-42	-40	-40	-40	-40	-40	-40

APPROPRIATION AND EXPENDITURE DATA (000s)

Appropriation Request	FY 18	150
Supplemental Appropriation Request		0
Transfer		0
Cumulative Appropriation		1,262
Expenditure / Encumbrances		309
Unencumbered Balance		953

Date First Appropriation	FY 78
First Cost Estimate	
Current Scope	FY 17 2,012
Last FY's Cost Estimate	1,563

Description

The project supports efforts yielding rapid financial returns to the County or substantial progress towards established environmental goals, such as energy savings, renewable energy installations, greenhouse gas reductions, waste diversion. The County conducted energy assessments and other analysis to identify resource and cost savings opportunities in County facilities that will inform project scheduling. In addition, the County is preparing a comprehensive sustainability plan with specific programs and actions to reduce the environmental footprint of County operations and reduce costs. This project will provide funds to target rapid return on investment energy conservation projects; provide ancillary funds to support the installation of solar photovoltaic systems on County facilities; augment other energy conservation projects (e.g., funding incremental costs of higher efficiency equipment); support energy and sustainability master planning for County facilities and operations; leverage federal, state, local grant funding; and provide funds to leverage public private partnerships and third party resources.

Estimated Schedule

FY17: Potomac Library control upgrades. FY18: Little Falls Library control upgrades.

Justification

This program is integral to the County's cost-containment efforts. Generally, projects will pay for themselves in one to ten years, with short payback initiatives being targeted to reduce pressure on the FY17 and FY18 budgets. The program also funds incremental costs in staff, planning, contractor support, analytics and other efforts to allow the County's overall energy and sustainability projects to be more impactful. The program is necessary to fulfill the mandate of the County's building energy design standards (8-14a), Council Bill 2-14 Energy Performance Benchmarking, Council Bill 5-14 Social Cost of Carbon, Council Bill 6-14 Office of Sustainability, and Council Bill 8-14 Renewable Energy Technology. Significant reductions in energy consumption, greenhouse gas emissions, solid waste, water consumption, and maintenance are expected.

Fiscal Note

In FY15, \$300,000 in GO Bonds was transferred to Energy Conservation:MCG (507834) from Silver Spring Civic Building-#159921 (\$118,000), 1301 Piccard Loading Dock-#361205 (\$64,000), Germantown Library Reuse- #500710 (\$51,000), and Montgomery County Government Complex-#360901 (\$67,000). In FY17, Council approved a \$449,000 State Aid supplemental.

Disclosures

Expenditures will continue indefinitely.

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.

Coordination

Energy Conservation: MCG (P507834)

Energy Conservation Work Program - Energy Star Upgrades, Department of General Services, Department of Environmental Protection

Facility Planning: MCG (P508768)

Category
Sub Category
Administering Agency
Planning Area

General Government
County Offices and Other Improvements
General Services (AAGE29)
Countywide

Date Last Modified
Required Adequate Public Facility
Relocation Impact
Status

5/19/17
No
None
Ongoing

Total	Thru FY16	Rem FY16	Total 6 Years	FY 17	FY 18	FY 19	FY 20	FY 21	FY 22	Beyond 6 Yrs
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EXPENDITURE SCHEDULE (\$000s)

Planning, Design and Supervision	10,032	8,173	249	1,810	360	210	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	237	237	0	0	0	0	0	0	0	0	0
Other	222	222	0	0	0	0	0	0	0	0	0
Total	10,585	8,726	249	1,810	360	210	260	260	260	260	0

FUNDING SCHEDULE (\$000s)

Current Revenue: General	9,940	8,081	249	1,810	360	210	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	10,585	8,726	249	1,810	360	210	260	260	260	260	0

APPROPRIATION AND EXPENDITURE DATA (000s)

Appropriation Request	FY 18	210
Supplemental Appropriation Request		0
Transfer		0
Cumulative Appropriation		9,335
Expenditure / Encumbrances		8,845
Unencumbered Balance		490

Date First Appropriation	FY 87
First Cost Estimate	
Current Scope	FY 18 10,585
Last FY's Cost Estimate	10,535

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 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 is due to the addition of studies for a Bethesda CBD Recreation Center and Aquatic Center in Takoma Park.

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 are underway or to be completed in FY17 or FY18 are listed on the next page. This list includes projects that will potentially be considered for inclusion as stand alone projects in the FY21-22 CIP. Other projects not listed may be planned under urgent situations. Planning for future fire stations will be considered if response time or population data warrant such a need.

Fiscal Note

Funds may also be used to explore opportunities in the event a private developer expresses interest in County property.

Disclosures

Expenditures will continue indefinitely.

Coordination

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

Facility Planning: MCG No. 508768

Planning Studies underway or candidate projects to be completed during FY17 and FY18

Candidate Projects

Grey Courthouse
Rockville Core Parking
Bushey Drive Reuse
Silver Spring Library Reuse
Clarksburg Library
Poolesville Depot Improvements
Damascus Depot Improvements
Noyes Library
Clarksburg Community Recreation and Aquatic Center
Seven Locks Signal Shop (Building C)
Olney Civic Commons
Shady Grove Fire Station
Montgomery Hills Fire Station
Wheaton Arts and Humanities Center
Bethesda Recreation Center
Takoma Park Aquatic Center

Studies Underway

White Flint Fire Station
Public Safety Communications System (to include the Emergency Operations Center)

As redevelopment opportunities occur, County facilities in need of rehabilitation and/or expansion may be considered for facility planning to leverage non-County funding. Examples of properties where this could occur include the 4th and 5th District Police Stations.

As refresh opportunities occur, County facilities in need of rehabilitation may be considered for facility planning.

HVAC/Elec Replacement: MCG (P508941)

Category
Sub Category
Administering Agency
Planning Area

General Government
County Offices and Other Improvements
General Services (AAGE29)
Countywide

Date Last Modified
Required Adequate Public Facility
Relocation Impact
Status

12/16/16
No
None
Ongoing

	Total	Thru FY16	Rem FY16	Total 6 Years	FY 17	FY 18	FY 19	FY 20	FY 21	FY 22	Beyond 6 Yrs
EXPENDITURE SCHEDULE (\$000s)											
Planning, Design and Supervision	2,001	293	358	1,350	225	225	225	225	225	225	0
Land	0	0	0	0	0	0	0	0	0	0	0
Site Improvements and Utilities	2,534	2,534	0	0	0	0	0	0	0	0	0
Construction	11,596	114	432	11,050	925	2,025	2,025	2,025	2,025	2,025	0
Other	0	0	0	0	0	0	0	0	0	0	0
Total	16,131	2,941	790	12,400	1,150	2,250	2,250	2,250	2,250	2,250	0

FUNDING SCHEDULE (\$000s)											
G.O. Bonds	16,131	2,941	790	12,400	1,150	2,250	2,250	2,250	2,250	2,250	0
Total	16,131	2,941	790	12,400	1,150	2,250	2,250	2,250	2,250	2,250	0

OPERATING BUDGET IMPACT (\$000s)											
Energy				-581	-51	-68	-85	-102	-119	-136	
Net Impact				-581	-51	-68	-85	-102	-119	-136	

APPROPRIATION AND EXPENDITURE DATA (000s)

Appropriation Request	FY 18	2,250
Supplemental Appropriation Request		0
Transfer		0
Cumulative Appropriation		4,881
Expenditure / Encumbrances		3,574
Unencumbered Balance		1,307

Date First Appropriation	FY 86
First Cost Estimate	
Current Scope	FY 18 16,131
Last FY's Cost Estimate	13,931

Description

This project provides for the orderly replacement/renovation of outdated Heating, Ventilation, and Air Conditioning (HVAC) systems and electrical systems in County buildings. The Department of General Services (DGS) currently oversees, monitors and provides services for operation of the mechanical, electrical and fire protection systems of 250 County facilities with approximately 12 million square feet of occupied space. The project requires periodic condition assessments and renovation of the HVAC, plumbing, electrical, and control systems and equipment; overhauling the air distribution systems; electrical service upgrades.

Estimated Schedule

FY17: Grey Brick Courthouse boilers, MCCF boilers, Strathmore Mansion chillers, Shady Grove Kidstop Furnaces and A/C, Holiday Park Senior Center HVAC equipment replacements, PSHQ air handler and control upgrades. FY18: MCCF boilers, ECC upgrade data center HVAC, AFI Theater HVAC upgrades, Olney Pool HVAC replacement, PSHQ, Lone Oak Day Care, Black Rock.

Cost Change

Increase in FY18 and FY19 to address backlog and cost increases at the PSHQ, Olney Indoor Swim Center, and the Black Rock Center for the Arts.

Justification

Many HVAC, plumbing and electrical systems in County-owned buildings are outdated and well beyond economical repair, particularly in buildings which have not been renovated in many years. In the life of the buildings, the HVAC, plumbing and electrical systems require major renovation or replacement at least once every 25 years. These renovations will not only significantly extend the life of the County buildings, but convert the old mechanical/electrical systems to state-of-the-art energy efficient systems which improves indoor air quality. It conserves energy and saves resources. The criteria for selecting the County facilities for systems renovation or replacement include: mechanical/electrical systems degradation, high maintenance costs, high energy consumption, current code compliance, indoor air quality, and major change of the functional use of the building. Occupational Safety and Health Administration (OSHA) has issued proposed rules for providing quality of indoor air in the work place (OSHA 29 CFR parts 1910, 1915, and 1926). The rules require indoor air quality (IAQ) compliance plans to be implemented. The results of a facility condition assessment of 73 County facilities completed by a consultant in FY05, FY06 and FY07 have been used to prioritize the six-year program. The March 2010 Report of the Infrastructure Maintenance Task Force, identified an annual level of effort for HVAC/electrical replacement based on a 25 year life span.

Disclosures

Expenditures will continue indefinitely.

Coordination

Department of General Services, Departments affected by HVAC projects

MCPS Bus Depot and Maintenance Relocation (P360903)

Category
Sub Category
Administering Agency
Planning Area

General Government
County Offices and Other Improvements
General Services (AAGE20)
North Central Transit Corridor

Date Last Modified
Required Adequate Public Facility
Relocation Impact
Status

8/29/16
No
None
Planning Stage

	Total	Thru FY16	Rem FY16	Total 6 Years	FY 17	FY 18	FY 19	FY 20	FY 21	FY 22	Beyond 6 Yrs
EXPENDITURE SCHEDULE (\$000s)											
Planning, Design and Supervision	1,095	745	0	350	175	175	0	0	0	0	0
Land	2	2	0	0	0	0	0	0	0	0	0
Site Improvements and Utilities	6,000	0	0	6,000	6,000	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0	0
Other	26,403	0	26,403	0	0	0	0	0	0	0	0
Total	33,500	747	26,403	6,350	6,175	175	0	0	0	0	0

	Total	Thru FY16	Rem FY16	Total 6 Years	FY 17	FY 18	FY 19	FY 20	FY 21	FY 22	Beyond 6 Yrs
FUNDING SCHEDULE (\$000s)											
G.O. Bonds	6,500	747	0	5,753	5,578	175	0	0	0	0	0
Interim Finance	0	0	26,403	-26,403	-26,403	0	0	0	0	0	0
Land Sale	27,000	0	0	27,000	27,000	0	0	0	0	0	0
Total	33,500	747	26,403	6,350	6,175	175	0	0	0	0	0

APPROPRIATION AND EXPENDITURE DATA (000s)

Appropriation Request	FY 18	175
Supplemental Appropriation Request		0
Transfer		0
Cumulative Appropriation		33,325
Expenditure / Encumbrances		747
Unencumbered Balance		32,578

Date First Appropriation	FY 09	
First Cost Estimate		
Current Scope	FY 17	33,600
Last FY's Cost Estimate		33,500

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. The project includes acquisition of several sites for MCPS bus parking facilities to accommodate displaced buses when the site is redeveloped. It also includes staff supervision, consultant costs, demolition of existing improvements and environmental clean up of the east side of Crabbs Branch Way.

Location

East side of Crabbs Branch Way north of Shady Grove.

Estimated Schedule

Relocation of buses to occur in FY16. Demolition and environmental clean up to occur in FY17.

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.

Disclosures

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

Coordination

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

Planned Lifecycle Asset Replacement: MCG (P509514)

Category: General Government
 Sub Category: County Offices and Other Improvements
 Administering Agency: General Services (AAGE28)
 Planning Area: Countywide

Date Last Modified: 1/9/17
 Required Adequate Public Facility: No
 Relocation Impact: None
 Status: Ongoing

	Total	Thru FY16	Rem FY16	Total 6 Years	FY 17	FY 18	FY 19	FY 20	FY 21	FY 22	Beyond 6 Yrs
EXPENDITURE SCHEDULE (\$000s)											
Planning, Design and Supervision	2,238	1,678	0	560	120	120	80	80	80	80	0
Land	15	15	0	0	0	0	0	0	0	0	0
Site Improvements and Utilities	424	424	0	0	0	0	0	0	0	0	0
Construction	14,229	1,439	350	12,440	1,380	2,380	2,170	2,170	2,170	2,170	0
Other	9	9	0	0	0	0	0	0	0	0	0
Total	16,915	3,565	350	13,000	1,500	2,500	2,250	2,250	2,250	2,250	0

FUNDING SCHEDULE (\$000s)											
G.O. Bonds	14,457	1,107	350	13,000	1,500	2,500	2,250	2,250	2,250	2,250	0
PAYGO	2,458	2,458	0	0	0	0	0	0	0	0	0
Total	16,915	3,565	350	13,000	1,500	2,500	2,250	2,250	2,250	2,250	0

APPROPRIATION AND EXPENDITURE DATA (000s)

Appropriation Request	FY 18	2,500
Supplemental Appropriation Request		0
Transfer		0
Cumulative Appropriation		5,415
Expenditure / Encumbrances		3,877
Unencumbered Balance		1,538

Date First Appropriation	FY 95
First Cost Estimate	
Current Scope	FY 18
Last FY's Cost Estimate	11,915

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; 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.

Estimated Schedule

FY17: Refresh project (1301 Piccard Drive), Pre-Release Center interior fire doors, PSHQ backflow prevention, Building condition assessment CIP all properties. FY18: Refresh project 8818 Georgia Avenue, Grease interceptors MCDC, Building condition assessment CIP all properties.

Cost Change

The budget was increased to more efficiently carry out refresh and Energy Savings Contract (ESCO) work at 8818 Georgia Ave, 1301 Piccard Dr, and the Pre-Release Center.

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 County 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.

Disclosures

Expenditures will continue indefinitely.

Coordination

Departments affected by PLAR projects, Department of General Services

Conference Center Garage (P781401)

Category	General Government	Date Last Modified	12/29/16
Sub Category	Economic Development	Required Adequate Public Facility	No
Administering Agency	Economic Development (AAGE06)	Relocation Impact	None
Planning Area	North Bethesda-Garrett Park	Status	Preliminary Design Stage

	Total	Thru FY16	Rem FY16	Total 6 Years	FY 17	FY 18	FY 19	FY 20	FY 21	FY 22	Beyond 6 Yrs
EXPENDITURE SCHEDULE (\$000s)											
Planning, Design and Supervision	3,438	0	1,356	2,082	1,862	220	0	0	0	0	0
Land	44	44	0	0	0	0	0	0	0	0	0
Site Improvements and Utilities	2,763	0	0	2,763	2,563	200	0	0	0	0	0
Construction	14,755	0	0	14,755	14,379	376	0	0	0	0	0
Other	0	0	0	0	0	0	0	0	0	0	0
Total	21,000	44	1,356	19,600	18,804	796	0	0	0	0	0

FUNDING SCHEDULE (\$000s)											
State Aid	21,000	44	1,356	19,600	18,804	796	0	0	0	0	0
Total	21,000	44	1,356	19,600	18,804	796	0	0	0	0	0

APPROPRIATION AND EXPENDITURE DATA (000s)

Appropriation Request	FY 18	0
Supplemental Appropriation Request		0
Transfer		0
Cumulative Appropriation		21,000
Expenditure / Encumbrances		44
Unencumbered Balance		20,956

Date First Appropriation	FY 16
First Cost Estimate	
Current Scope	FY 16 21,000
Last FY's Cost Estimate	1,500

Description

This project provides for the design and construction of a structured parking garage to accommodate the current and future parking needs of the North Bethesda Conference Center, which is jointly owned by Montgomery County and the State of Maryland. The garage is needed in order to replace the parking spaces that are being lost due to the construction and realignment of roads in the White Flint area (see CIP #501506). The garage will consist of approximately 650 spaces and will be operated by the management company of the Conference Center, Marriott International, in accordance with the County's existing agreement with Marriott. It is anticipated that groundbreaking for the garage will occur in the summer of 2017, followed by a twelve to fifteen month construction period.

Location

Bethesda North Marriott Hotel & Conference Center at 5701 Marinelli Rd, Bethesda, MD 20852

Estimated Schedule

Design began in FY15 and is expected to be completed in FY16. Construction will begin in FY17 and will be completed by FY18.

Cost Change

Cost increase due to the inclusion of construction expenditures to this project.

Justification

Significant changes and development activity will occur around the Conference Center property in accordance with the 2010 White Flint Sector Plan (WFSP), which will require the conversion of the conference center's parking from a surface lot to a structured garage. Per the Sector Plan, Executive Boulevard will be realigned to allow for a standard four-way intersection. The addition of several smaller streets will break up block sizes into more pedestrian scale blocks, contributing to the goal of the WFSP to create a pedestrian friendly environment. These roadway modifications will significantly impact the size of the Conference Center property. The realignment of Executive Boulevard will cut across the northwest corner of the site, while the addition of the new Market Street will eliminate a 70-foot strip along the northern edge of the property. In addition, the new Woodglen Drive to the east will bisect the site into east and west parcels. These changes will significantly reduce the current number of available surface parking space. Therefore, a parking garage must be constructed to accommodate the parking needs of the conference center. Operating profits from the garage will accrue to the County's General Fund through its management agreement with Marriott and will be accounted for in the Conference Center NDA.

Fiscal Note

As the result of a joint agreement between Montgomery County, the Maryland Department of Transportation, and Federal Realty Investment Trust (FRIT), the County received the proceeds of \$21 million from a transaction involving State Highway Administration surplus land in White Flint. The surplus property was sold to an adjacent developer (FRIT) at full market value, resulting in a net gain of \$21 million dollars for the County. As part of the agreement with the State, these land sale proceeds are designated to fund the design and construction of a multi-level parking garage at the site of the County/State owned Bethesda North Conference Center. The funds are being held in an escrow account that is jointly controlled by the County and the State. An FY14 supplemental appropriation request was approved for this project for the amount of \$1,500,000; an FY16 supplemental appropriation request was approved for this project for the amount of \$19,500,000.

Conference Center Garage (P781401)

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.

Coordination

Department of Transportation, Office of the County Executive, Department of Finance, Office of the County Attorney, Maryland Stadium Authority, Maryland Department of Transportation, Maryland State Highway Administration

Wheaton Redevelopment Program (P150401)

Category
Sub Category
Administering Agency
Planning Area

General Government
Economic Development
Transportation (AAGE30)
Kensington-Wheaton

Date Last Modified
Required Adequate Public Facility
Relocation Impact
Status

5/10/17
No
None
Planning Stage

	Total	Thru FY16	Rem FY16	Total 6 Years	FY 17	FY 18	FY 19	FY 20	FY 21	FY 22	Beyond 6 Yrs
EXPENDITURE SCHEDULE (\$000s)											
Planning, Design and Supervision	16,048	8,288	0	7,760	2,473	2,895	1,736	656	0	0	0
Land	1,010	1,010	0	0	0	0	0	0	0	0	0
Site Improvements and Utilities	10,559	1,348	0	9,213	737	2,856	4,238	1,382	0	0	0
Construction	136,455	1,468	0	134,987	11,778	53,519	48,328	20,362	0	0	0
Other	15,344	268	0	15,078	1,288	4,360	6,531	2,899	0	0	0
Total	179,416	12,378	0	167,038	16,276	63,630	61,833	25,299	0	0	0

	Total	Thru FY16	Rem FY16	Total 6 Years	FY 17	FY 18	FY 19	FY 20	FY 21	FY 22	Beyond 6 Yrs
FUNDING SCHEDULE (\$000s)											
Contributions	862	0	0	862	0	0	862	0	0	0	0
Current Revenue: General	1,300	750	0	550	190	120	120	120	0	0	0
Current Revenue: Permitting Services	25,000	0	0	25,000	6,591	14,400	4,009	0	0	0	0
Federal Aid	418	417	0	1	1	0	0	0	0	0	0
G.O. Bonds	78,422	0	0	78,422	9,494	49,110	20,113	-295	0	0	0
Land Sale	15,000	0	0	15,000	0	0	0	15,000	0	0	0
Long-Term Financing	38,327	0	0	38,327	0	0	28,442	9,885	0	0	0
PAYGO	10,461	10,461	0	0	0	0	0	0	0	0	0
Solid Waste Disposal Fund	8,876	0	0	8,876	0	0	8,287	589	0	0	0
State Aid	750	750	0	0	0	0	0	0	0	0	0
Total	179,416	12,378	0	167,038	16,276	63,630	61,833	25,299	0	0	0

APPROPRIATION AND EXPENDITURE DATA (000s)

Appropriation Request Est.	FY 18	120
Supplemental Appropriation Request		0
Transfer		0
Cumulative Appropriation		179,056
Expenditure / Encumbrances		133,764
Unencumbered Balance		45,292

Date First Appropriation	FY 04
First Cost Estimate	
Current Scope	FY 17 179,416
Last FY's Cost Estimate	167,984

Description

Wheaton Redevelopment Program (P150401)

This project provides for the planning, studies, design, and construction of an office building, public parking garage, and a town square on the site of Parking Lot 13 and the Mid-County Regional Services Center (RSC) in Wheaton. The project components include 1) an approximately 308,100 square feet (s.f.) office building to be owned by the Maryland-National Capital Park and Planning Commission (M-NCPPC); 2) an approximately 400 space underground public parking garage to be delivered to the Wheaton Parking Lot District (PLD); and 3) a town square located on Lot 13 and the current RSC site. The new headquarters for M-NCPPC will occupy approximately 132,000 s.f. of the building, including space for a child care facility. The remainder of the building space will be used by the County for office and retail under a long-term lease agreement. The County intends to use its space for nearly 12,000 s.f. of street front retail space and move offices of the RSC, Wheaton Urban District, Department of Environmental Protection, Department of Permitting Services, Department of Recreation, the Community Use of Public Facilities, and Environmental Health Regulatory Services in the Department of Health and Human Services to this building. The building will have a geothermal heating and cooling system which is likely to result in LEED Platinum certification for the office building. After the building is delivered to M-NCPPC, the Commission will transfer the ownership of the parcels at 8787 Georgia Avenue in Silver Spring and 11200 Amherst Avenue in Wheaton to the County. The County will then transfer 8787 Georgia Avenue to the developer who will develop a privately financed mixed-use project on the site. The delivery will include air rights above the land over the parking garage for the space comprising the office building and over that portion of the land located between the building and Reedie Drive. The Town Square will be maintained and programmed by the RSC for community benefit. Publicly available WiFi will be among those community benefits. The obligations and relationship between County Government and M-NCPPC for the project are reflected in a Memorandum of Understanding dated May 31, 2013 and will be explicitly set forth in the Binding Agreements between the parties. This PDF also includes \$650,000 for consulting services to provide 1) a comprehensive parking study to identify potential redevelopment disruptions to the public parking supply and any related impacts of existing businesses and to identify potential mitigation options; 2) planning studies to review potential models and approaches to creating local jobs and job training opportunities prior to and during redevelopment, including relevant case examples in Montgomery County as well as innovative models from other local and national jurisdictions; and 3) a business assessment study to determine the number of businesses and the magnitude of the impact. The business assessment study is needed to support Council Bill 6-12 for the establishment of service provision and technical assistance to those small businesses adversely impacted by a County redevelopment project. As part of the agreement, this project also includes a privately owned mixed use residential building with independent financing and significant affordable housing components.

Location

Montgomery County Public Parking Lot 13, between Grandview Avenue and Triangle Lane; the RSC site on Reedie Drive, Wheaton; 8787 Georgia Avenue, Silver Spring; and Veterans Urban Park at 11200 Amherst Avenue, Wheaton, Maryland.

Estimated Schedule

The project design started in July 2014 and construction is delayed to begin in June 2017 due to adding two additional floors and environmental remediation in FY16. Demolition of the RSC site will begin as soon as the site can be vacated. The Town Square is planned to be completed in Fall 2019 and the completion of the office building is scheduled by April 2020.

Cost Change

Updated cost estimates and cost allocation to reflect cost increases related to prevailing wage premiums, furniture, moving expenses, IT and telephone infrastructure for the two additional floors added last year, FiberNet and Town Square WiFi connections, traffic improvements, and enhanced project oversight. The cost of one Program Manager II position is added to support the Small Business Assistance Program during FY18 - FY20.

Justification

The Wheaton Redevelopment Program was established in 2000 with the goal of encouraging private reinvestment through targeted, complementary public 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), and WRAC activities since established in 2000.

Fiscal Note

Minor project funding includes: 1) \$418,000 FY09 federal grant, funded through the SAFETEA-LU transportation act; 2) 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); and 3) \$350,000 FY14 and FY15 State aid to support façade improvements and a pilot solar-powered trash compactor program. State aid has been adjusted to reflect actual spending and reimbursements. Non-tax supported long-term financing and PAYGO will be used to finance the costs for DEP, DPS and CUPF facility space. \$15M of the land sale proceeds from the M-NCPPC Headquarters in Silver Spring is programmed in FY20 to help finance the project costs. Total project cost includes \$8,930,000 for Streetscape and Façade work funded through FY12. The residential development on Lot 13 will not be funded in this PDF. Expenditure and funding schedules are adjusted to align with construction of the office building and to reflect updated space allocations.

Disclosures

A pedestrian impact analysis has been completed for this project.

Wheaton Redevelopment Program (P150401)

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.

Coordination

WMATA, Office of the County Attorney, M-NCPPC, Westfield Mall, Community Associations and Residents, private developers, Department of General Services, Department of Transportation, Department of Environmental Protection, Department of Permitting Services, Department of Housing and Community Affairs, Mid-County Regional Service Center, and State of Maryland. Special Projects Legislation [Bill No. 33-14] was adopted by Council June 17, 2014.

White Oak Science Gateway Redevelopment Project (P361701)

Category	General Government	Date Last Modified	2/3/17
Sub Category	Economic Development	Required Adequate Public Facility	No
Administering Agency	General Services (AAGE29)	Relocation Impact	None
Planning Area	Colesville-White Oak	Status	Ongoing

	Total	Thru FY16	Rem FY16	Total 6 Years	FY 17	FY 18	FY 19	FY 20	FY 21	FY 22	Beyond 6 Yrs
EXPENDITURE SCHEDULE (\$000s)											
Planning, Design and Supervision	1,200	0	0	1,200	200	200	200	200	200	200	0
Land	0	0	0	0	0	0	0	0	0	0	0
Site Improvements and Utilities	7,100	0	0	7,100	0	2,100	5,000	0	0	0	0
Construction	40,000	0	0	40,000	0	0	10,000	10,000	10,000	10,000	0
Other	740	0	0	740	260	180	180	180	0	0	0
Total	49,040	0	0	49,040	460	2,460	15,360	10,360	10,200	10,200	0

FUNDING SCHEDULE (\$000s)											
Current Revenue: General	640	0	0	640	180	180	180	180	0	0	0
G.O. Bonds	48,400	0	0	48,400	300	2,300	15,200	10,200	10,200	10,200	0
Total	49,040	0	0	49,040	460	2,460	15,360	10,360	10,200	10,200	0

APPROPRIATION AND EXPENDITURE DATA (000s)

Appropriation Request	FY 18	360
Supplemental Appropriation Request		0
Transfer		0
Cumulative Appropriation		47,560
Expenditure / Encumbrances		0
Unencumbered Balance		47,560

Date First Appropriation	FY 17
First Cost Estimate	
Current Scope	FY 17
Last FY's Cost Estimate	1,840

Description

This program provides for the planning and development coordination activities by the County necessary to implement the redevelopment of the 115-acre County-owned parcel on Industrial Parkway in White Oak (Site II). The site will be redeveloped in conjunction with the adjacent 185-acre parcel in a public-private partnership as one, comprehensive and coordinated 300-acre bioscience-focused mixed-use community per the approved White Oak Science Gateway (WOSG) Master Plan. The project includes initial costs for County staff to coordinate design and other activities.

Location

Silver Spring, Maryland

Justification

In 2014, the Montgomery County Council approved the new White Oak Science Gateway Master Plan. The Plan establishes a vision for transforming what has been an industrial area into a denser, mixed-use commercial and residential center in which people can walk to work, shops, and transit. The County's initiative includes using both County-owned property (Site II) and privately-owned property as a public-private partnership and leveraging existing relationships with the adjacent Food and Drug Administration (FDA) campus to advance development activities in the Master Plan. Specialized services are required for the complex land assemblage and disposition actions associated with implementation of Stage I development requirements. Staff time and services are required to manage and coordinate efforts to develop detailed staging plans, manage demolition and clean-up activities, design infrastructure, and to negotiate transactions with development partners. As negotiations move forward, additional requests for funding will be likely. The proposed 300-acre development is large-scale, long-term and transformational. It will be a catalyst for desired revitalization and redevelopment in the White Oak sector area and elsewhere in the Eastern portion of Montgomery County. The project will create job opportunities throughout White Oak and the Eastern portion of Montgomery County and will expand the tax base.

Fiscal Note

In FY17, a supplemental appropriation for \$47.2M in G.O. Bonds was submitted to the County Council for this project.

Coordination

Department of Transportation, Department of Finance, Office of Management and Budget, Department of Housing and Community Affairs, Department of Permitting Services, Maryland Department of the Environment, M-NCPPC

Clarksburg Fire Station (P450300)

Category	Public Safety	Date Last Modified	1/11/17
Sub Category	Fire/Rescue Service	Required Adequate Public Facility	No
Administering Agency	General Services (AAGE29)	Relocation Impact	None
Planning Area	Clarksburg	Status	Preliminary Design Stage

	Total	Thru FY16	Rem FY16	Total 6 Years	FY 17	FY 18	FY 19	FY 20	FY 21	FY 22	Beyond 6 Yrs
EXPENDITURE SCHEDULE (\$000s)											
Planning, Design and Supervision	4,583	839	0	3,744	0	0	440	1,230	1,105	969	0
Land	2,040	1,663	0	377	0	377	0	0	0	0	0
Site Improvements and Utilities	4,787	2	0	4,785	0	0	0	944	1,509	2,332	0
Construction	11,812	0	0	11,812	0	0	0	488	7,445	3,679	0
Other	6,601	10	0	6,591	0	0	0	0	1,998	4,595	0
Total	29,823	2,514	0	27,109	0	377	440	2,662	12,055	11,575	0

	Total	Thru FY16	Rem FY16	Total 6 Years	FY 17	FY 18	FY 19	FY 20	FY 21	FY 22	Beyond 6 Yrs
FUNDING SCHEDULE (\$000s)											
G.O. Bonds	29,823	2,514	0	27,109	0	377	440	2,662	12,055	11,575	0
Total	29,823	2,514	0	27,109	0	377	440	2,662	12,055	11,575	0

	Total	Thru FY16	Rem FY16	Total 6 Years	FY 17	FY 18	FY 19	FY 20	FY 21	FY 22	Beyond 6 Yrs
OPERATING BUDGET IMPACT (\$000s)											
Energy				75	0	0	0	0	0	0	75
Maintenance				85	0	0	0	0	0	0	85
Net Impact				160	0	0	0	0	0	0	160

APPROPRIATION AND EXPENDITURE DATA (000s)

Appropriation Request	FY 18	0
Supplemental Appropriation Request		0
Transfer		0
Cumulative Appropriation		3,226
Expenditure / Encumbrances		2,832
Unencumbered Balance		394

Date First Appropriation	FY 03
First Cost Estimate	
Current Scope	FY 17 29,823
Last FY's Cost Estimate	29,246

Description

This project provides for a new Fire and Rescue Station in the Clarksburg area and the purchase of associated apparatus. 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, living and dining areas, 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.

Location

Clarksburg.

Estimated Schedule

The fire station planning and design is complete through the design development stage. Design will begin in FY19 with construction in FY20-22.

Cost Change

Addition of land cost.

Justification

A new station will be necessary in this area due to the present and projected population density for the Clarksburg area. The Clarksburg population is expected to increase from 13,786 in 2010 to almost 40,000 by 2025. 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. 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

Project only includes cost to provide sewer service to the station. Alternative approaches to providing sewer service to the historic district are being explored.

Fiscal Note

Clarksburg Fire Station (P450300)

The latest schedule reflects a one-year delay. Debt service for this project will be financed with Consolidated Fire Tax District Funds. Land cost was transferred from ALARF.

Disclosures

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

Coordination

Montgomery County Fire and Rescue Service, Department of Police, Upcounty Regional Services Center, Department of General Services, Department of Permitting Services, Department of Technology Services, M-NCPPC, State Highway Administration, WSSC. Special Capital Projects Legislation [Bill No. 07-06] was adopted by Council May 25, 2006 and reauthorization will be requested prior to construction.

FS Emergency Power System Upgrade (P450700)

Category	Public Safety	Date Last Modified	1/11/17
Sub Category	Fire/Rescue Service	Required Adequate Public Facility	No
Administering Agency	General Services (AAGE29)	Relocation Impact	None
Planning Area	Countywide	Status	Ongoing

	Total	Thru FY16	Rem FY16	Total 6 Years	FY 17	FY 18	FY 19	FY 20	FY 21	FY 22	Beyond 6 Yrs
EXPENDITURE SCHEDULE (\$000s)											
Planning, Design and Supervision	2,817	2,042	0	775	135	160	160	160	160	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	5,331	3,231	0	2,100	340	440	440	440	440	0	0
Other	2	2	0	0	0	0	0	0	0	0	0
Total	8,150	5,276	0	2,875	475	600	600	600	600	0	0

	Total	Thru FY16	Rem FY16	Total 6 Years	FY 17	FY 18	FY 19	FY 20	FY 21	FY 22	Beyond 6 Yrs
FUNDING SCHEDULE (\$000s)											
Current Revenue: General	8	8	0	0	0	0	0	0	0	0	0
G.O. Bonds	8,142	5,267	0	2,875	475	600	600	600	600	0	0
Total	8,150	5,276	0	2,875	475	600	600	600	600	0	0

APPROPRIATION AND EXPENDITURE DATA (000s)

Appropriation Request	FY 18	540
Supplemental Appropriation Request		0
Transfer		0
Cumulative Appropriation		5,810
Expenditure / Encumbrances		5,721
Unencumbered Balance		89

Date First Appropriation	FY 07
First Cost Estimate	
Current Scope	FY 17
Last FY's Cost Estimate	8,150

Description

This project involves installation of emergency generators in 29 fire and rescue facilities. This project will provide continuous operation of emergency equipment, HVAC, emergency lighting, security system, and fire alarm. All installations will be managed by the Department of General Services.

Estimated Schedule

Twenty Fire Stations were completed through FY15. The last nine stations will be completed through FY21.

Justification

The emergency power backup systems are essential for full facility operation in the event of power failure and especially during a large scale disaster situation. Each fire station requires full power support emergency operations, shelter for professional emergency responders, and essential disaster management operations. Most of the listed facilities are not equipped to meet operational needs during a long-term power outage. Careful evaluation resulted in the determination that most fire stations need to upgrade the size of their systems, while others need to reconstruct their emergency power electrical systems. This project allows facilities to continuously function at a normal power level during long-term power outages. An assessment study was prepared on December 22, 2004 by Montgomery County Fire and Rescue Service.

Fiscal Note

There was \$125,000 of acceleration into FY16.

Coordination

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

Glenmont FS 18 Replacement (P450900)

Category	Public Safety	Date Last Modified	5/1/17
Sub Category	Fire/Rescue Service	Required Adequate Public Facility	No
Administering Agency	General Services (AAGE29)	Relocation Impact	None
Planning Area	Kensington-Wheaton	Status	Final Design Stage

	Total	Thru FY18	Rem FY18	Total 6 Years	FY 17	FY 18	FY 19	FY 20	FY 21	FY 22	Beyond 6 Yrs
EXPENDITURE SCHEDULE (\$000s)											
Planning, Design and Supervision	3,038	2,511	527	0	0	0	0	0	0	0	0
Land	640	640	0	0	0	0	0	0	0	0	0
Site Improvements and Utilities	1,767	15	1,752	0	0	0	0	0	0	0	0
Construction	8,185	7,425	760	0	0	0	0	0	0	0	0
Other	1,148	40	1,108	0	0	0	0	0	0	0	0
Total	14,778	10,631	4,147	0	0	0	0	0	0	0	0

	Total	Thru FY18	Rem FY18	Total 6 Years	FY 17	FY 18	FY 19	FY 20	FY 21	FY 22	Beyond 6 Yrs
FUNDING SCHEDULE (\$000s)											
G.O. Bonds	12,615	8,468	4,147	0	0	0	0	0	0	0	0
PAYGO	2,163	2,163	0	0	0	0	0	0	0	0	0
Total	14,778	10,631	4,147	0	0	0	0	0	0	0	0

	Total	Thru FY18	Rem FY18	Total 6 Years	FY 17	FY 18	FY 19	FY 20	FY 21	FY 22	Beyond 6 Yrs
OPERATING BUDGET IMPACT (\$000s)											
Energy				522	87	87	87	87	87	87	87
Maintenance				438	73	73	73	73	73	73	73
Net Impact				960	160	160	160	160	160	160	160

APPROPRIATION AND EXPENDITURE DATA (000s)

Appropriation Request	FY 18	0
Supplemental Appropriation Request		0
Transfer		0
Cumulative Appropriation		14,778
Expenditure / Encumbrances		11,432
Unencumbered Balance		3,346

Date First Appropriation	FY 10
First Cost Estimate	
Current Scope	FY 15 14,778
Last FY's Cost Estimate	14,778

Description

This project provides for an approximately 22,600 gross square foot fire station to replace the current fire station located at the intersection of Georgia Avenue and Randolph Road. The recommended replacement fire-rescue station is a modified Class II station designed to meet current operational requirements and accommodate modern fire fighting apparatus. The project includes gear storage, decontamination, information technology rooms, and four apparatus bays. The project was delayed by selecting a new site for the station once design was nearly complete. An interim station will be operated during construction of the new station to minimize impact to the Maryland State Highway Administration (MSHA) Georgia Avenue/Randolph Road grade separated interchange project.

Location

Georgia Avenue and Randolph Road.

Estimated Schedule

Project delayed due to changes to building codes, unique site issues, and revising the schedule to align with MD State Highway Administration's Georgia Avenue/Randolph Road grade-separated interchange project. Design completed in late 2014, to be followed by bidding and a construction period of sixteen months with completion in late 2016. The interim station opened in early 2014 and will operate during the construction of the permanent station.

Justification

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

Fiscal Note

The project provides for the design and construction phase costs. Debt service for this project will be financed with Consolidated Fire Tax District Funds. There are no funds for fire apparatus included in the project budget. There has been minor acceleration; the project will be fully completed in FY16.

Disclosures

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

Coordination

Department of General Services, Department of Technology Services, Montgomery County Fire and Rescue Service, Department of Permitting Services, Maryland State Highway Administration, WSSC, PEPCO, WMATA, Mid-County Regional Services Center. Special Capital Projects Legislation [Bill No. 21-10] was adopted by Council November 30, 2010.

Master Lease: Self-Contained Breathing Apparatus (P311701)

Category Public Safety
Sub Category Fire/Rescue Service
Administering Agency
Planning Area Countywide

Date Last Modified 1/12/17
Required Adequate Public Facility No
Relocation Impact None
Status Bids Let

	Total	Thru FY16	Rem FY16	Total 6 Years	FY 17	FY 18	FY 19	FY 20	FY 21	FY 22	Beyond 6 Yrs
EXPENDITURE SCHEDULE (\$000s)											
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	9,360	0	0	9,360	9,360	0	0	0	0	0	0
Total	9,360	0	0	9,360	9,360	0	0	0	0	0	0

	Total	Thru FY16	Rem FY16	Total 6 Years	FY 17	FY 18	FY 19	FY 20	FY 21	FY 22	Beyond 6 Yrs
FUNDING SCHEDULE (\$000s)											
Short-Term Lease Financing	9,360	0	0	9,360	9,360	0	0	0	0	0	0
Total	9,360	0	0	9,360	9,360	0	0	0	0	0	0

APPROPRIATION AND EXPENDITURE DATA (000s)

Appropriation Request	FY 18	0
Supplemental Appropriation Request		0
Transfer		0
Cumulative Appropriation		9,360
Expenditure / Encumbrances		0
Unencumbered Balance		9,360

Date First Appropriation	FY 18
First Cost Estimate	
Current Scope	FY 17 9,360
Last FY's Cost Estimate	0

Description

This project provides for the purchase of Self-Contained Breathing Apparatus (SCBA). The SCBA provides breathable air to firefighters in dangerous environments. All current SCBA will be replaced.

Location

Countywide.

Estimated Schedule

Equipment will be purchased in FY17.

Justification

The current inventory of SCBA will be replaced. They are past their useful life and no longer meet current National Fire Protection Association standards. The warranties have expired, resulting in higher maintenance costs and difficulty finding replacement parts.

Fiscal Note

The project provides appropriation authority for a purchase funded through the Master Lease program. Master Lease payments were approved in the FY17 budget.

Coordination

Montgomery County Fire and Rescue Service, Local Volunteer Fire and Rescue Departments, Department of Finance

Travilah Fire Station (P450504)

Category	Public Safety	Date Last Modified	5/1/17
Sub Category	Fire/Rescue Service	Required Adequate Public Facility	No
Administering Agency	General Services (AAGE29)	Relocation Impact	None
Planning Area	Potomac-Travilah	Status	Under Construction

	Total	Thru FY16	Rem FY16	Total 6 Years	FY 17	FY 18	FY 19	FY 20	FY 21	FY 22	Beyond 6 Yrs
EXPENDITURE SCHEDULE (\$000s)											
Planning, Design and Supervision	2,438	2,438	0	0	0	0	0	0	0	0	0
Land	4	4	0	0	0	0	0	0	0	0	0
Site Improvements and Utilities	95	95	0	0	0	0	0	0	0	0	0
Construction	12,688	12,688	0	0	0	0	0	0	0	0	0
Other	1,335	1,335	0	0	0	0	0	0	0	0	0
Total	16,560	16,560	0	0	0	0	0	0	0	0	0

FUNDING SCHEDULE (\$000s)											
Fire Consolidated	759	759	0	0	0	0	0	0	0	0	0
G.O. Bonds	15,801	15,801	0	0	0	0	0	0	0	0	0
Total	16,560	16,560	0	0	0	0	0	0	0	0	0

OPERATING BUDGET IMPACT (\$000s)											
Energy				240	120	120	0	0	0	0	0
Maintenance				204	102	102	0	0	0	0	0
Program-Staff				5,160	2,580	2,580	0	0	0	0	0
Program-Other				74	37	37	0	0	0	0	0
Net Impact				5,678	2,839	2,839	0	0	0	0	0
Full Time Equivalent (FTE)					30.0	30.0	0.0	0.0	0.0	0.0	0.0

APPROPRIATION AND EXPENDITURE DATA (000s)

Appropriation Request	FY 18	-530
Supplemental Appropriation Request		0
Transfer		0
Cumulative Appropriation		17,090
Expenditure / Encumbrances		16,560
Unencumbered Balance		530

Date First Appropriation	FY 05	
First Cost Estimate		
Current Scope	FY 11	16,034
Last FY's Cost Estimate		16,034

Description

This project provides for the design and construction of a new four-bay fire-rescue station at the county-owned site located at the northwest intersection of Darnestown and Shady Grove Road and the purchase of associated apparatus. Fire/rescue apparatus to be purchased for this station includes an Emergency Medical Services unit and an engine.

Estimated Schedule

CONSTRUCTION STARTED IN SUMMER OF 2012 AND IS CURRENTLY SCHEDULED TO COMPLETE IN WINTER OF 2013-14

Cost Change

Cost increase is due to project delay, increased permit fees and prevailing wage costs.

Justification

The new fire/rescue station is necessary in this area due to present and future population density and development. This growing area includes the new communities of Falls Grove and Travilah as well as existing communities in the Travilah/North Potomac area. Several major complexes and buildings in this area, including Shady Grove Adventist Hospital, Shady Grove Adventist Nursing Home, the National Lutheran Home, and the University of Maryland-Shady Grove Campus will be served by this station. The area has a high volume of fire-rescue incidents that are expected to increase as Travilah and Falls Grove are completed and additional biotechnology facilities are constructed. Operation of this station will help the County meet Council-adopted fire-rescue response time goals as well as NFPA Standard 1710 guidelines. 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 1 Report, Need for Up-County Fire-Rescue Resource Enhancements, October 14, 1999. A site evaluation was performed by PSA Dewberry, Inc. in August 2009. The site evaluation was based on the Program of Requirements and took into account the Gaithersburg West Master Plan, access for fire apparatus, zoning, parking, storm water management, and other construction requirements.

Fiscal Note

Travilah Fire Station (P450504)

Replace \$210,000 in Fire Consolidated funds with G.O. Bonds in FY12 to cover equipment costs. The expenditures shown as Other are for the purchase of new apparatus (\$1,286,000) and furniture and equipment (\$718,000). Future replacement apparatus expenditures will be funded in the operating budget of the Montgomery County Fire and Rescue Service. Debt service for this project will be financed with Consolidated Fire Tax District Funds. FY15 transfer of \$700,000 in GO Bonds to PSTA & Multi Agency Service park Site Development (#470907).

Disclosures

A pedestrian impact analysis has been completed for this project.

Coordination

Montgomery County Fire and Rescue Service, Department of General Services, Department of Transportation, Department of Permitting Services, Department of Technology Services, Upcounty Regional Services Center, M-NCPPC, City of Rockville, , Special Capital Projects Legislation [Bill No. 22-10] was adopted by Council June 15, 2010.

White Flint Fire Station #23 (P451502)

Category	Public Safety	Date Last Modified	5/18/17
Sub Category	Fire/Rescue Service	Required Adequate Public Facility	No
Administering Agency	General Services (AAGE29)	Relocation Impact	None
Planning Area	Rockville	Status	Preliminary Design Stage

	Total	Thru FY16	Rem FY16	Total 6 Years	FY 17	FY 18	FY 19	FY 20	FY 21	FY 22	Beyond 6 Yrs
EXPENDITURE SCHEDULE (\$000s)											
Planning, Design and Supervision	4,220	18	0	4,002	82	254	905	1,291	842	628	200
Land	4,805	1,484	0	3,321	899	2,422	0	0	0	0	0
Site Improvements and Utilities	1,835	0	0	1,711	0	0	0	0	1,061	650	124
Construction	13,348	1	0	11,647	0	0	0	0	8,549	3,098	1,700
Other	4,354	0	0	3,845	0	0	0	0	2,145	1,700	509
Total	28,562	1,503	0	24,526	981	2,676	905	1,291	12,597	6,076	2,533

FUNDING SCHEDULE (\$000s)											
G.O. Bonds	28,562	1,503	0	24,526	981	2,676	905	1,291	12,597	6,076	2,533
Total	28,562	1,503	0	24,526	981	2,676	905	1,291	12,597	6,076	2,533

OPERATING BUDGET IMPACT (\$000s)											
Energy				60	0	0	0	0	0	0	60
Maintenance				70	0	0	0	0	0	0	70
Net Impact				130	0	0	0	0	0	0	130

APPROPRIATION AND EXPENDITURE DATA (000s)

Appropriation Request	FY 16	0
Supplemental Appropriation Request		0
Transfer		0
Cumulative Appropriation		7,689
Expenditure / Encumbrances		1,503
Unencumbered Balance		6,186

Date First Appropriation	FY 15
First Cost Estimate	
Current Scope	FY 17 28,562
Last FY's Cost Estimate	28,562

Description

This project provides for a new five bay fire and rescue station in the Rockville/White Flint area and the purchase of associated apparatus. The new facility will be located on an acquired site located at the south-east quadrant of Route 355 and Randolph Road. The new station will be constructed in accordance with the general square footage specifications of the prototype program of requirements (POR) for a Class I fire station. A Class I fire station ranges from 19,550 to 20,135 gross square feet adjusted to meet specific site conditions and uses and includes apparatus bays, dormitory and support space, personnel living quarters, administrative offices and meeting/training room. This station will include offices for a Battalion Chief. A second floor is also being considered for Urban District Office use. Fire/Rescue apparatus to be purchased for this station includes a new EMS unit and related equipment.

Estimated Schedule

Planning will begin in FY17, with construction to begin in FY21 and conclude in FY23.

Justification

The existing Rockville Fire Station #23, located at 121 Rollins Avenue has only two bays and is extremely undersized to meet the current response time. A new station is necessary in this area due to the present and projected population density for the Rockville and White Flint area. White Flint is experiencing fast growth and the population is expected to increase. The White Flint sector is envisioned to include a mix of housing, commercial, retail, recreation, and civic uses with the White Flint District as the focal point. Relocation of Rockville Station #23 to the White Flint area is needed to better position the station in relation to the high-density development in the approved White Flint Sector Plan and to minimize response time to the Station's highest incident call load area. The new site is of sufficient size to accommodate the construction of a larger station which can house additional needed apparatus.

Other

A number of test fits have been conducted at the above proposed site located at the south-east quadrant of Route 355 and Randolph Road for the fire station and possible co-located affordable housing.

Fiscal Note

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

Disclosures

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

Coordination

Department of Housing and Community Affairs

Animal Services and Adoption Center (P470400)

Category	Public Safety	Date Last Modified	1/10/17
Sub Category	Police	Required Adequate Public Facility	No
Administering Agency	General Services (AAGE29)	Relocation Impact	None
Planning Area	Gaithersburg Vicinity	Status	Bids Let

	Total	Thru FY16	Rem FY16	Total 6 Years	FY 17	FY 18	FY 19	FY 20	FY 21	FY 22	Beyond 6 Yrs
EXPENDITURE SCHEDULE (\$000s)											
Planning, Design and Supervision	3,538	3,538	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	22	11	11	0	0	0	0	0	0	0	0
Construction	22,212	22,212	0	0	0	0	0	0	0	0	0
Other	248	25	223	0	0	0	0	0	0	0	0
Total	28,018	26,784	234	0	0	0	0	0	0	0	0

	Total	Thru FY16	Rem FY16	Total 6 Years	FY 17	FY 18	FY 19	FY 20	FY 21	FY 22	Beyond 6 Yrs
FUNDING SCHEDULE (\$000s)											
Contributions	0	2,000	0	-2,000	-2,000	0	0	0	0	0	0
G.O. Bonds	28,018	23,784	234	2,000	2,000	0	0	0	0	0	0
Total	28,018	25,784	234	0	0	0	0	0	0	0	0

	Total	Thru FY16	Rem FY16	Total 6 Years	FY 17	FY 18	FY 19	FY 20	FY 21	FY 22	Beyond 6 Yrs
OPERATING BUDGET IMPACT (\$000s)											
Energy				1,338	223	223	223	223	223	223	223
Maintenance				1,128	188	188	188	188	188	188	188
Net Impact				2,468	411	411	411	411	411	411	411

APPROPRIATION AND EXPENDITURE DATA (000s)

Appropriation Request Est.	FY 18	0
Supplemental Appropriation Request		0
Transfer		0
Cumulative Appropriation		28,018
Expenditure / Encumbrances		25,950
Unencumbered Balance		88

Date First Appropriation	FY 04
First Cost Estimate	
Current Scope	FY 13
Last FY's Cost Estimate	26,018

Description

This project provides for the design and construction of a new 49,160 gross square-foot Animal Shelter to be built on a County-owned site of approximately seven acres located near the corner of Muncaster Mill Road and Airpark Road. This new shelter will replace the existing 15,737 square-foot shelter, which does not meet current operational needs. Kennel space will be expanded, increasing the capacity to house animals. Parking, the customer service area, and supply storage will be expanded. Office space for County and contractor staff will be provided. HVAC and refrigeration systems will be designed to provide a healthier environment for housed animals and staff. Wall, ceiling, and cage surfaces will be designed to improve noise control and facilitate proper cleaning to prevent the spread of disease. A small veterinary office will allow for an on-site contracted spay and neuter services.

Location

The Animal Services and Adoption Center is located at 7315 Muncaster Mill Rd., Derwood, MD 20855.

Estimated Schedule

Construction started in fall of 2011 and was completed in March 2014.

Justification

The current two-story Montgomery County Animal Shelter, constructed in 1975, was built for a community and animal population much smaller than it now serves. Several of the building's original features, such as solar heating panels, are no longer functional. The interior space of the shelter is crowded, worn, and in poor working condition. The parking and outdoor areas are worn and crowded. A shortage of properly separated cages, inadequate ventilation, inadequate freezer space, and inadequate cages for proper animal care also adversely impact operations. A building condition study in 1999 determined that the current site is too small and hilly to support the current and future County animal services program and that the purchase and retrofit of an existing building is not practical. Therefore, the best option is to build a new facility at a different site. A Program of Requirements was revised in 2009 and was updated during the design process.

Other

The facility is designed to reflect current best management practices in operating an animal shelter. An independent nonprofit—Montgomery County Partners for Animal Well-being (MCPAW) has been created to provide financial support to the shelter. The funds raised by MCPAW will provide enhanced facilities and meet future equipment needs of the shelter. Their contributions are not expected to begin until FY 2012.

Fiscal Note

Animal Services and Adoption Center (P470400)

The Operating Budget Impact (OBI) figures are for the new facility, accounting for savings related to the elimination of current facility maintenance and energy costs. A funding switch allocating G.O. Bonds to the project is reflected in FY17 to correct contribution advances that are not expected to be realized.

Disclosures

A pedestrian impact analysis has been completed for this project.

Coordination

Department of Police, Department of General Services, Department of Permitting Services, Department of Technology Services, Department of Environmental Protection, Maryland-National Capital Park and Planning Commission, Montgomery County Humane Society, Local Municipalities, State of Maryland Highway Services, Adjacent Communities, Special Capital Projects Legislation [Bill No. 09-06] was adopted by Council May 25, 2006.

2nd District Police Station (P471200)

Category	Public Safety	Date Last Modified	1/3/17
Sub Category	Police	Required Adequate Public Facility	Yes
Administering Agency	General Services (AAGE29)	Relocation Impact	None
Planning Area	Bethesda-Chevy Chase	Status	Planning Stage

	Total	Thru FY16	Rem FY16	Total 6 Years	FY 17	FY 18	FY 19	FY 20	FY 21	FY 22	Beyond 6 Yrs
EXPENDITURE SCHEDULE (\$000s)											
Planning, Design and Supervision	789	643	0	146	146	0	0	0	0	0	0
Land	0	0	0	0	0	0	0	0	0	0	0
Site Improvements and Utilities	6	6	0	0	0	0	0	0	0	0	0
Construction	2	2	0	0	0	0	0	0	0	0	0
Other	6,074	2,039	0	4,035	4,035	0	0	0	0	0	0
Total	6,871	2,690	0	4,181	4,181	0	0	0	0	0	0

	Total	Thru FY16	Rem FY16	Total 6 Years	FY 17	FY 18	FY 19	FY 20	FY 21	FY 22	Beyond 6 Yrs
FUNDING SCHEDULE (\$000s)											
G.O. Bonds	6,871	2,690	0	4,181	4,181	0	0	0	0	0	0
Total	6,871	2,690	0	4,181	4,181	0	0	0	0	0	0

	Total	Thru FY16	Rem FY16	Total 6 Years	FY 17	FY 18	FY 19	FY 20	FY 21	FY 22	Beyond 6 Yrs
OPERATING BUDGET IMPACT (\$000s)											
Energy				200	10	38	38	38	38	38	
Maintenance				184	9	35	35	35	35	35	
Net Impact				384	19	73	73	73	73	73	

APPROPRIATION AND EXPENDITURE DATA (000s)

Appropriation Request Est.	FY 18	0
Supplemental Appropriation Request		0
Transfer		0
Cumulative Appropriation		6,871
Expenditure / Encumbrances		2,883
Unencumbered Balance		3,988

Date First Appropriation	FY 12
First Cost Estimate	
Current Scope	FY 18 6,871
Last FY's Cost Estimate	6,871

Description

This project provides for the County's estimated share of costs for a replacement district station for the 2nd Police District serving the Bethesda-Chevy Chase area and portions of Potomac and Silver Spring. The remainder of the project costs will be paid by a developer in return for acquiring the existing police station site from the County after the new station is built. The station will be a 32,200 gross square feet, four-story facility with parking located in the adjacent Parking Lot District (PLD) Garage 35, with direct connection to the new station.

Location

4823 Rugby Avenue, Bethesda, MD 20814

Estimated Schedule

Design commenced in 2014 and the project is expected to achieve substantial completion by the spring of 2017.

Justification

The current 2nd District Police Station was constructed over 50 years ago and serves the Bethesda-Chevy Chase area and portions of Potomac and Silver Spring. The current 21,700 gross square feet station is too small for staff and programmatic requirements and requires major building repairs and upgrades. A 2005 County Maintenance report outlined a need for \$200,000 in deferred maintenance; heating, ventilation, and air conditioning (HVAC) deficiencies; and security concerns. Continued population growth and development in the area also support the need for a new facility.

Other

A developer was selected via a Request for Qualifications and Development Proposals process. A General Development Agreement (GDA) with the selected developer has been executed. The GDA includes the terms by which the developer will design and build the facility in accordance with County requirements and outlines the exchange of the new station property for the old station property.

Fiscal Note

The County's contribution will be covered by the funding previously approved and paid to the developer in FY15. An adjustment has been made to the upfront payment to the Parking Lot District (PLD) to reflect the net increase in leased spaces. Minor expenditure acceleration has been reflected in FY16.

Disclosures

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

Coordination

Department of Police, Police Facilities, Department of General Services, Department of Permitting Services, Department of Technology Services, Bethesda-Chevy Chase Regional Services Center, Bethesda Parking Lot District (PLD)

Master Lease: Correctional Security Equipment (P421701)

Category
Sub Category
Administering Agency
Planning Area

Public Safety
Correction and Rehabilitation

Date Last Modified
Required Adequate Public Facility
Relocation Impact
Status

1/12/17
No
None
Bids Let

	Total	Thru FY16	Rem FY16	Total 6 Years	FY 17	FY 18	FY 19	FY 20	FY 21	FY 22	Beyond 6 Yrs
EXPENDITURE SCHEDULE (\$000s)											
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	1,014	0	0	1,014	1,014	0	0	0	0	0	0
Total	1,014	0	0	1,014	1,014	0	0	0	0	0	0
FUNDING SCHEDULE (\$000s)											
Short-Term Lease Financing	1,014	0	0	1,014	1,014	0	0	0	0	0	0
Total	1,014	0	0	1,014	1,014	0	0	0	0	0	0

APPROPRIATION AND EXPENDITURE DATA (000s)

Appropriation Request	FY 18	0
Supplemental Appropriation Request		0
Transfer		0
Cumulative Appropriation		1,014
Expenditure / Encumbrances		0
Unencumbered Balance		1,014

Date First Appropriation	
First Cost Estimate	
Current Scope	FY 17 1,014
Last FY's Cost Estimate	0

Description

This project provides for the purchase of replacement cameras and related infrastructure and for replacement of security software and hardware at the Montgomery County Correctional Facility (MCCF).

Location

The Montgomery County Correctional Facility is located in Boyds, Maryland.

Estimated Schedule

Equipment will be purchased in FY17.

Justification

The analog cameras were installed in 2002. To provide enhanced security, the replacement cameras will be updated to digital and data storage will be increased. Current camera data has limited storage capacity - less than one month - whereas storage of one year and a day is needed to address potential liabilities. The justice system allows an individual up to one year to file litigation against the County following an alleged or actual inmate incident. The Office of the County Attorney has stated that the analog footage from existing equipment is of such poor quality it has negligible value as evidence. Moving from analog to digital High Definition will provide solid undisputable evidence for events under investigation and/or litigation. The security system at MCCF is over fifteen years old. There are increasing problems disrupting normal operations, and maintenance and repair costs have risen significantly.

Fiscal Note

The project provides appropriation authority for a purchase funded through the Master Lease program. Master Lease payments were approved in the FY17 budget.

Coordination

Department of Correction and Rehabilitation, Department of General Services, Department of Finance

Pre-Release Center Dietary Facilities Improvements(P420900)

Category	Public Safety	Date Last Modified	1/5/17
Sub Category	Correction and Rehabilitation	Required Adequate Public Facility	No
Administering Agency	General Services (AAGE20)	Relocation Impact	None
Planning Area	Rockville	Status	Preliminary Design Stage

	Total	Thru FY16	Rem FY16	Total 6 Years	FY 17	FY 18	FY 19	FY 20	FY 21	FY 22	Beyond 6 Yrs
EXPENDITURE SCHEDULE (\$000s)											
Planning, Design and Supervision	1,407	415	0	982	474	158	190	170	0	0	0
Land	0	0	0	0	0	0	0	0	0	0	0
Site Improvements and Utilities	461	0	0	461	0	461	0	0	0	0	0
Construction	5,137	298	0	4,841	0	2,389	2,452	0	0	0	0
Other	0	0	0	0	0	0	0	0	0	0	0
Total	7,005	711	0	6,294	474	3,008	2,642	170	0	0	0

	Total	Thru FY16	Rem FY16	Total 6 Years	FY 17	FY 18	FY 19	FY 20	FY 21	FY 22	Beyond 6 Yrs
FUNDING SCHEDULE (\$000s)											
G.O. Bonds	3,502	603	0	2,899	71	188	2,470	170	0	0	0
State Aid	3,503	108	0	3,395	403	2,820	172	0	0	0	0
Total	7,005	711	0	6,294	474	3,008	2,642	170	0	0	0

	Total	Thru FY16	Rem FY16	Total 6 Years	FY 17	FY 18	FY 19	FY 20	FY 21	FY 22	Beyond 6 Yrs
OPERATING BUDGET IMPACT (\$000s)											
Energy				24	0	0	0	8	8	8	
Maintenance				33	0	0	0	11	11	11	
Net Impact				57	0	0	0	19	19	19	

APPROPRIATION AND EXPENDITURE DATA (000s)

Appropriation Request	FY 18	5,420
Supplemental Appropriation Request		0
Transfer		0
Cumulative Appropriation		1,380
Expenditure / Encumbrances		1,082
Unencumbered Balance		298

Date First Appropriation	FY 11
First Cost Estimate	
Current Scope	FY 15
Last FY's Cost Estimate	7,005

Description

This project provides for renovation and expansion of the kitchen and dining areas, the replacement of kitchen equipment including more cost effective natural gas appliances, and upgrading the kitchen's electrical and ventilation systems.

Location

11651 Nebel Street, Rockville

Capacity

The population of the Pre-Release Center (PRC) varies from approximately 130 to 187 residents and a staff of 68 employees operating in shifts.

Estimated Schedule

Design will begin in fall 2015. Construction will begin in summer 2017.

Justification

The kitchen within the PRC was built in 1978. The kitchen was originally designed for 100 residents, but now serves an average of 150 and is projected to reach 171 within 20 years. There has not been any update of the kitchen and related food service and food storage areas since 1978.

Fiscal Note

This project is eligible for State funding of up to 50 percent of project costs. There was minor acceleration.

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.

Coordination

Department of Correction and Rehabilitation, Department of General Services, Department of Technology Services, Pre-Release Center, City of Rockville, Washington Gas

Bridge Renovation (P509753)

Category	Transportation	Date Last Modified	12/16/16
Sub Category	Bridges	Required Adequate Public Facility	No
Administering Agency	Transportation (AAGE30)	Relocation Impact	None
Planning Area	Countywide	Status	Ongoing

	Total	Thru FY16	Rem FY16	Total 6 Years	FY 17	FY 18	FY 19	FY 20	FY 21	FY 22	Beyond 6 Yrs
EXPENDITURE SCHEDULE (\$000s)											
Planning, Design and Supervision	5,597	1,817	0	3,780	505	2,295	245	245	245	245	0
Land	13	13	0	0	0	0	0	0	0	0	0
Site Improvements and Utilities	171	21	0	150	0	150	0	0	0	0	0
Construction	13,125	817	3,238	9,070	1,530	4,520	755	755	755	755	0
Other	75	75	0	0	0	0	0	0	0	0	0
Total	18,981	2,743	3,238	13,000	2,035	6,965	1,000	1,000	1,000	1,000	0

	Total	Thru FY16	Rem FY16	Total 6 Years	FY 17	FY 18	FY 19	FY 20	FY 21	FY 22	Beyond 6 Yrs
FUNDING SCHEDULE (\$000s)											
G.O. Bonds	16,883	2,652	2,393	11,838	1,808	6,738	773	773	773	773	0
State Aid	2,298	91	845	1,362	227	227	227	227	227	227	0
Total	18,981	2,743	3,238	13,000	2,035	6,965	1,000	1,000	1,000	1,000	0

APPROPRIATION AND EXPENDITURE DATA (000s)

Appropriation Request	FY 18	5,985
Supplemental Appropriation Request		0
Transfer		0
Cumulative Appropriation		9,860
Expenditure / Encumbrances		3,134
Unencumbered Balance		6,526

Date First Appropriation	FY 97
First Cost Estimate	
Current Scope	FY 18
Last FY's Cost Estimate	18,981

Description

This project provides for the renovation of County roadway and pedestrian bridges that have been identified as needing repair work beyond routine maintenance levels to assure continued safe functioning. Renovation work involves planning, preliminary engineering, project management, inspection, and construction. Construction is performed on various components of the bridge structures. Superstructure repair or replacement items include decking, support beams, bearing assemblies, and expansion joints. Substructure repair or replacement items include concrete abutments, backwalls, and wingwalls. Culvert repairs include concrete headwalls, structural steel plate pipe arch replacements, installation of concrete inverts, and placement of stream scour protection. Other renovation work includes paving of bridge deck surfaces, bolted connection replacements, stone slope protection, reconstruction of approach roadways, concrete crack injection, deck joint material replacement, scour protection, and installation of traffic safety barriers. The community outreach program informs the public when road closures or major lane shifts are necessary. Projects are reviewed and scheduled to reduce community impacts as much as possible, especially to school bus routes.

Cost Change

Increase due to the addition of four emergency projects: Montevideo Road Historic Truss Bridge No. 30, Kinster Drive Culvert, Quince Mill Drive Culvert, and the design of ten steel culvert repairs to prevent imminent failure.

Justification

The Biennial Bridge Inspection Program, a Federally mandated program, provides specific information to identify deficient bridge elements. The bridge renovation program also provides the ability for quick response and resolution to citizen public concerns for highway and pedestrian bridges throughout the County.

Other

The objective of this program is to identify bridges requiring extensive structural repairs and perform the work in a timely manner to avoid emergency situations and major public inconvenience. Construction work under this project is typically performed by County Division of Highway Services.

Fiscal Note

FY16 transfer of \$1.2M in GO Bonds from Glenmont Metro Parking Expansion (#500552); \$503K in GO Bonds from Cedar Lane Road Bridge (#501105); \$32K in GO Bonds from Whites Ferry Road Bridges (#501301); and \$730K in GO Bonds from Nebel Street Extended (#500401); FY17 transfer of \$35K in GO Bonds from Valley Road Bridge (#501521), \$500K in GO Bonds from Father Hurley Blvd (#500516) and \$500K in GO Bonds from BRAC Bicycle and Pedestrian Facilities (#501000); FY18 reallocation of \$1.4M in GO Bonds from Century Blvd (#501115)

Disclosures

Expenditures will continue indefinitely.

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.

Coordination

Department of Transportation, Maryland State Highway Administration, Maryland Department of Natural Resources, Maryland Historic Trust, U.S. Fish and Wildlife Service

Permanent Patching: Residential/Rural Roads (P501106)

Category	Transportation	Date Last Modified	5/19/17
Sub Category	Highway Maintenance	Required Adequate Public Facility	No
Administering Agency	Transportation (AAGE30)	Relocation Impact	None
Planning Area	Countywide	Status	Ongoing

	Total	Thru FY16	Rem FY16	Total 6 Years	FY 17	FY 18	FY 19	FY 20	FY 21	FY 22	Beyond 6 Yrs
EXPENDITURE SCHEDULE (\$000s)											
Planning, Design and Supervision	2,124	5	34	2,085	360	210	210	435	435	435	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	40,568	27,059	194	13,315	2,040	1,190	1,190	2,465	2,715	3,715	0
Other	0	0	0	0	0	0	0	0	0	0	0
Total	42,692	27,064	228	15,400	2,400	1,400	1,400	2,900	3,150	4,150	0

	Total	Thru FY16	Rem FY16	Total 6 Years	FY 17	FY 18	FY 19	FY 20	FY 21	FY 22	Beyond 6 Yrs
FUNDING SCHEDULE (\$000s)											
G.O. Bonds	41,700	26,072	228	15,400	2,400	1,400	1,400	2,900	3,150	4,150	0
State Aid	992	992	0	0	0	0	0	0	0	0	0
Total	42,692	27,064	228	15,400	2,400	1,400	1,400	2,900	3,150	4,150	0

APPROPRIATION AND EXPENDITURE DATA (000s)

Appropriation Request	FY 18	1,400
Supplemental Appropriation Request		0
Transfer		0
Cumulative Appropriation		29,692
Expenditure / Encumbrances		27,146
Unencumbered Balance		2,546

Date First Appropriation	FY 11
First Cost Estimate	
Current Scope	FY 17 42,692
Last FY's Cost Estimate	42,692
Partial Closeout Thru	0
New Partial Closeout	0
Total Partial Closeout	0

Description

This project provides for permanent patching of residential/rural roads in older residential communities. This permanent patching program provides for deep patching of residential and rural 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.

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 2015 pavement condition survey indicated that 672 lane-miles (16 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.

Fiscal Note

\$40M is the annual cost required to maintain the current Countywide Pavement Condition Index of 67 for residential and rural roads. Related CIP projects include Residential and Rural Road Rehabilitation (#500914) and Resurfacing: Residential/Rural Roads (#500511).

Disclosures

Expenditures will continue indefinitely.

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.

Coordination

Maryland-National Capital Park and Planning Commission, Maryland State Highway Administration, Utility Companies, Department of Permitting Services, City of Gaithersburg, Facility Planning: Transportation (CIP #509337)

Residential and Rural Road Rehabilitation (P500914)

Category	Transportation	Date Last Modified	5/19/17
Sub Category	Highway Maintenance	Required Adequate Public Facility	No
Administering Agency	Transportation (AAGE30)	Relocation Impact	None
Planning Area	Countywide	Status	Ongoing

	Total	Thru FY16	Rem FY16	Total 6 Years	FY 17	FY 18	FY 19	FY 20	FY 21	FY 22	Beyond 6 Yrs
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EXPENDITURE SCHEDULE (\$000s)

	Total	Thru FY16	Rem FY16	Total 6 Years	FY 17	FY 18	FY 19	FY 20	FY 21	FY 22	Beyond 6 Yrs
Planning, Design and Supervision	6,977	9	1,975	4,993	343	690	315	990	1,215	1,440	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	72,511	43,271	948	28,292	1,942	3,910	1,785	5,610	6,885	8,160	0
Other	9	9	0	0	0	0	0	0	0	0	0
Total	79,497	43,289	2,923	33,285	2,285	4,600	2,100	6,600	8,100	9,600	0

FUNDING SCHEDULE (\$000s)

G.O. Bonds	65,417	35,758	2,923	26,736	0	1,702	2,100	5,234	8,100	9,600	0
Recordation Tax Premium	14,080	7,531	0	6,549	2,285	2,898	0	1,366	0	0	0
Total	79,497	43,289	2,923	33,285	2,285	4,600	2,100	6,600	8,100	9,600	0

APPROPRIATION AND EXPENDITURE DATA (000s)

Appropriation Request	FY 18	4,600
Supplemental Appropriation Request		0
Transfer		0
Cumulative Appropriation		48,497
Expenditure / Encumbrances		43,672
Unencumbered Balance		4,825

Date First Appropriation	FY 09	
First Cost Estimate		
Current Scope	FY 17	79,497
Last FY's Cost Estimate		79,497
Partial Closeout Thru		0
New Partial Closeout		0
Total Partial Closeout		0

Description

This project provides for the major rehabilitation of residential and rural 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 installation and replacement of curbs and gutters. 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.

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 2015 pavement condition survey indicated that 308 lane-miles (or 7 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.

Fiscal Note

\$40M is the annual cost required to maintain the current Countywide Pavement Condition Index of 67 on residential and rural roads. Related CIP projects include Permanent Patching: Residential/Rural Roads (#501106) and Residential and Rural Road Rehabilitation (#500914). In FY16, a supplemental appropriation of \$2.3M in GO Bonds was approved for this project.

Disclosures

A pedestrian impact analysis has been completed for this project.

Expenditures will continue indefinitely.

Coordination

Residential and Rural Road Rehabilitation (P500914)

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

Resurfacing: Primary/Arterial (P508527)

Category
Sub Category
Administering Agency
Planning Area

Transportation
Highway Maintenance
Transportation (AAGE30)
Countywide

Date Last Modified
Required Adequate Public Facility
Relocation Impact
Status

5/18/17
No
None
Ongoing

Total	Thru FY16	Rem FY16	Total 6 Years	FY 17	FY 18	FY 19	FY 20	FY 21	FY 22	Beyond 6 Yrs
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EXPENDITURE SCHEDULE (\$000s)

Planning, Design and Supervision	5,721	0	1,715	4,006	390	565	412	915	712	1,012	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	45,119	22,425	0	22,694	2,210	3,185	2,338	5,185	4,038	5,738	0
Other	0	0	0	0	0	0	0	0	0	0	0
Total	50,840	22,425	1,715	26,700	2,600	3,750	2,750	6,100	4,750	6,750	0

FUNDING SCHEDULE (\$000s)

G.O. Bonds	47,034	21,219	1,715	24,100	0	3,750	2,750	6,100	4,750	6,750	0
Recordation Tax Premium	3,806	1,206	0	2,600	2,600	0	0	0	0	0	0
Total	50,840	22,425	1,715	26,700	2,600	3,750	2,750	6,100	4,750	6,750	0

APPROPRIATION AND EXPENDITURE DATA (000s)

Appropriation Request	FY 18	3,750
Supplemental Appropriation Request		0
Transfer		0
Cumulative Appropriation		26,740
Expenditure / Encumbrances		22,849
Unencumbered Balance		3,891

Date First Appropriation	FY 85
First Cost Estimate	
Current Scope	FY 17 50,840
Last FY's Cost Estimate	50,840
Partial Closeout Thru	126,068
New Partial Closeout	10,497
Total Partial Closeout	136,565

Description

The County maintains approximately 940 lane-miles of primary and arterial roadways. This project provides for the systematic milling, pavement 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.

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 for drivers, 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 two-to-three 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 and biking 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.

Fiscal Note

In FY17, \$8.0M in Recordation Tax Premium was fully offset by G.O. Bonds in FY19 (\$4.0M) and FY20 (\$4.0M). \$8.0M is the annual requirement to maintain Countywide Pavement Condition Index of 71 for Primary/Arterial roads. In FY16, a supplemental appropriation of \$1.5M in GO Bonds was approved for this project.

Disclosures

A pedestrian impact analysis has been completed for this project.

Resurfacing: Primary/Arterial (P508527)

Expenditures will continue indefinitely.

Coordination

Washington Suburban Sanitary Commission, Other Utilities, 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

Resurfacing: Residential/Rural Roads (P500511)

Category	Transportation	Date Last Modified	5/19/17
Sub Category	Highway Maintenance	Required Adequate Public Facility	No
Administering Agency	Transportation (AAGE30)	Relocation Impact	None
Planning Area	Countywide	Status	Ongoing

	Total	Thru FY16	Rem FY16	Total 6 Years	FY 17	FY 18	FY 19	FY 20	FY 21	FY 22	Beyond 5 Yrs
EXPENDITURE SCHEDULE (\$000s)											
Planning, Design and Supervision	10,995	74	2,807	8,114	2,430	1,785	300	1,125	1,237	1,237	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	137,725	87,874	3,853	45,988	13,772	10,115	1,700	6,375	7,013	7,013	0
Other	46	46	0	0	0	0	0	0	0	0	0
Total	148,766	87,994	6,670	54,102	16,202	11,900	2,000	7,500	8,250	8,250	0

	Total	Thru FY16	Rem FY16	Total 6 Years	FY 17	FY 18	FY 19	FY 20	FY 21	FY 22	Beyond 5 Yrs
FUNDING SCHEDULE (\$000s)											
Current Revenue: General	4,170	309	0	3,861	3,861	0	0	0	0	0	0
G.O. Bonds	142,979	86,068	6,870	50,241	12,341	11,900	2,000	7,500	8,250	8,250	0
PAYGO	1,617	1,617	0	0	0	0	0	0	0	0	0
Total	148,766	87,994	6,870	54,102	16,202	11,900	2,000	7,500	8,250	8,250	0

APPROPRIATION AND EXPENDITURE DATA (000s)

Appropriation Request	FY 18	11,900
Supplemental Appropriation Request		0
Transfer		0
Cumulative Appropriation		110,866
Expenditure / Encumbrances		91,890
Unencumbered Balance		14,874

Date First Appropriation	FY 05
First Cost Estimate	
Current Scope	FY 18 148,768
Last FY's Cost Estimate	132,184
Partial Closeout Thru	0
New Partial Closeout	0
Total Partial Closeout	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 4,264 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.

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.

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.

Fiscal Note

\$40M is the annual cost required to maintain the current Countywide Pavement Condition Index of 67 on residential and rural roads. Related CIP projects include Permanent Patching: Residential/Rural Roads (#501106) and Residential and Rural Road Rehabilitation (#500914). In FY16, a supplemental appropriation of \$5.5M in GO Bonds was approved for this project. In FY17, a special appropriation of \$8.0M (\$6.5M in Current Revenue and \$1.5M in GO Bonds) was approved for this project. In FY17, a supplemental appropriation of \$4.302M in G.O. Bonds was approved for this project.

Disclosures

Expenditures will continue indefinitely.

Coordination

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

Sidewalk & Curb Replacement (P508182)

Category	Transportation	Date Last Modified	1/11/17
Sub Category	Highway Maintenance	Required Adequate Public Facility	No
Administering Agency	Transportation (AAGE30)	Relocation Impact	None
Planning Area	Countywide	Status	Ongoing

Total	Thru FY16	Rem FY16	Total 6 Years	FY 17	FY 18	FY 19	FY 20	FY 21	FY 22	Beyond 6 Yrs
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EXPENDITURE SCHEDULE (\$000s)

Planning, Design and Supervision	6,585	0	780	5,805	780	1,455	555	1,005	1,005	1,005	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	46,783	12,951	917	32,895	4,420	8,245	3,145	5,695	5,695	5,695	0
Other	3	3	0	0	0	0	0	0	0	0	0
Total	53,351	12,954	1,697	38,700	5,200	9,700	3,700	6,700	6,700	6,700	0

FUNDING SCHEDULE (\$000s)

Contributions	4,760	1,760	0	3,000	500	500	500	500	500	500	0
G.O. Bonds	48,591	11,194	1,697	35,700	4,700	9,200	3,200	6,200	6,200	6,200	0
Total	53,351	12,954	1,697	38,700	5,200	9,700	3,700	6,700	6,700	6,700	0

APPROPRIATION AND EXPENDITURE DATA (000s)

Appropriation Request	FY 18	9,700
Supplemental Appropriation Request		0
Transfer		0
Cumulative Appropriation		19,851
Expenditure / Encumbrances		13,738
Unencumbered Balance		6,113

Date First Appropriation	FY 81
First Cost Estimate	
Current Scope	FY 17
	53,351
Last FY's Cost Estimate	53,351
Partial Closeout Thru	128,622
New Partial Closeout	6,744
Total Partial Closeout	135,366

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. No changes will be made to existing structures unless necessary to eliminate erosion, assure drainage, and improve safety as determined by a County engineer. 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.

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 2014 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 a total of \$500,000 annually. Payments for this work are displayed as Contributions in the funding schedule. In FY16, \$1.0M in Recordation Tax Premium was reallocated to Street Tree Preservation (#500700) as part of the FY16 savings plan. \$3.0M in G.O. Bonds was accelerated from FY19 to FY18.

Disclosures

Expenditures will continue indefinitely.

Coordination

Sidewalk & Curb Replacement (P508182)

Washington Suburban Sanitary Commission, Other Utilities, Montgomery County Public Schools, Homeowners, Montgomery County Pedestrian Safety Advisory Committee, Commission on People with Disabilities

Street Tree Preservation (P500700)

Category	Transportation	Date Last Modified	5/10/17
Sub Category	Highway Maintenance	Required Adequate Public Facility	No
Administering Agency	Transportation (AAGE30)	Relocation Impact	None
Planning Area	Countywide	Status	Ongoing

	Total	Thru FY16	Rem FY16	Total 6 Years	FY 17	FY 18	FY 19	FY 20	FY 21	FY 22	Beyond 6 Yrs
EXPENDITURE SCHEDULE (\$000s)											
Planning, Design and Supervision	2,955	59	46	2,850	450	600	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	34,439	18,031	258	16,150	2,550	3,400	2,550	2,550	2,550	2,550	0
Other	6	6	0	0	0	0	0	0	0	0	0
Total	37,400	18,096	304	19,000	3,000	4,000	3,000	3,000	3,000	3,000	0

	Total	Thru FY16	Rem FY16	Total 6 Years	FY 17	FY 18	FY 19	FY 20	FY 21	FY 22	Beyond 6 Yrs
FUNDING SCHEDULE (\$000s)											
Current Revenue: General	30,269	14,422	0	15,847	2,750	3,164	1,929	2,004	3,000	3,000	0
Land Sale	458	458	0	0	0	0	0	0	0	0	0
Recordation Tax Premium	6,673	3,216	304	3,153	250	836	1,071	996	0	0	0
Total	37,400	18,096	304	19,000	3,000	4,000	3,000	3,000	3,000	3,000	0

APPROPRIATION AND EXPENDITURE DATA (000s)

Appropriation Request	FY 18	3,500
Supplemental Appropriation Request		0
Transfer		0
Cumulative Appropriation		21,900
Expenditure / Encumbrances		18,366
Unencumbered Balance		3,534

Date First Appropriation	FY 07
First Cost Estimate	
Current Scope	FY 18 37,900
Last FY's Cost Estimate	37,400
Partial Closeout Thru	0
New Partial Closeout	0
Total Partial Closeout	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.

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 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) recommended 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.

Fiscal Note

Includes funding switches from Current Revenue: General to Recordation Tax Premium in FY16-20.

Disclosures

Expenditures will continue indefinitely.

Street Tree Preservation (P500700)

Coordination

Maryland-National Capital Park and Planning Commission, Department of Environmental Protection, Maryland Department of Natural Resources, Utility companies

Bethesda Metro Station South Entrance (P500929)

Category	Transportation	Date Last Modified	1/3/17
Sub Category	Mass Transit	Required Adequate Public Facility	No
Administering Agency	Transportation (AAGE30)	Relocation Impact	None
Planning Area	Bethesda-Chevy Chase	Status	Preliminary Design Stage

	Total	Thru FY16	Rem FY16	Total 6 Years	FY 17	FY 18	FY 19	FY 20	FY 21	FY 22	Beyond 6 Yrs
EXPENDITURE SCHEDULE (\$000s)											
Planning, Design and Supervision	2,173	1,623	0	500	50	125	125	100	50	50	50
Land	0	0	0	0	0	0	0	0	0	0	0
Site Improvements and Utilities	13,444	0	0	13,444	5,254	5,186	336	1,334	1,027	307	0
Construction	94,585	0	0	94,500	19,910	22,837	28,881	17,601	3,865	1,806	85
Other	0	0	0	0	-8,000	-8,000	-6,000	6,000	6,000	6,000	0
Total	110,202	1,623	0	108,444	19,214	22,148	23,342	25,035	10,742	7,963	135

	Total	Thru FY16	Rem FY16	Total 6 Years	FY 17	FY 18	FY 19	FY 20	FY 21	FY 22	Beyond 6 Yrs
FUNDING SCHEDULE (\$000s)											
G.O. Bonds	104,407	0	0	104,272	15,042	22,148	23,342	25,035	10,742	7,963	135
PAYGO	785	795	0	0	0	0	0	0	0	0	0
Revenue Bonds: Liquor Fund	5,000	828	0	4,172	4,172	0	0	0	0	0	0
Total	110,202	1,623	0	108,444	19,214	22,148	23,342	25,035	10,742	7,963	135

APPROPRIATION AND EXPENDITURE DATA (000s)

Appropriation Request	FY 18	22,148
Supplemental Appropriation Request		0
Transfer		0
Cumulative Appropriation		20,837
Expenditure / Encumbrances		1,643
Unencumbered Balance		19,194

Date First Appropriation	FY 09
First Cost Estimate	
Current Scope	FY 17 110,202
Last FY's Cost Estimate	110,202

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.

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 project schedule and cost estimates were updated in FY17 as a result of the MTA's proposed Public Private Partnership for the Purple Line and reflects the actual bid by the Concessionaire. The expenditure schedule also reflects a negotiated cash flow arrangement with MTA for FY17-19, allowing a deferral of \$6 million per year to FY20-22. Schedule updated to reflect minor expenditure acceleration into FY16.

Coordination

Maryland Transit Administration, WMATA, Maryland-National Capital Park and Planning Commission, Bethesda Lot 31 Parking Garage project, Department of Transportation, Department of General Services, Special Capital Projects Legislation [Bill No. 31-14] was adopted by Council June 17, 2014.

Bus Stop Improvements (P507658)

Category Transportation
 Sub Category Mass Transit
 Administering Agency Transportation (AAGE30)
 Planning Area Countywide

Date Last Modified 1/3/17
 Required Adequate Public Facility No
 Relocation Impact None
 Status Ongoing

	Total	Thru FY16	Rem FY16	Total 6 Years	FY 17	FY 18	FY 19	FY 20	FY 21	FY 22	Beyond 6 Yrs
EXPENDITURE SCHEDULE (\$000s)											
Planning, Design and Supervision	1,795	993	0	642	132	155	195	160	0	0	160
Land	2,033	509	0	1,524	297	627	600	0	0	0	0
Site Improvements and Utilities	0	0	0	0	0	0	0	0	0	0	0
Construction	1,286	240	0	808	132	161	275	240	0	0	240
Other	0	0	0	0	0	0	0	0	0	0	0
Total	5,116	1,742	0	2,974	561	943	1,070	400	0	0	400

	Total	Thru FY16	Rem FY16	Total 6 Years	FY 17	FY 18	FY 19	FY 20	FY 21	FY 22	Beyond 6 Yrs
FUNDING SCHEDULE (\$000s)											
G.O. Bonds	3,198	1,484	0	1,734	218	588	930	0	0	0	0
Mass Transit Fund	1,918	278	0	1,240	343	357	140	400	0	0	400
Total	5,116	1,742	0	2,974	561	943	1,070	400	0	0	400

APPROPRIATION AND EXPENDITURE DATA (000s)

Appropriation Request	FY 18	943
Supplemental Appropriation Request		0
Transfer		0
Cumulative Appropriation		2,303
Expenditure / Encumbrances		2,069
Unencumbered Balance		234

Date First Appropriation	FY 76
First Cost Estimate	
Current Scope	FY 17 5,116
Last FY's Cost Estimate	5,116

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. Through FY15, approximately 3,025 stops with 1,255 curb ramps; 422 concrete kneewalls for safety and seating, 85,618 linear feet of sidewalk; and 166,777 linear feet of ADA concrete pads have been modified or installed.

Estimated Schedule

Completion of project delayed to FY23 due to complex nature of bus stops requiring right-of-way to be acquired and FY16 Savings Plan budget adjustments.

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; includes \$400,000 in FY17 for improvements related to MD 355 Priority Service which will launch in FY18. Schedule reflects minor expenditure acceleration into FY16.

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.

Bus Stop Improvements (P507658)

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

Intelligent Transit System (P501801)

Category Transportation
 Sub Category Mass Transit
 Administering Agency Transportation (AAGE30)
 Planning Area Countywide

Date Last Modified 1/5/17
 Required Adequate Public Facility No
 Relocation Impact None
 Status Ongoing

	Total	Thru FY16	Rem FY16	Total 6 Years	FY 17	FY 18	FY 19	FY 20	FY 21	FY 22	Beyond 6 Yrs
EXPENDITURE SCHEDULE (\$000s)											
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	14,600	0	0	14,600	0	12,600	500	500	500	500	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	14,600	0	0	14,600	0	12,600	500	500	500	500	0

FUNDING SCHEDULE (\$000s)											
Mass Transit Fund	2,500	0	0	2,500	0	500	500	500	500	500	0
Short-Term Financing	12,100	0	0	12,100	0	12,100	0	0	0	0	0
Total	14,600	0	0	14,600	0	12,600	500	500	500	500	0

APPROPRIATION AND EXPENDITURE DATA (000s)

Appropriation Request	FY 18	12,600
Supplemental Appropriation Request		0
Transfer		0
Cumulative Appropriation		0
Expenditure / Encumbrances		0
Unencumbered Balance		0

Date First Appropriation	FY 18
First Cost Estimate	
Current Scope	FY 18 14,600
Last FY's Cost Estimate	0

Description

The purpose of this project is to replace vital transit technology systems, to enhance system accountability, and maintain electronic information signs throughout the county. This is part of the Division of Transit Services IT plan to maintain and expand our intelligent transit systems for compatibility, accountability, and safety.

Estimated Schedule

Replacement of Computer Aided Dispatch/Automatic Vehicle Locator (CAD/AVL) system in FY18; maintenance and expansion of Real Time Informational signs starting in FY18 (shifted from the Advanced Transportation Management System project).

Justification

The CAD/AVL system has reached the end of its useful life, and the system is experiencing critical operational issues such as gaps when no information is available to dispatch and on field operations. The upgrade from radio to cellular technology will eliminate dead zones and allow vehicle locations to be updated every 10 seconds rather than the current three minutes. The CAD/AVL is a crucial driver to continue with the Real Time sign program both in LED Ride On/Wmata stop signs and multimodal signs in buildings around the county.

Fiscal Note

\$500,000 shifted from ATMS project in FY18 and beyond for Real Time sign maintenance and expansion where needed.

Coordination

Department of Technology Services, Washington Metropolitan Area Transit Authority, and regional local transit operators.

Purple Line (P501603)

Category	Transportation	Date Last Modified	1/10/17
Sub Category	Mass Transit	Required Adequate Public Facility	No
Administering Agency	Transportation (AAGE30)	Relocation Impact	Yes
Planning Area	Countywide	Status	Preliminary Design Stage

	Total	Thru FY16	Rem FY16	Total 6 Years	FY 17	FY 18	FY 19	FY 20	FY 21	FY 22	Beyond 6 Yrs
EXPENDITURE SCHEDULE (\$000s)											
Planning, Design and Supervision	2,089	34	741	1,314	328	388	433	115	50	0	0
Land	3,523	26	229	3,268	3,268	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	48,000	0	0	48,000	0	0	4,000	4,000	20,000	20,000	0
Total	53,612	60	970	52,582	3,596	388	4,433	4,115	20,050	20,000	0

	Total	Thru FY16	Rem FY16	Total 6 Years	FY 17	FY 18	FY 19	FY 20	FY 21	FY 22	Beyond 6 Yrs
FUNDING SCHEDULE (\$000s)											
G.O. Bonds	45,612	60	970	44,582	3,596	388	433	115	20,050	20,000	0
Recordation Tax Premium	8,000	0	0	8,000	0	0	4,000	4,000	0	0	0
Total	53,612	60	970	52,582	3,596	388	4,433	4,115	20,050	20,000	0

APPROPRIATION AND EXPENDITURE DATA (000s)

Appropriation Request	FY 18	388
Supplemental Appropriation Request		0
Transfer		0
Cumulative Appropriation		12,628
Expenditure / Encumbrances		60
Unencumbered Balance		12,568

Date First Appropriation	FY 16
First Cost Estimate	
Current Scope	FY 18
Last FY's Cost Estimate	45,612

Description

This project provides funding for County coordination and oversight of the Purple Line project, including the three County-funded projects [Capital Crescent Trail (P501316), Bethesda Metro South Entrance (P500929), and Silver Spring Green Trail (P509975)] that are being included with the construction of the Purple Line. The Purple Line is a 16-mile light rail line being constructed by the Maryland Transit Administration (MTA) between Bethesda Metrorail Station in Montgomery County and New Carrollton Metrorail Station in Prince George's County. The project will include the construction of 21 light rail stations, 10 of which are located in Montgomery County. The Purple Line, which is estimated to serve more than 65,000 daily riders, will operate both in its own right-of-way and in mixed traffic and provides a critical east-west connection linking Montgomery and Prince George's counties. The new rail line will result in many benefits, including faster and more reliable service for the region's east-west travel market, improved connectivity and access to existing and planned activity centers, increased service for transit-dependent populations, traffic congestion relief, and economic development, including Transit Oriented Development, along the corridor. The project is being bid out by the State as a Public-Private Partnership (PPP), with a selected Concessionaire responsible for final design and construction of the project, as well as the system operation and maintenance for the first 30 years of service. The County's role in the project will be defined in a Memorandum of Agreement (MOA) between MTA and the County.

Estimated Schedule

The Maryland Transit Administration reached an agreement with a Concessionaire in 2016. Final design began during Spring/Summer 2016 and construction is expected to begin in 2017 pending resolution of the lawsuit. Revenue service on the Purple Line is scheduled to begin in 2022.

Justification

Montgomery County supports the Purple Line project due to economic and mobility benefits. As with any large infrastructure project, significant impacts to the community - both residents and businesses along the corridor - are anticipated during the construction period. MTA has plans for a robust public engagement effort during design and construction; nevertheless, the County has embarked on its own community engagement effort through the Purple Line Implementation Advisory Group (PLIAG) and expects to be actively engaged with the community throughout the various project stages. The County will also be required to provide technical review and oversight of both the County-funded projects and the overall Purple Line project to ensure that they are in keeping with County standards.

Other

Certain County properties will be impacted by the construction of the MTA. To facilitate the construction and long term maintenance of the system, certain County properties will need to be transferred to MTA, in part or in entirety. Properties include (address and tax account identification number): 8710 Brookville Road (971041), Brookville Road (983094), 8717 Brookville Road (972728), 1160 Bonifant Street (1043367), 1114 Bonifant Street (1045696), 1170 Bonifant Street (1046100), 734 E University Boulevard - for roadway widening and utility relocation (975345), 734 E University Boulevard - for use as parkland mitigation agreement with M-NCPPC (975345), vicinity of 25 East Wayne

Fiscal Note

Purple Line (P501603)

FY17 supplemental appropriation for \$8,000,000 in Recordation Tax Premium required per Memorandum of Understanding with Carr properties. This will facilitate development of the Apex Building to provide an improved Bethesda Purple Line Station that includes a more prominent entrance and wider platform, thereby improving ADA accessibility and eliminating the need for patrons to cross the tracks, and an easement and tunnel under the building for the future underground segment of the Capital Crescent Trail enhancing safety and user experience.

Coordination

Maryland Transit Administration, Maryland Department of Transportation, Washington Metropolitan Area Transit Authority, State Highway Administration, Office of the County Executive, Maryland-National Capital Park and Planning Commission, Bethesda Bikeway and Pedestrian Facilities, CSX Transportation, Purple Line NOW, Coalition for the Capital Crescent Trail, Department of General Services, Department of Permitting Services, Silver Spring Transportation Management District, Bethesda Transportation Management District, Silver Spring Chamber of Commerce, Bethesda Chamber of Commerce

Rapid Transit System (P501318)

Category Transportation
 Sub Category Mass Transit
 Administering Agency Transportation (AAGE30)
 Planning Area Countywide

Date Last Modified 5/4/17
 Required Adequate Public Facility No
 Relocation Impact None
 Status Planning Stage

	Total	Thru FY16	Rem FY16	Total 6 Years	FY 17	FY 18	FY 19	FY 20	FY 21	FY 22	Beyond 6 Yrs
EXPENDITURE SCHEDULE (\$000s)											
Planning, Design and Supervision	18,371	1,714	1,407	15,250	4,250	7,500	3,000	500	0	0	0
Land	2,004	4	0	2,000	0	0	2,000	0	0	0	0
Site Improvements and Utilities	3,000	0	0	3,000	0	0	2,000	1,000	0	0	0
Construction	11,000	0	0	11,000	0	0	7,000	4,000	0	0	0
Other	14,000	0	0	14,000	0	0	14,000	0	0	0	0
Total	48,375	1,718	1,407	45,250	4,250	7,500	28,000	5,500	0	0	0

	Total	Thru FY16	Rem FY16	Total 6 Years	FY 17	FY 18	FY 19	FY 20	FY 21	FY 22	Beyond 6 Yrs
FUNDING SCHEDULE (\$000s)											
Contributions	2,000	0	0	2,000	1,000	1,000	0	0	0	0	0
Federal Aid	10,000	0	0	10,000	0	500	9,500	0	0	0	0
G.O. Bonds	10,400	0	0	10,400	400	2,500	2,000	5,500	0	0	0
Impact Tax	2,000	0	0	2,000	1,000	1,000	0	0	0	0	0
Mass Transit Fund	19,875	625	0	19,250	250	2,500	16,500	0	0	0	0
Revenue Bonds: Liquor Fund	3,800	593	1,407	1,800	1,800	0	0	0	0	0	0
State Aid	500	500	0	0	0	0	0	0	0	0	0
Total	48,375	1,718	1,407	45,250	4,250	7,500	28,000	5,500	0	0	0

APPROPRIATION AND EXPENDITURE DATA (000s)

Appropriation Request	FY 18	7,500
Supplemental Appropriation Request		0
Transfer		0
Cumulative Appropriation		7,375
Expenditure / Encumbrances		1,787
Unencumbered Balance		5,588

Date First Appropriation	FY 13
First Cost Estimate	
Current Scope	FY 18 48,375
Last FY's Cost Estimate	16,875

Description

This project provides for the initial steps and detailed studies related to a bus rapid transit system in the County, supplementing the Metrorail Red Line and master-planned Purple Line and Corridor Cities Transitway (CCT). The County Council approved the Countywide Transit Corridors Functional Master Plan, an amendment to the Master Plan of Highways and Transportation, on November 26, 2013. The amendment authorizes the Department of Transportation to study enhanced transit options and Bus Rapid Transit for 10 transit corridors, including: Georgia Avenue North, Georgia Avenue South, MD 355 North, MD 355 South, New Hampshire Avenue, North Bethesda Transitway, Randolph Road, University Boulevard, US 29, Veirs Mill Road and Corridor Cities Transitway.

Estimated Schedule

Phase 1 (Alternatives Retained for Design Study) facility planning for the MD 355 and US 29 corridors occurred in FY15 and FY16. Phase 2 (Recommended Alternative) facility planning for MD 355 will occur in FY17-19. Planning and design for US 29 will occur in FY17 and FY18. Construction may begin as early as FY18 contingent on status of design efforts and any necessary right-of-way acquisition for stations.

Cost Change

Increase due to the addition of vehicles, stations (including right-of-way), Transit Signal Priority, bicycle and pedestrian improvements, and project management for the US 29 BRT project. Also reflects \$10 million in Federal TIGER grant funding for the US 29 BRT project.

Justification

The proposed RTS will reduce congestion on County and State roadways, increase transit ridership, and improve air quality. The RTS will enhance the County's ability to meet transportation demands for existing and future land uses. Plans & Studies: MCDOT Countywide Bus Rapid Transit Study, Final Report (July 2011); County Executive's Transit Task Force (May 2012); and Countywide Transit corridors Functional Master Plan (November 2013).

Other

The County has programmed funds for the Maryland Department of Transportation (MDOT) to conduct preliminary engineering for a master-planned RTS line on Veirs Mill Road between the Rockville and Wheaton Metro Stations (\$6 million). This study is funded in the State Transportation Participation project, PDF #500722. The Georgia Avenue study was terminated in FY15.

Fiscal Note

Rapid Transit System (P501318)

The Maryland Department of Transportation draft Consolidated Transportation Program for 2014-2019 provides \$10 million for County Rapid Transit System planning; \$4.2 million in FY15 and \$5.8 million in FY16. The Department is using these funds to begin facility planning for the MD 355 and US 29 corridors; FY17 includes \$1.6 million in Liquor Bonds reallocated from the State Transportation Participation project. The project originally included \$1 million in Liquor Bonds for facility planning on the New Hampshire Avenue corridor. Those funds have been reallocated to US 29 planning and design. Assumes \$2 million in Impact Taxes from the cities of Rockville and Gaithersburg toward MD 355 facility planning. Assumes \$2 million in private contributions for US 29 planning and design. Reflects reallocation of \$1.3M in GO Bonds from the ADA Compliance Transportation project (#509325) to cover ADA sidewalk upgrades. The FY18 appropriation is for the following: US 29 BRT design, US 29 oversight and grant administration MD 355 BRT planning, BRT outreach, and Overall BRT program support.

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.

Coordination

Maryland Department of Transportation, Washington Metropolitan Area Transit Authority, Maryland-National Capital Park and Planning Commission, City of Rockville, City of Gaithersburg, Montgomery County Rapid Transit Steering Committee, State Transportation Participation project (#500722)

Ride On Bus Fleet (P500821)

Category Transportation
 Sub Category Mass Transit
 Administering Agency Transportation (AAGE30)
 Planning Area Countywide

Date Last Modified 4/27/17
 Required Adequate Public Facility No
 Relocation Impact None
 Status Ongoing

	Total	Thru FY16	Rem FY16	Total 6 Years	FY 17	FY 18	FY 19	FY 20	FY 21	FY 22	Beyond 6 Yrs
EXPENDITURE SCHEDULE (\$000s)											
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	226,714	106,322	18,238	102,154	18,115	14,770	23,199	17,340	17,860	10,870	0
Total	226,714	106,322	18,238	102,154	18,115	14,770	23,199	17,340	17,860	10,870	0

	Total	Thru FY16	Rem FY16	Total 6 Years	FY 17	FY 18	FY 19	FY 20	FY 21	FY 22	Beyond 6 Yrs
FUNDING SCHEDULE (\$000s)											
Bond Premium	958	956	0	0	0	0	0	0	0	0	0
Contributions	475	430	45	0	0	0	0	0	0	0	0
Fed Stimulus (State Allocation)	6,550	6,550	0	0	0	0	0	0	0	0	0
Federal Aid	39,385	25,269	4,496	9,600	1,600	1,600	1,800	1,600	1,600	1,600	0
Impact Tax	2,350	2,273	77	0	0	0	0	0	0	0	0
Mass Transit Fund	85,115	4,841	9,220	81,054	7,015	12,770	21,199	15,340	15,860	8,870	0
Short-Term Financing	68,783	57,863	0	9,100	9,100	0	0	0	0	0	0
State Aid	15,140	8,340	4,400	2,400	400	400	400	400	400	400	0
Total	226,714	106,322	18,238	102,154	18,115	14,770	23,199	17,340	17,860	10,870	0

APPROPRIATION AND EXPENDITURE DATA (000s)

Appropriation Request	FY 18	14,770
Supplemental Appropriation Request		0
Transfer		0
Cumulative Appropriation		142,875
Expenditure / Encumbrances		121,087
Unencumbered Balance		21,578

Date First Appropriation	FY 09
First Cost Estimate	
Current Scope	FY 17 226,714
Last FY's Cost Estimate	228,828

Description

This project provides for the purchase of replacement and additional buses in the Ride On fleet in accordance with the Division of Transit Services' bus replacement plan and the Federal Transportation Administration's service guidelines

Estimated Schedule

FY17: 14 full-size CNG and 19 full-size diesel; FY18: 23 full-size CNG and 3 large diesel; FY19: 9 full-size hybrid and 31 small diesel; FY20: 31 large diesel; FY21: 22 full-size hybrid; FY22: 13 full-size hybrid

Cost Change

in FY18, switch three buses from hybrid to diesel and eliminate two buses due to discontinuation of Route 94.

Justification

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

Disclosures

Expenditures will continue indefinitely.

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.

Coordination

Department of General Services, Maryland Transit Administration

Parking Lot Districts Service Facility (P501551)

Category Transportation
 Sub Category Parking
 Administering Agency Transportation (AAGE30)
 Planning Area Silver Spring

Date Last Modified 12/5/16
 Required Adequate Public Facility No
 Relocation Impact None
 Status Preliminary Design Stage

	Total	Thru FY16	Rem FY16	Total 6 Years	FY 17	FY 18	FY 19	FY 20	FY 21	FY 22	Beyond 6 Yrs
EXPENDITURE SCHEDULE (\$000s)											
Planning, Design and Supervision	724	277	32	415	300	92	23	0	0	0	0
Land	0	0	0	0	0	0	0	0	0	0	0
Site Improvements and Utilities	227	0	0	227	27	200	0	0	0	0	0
Construction	3,126	0	0	3,126	312	2,188	626	0	0	0	0
Other	120	5	0	115	0	0	115	0	0	0	0
Total	4,197	282	32	3,883	639	2,480	764	0	0	0	0

FUNDING SCHEDULE (\$000s)											
Current Revenue: Parking - Silver Spring	4,197	282	32	3,883	639	2,480	764	0	0	0	0
Total	4,197	282	32	3,883	639	2,480	764	0	0	0	0

OPERATING BUDGET IMPACT (\$000s)											
Energy				43	0	-17	15	15	15	15	15
Maintenance				260	0	-8	67	67	67	67	67
Program-Other				-689	0	147	-209	-209	-209	-209	-209
Net Impact				-386	0	122	-127	-127	-127	-127	-127

APPROPRIATION AND EXPENDITURE DATA (000s)

Appropriation Request Est.	FY 18	0
Supplemental Appropriation Request		0
Transfer		0
Cumulative Appropriation		4,197
Expenditure / Encumbrances		394
Unencumbered Balance		3,803

Date First Appropriation	FY 15	
First Cost Estimate		
Current Scope	FY 17	4,197
Last FY's Cost Estimate		4,197

Description

The PLD Service Facility is proposed to include offices for the meter and maintenance teams, shops for meter repair and cleaning, dry storage and staff facilities for everyday use and emergency service callbacks. The facility will allow consolidation of the existing Parking Maintenance office directly across Spring Street (currently in leased space) and the Meter Maintenance Shop currently located on the ground floor of Garage 4 near Thayer Avenue and Fenton Street. The facility will be adjacent to the northern wall of Garage 2.

Location

1200 Spring Street, Silver Spring

Capacity

The facility will consist of 11,500 gross square feet of office, shop, and staff facilities space to support approximately 30 to 35 staff members and contractual employees.

Estimated Schedule

Design performed during FY15 and FY16. Construction will be performed during FY17, FY18 and the first quarter of FY19.

Cost Change

Costs increased for construction materials, provision of PEPCO services to site, and installation of a green roof.

Justification

Moving the Meter Maintenance Shop will allow the future sale/redevelopment of the property. The existing lease for the Parking Maintenance Office is located in a building that has been purchased by a new owner. The County has been put on notice that the lease will not be renewed at its scheduled termination. The Meter Shop currently is located in Garage 4 in South Silver Spring. This facility will either need extensive rehabilitation for continued use or may be the subject of a future demolition and redevelopment. Combining these teams in one location will allow space saving for conference rooms, kitchen and break room. Garage 2 also has space for additional employee parking and secure parking for Meter Maintenance vehicles. An analysis by the Leasing Office of the Department of General Services has determined that leasing or buying an existing building will cost significantly more than the construction of a new facility on PLD owned land. Operating expenses are expected to decrease by combining the two current facilities into one.

Fiscal Note

There will be no land costs since the facility will be built on a surface lot owned by the Parking Lot District. Full appropriation was requested in FY15 in order to accomplish a design/build contract.

Disclosures

Parking Lot Districts Service Facility (P501551)

A pedestrian impact analysis has been completed for this project.

Coordination

PEPCO, Washington Suburban Sanitary Commission, Department of Technology Services, Office of Management and Budget, Maryland-National Capital Park and Planning Commission

ADA Compliance: Transportation (P509325)

Category	Transportation	Date Last Modified	12/16/18
Sub Category	Pedestrian Facilities/Bikeways	Required Adequate Public Facility	No
Administering Agency	Transportation (AAGE30)	Relocation Impact	None
Planning Area	Countywide	Status	Ongoing

	Total	Thru FY16	Rem FY16	Total 6 Years	FY 17	FY 18	FY 19	FY 20	FY 21	FY 22	Beyond 6 Yrs
EXPENDITURE SCHEDULE (\$000s)											
Planning, Design and Supervision	3,251	1,553	0	1,898	283	283	283	283	283	283	0
Land	583	583	0	0	0	0	0	0	0	0	0
Site Improvements and Utilities	252	0	84	168	28	28	28	28	28	28	0
Construction	7,526	0	242	7,284	1,214	1,214	1,214	1,214	1,214	1,214	0
Other	0	0	0	0	0	0	0	0	0	0	0
Total	11,612	2,136	326	9,150	1,525	1,525	1,525	1,525	1,525	1,525	0

	Total	Thru FY16	Rem FY16	Total 6 Years	FY 17	FY 18	FY 19	FY 20	FY 21	FY 22	Beyond 6 Yrs
FUNDING SCHEDULE (\$000s)											
G.O. Bonds	11,612	2,136	326	9,150	1,525	1,525	1,525	1,525	1,525	1,525	0
Total	11,612	2,136	326	9,150	1,525	1,525	1,525	1,525	1,525	1,525	0

APPROPRIATION AND EXPENDITURE DATA (000s)

Appropriation Request	FY 18	225
Supplemental Appropriation Request		0
Transfer		0
Cumulative Appropriation		5,287
Expenditure / Encumbrances		2,185
Unencumbered Balance		3,102

Date First Appropriation	FY 83
First Cost Estimate	
Current Scope	FY 18 11,612
Last FY's Cost Estimate	12,912

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 change due to allocation of ADA sidewalk upgrades for US 29 Bus Rapid Transit to the Rapid Transit System Project (#501318). This will facilitate TIGER grant match tracking.

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.

Disclosures

A pedestrian impact analysis has been completed for this project.

Expenditures will continue indefinitely.

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.

Coordination

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, BIPPA

Capital Crescent Trail (P501316)

Category	Transportation	Date Last Modified	4/28/17
Sub Category	Pedestrian Facilities/Bikeways	Required Adequate Public Facility	No
Administering Agency	Transportation (AAGE30)	Relocation Impact	None
Planning Area	Bethesda-Chevy Chase	Status	Preliminary Design Stage

	Total	Thru FY16	Rem FY16	Total 6 Years	FY 17	FY 18	FY 19	FY 20	FY 21	FY 22	Beyond 6 Yrs
EXPENDITURE SCHEDULE (\$000s)											
Planning, Design and Supervision	4,481	113	48	4,280	100	1,125	1,725	1,250	40	40	40
Land	1,430	98	1,332	0	0	0	0	0	0	0	0
Site Improvements and Utilities	238	0	238	0	0	0	0	0	0	0	0
Construction	55,048	0	2,056	52,933	13,092	11,491	14,086	10,249	2,848	1,167	59
Other	0	0	0	0	-3,000	-3,000	-3,000	3,000	3,000	3,000	0
Total	61,197	211	3,674	57,213	10,192	9,616	12,811	14,499	5,888	4,207	99

	Total	Thru FY16	Rem FY16	Total 6 Years	FY 17	FY 18	FY 19	FY 20	FY 21	FY 22	Beyond 6 Yrs
FUNDING SCHEDULE (\$000s)											
G.O. Bonds	52,406	0	0	52,307	10,192	9,616	10,811	11,793	5,888	4,207	99
Impact Tax	8,791	211	3,674	4,906	0	0	2,200	2,706	0	0	0
Total	61,197	211	3,674	57,213	10,192	9,616	12,811	14,499	5,888	4,207	99

APPROPRIATION AND EXPENDITURE DATA (000s)

Appropriation Request	FY 18	9,616
Supplemental Appropriation Request		0
Transfer		0
Cumulative Appropriation		14,077
Expenditure / Encumbrances		348
Unencumbered Balance		13,729

Date First Appropriation	FY 15
First Cost Estimate	
Current Scope	FY 18 61,197
Last FY's Cost Estimate	57,397

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-foot-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.

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.

Fiscal Note

The project schedule and cost estimates were updated in FY17 as a result of the MTA's proposed public-private partnership for the Purple Line and reflects the actual bid by the Concessionaire. The expenditure schedule also reflects a negotiated cash flow arrangement with MTA for FY17-19, allowing a deferral of \$3 million per year to FY20-22.

Coordination

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. Special Capital Projects Legislation [Bill No. 32-14] was adopted by Council by June 17, 2014.

Seven Locks Bikeway & Safety Improvements (P501303)

Category	Transportation	Date Last Modified	5/18/17
Sub Category	Pedestrian Facilities/Bikeways	Required Adequate Public Facility	No
Administering Agency	Transportation (AAGE30)	Relocation Impact	None
Planning Area	Potomac-Travilah	Status	Preliminary Design Stage

	Total	Thru FY16	Rem FY16	Total 6 Years	FY 17	FY 18	FY 19	FY 20	FY 21	FY 22	Beyond 6 Yrs
EXPENDITURE SCHEDULE (\$000s)											
Planning, Design and Supervision	3,897	0	0	2,080	0	0	0	1,705	357	18	1,817
Land	6,882	0	0	4,262	0	0	0	0	2,131	2,131	2,620
Site Improvements and Utilities	1,178	0	0	0	0	0	0	0	0	0	1,178
Construction	15,987	0	0	0	0	0	0	0	0	0	15,987
Other	0	0	0	0	0	0	0	0	0	0	0
Total	27,944	0	0	6,342	0	0	0	1,705	2,488	2,149	21,602

	Total	Thru FY16	Rem FY16	Total 6 Years	FY 17	FY 18	FY 19	FY 20	FY 21	FY 22	Beyond 6 Yrs
FUNDING SCHEDULE (\$000s)											
G.O. Bonds	27,929	0	0	6,342	0	0	0	1,705	2,488	2,149	21,567
Intergovernmental	15	0	0	0	0	0	0	0	0	0	15
Total	27,944	0	0	6,342	0	0	0	1,705	2,488	2,149	21,602

APPROPRIATION AND EXPENDITURE DATA (000s)

Appropriation Request	FY 18	0
Supplemental Appropriation Request		0
Transfer		0
Cumulative Appropriation		0
Expenditure / Encumbrances		0
Unencumbered Balance		0

Date First Appropriation	
First Cost Estimate	
Current Scope	FY 13 27,944
Last FY's Cost Estimate	27,944

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.

Location

Potomac-Travilah

Estimated Schedule

Design is scheduled to start in FY20 and land acquisition in FY21.

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

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. The project schedule is adjusted due to fiscal capacity.

Coordination

Maryland-National Capital Park and Planning Commission, Department of Permitting Services, Pepco, Verizon, Washington Gas, Washington Suburban Sanitary Commission

Silver Spring Green Trail (P509975)

Category	Transportation	Date Last Modified	1/5/17
Sub Category	Pedestrian Facilities/Bikeways	Required Adequate Public Facility	No
Administering Agency	Transportation (AAGE30)	Relocation Impact	None
Planning Area	Silver Spring	Status	Preliminary Design Stage

	Total	Thru FY16	Rem FY16	Total 6 Years	FY 17	FY 18	FY 19	FY 20	FY 21	FY 22	Beyond 6 Yrs
EXPENDITURE SCHEDULE (\$000s)											
Planning, Design and Supervision	1,430	1,180	0	250	0	50	50	50	50	50	0
Land	7	7	0	0	0	0	0	0	0	0	0
Site Improvements and Utilities	5	5	0	0	0	0	0	0	0	0	0
Construction	532	0	0	532	117	114	120	90	77	14	0
Other	1	1	0	0	0	0	0	0	0	0	0
Total	1,975	1,193	0	782	117	164	170	140	127	64	0

	Total	Thru FY16	Rem FY16	Total 6 Years	FY 17	FY 18	FY 19	FY 20	FY 21	FY 22	Beyond 6 Yrs
FUNDING SCHEDULE (\$000s)											
Current Revenue: General	265	265	0	0	0	0	0	0	0	0	0
G.O. Bonds	862	80	0	782	117	164	170	140	127	64	0
PAYGO	848	848	0	0	0	0	0	0	0	0	0
Total	1,975	1,193	0	782	117	164	170	140	127	64	0

APPROPRIATION AND EXPENDITURE DATA (000s)

Appropriation Request	FY 16	0
Supplemental Appropriation Request		0
Transfer		0
Cumulative Appropriation		1,626
Expenditure / Encumbrances		1,198
Unencumbered Balance		428

Date First Appropriation	FY 99
First Cost Estimate	
Current Scope	FY 17 1,975
Last FY's Cost Estimate	1,975

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 and the future Capital Crescent Trail.

Justification

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

Fiscal Note

The project schedule and cost estimate were updated in FY17 as a result of the MTA's proposed Public Private Partnership for the Purple Line and reflect the actual bid by the Concessionaire. The schedule has been updated to reflect minor project acceleration.

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.

Coordination

Maryland-National Capital Park and Planning Commission, Maryland State Highway Administration, Washington Metropolitan Area Transit Authority, Utility Companies, Silver Spring Chamber of Commerce, Silver Spring Transportation Management District, Maryland Transit Administration

Century Boulevard (P501115)

Category Transportation
 Sub Category Roads
 Administering Agency Transportation (AAGE30)
 Planning Area Germantown

Date Last Modified 5/4/17
 Required Adequate Public Facility No
 Relocation Impact None
 Status TBA

	Total	Thru FY16	Rem FY16	Total 6 Years	FY 17	FY 18	FY 19	FY 20	FY 21	FY 22	Beyond 6 Yrs
EXPENDITURE SCHEDULE (\$000s)											
Planning, Design and Supervision	2,862	2,862	0	0	0	0	0	0	0	0	0
Land	820	345	475	0	0	0	0	0	0	0	0
Site Improvements and Utilities	227	128	99	0	0	0	0	0	0	0	0
Construction	8,276	7,804	472	0	0	0	0	0	0	0	0
Other	0	0	0	0	0	0	0	0	0	0	0
Total	12,185	11,139	1,046	0	0	0	0	0	0	0	0

	Total	Thru FY16	Rem FY16	Total 6 Years	FY 17	FY 18	FY 19	FY 20	FY 21	FY 22	Beyond 6 Yrs
FUNDING SCHEDULE (\$000s)											
Contributions	4,000	982	918	2,100	1,400	700	0	0	0	0	0
G.O. Bonds	8,185	10,157	128	-2,100	-1,400	-700	0	0	0	0	0
Total	12,185	11,139	1,046	0	0	0	0	0	0	0	0

	Total	Thru FY16	Rem FY16	Total 6 Years	FY 17	FY 18	FY 19	FY 20	FY 21	FY 22	Beyond 6 Yrs
OPERATING BUDGET IMPACT (\$000s)											
Energy				4	1	1	1	1	0	0	0
Maintenance				4	1	1	1	1	0	0	0
Net Impact				8	2	2	2	2	0	0	0

APPROPRIATION AND EXPENDITURE DATA (000s)

Appropriation Request	FY 18	0
Supplemental Appropriation Request		0
Transfer		0
Cumulative Appropriation		13,565
Expenditure / Encumbrances		11,805
Unencumbered Balance		1,760

Date First Appropriation	FY 11
First Cost Estimate	
Current Scope	FY 18 12,185
Last FY's Cost Estimate	14,985

Description

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

Estimated Schedule

Design phase completed in Winter 2011. Land acquisition completed in Summer 2012. Construction started in Summer 2012 and completed in Fall 2013. The roadway is currently open and operational.

Justification

This project provides a vital link in the Germantown area. The new roadway segment provides the necessary link to the future Dorsey Mill Road overpass over I-270, thus providing a connection to Clarksburg without using I-270. This link creates a connection between economic centers on the east and west side of I-270. The linkage to Dorsey Mill Road also establishes a roadway alternative to congested north-south roadways such as I-270 and MD 355. In addition, the CCT will operate within the right-of-way of Century Boulevard.

Other

This project was initially funded under the County's Subdivision Road Participation program (CIP No. #508000). This project became a stand-alone project in FY11.

Fiscal Note

The schedule reflects the terms and conditions regarding contributions from the developer for the repayment of County funds and are specified within a Memorandum of Understanding (MOU) between the County and the developer. In FY14, \$530,000 in GO Bonds was reallocated to MacArthur Boulevard Bikeway Improvements (P500718). In FY15, \$120,000 in GO Bonds was reallocated to Greentree Road Sidewalk (P500506). In FY16, \$202,000 in GO Bonds was reallocated to the Bridge Design CIP (P509732). In FY17, \$900,000 in GO Bonds was reallocated to the Wapakoneta Road Improvements CIP (P501101). In FY17, \$500,000 in GO Bonds was reallocated to project #509974. In FY18, \$1.4M is reallocated to Bridge Renovation (#509753).

Disclosures

A pedestrian impact analysis has been completed for this project.

Coordination

Century Boulevard (P501115)

Maryland Transit Authority (Corridor Cities Transitway), Developers, Maryland State Highway Administration, Maryland Department of the Environment, Maryland-National Capital Park and Planning Commission, Department of Permitting Services, Washington Suburban Sanitary Commission, Allegheny Power, Washington Gas Light Company, Verizon, Annual Bikeway Program

Facility Planning-Transportation (P509337)

Category Transportation
 Sub Category Roads
 Administering Agency Transportation (AAGE30)
 Planning Area Countywide

Date Last Modified 5/15/17
 Required Adequate Public Facility No
 Relocation Impact None
 Status Ongoing

Total	Thru FY16	Rem FY16	Total 6 Years	FY 17	FY 18	FY 19	FY 20	FY 21	FY 22	Beyond 6 Yrs
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EXPENDITURE SCHEDULE (\$000s)

Planning, Design and Supervision	58,787	43,796	1,471	13,520	2,950	1,990	2,255	2,105	1,915	2,305	0
Land	828	828	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	52	52	0	0	0	0	0	0	0	0	0
Total	59,649	44,658	1,471	13,520	2,950	1,990	2,255	2,105	1,915	2,305	0

FUNDING SCHEDULE (\$000s)

Contributions	4	4	0	0	0	0	0	0	0	0	0
Current Revenue: General	43,504	33,129	0	10,375	1,235	820	2,190	2,040	1,850	2,240	0
Impact Tax	8,070	4,505	45	1,520	610	910	0	0	0	0	0
Intergovernmental	785	764	21	0	0	0	0	0	0	0	0
Land Sale	2,099	2,099	0	0	0	0	0	0	0	0	0
Mass Transit Fund	5,453	2,423	1,405	1,625	1,105	260	65	65	65	65	0
Recordation Tax Premium	1,659	1,659	0	0	0	0	0	0	0	0	0
State Aid	75	75	0	0	0	0	0	0	0	0	0
Total	59,649	44,658	1,471	13,520	2,950	1,990	2,255	2,105	1,915	2,305	0

APPROPRIATION AND EXPENDITURE DATA (000s)

Appropriation Request	FY 18	2,890
Supplemental Appropriation Request		0
Transfer		0
Cumulative Appropriation		49,079
Expenditure / Encumbrances		46,508
Unencumbered Balance		2,573

Date First Appropriation	FY 93
First Cost Estimate	
Current Scope	FY 17 59,649
Last FY's Cost Estimate	59,649
Partial Closeout Thru	0
New Partial Closeout	0
Total Partial Closeout	0

Description

This project provides for planning and preliminary engineering design for new and reconstructed highway projects, pedestrian facilities, bike facilities, and mass transit projects under consideration for inclusion in the Capital Improvements Program (CIP). Prior to the establishment of a stand-alone project in the CIP, the Department of Transportation will perform Phase I of facility planning, a rigorous planning-level investigation of the following critical project elements: purpose and need; usage forecasts; traffic operational analysis; community, economic, social, environmental, and historic impact analyses; recommended concept design and public participation are considered. 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 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 to determine if the candidate project merits consideration in the CIP as a funded stand-alone project.

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.

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

Disclosures

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

Facility Planning-Transportation (P509337)

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.

Coordination

Maryland-National Capital 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

FACILITY PLANNING TRANSPORTATION – No. 509337
FY17-22 PDF Project List

Studies Underway or to Start in FY17-18:

Road Projects

- Dorsey Mill Road Extended and Bridge (over I-270)
- Midcounty Hwy Extended (Mont. Village Ave. – MD27)
- Summit Avenue Extended (Plyers Mill Rd. – University Blvd.)

Sidewalk/Bikeway Projects

- Goldsboro Road Bikeway (MacArthur Blvd. – River Rd.)
- MacArthur Blvd. Bikeway Improvements Segment 1 (Stable Ln. – I-495)
- Tuckerman Lane Sidewalk (Gainsborough Rd. – Old Georgetown Rd.)
- Bowie Mill Rd. Bikeway (MD115 – MD108)

Mass Transit Projects

- Boyds Transit Improvements
- Germantown Transit Center Expansion
- Lakeforest Transit Center Modernization
- Milestone Transit Center Expansion
- Upcounty Park-and-Ride Expansion

Candidate Studies to Start in FY19-22:

Road Projects

- Crabbs Branch Way Extended to Amity Drive
- MD 355 (Clarksburg) Bypass
- North High Street Extended to Morningwood Drive
- Old Columbia Pike/Prosperity Drive Widening (Stewart Ln. – Cherry Hill Rd.)

Sidewalk/Bikeway Projects

- Capitol View Ave/Metropolitan Ave (MD192) Sidewalk/Bikeway (Forest Glen Rd. - Ferndale St.)
- Sandy Spring Bikeway (MD108 – MD182 – Norwood Rd).

Mass Transit Projects

- Clarksburg Transit Center
- Olney Longwood Park-and-Ride

Other Candidate Studies Proposed after FY22:

Road Projects

TBD

Sidewalk/Bikeway Projects

TBD

Mass Transit Projects

TBD

Platt Ridge Drive Extended (P501200)

Category	Transportation	Date Last Modified	1/11/17
Sub Category	Roads	Required Adequate Public Facility	No
Administering Agency	Transportation (AAGE30)	Relocation Impact	None
Planning Area	Bethesda-Chevy Chase	Status	Under Construction

	Total	Thru FY16	Rem FY16	Total 6 Years	FY 17	FY 18	FY 19	FY 20	FY 21	FY 22	Beyond 6 Yrs
EXPENDITURE SCHEDULE (\$000s)											
Planning, Design and Supervision	1,108	978	0	132	132	0	0	0	0	0	0
Land	5	5	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	2,587	0	0	2,587	2,587	0	0	0	0	0	0
Other	0	0	0	0	0	0	0	0	0	0	0
Total	3,700	981	0	2,719	2,719	0	0	0	0	0	0

	Total	Thru FY16	Rem FY16	Total 6 Years	FY 17	FY 18	FY 19	FY 20	FY 21	FY 22	Beyond 6 Yrs
FUNDING SCHEDULE (\$000s)											
G.O. Bonds	3,639	981	0	2,658	2,658	0	0	0	0	0	0
Intergovernmental	61	0	0	61	61	0	0	0	0	0	0
Total	3,700	981	0	2,719	2,719	0	0	0	0	0	0

	Total	Thru FY16	Rem FY16	Total 6 Years	FY 17	FY 18	FY 19	FY 20	FY 21	FY 22	Beyond 6 Yrs
OPERATING BUDGET IMPACT (\$000s)											
Maintenance				5	0	1	1	1	1	1	
Net Impact				5	0	1	1	1	1	1	

APPROPRIATION AND EXPENDITURE DATA (000s)

Appropriation Request	FY 18	0
Supplemental Appropriation Request		0
Transfer		0
Cumulative Appropriation		3,700
Expenditure / Encumbrances		1,158
Unencumbered Balance		2,542

Date First Appropriation	FY 12
First Cost Estimate	
Current Scope	FY 12
Last FY's Cost Estimate	3,700

Description

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

Capacity

The project will benefit the residents and visitors to the 60 homes in Chevy Chase Valley, plus the members and users of the Chevy Chase Recreation Association swim and tennis club whose only access is through the Chevy Chase Valley community, as well as all motorists, pedestrians and bicyclists using Jones Bridge Road from Platt Ridge Drive to Connecticut Avenue.

Estimated Schedule

Detailed planning and design activities began in FY12 and will be completed in FY16. Construction will start and be completed in FY17.

Justification

Vehicular ingress and egress anticipated from the Chevy Chase Valley community is currently difficult and will become even more difficult with the increase in traffic from the Base Realignment and Closure (BRAC) relocation of Walter Reed Army Medical Center to Bethesda, especially with construction of a new southbound lane on Connecticut Avenue between I-495 and Jones Bridge Road now proposed by the Maryland State Highway Administration. As a result, an engineering traffic study seeking solutions to the congestion problem was commissioned by the Department of Transportation. The study entitled "Spring Valley Traffic Study" dated June 2010 was prepared by STV Incorporated and serves as the facility planning document for this project. Four alternative solutions to the traffic problem were studied. It was found that Alternative 2 (a new traffic signal at Jones Bridge Road and Spring Valley Road) would have a positive effect for a limited period of time. As a result, a temporary traffic signal was installed in FY11 with funding from the Traffic Signals project (CIP No. #507154). It was also found that Alternative 3 (the extension of Platt Ridge Drive to Montrose Driveway) would provide the most cost-effective approach to a permanent solution. All planning and design work will be done in close consultation and coordination with the M-NCPPC.

Other

The project is delayed by one year due to delays in resolving park mitigation issues. Right-of-way for this project will be dedicated to the public by the M-NCPPC or purchased through ALARF funding. The project will benefit the residents and visitors of the community of Chevy Chase Valley and the motorists, pedestrians, and bicyclists using Jones Bridge Road from Platt Ridge Drive to Connecticut Avenue who are impacted by the BRAC relocation.

Platt Ridge Drive Extended (P501200)

Fiscal Note

\$212,000 in G.O. Bonds was accelerated into FY16 from FY17. Intergovernmental funding represents the Washington Suburban Sanitary Commission's (WSSC) share of the water and sewer relocation costs.

Disclosures

A pedestrian impact analysis has been completed for this project.

Coordination

Maryland-National Capital Park and Planning Commission, Maryland State Highway Administration, Washington Suburban Sanitary Commission, Department of Transportation, Department of Permitting Services, Department of Environmental Protection

Subdivision Roads Participation (P508000)

Category Transportation
 Sub Category Roads
 Administering Agency Transportation (AAGE30)
 Planning Area Countywide

Date Last Modified 4/27/17
 Required Adequate Public Facility Yes
 Relocation Impact None
 Status Ongoing

	Total	Thru FY16	Rem FY16	Total 6 Years	FY 17	FY 18	FY 19	FY 20	FY 21	FY 22	Beyond 6 Yrs
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EXPENDITURE SCHEDULE (\$000s)

Planning, Design and Supervision	3,022	704	576	1,742	648	97	682	39	39	39	0
Land	1,397	160	53	1,164	43	897	61	61	61	61	0
Site Improvements and Utilities	1,120	0	0	1,120	0	0	1,120	0	0	0	0
Construction	5,563	13	703	4,847	704	0	4,143	0	0	0	0
Other	1,373	0	0	1,373	0	1,373	0	0	0	0	0
Total	12,475	877	1,332	10,266	1,593	2,367	6,006	100	100	100	0

FUNDING SCHEDULE (\$000s)

Contributions	3,931	360	371	3,200	0	0	3,200	0	0	0	0
G.O. Bonds	8,509	517	926	7,086	1,593	2,367	2,806	100	100	100	0
Intergovernmental	35	0	35	0	0	0	0	0	0	0	0
Total	12,475	877	1,332	10,266	1,593	2,367	6,006	100	100	100	0

OPERATING BUDGET IMPACT (\$000s)

Energy				48	12	12	12	12	0	0
Maintenance				48	12	12	12	12	0	0
Net Impact				96	24	24	24	24	0	0

APPROPRIATION AND EXPENDITURE DATA (000s)

Appropriation Request	FY 18	2,145
Supplemental Appropriation Request		0
Transfer		0
Cumulative Appropriation		9,455
Expenditure / Encumbrances		1,202
Unencumbered Balance		8,253

Date First Appropriation	FY 80
First Cost Estimate	
Current Scope	FY 18
Last FY's Cost Estimate	11,102
Partial Closeout Thru	15,219
New Partial Closeout	358
Total Partial Closeout	15,575

Description

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

Cost Change

Cost increase for the design and construction of a new project in which the County will contribute up to \$1,373,000 for the extension of Waters Road in Germantown.

Justification

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

Other

Waters Road Extended to the intersection of MD 118 is under construction. Clarksburg Road/Snowden Farm Parkway and Clarksburg Road/MD 355/MD 121 are in the Preliminary Design Stage. Clarksburg-Town Center Connector Road is in the Final Design Stage.

Fiscal Note

The County is contributing up to \$1,373,000 in FY18 for the design and construction of Waters Road Extended in Germantown; the developer contribution for this project will be all costs that exceed the County's contribution. The Town Center developers are contributing \$500,000 to the design of the Clarksburg-Town Center Connector Road; \$3,200,000 for the improvements to the MD355/MD121/Clarksburg Road intersection; and \$231,000 for the Clarksburg Road/Snowden Farm Parkway intersection improvements. Construction expenditures for Clarksburg-Town Center Connector Road are in FY16 and FY17 to reflect the current implementation schedule. Land acquisition will start in FY17 and construction in FY19 for the Clarksburg Road/Snowden Farm Parkway intersection improvements. Land acquisition for the MD 355/MD 121/Clarksburg Road intersection improvements will begin in FY18 with construction to start in FY18.

Disclosures

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

Subdivision Roads Participation (P508000)

Coordination

Developers, Maryland-National Capital Park and Planning Commission, Maryland State Highway Administration, Required Adequate Public Facilities, Travilah Road (CIP #500101), Stringtown Road (CIP #501208)

Wapakoneta Road Improvements (P501101)

Category	Transportation	Date Last Modified	5/23/17
Sub Category	Roads	Required Adequate Public Facility	No
Administering Agency	Transportation (AAGE30)	Relocation Impact	None
Planning Area	Bethesda-Chevy Chase	Status	Under Construction

	Total	Thru FY16	Rem FY16	Total 6 Years	FY 17	FY 18	FY 19	FY 20	FY 21	FY 22	Beyond 6 Yrs
EXPENDITURE SCHEDULE (\$000s)											
Planning, Design and Supervision	536	452	34	50	50	0	0	0	0	0	0
Land	253	253	0	0	0	0	0	0	0	0	0
Site Improvements and Utilities	10	0	10	0	0	0	0	0	0	0	0
Construction	1,664	0	1,464	200	200	0	0	0	0	0	0
Other	0	0	0	0	0	0	0	0	0	0	0
Total	2,463	705	1,508	250	250	0	0	0	0	0	0

	Total	Thru FY16	Rem FY16	Total 6 Years	FY 17	FY 18	FY 19	FY 20	FY 21	FY 22	Beyond 6 Yrs
FUNDING SCHEDULE (\$000s)											
G.O. Bonds	2,334	705	1,478	151	151	0	0	0	0	0	0
Intergovernmental	129	0	30	99	99	0	0	0	0	0	0
Total	2,463	705	1,508	250	250	0	0	0	0	0	0

OPERATING BUDGET IMPACT (\$000s)											
Maintenance				4	1	1	1	1	0	0	
Net Impact				4	1	1	1	1	0	0	

APPROPRIATION AND EXPENDITURE DATA (000s)

Appropriation Request	FY 18	0
Supplemental Appropriation Request		0
Transfer		0
Cumulative Appropriation		2,463
Expenditure / Encumbrances		717
Unencumbered Balance		1,746

Date First Appropriation	FY 13	
First Cost Estimate		
Current Scope	FY 18	2,463
Last FY's Cost Estimate		1,563

Description

This project provides for reconstruction of full-depth pavement and construction of storm drain improvements along Wapakoneta Road from Namakagan Road to Walhonding Road (approximate length of 900 linear feet). The specific improvements will include reconstruction and resurfacing of the roadway, curb and gutters within a 24-foot roadway section, storm drain system (inlets and drain pipes), and bio-retention facilities. Storm drain improvements will extend beyond properties along Wapakoneta Road. Wapakoneta Road south of Namakagan Road has curb and gutters, a storm drain system, and a reconstructed pavement.

Estimated Schedule

Design completed in Fall 2015. Property acquisition started in Spring 2013 and will conclude by Fall 2015. Construction is expected to start in Fall 2015 and will be completed by Summer 2016.

Cost Change

Cost increase of \$900,000 due to higher-than-anticipated construction bids.

Justification

A number of the properties experience severe flooding of their dwellings during rain storms and the lack of a drainage system or roadside ditches also causes erosion of shoulders and inundation of the roadway in this older community. The residents of this segment of Wapakoneta Road have submitted a petition requesting installation of curb and gutters, storm drain improvements, and reconstruction of the road. This project is to alleviate erosion of road shoulders and inundation of the roadways and private properties along the west side of the street. The installation of the proposed storm drain improvements will be followed by the reconstruction/resurfacing of the pavement section. The project would benefit all residences in this part of Wapakoneta Road by reducing flooding. A review of impacts of pedestrians, bicycles and ADA (Americans with Disabilities Act of 1991) is being performed and addressed by this project. Traffic signals, streetlights, crosswalks, bus stops, ADA ramps, bikeways, and other pertinent issues are being considered in the design of the project to ensure pedestrian safety.

Other

Intergovernmental represents the Washington Suburban Sanitary Commission's share of utility relocation costs.

Fiscal Note

In FY17, \$900,000 in GO Bonds was transferred from the Century Blvd. CIP (P501115), partially offset by a funding switch of \$99,000 in intergovernmental funding for WSSC-related work.

Disclosures

A pedestrian impact analysis has been completed for this project.

Wapakoneta Road Improvements (P501101)

Coordination

Maryland-National Capital Park and Planning Commission, Department of Transportation, Department of Permitting Services, Washington Suburban Sanitary Commission, Washington Gas, Pepco, Verizon

White Flint District West: Transportation (P501116)

Category	Transportation	Date Last Modified	1/11/17
Sub Category	Roads	Required Adequate Public Facility	No
Administering Agency	Transportation (AAGE30)	Relocation Impact	None
Planning Area	North Bethesda-Garrett Park	Status	Preliminary Design Stage

	Total	Thru FY16	Rem FY16	Total 6 Years	FY 17	FY 18	FY 19	FY 20	FY 21	FY 22	Beyond 6 Yrs
EXPENDITURE SCHEDULE (\$000s)											
Planning, Design and Supervision	13,490	3,787	0	4,941	0	0	0	2,166	2,400	375	4,762
Land	590	382	0	208	0	0	0	0	208	0	0
Site Improvements and Utilities	0	0	0	0	0	0	0	0	0	0	0
Construction	57,015	0	0	2,125	0	0	0	0	0	2,125	54,890
Other	0	0	0	0	0	0	0	0	0	0	0
Total	71,095	4,169	0	7,274	0	0	0	2,166	2,608	2,500	59,652

	Total	Thru FY16	Rem FY16	Total 6 Years	FY 17	FY 18	FY 19	FY 20	FY 21	FY 22	Beyond 6 Yrs
FUNDING SCHEDULE (\$000s)											
White Flint - Special Tax District	71,095	4,169	0	7,274	0	0	0	2,166	2,608	2,500	59,652
Total	71,095	4,169	0	7,274	0	0	0	2,166	2,608	2,500	59,652

APPROPRIATION AND EXPENDITURE DATA (000s)

Appropriation Request	FY 18	0
Supplemental Appropriation Request		0
Transfer		0
Cumulative Appropriation		5,935
Expenditure / Encumbrances		5,313
Unencumbered Balance		622

Date First Appropriation	FY 11
First Cost Estimate	
Current Scope	FY 15 71,095
Last FY's Cost Estimate	71,095

Description

This project provides for engineering, utility design, and 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. The project also includes both design and future construction expenditures for the reconstruction of Rockville Pike. 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 new White Flint West Workaround project (CIP #501506) continues funding for several western workaround road projects. The following projects are funded through FY16 for final design: 1. Main Street/Market Street (B-10)-Old Georgetown Road (MD 187) to Woodglen Drive: new two-lane 1,200 foot roadway. 2. Main Street/Market Street (LB-1)-Old Georgetown Rd (MD 187) to Woodglen Drive: new 1,200 foot bikeway. 3. Executive Blvd Extended (B-15)-Marinelli Road to Old Georgetown Road (MD 187): 900 feet of relocated four-lane roadway 4. Intersection of Hoya Street (formerly 'Old' Old Georgetown Road) (M-4A), Old Georgetown Road, and Executive Boulevard, including the approaches to Old Georgetown Road. The following project is proposed for both design and construction in the FY19-22 and Beyond 6-Years period: Rockville Pike (MD 355) (M-6)-Flanders Avenue to Hubbard Drive: 6,300 feet of reconstructed six-to-eight-lane roadway. This project also provides for consulting fees for the analysis and studies necessary to implement the district.

Location

North Bethesda

Estimated Schedule

Design is underway on all projects in the western workaround, with the exception of the Rockville Pike segment, and will conclude in FY16 (FY15-FY16 design is funded through White Flint West Workaround). Design of the Rockville Pike section will begin in FY20 and will conclude after FY21 in order to coordinate with the implementation of the Rapid Transit System (RTS) (CIP#501318). The current expenditure/funding schedule assumes that land needed for road construction will be dedicated by the major developers in a timely manner.

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

\$34,000 in White Flint Special Tax District funding was accelerated into FY16.

Fiscal Note

White Flint District West: Transportation (P501116)

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 ten percent of the total tax rate for the District, except that the rate must be sufficient to pay debt service on any bonds that are already outstanding." 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 bond obligation issues prior to the funding of the projects 1, 2, 3, and 4 listed in the Description section above. If White Flint Special Tax District revenues are not sufficient to fund these projects, the County will utilize forward funding, advance funding, and management of debt issuance or repayment in a manner to comply with the goal. A public-private partnership will be considered to expedite this project.

Disclosures

A pedestrian impact analysis has been completed for this project.

Coordination

Washington Area Metropolitan Transit Authority, City of Rockville, State Highway Administration, Town of Garrett Park, Neighborhood Civic Associations, Developers

Advanced Transportation Management System (P509399)

Category	Transportation	Date Last Modified	5/10/17
Sub Category	Traffic Improvements	Required Adequate Public Facility	No
Administering Agency	Transportation (AAGE30)	Relocation Impact	None
Planning Area	Countywide	Status	Ongoing

	Total	Thru FY16	Rem FY16	Total 6 Years	FY 17	FY 18	FY 19	FY 20	FY 21	FY 22	Beyond 6 Yrs
EXPENDITURE SCHEDULE (\$000s)											
Planning, Design and Supervision	13,685	12,446	177	1,082	177	177	177	177	177	177	0
Land	1	1	0	0	0	0	0	0	0	0	0
Site Improvements and Utilities	39,225	28,879	2,380	7,986	1,331	1,331	1,331	1,331	1,331	1,331	0
Construction	194	194	0	0	0	0	0	0	0	0	0
Other	7,644	7,050	94	500	500	0	0	0	0	0	0
Total	60,749	48,570	2,631	9,548	2,008	1,508	1,508	1,508	1,508	1,508	0

	Total	Thru FY16	Rem FY16	Total 6 Years	FY 17	FY 18	FY 19	FY 20	FY 21	FY 22	Beyond 6 Yrs
FUNDING SCHEDULE (\$000s)											
Cable TV	2,241	2,241	0	0	0	0	0	0	0	0	0
Contributions	95	95	0	0	0	0	0	0	0	0	0
Current Revenue: General	23,850	14,171	631	9,048	1,508	1,508	1,508	1,508	1,508	1,508	0
Federal Aid	2,504	2,504	0	0	0	0	0	0	0	0	0
G.O. Bonds	8,398	8,398	0	0	0	0	0	0	0	0	0
Mass Transit Fund	8,564	7,564	500	500	500	0	0	0	0	0	0
PAYGO	2,226	2,226	0	0	0	0	0	0	0	0	0
Recordation Tax Premium	1,500	0	1,500	0	0	0	0	0	0	0	0
State Aid	10,873	10,873	0	0	0	0	0	0	0	0	0
Transportation Improvement Credit	500	500	0	0	0	0	0	0	0	0	0
Total	60,749	48,570	2,631	9,548	2,008	1,508	1,508	1,508	1,508	1,508	0

	FY 17	FY 18	FY 19	FY 20	FY 21	FY 22	Beyond 6 Yrs
OPERATING BUDGET IMPACT (\$000s)							
Energy	105	5	10	15	20	25	30
Maintenance	625	25	50	75	100	125	150
Program-Staff	600	50	50	100	100	150	150
Program-Other	36	3	3	8	8	9	9
Net Impact	1,296	83	113	196	226	309	339
Full Time Equivalent (FTE)		1.0	1.0	2.0	2.0	3.0	3.0

APPROPRIATION AND EXPENDITURE DATA (000s)

Appropriation Request	FY 18	1,508
Supplemental Appropriation Request		0
Transfer		0
Cumulative Appropriation		53,209
Expenditure / Encumbrances		49,337
Unencumbered Balance		3,872

Date First Appropriation	FY 93
First Cost Estimate	
Current Scope	FY 18
Last FY's Cost Estimate	60,749
Partial Closeout Thru	0
New Partial Closeout	0
Total Partial Closeout	0

Description

This project provides for the Advanced Transportation Management System (ATMS) in the County. The ATMS deploys the infrastructure elements to conduct real-time management and operations of the County's transportation system. Twenty-two National Intelligent Transportation Architecture market packages have been identified for deployment of the ATMS. Each of these market packages is considered a subsystem of the ATMS program and may include several elements. These subsystems are identified in the ATMS Strategic Deployment Plan dated February 2001, revised July 2011. One aspect of this project will focus on improving pedestrian walkability by creating a safer walking environment, utilizing selected technologies and ensuring Americans with Disabilities Act (ADA) compliance.

Cost Change

Cost decrease due to the reallocation of \$500,000 in Mass Transit Funds starting in FY18 and beyond to the new Intelligent Transit System CIP (P501801).

Justification

Advanced Transportation Management System (P509399)

ATMS provides real-time monitoring, control, and traveler information in an effort to reduce traffic congestion and travel time, improve safety, and defer the need to construct new roads. ATMS emphasizes safety and efficiency of mobility to include mode, route, and travel time choices. ATMS supports public safety and directly impacts the movement of people and goods throughout the County's transportation system. This project was initiated in response to a growing demand to enhance options and amenities within the County's transportation network.

Other

This project includes the traffic element that focuses on reducing traffic congestion and travel time and improving safety.

Fiscal Note

In FY16, \$500,000 in Current Revenue: General was switched for Recordation Tax Premium.

Disclosures

Expenditures will continue indefinitely.

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.

Coordination

Developers, Department of Technology Services, Department of Police, Federal Transit Administration (FTA), Federal Highway Administration (FHWA), Fibernet, Maryland State Highway Administration, Virginia Department of Transportation, Other Local Governments, Other Private Entities, Traffic Signals project, Traffic Signal System Modernization Project, Montgomery County Pedestrian Safety Advisory Committee, Citizen's Advisory Boards, Montgomery County Planning Board

Bethesda Transportation Infrastructure Development (P501802)

Category	Transportation	Date Last Modified	5/17/17
Sub Category	Traffic Improvements	Required Adequate Public Facility	No
Administering Agency	Transportation (AAGE30)	Relocation Impact	None
Planning Area	Bethesda-Chevy Chase	Status	Planning Stage

	Total	Thru FY16	Rem FY16	Total 6 Years	FY 17	FY 18	FY 19	FY 20	FY 21	FY 22	Beyond 6 Yrs
EXPENDITURE SCHEDULE (\$000s)											
Planning, Design and Supervision	200	0	0	200	0	200	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	200	0	0	200	0	200	0	0	0	0	0

	Total	Thru FY16	Rem FY16	Total 6 Years	FY 17	FY 18	FY 19	FY 20	FY 21	FY 22	Beyond 6 Yrs
FUNDING SCHEDULE (\$000s)											
Current Revenue: General	200	0	0	200	0	200	0	0	0	0	0
Total	200	0	0	200	0	200	0	0	0	0	0

APPROPRIATION AND EXPENDITURE DATA (000s)

Appropriation Request	FY 18	200
Supplemental Appropriation Request		0
Transfer		0
Cumulative Appropriation		0
Expenditure / Encumbrances		0
Unencumbered Balance		0

Date First Appropriation	
First Cost Estimate	
Current Scope	FY 18 200
Last FY's Cost Estimate	0

Description

The project provides for the development of transportation recommendations and cost estimates for projects and management measures necessary to support the Downtown Bethesda Master Plan, consistent with the United (Urban) Mobility Programs defined in the 2016 Subdivision Staging Policy. The cost estimate will include the road, intersection, bikeways, walkway and other transportation improvements needed for the Master Plan Area to meet the customary requirements of Local Area Transportation Review. This project will also fund a traffic study analysis related to the required local area transportation review (LATR) associated with planned development. It is expected that the timing of implementation of the different elements will be coordinated in the future with specific proposed subdivision activity and the communities adjacent to and affected by the new development.

Justification

The adoption of the 2016 - 2024 Subdivision Staging Policy provides for the development of coordinated impact assessment and the determination of an appropriate fee to be paid by developers for implementation of needed transportation improvements. This project will allow the first of these plans, known as Unified Mobility Programs or UMPS, to be developed for one master plan area. Once in place, fees will be collected and accrued for implementation of the identified improvements. This study will provide the basis for future detailed engineering design and construction costs, and ultimately for implementation of the needed projects.

Other

The Bethesda Downtown Plan is currently under review at County Council and will need to be finalized before this project proceeds.

Coordination

Maryland State Highway Administration (MSHA), Maryland Mass Transit Administration (MTA), Maryland National-Capital Park and Planning Commission

White Flint Traffic Analysis and Mitigation (P501202)

Category Transportation
 Sub Category Traffic Improvements
 Administering Agency Transportation (AAGE30)
 Planning Area North Bethesda-Garrett Park

Date Last Modified 5/10/17
 Required Adequate Public Facility No
 Relocation Impact None
 Status Planning Stage

Total	Thru FY16	Rem FY16	Total 6 Years	FY 17	FY 18	FY 19	FY 20	FY 21	FY 22	Beyond 6 Yrs
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EXPENDITURE SCHEDULE (\$000s)

Planning, Design and Supervision	1,813	520	83	1,210	181	393	393	81	81	81	0
Land	0	0	0	0	0	0	0	0	0	0	0
Site Improvements and Utilities	136	136	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	1,949	656	83	1,210	181	393	393	81	81	81	0

FUNDING SCHEDULE (\$000s)

Current Revenue: General	1,264	54	0	1,210	181	393	393	81	81	81	0
Impact Tax	685	602	83	0	0	0	0	0	0	0	0
Total	1,949	656	83	1,210	181	393	393	81	81	81	0

APPROPRIATION AND EXPENDITURE DATA (000s)

Appropriation Request	FY 18	0
Supplemental Appropriation Request		0
Transfer		0
Cumulative Appropriation		1,544
Expenditure / Encumbrances		732
Unencumbered Balance		812

Date First Appropriation	FY 12
First Cost Estimate	
Current Scope	FY 17 1,949
Last FY's Cost Estimate	1,949

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; (B) Capacity improvements to address congested intersections; 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.

Estimated Schedule

Component A-access restrictions: bi-annual data collection: site specific studies to commence in FY17. Component B- Intersection Mitigation: site specific preliminary engineering and concept plan development commenced in FY12 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 FY12-13.

Justification

Component A: The new White Flint Sector Plan area was approved on March 23, 2010. The plan allows for significantly higher density than the existing development. As a result neighborhoods surrounding the Sector Plan area could be potentially impacted by an increase 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 prerequisites must be met during Phase 1 before moving to Phase 2: Achieve thirty-four percent non-auto mode share for the Sector Plan area. Increasing the modal split within the White Flint Sector Plan boundary is an integral component to the overall success of the Plan's vision. Transit, pedestrian, bicycle access, safety studies, and TDM planning and implementation efforts are required to facilitate White Flint's transition from a highly automobile oriented environment to a more transit, pedestrian, and bicycle friendly environment. A monitoring mechanism for the modal split will also be developed.

Fiscal Note

White Flint Traffic Analysis and Mitigation (P501202)

Funds shifted from FY17 to FY18-19 due to implementation delays. Programmed impact taxes have already been collected from the White Flint Metro Station Policy Area (MSPA).

Disclosures

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

Coordination

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)

MCG Reconciliation PDF (501404)

Category Transportation
 Sub Category Roads
 Administering Agency Transportation (AAGE30)
 Planning Area Rockville

Date Last Modified 5/19/17
 Required Adequate Public Facility
 Relocation Impact
 Status Preliminary Design Stage

Total	Thru FY16	Rem FY16	Total 6 Years	FY 17	FY 18	FY 19	FY 20	FY 21	FY 22	Beyond 6 Yrs
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EXPENDITURE SCHEDULE (\$000s)

Planning, Design and Supervision	0	0	0	0	0	0	0	0	0	0
Land	0	0	0	0	0	0	0	0	0	0
Site Improvements and Utilities	0	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0
Other	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0

FUNDING SCHEDULE (\$000s)

Current Revenue: General	1,827	0	0	1,827	0	0	0	0	1,128	701	0
G.O. Bonds	-84,814	0	-3,299	-81,515	-6,073	-8,906	-12,297	-10,733	-21,461	-22,045	0
Impact Tax	86,250	0	2,189	84,081	2,149	11,120	14,179	13,160	21,125	22,348	0
Recordation Tax Premium	-3,263	0	1,130	-4,393	3,924	-2,214	-1,882	-2,427	-790	-1,004	0
Total	0	0	0	0	0	0	0	0	0	0	0

APPROPRIATION AND EXPENDITURE DATA (000s)

Appropriation Request	FY 18	0
Supplemental Appropriation Request		0
Transfer		0
Cumulative Appropriation		0
Expenditure / Encumbrances		0
Unencumbered Balance		0

Date First Appropriation	
First Cost Estimate	
Current Scope	0
Last FY's Cost Estimate	0

Description

This project reconciles County government projects funded with particular funding sources with the CIP database by balancing funding components on the macro level.

Cost Sharing: MCG (P720601)

Category: Culture and Recreation
 Sub Category: Recreation
 Administering Agency: General Services (AAGE29)
 Planning Area: Countywide

Date Last Modified: 5/5/17
 Required Adequate Public Facility: No
 Relocation Impact: None
 Status: Ongoing

Total	Thru FY16	Rem FY16	Total 6 Years	FY 17	FY 18	FY 19	FY 20	FY 21	FY 22	Beyond 6 Yrs
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EXPENDITURE SCHEDULE (\$000s)

	Total	Thru FY16	Rem FY16	Total 6 Years	FY 17	FY 18	FY 19	FY 20	FY 21	FY 22	Beyond 6 Yrs
Planning, Design and Supervision	3,834	3,834	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	33	33	0	0	0	0	0	0	0	0	0
Construction	7,895	7,895	0	0	0	0	0	0	0	0	0
Other	20,272	7,722	3,412	9,138	3,501	1,637	1,000	1,000	1,000	1,000	0
Total	31,634	19,084	3,412	9,138	3,501	1,637	1,000	1,000	1,000	1,000	0

FUNDING SCHEDULE (\$000s)

	Total	Thru FY16	Rem FY16	Total 6 Years	FY 17	FY 18	FY 19	FY 20	FY 21	FY 22	Beyond 6 Yrs
Contributions	150	0	150	0	0	0	0	0	0	0	0
Current Revenue: General	17,409	8,137	2,598	6,674	2,103	571	1,000	1,000	1,000	1,000	0
G.O. Bonds	2,398	1,000	0	1,398	1,398	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	3,850	0	0	0	0	0	0	0	0	0
Recordation Tax Premium	1,066	0	0	1,066	0	1,066	0	0	0	0	0
State Aid	4,100	3,436	664	0	0	0	0	0	0	0	0
Total	31,634	19,084	3,412	9,138	3,501	1,637	1,000	1,000	1,000	1,000	0

APPROPRIATION AND EXPENDITURE DATA (000s)

Appropriation Request	FY 18	1,582
Supplemental Appropriation Request		0
Transfer		0
Cumulative Appropriation		26,072
Expenditure / Encumbrances		20,223
Unencumbered Balance		5,849

Date First Appropriation	FY 08
First Cost Estimate	
Current Scope	FY 18 31,634
Last FY's Cost Estimate	30,647

Description

This project provides funds for the development of non-governmental 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

FY17 supplemental appropriation and amendment of \$225,000 is approved for security upgrades for three organizations: Bender JCC of Greater Washington, Inc., Charles E. Smith Jewish Day School of Greater Washington, Inc., and The Jewish Federation of Greater Washington, Inc. Addition of \$1,236,900 in FY18 Current Revenue: General funding for County participation in FY18 Community Grants projects listed on subsequent pages. Costs have been reduced to reflect prior year grants that are no longer needed and to address affordability constraints in the operating budget.

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

See attached for Community Grants and CIP Grants for Arts and Humanities Organizations.

Fiscal Note

Reserve \$225,000 in unspent appropriation to fund security enhancements at organizations to be determined. Remaining unallocated balance of \$400,000 may be used for additional security enhancements and emergency capital grants. See Cost Sharing Grants attachment for Historical Fiscal Note regarding the Fillmore venue in Silver Spring and Old Blair Auditorium Project, Inc.

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.

Coordination

COST SHARING GRANTS

Grants:

For FY18, County participation is for the following community grant projects totaling \$1,236,900: A Wider Circle, Inc.: \$50,000; Cornerstone Montgomery, Inc.: \$350,000; Friends House, Inc.: \$50,000; Graceful Growing Together, Inc.: \$100,000; Identity, Inc.: \$61,900; Jewish Council for the Aging of Greater Washington, Inc.: \$50,000; Jewish Foundation for Group Homes: \$100,000; Jewish Social Service Agency: \$250,000; Potomac Community Resources, Inc.: \$50,000; Warrior Canine Connection, Inc.: \$50,000; YMCA of Metropolitan Washington, Inc.: \$125,000. For FY18, CIP Grants for Arts and Humanities Organizations totaling \$192,283 are approved for the following projects: Glen Echo Park Partnership for Arts and Culture, Inc.: \$98,161; and Montgomery Community Television, Inc.: \$94,122. In addition, a non-competitive contract award of \$48,000 is approved in FY17 for Imagination Stage, Inc. Costs have been reduced since the remaining unspent balance on a FY14 Imagination Stage, Inc. grant (\$96,656) and a FY15 Family Services, Inc. grant (\$75,000) are no longer needed.

For FY17, County participation is for the following community grant projects totaling \$1,178,000: A Wider Circle, Inc.: \$50,000; Congregation Beth El of Montgomery County, \$20,000; Cornerstone Montgomery, Inc.: \$350,000; Easter Seals Greater Washington-Baltimore Region, Inc.: \$50,000; Friends House, Inc.: \$50,000; Graceful Growing Together, Inc.: \$100,000; Hebrew Home of Greater Washington, Inc.: \$200,000; Jewish Community Center of Greater Washington, Inc.: \$25,000; Jewish Foundation for Group Homes, Inc.: \$100,000; Our House, Inc.: \$20,000; Potomac Community Resources, Inc.: \$50,000; Reginald S. Lourie Center for Infants and Young Children, \$68,000; Seven Locks Jewish Community Inc.: \$20,000; The Jewish Federation of Greater Washington, Inc.: \$25,000; Warrior Canine Connection, Inc.: \$50,000. Supplemental for FY17 for the following community grant projects totaling \$225,000: Bender JCC of Greater Washington, Inc.: \$25,000; Charles E. Smith Jewish Day School of Greater Washington, Inc.: \$16,000; Charles E. Smith Jewish Day School of Greater Washington, Inc.: \$24,000; Charles E. Smith Jewish Day School of Greater Washington, Inc.: \$12,000; and The Jewish Federation of Greater Washington, Inc.: \$148,000. For FY17, a CIP Grant for Arts and Humanities Organizations totaling \$1,398,000 is approved for the following project: Strathmore Hall Foundation, Inc.: \$1,398,000. The Department of General Services will be managing the Strathmore Mansion repair project. For FY17, CIP Grants for Arts and Humanities Organizations totaling \$377,217 are approved for the following projects: Glen Echo Park Partnership for Arts and Culture, Inc.: \$67,795; Montgomery Community Television, Inc.: \$159,422; and The Olney Theatre Center for the Arts, Inc.: \$150,000. For FY17, emergency CIP Grants for Arts and Humanities Organizations totaling \$224,677 are approved for the following projects: Glen Echo Park Partnership for Arts and Culture, Inc.: \$169,960; Montgomery Community Television, Inc.: \$29,717; and The Olney Theatre Center for the Arts, Inc.: \$25,000. In addition, \$300,000 in FY17 funds and \$200,000 in FY18 funds allocated for CIP Grants for Arts and Humanities Organizations have been moved from this project to the Noyes Library for Young Children Rehabilitation and Renovation project P711704.

For FY16, County participation is for the following community grant projects totaling \$865,000: Beth Shalom Congregation and Talmud Torah: \$60,000; Easter Seals Greater Washington-Baltimore Region: \$50,000; Graceful Growing Together, Inc.: \$75,000; Jewish Council for the Aging of Greater Washington, Inc.: \$50,000; Jewish Foundation for Group Homes: \$50,000; Latin American Youth Center, Inc.: \$25,000; Muslim Community Center Inc. DBA MCC Medical Clinic: \$25,000; Potomac Community Resources: \$25,000; Rockville Science Center, Inc.: \$15,000; Silver Spring United Methodist Church: \$50,000; The Jewish Federation of Greater Washington: \$40,000; Warrior Canine Connection: \$50,000; Cornerstone Montgomery, Inc.: \$350,000. For FY16, CIP Grants for Arts and Humanities Organizations totaling \$1,625,004 are approved for the following projects: The Writer's Center, Inc.: \$250,000; Montgomery Community Television, Inc.: \$119,181; Sandy Spring Museum, Inc.: \$30,170; Round House Theatre, Inc.: \$155,572; American Dance Institute, Inc.: \$70,081; and Strathmore Hall Foundation, Inc.: \$1,000,000. For FY16, emergency CIP Grants for Arts and Humanities Organizations totaling \$147,000 are approved for the following project: The Selma M Levine School of Music, Inc.: \$147,000. These funds became available mid-year when the following awardees subsequently declined their grants: American Dance Institute, Inc. (FY16: \$70,081); and The Dance Exchange Inc.: (FY14: \$77,500).

For FY15, County participation was for the following projects: Easter Seals Greater Washington-Baltimore Region, Inc.: \$100,000; Graceful Growing Together, Inc.: \$125,000; Jewish Community Center of Greater Washington: \$150,000; Muslim Community Center, Inc.: \$250,000; Potomac Community Resources, Inc.: \$150,000; The Arc of Montgomery County, Inc.: \$17,973; Catholic Charities of the Archdiocese of Washington, Inc.: \$11,395; Melvin J. Berman Hebrew Academy: \$33,000; Jewish Social Service Agency: \$75,000; Warrior Canine Connection, Inc.: \$75,000; Jewish Council for the Aging of Greater Washington, Inc.: \$125,000; The Jewish Federation of Greater

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).

Library Refurbishment Level of Effort (P711502)

Category: Culture and Recreation
 Sub Category: Libraries
 Administering Agency: General Services (AAGE29)
 Planning Area: Countywide

Date Last Modified: 5/3/17
 Required Adequate Public Facility: No
 Relocation Impact: None
 Status: Ongoing

	Total	Thru FY16	Rem FY16	Total 6 Years	FY 17	FY 18	FY 19	FY 20	FY 21	FY 22	Beyond 6 Yrs
EXPENDITURE SCHEDULE (\$000s)											
Planning, Design and Supervision	2,820	343	356	2,121	367	225	353	392	392	392	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	14,527	1,310	1,200	12,017	3,542	1,388	1,722	1,908	1,908	1,549	0
Other	2,340	145	703	1,492	120	792	130	150	150	150	0
Total	19,687	1,798	2,259	15,630	4,029	2,405	2,205	2,450	2,450	2,091	0

FUNDING SCHEDULE (\$000s)											
G.O. Bonds	16,800	1,364	1,486	13,930	2,529	2,205	2,205	2,450	2,450	2,091	0
State Aid	2,887	414	773	1,700	1,500	200	0	0	0	0	0
Total	19,687	1,798	2,259	15,630	4,029	2,405	2,205	2,450	2,450	2,091	0

APPROPRIATION AND EXPENDITURE DATA (000s)

Appropriation Request	FY 18	2,405
Supplemental Appropriation Request		0
Transfer		0
Cumulative Appropriation		8,575
Expenditure / Encumbrances		1,890
Unencumbered Balance		6,685

Date First Appropriation	FY 15
First Cost Estimate	
Current Scope	FY 18 19,687
Last FY's Cost Estimate	17,987
Partial Closeout Thru	0
New Partial Closeout	0
Total Partial Closeout	0

Description

This level of effort project is intended to provide a structured process to ensure that all branches are modernized with updated technologies and service delivery improvements, which reflect the latest in 21st century library trends. Once a library building has been refreshed, it could offer a multipurpose room for group collaborations or a media lab for printing 3D objects or Prekindergarten early literacy elements to encourage reading readiness in children entering Kindergarten. Coupled with funding from the 21st Century Library Enhancements Level of Effort project, residents may have access to data/electric enabled furniture or state of the art technology to meet their needs where they are (for example, internal use loanable laptops for writing a resume or access to job source websites). Carpeting, painting, updating restrooms, and work identified for major building systems (including the roof, mechanical/HVAC, and windows) will be included to "freshen up" the building and ensure working and efficient operating systems. As noted, work identified, but not contained with this project, may be completed within other facility and Library level of effort projects, including the energy savings contract (ESCO) program and 21st Century Library Enhancements project work.

Estimated Schedule

This project started in FY15-16 with two refurbishment projects at the Twinbrook and Kensington Park Libraries. Starting with FY16, the schedule increased to three per year with the understanding that all 21 branches would be evaluated and refurbished, and then the CIP cycle for refresh work would start over again. The Library department identifies the libraries to be refreshed approximately 18 months before planning and design work begins on them, so that applications for grant funding to the State can be submitted and the necessary budget estimates and notification documents can be prepared. Notice identifying the specific library projects for a given fiscal year must be provided to Council at least 60 days before any design or construction funding is obligated or spent. This notice to Council must include the anticipated scope of work, cost estimates, and an expenditure schedule detailing Planning, Design and Supervision, Construction, and Other costs by fiscal year.

Justification

The Facilities Plan 2013-2016 calls for a programmatic evaluation of each branch on a three year cycle with the work to be completed by the fifth year. Many of the Libraries have not been updated for 20 years. This refurbishment of branches will ensure that the County's capital investments are protected by maintaining the Library Department's building infrastructure, that all new and required construction codes are addressed and implemented, that critical equipment and building systems are overhauled or replaced prior to failure, and that reorganization of internal space is completed to insure that space is fully utilized based on the community's needs for programs and services. Rather than totally renovating two existing libraries under the old approach, this new approach will complete refurbishment of 17 libraries during the six year CIP period.

Fiscal Note

Library Refurbishment Level of Effort (P711502)

FY15 Supplemental In State Aid for \$387,000 was approved for this project for the refurbishment of Twinbrook (\$128,000) and Kensington Park (\$259,000) branches. FY16 Supplemental in State Aid for \$800,000 was approved for this project for the refurbishment of Davis (\$400,000) and Little Falls (\$400,000) branches. FY17 Supplemental in State Aid for \$1,500,000 was approved for this project for the refurbishment of Bethesda (\$500,000), Quince Orchard (\$500,000) and White Oak (\$500,000) branches. Moved \$359,000 in GO Bonds from FY22 to FY17. Amended FY18 for State Aid of \$200,000 for the refurbishment of Long Branch (\$100,000) and Marilyn Praisner (\$100,000) branches.

Disclosures

Expenditures will continue indefinitely.

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.

Coordination

Department of General Services, Department of Public Libraries, Maryland State Department of Education.

Wheaton Library and Community Recreation Center (P361202)

Category	Culture and Recreation	Date Last Modified	1/11/17
Sub Category	Libraries	Required Adequate Public Facility	No
Administering Agency	General Services (AAGE29)	Relocation Impact	None
Planning Area	Kensington-Wheaton	Status	Under Construction

	Total	Thru FY16	Rem FY16	Total 6 Years	FY 17	FY 18	FY 19	FY 20	FY 21	FY 22	Beyond 6 Yrs
EXPENDITURE SCHEDULE (\$000s)											
Planning, Design and Supervision	11,662	4,429	4,445	2,786	1,550	866	372	0	0	0	0
Land	0	0	0	0	0	0	0	0	0	0	0
Site Improvements and Utilities	736	82	351	295	295	0	0	0	0	0	0
Construction	54,181	120	2,072	51,989	29,220	21,269	1,500	0	0	0	0
Other	4,278	352	0	3,926	3,721	205	0	0	0	0	0
Total	70,859	4,993	6,868	58,998	34,786	22,340	1,872	0	0	0	0

	Total	Thru FY16	Rem FY16	Total 6 Years	FY 17	FY 18	FY 19	FY 20	FY 21	FY 22	Beyond 6 Yrs
FUNDING SCHEDULE (\$000s)											
Current Revenue: General	677	0	0	677	472	205	0	0	0	0	0
G.O. Bonds	67,781	2,592	6,868	58,321	34,314	22,135	1,872	0	0	0	0
PAYGO	2,401	2,401	0	0	0	0	0	0	0	0	0
Total	70,859	4,993	6,868	58,998	34,786	22,340	1,872	0	0	0	0

	Total	Thru FY16	Rem FY16	Total 6 Years	FY 17	FY 18	FY 19	FY 20	FY 21	FY 22	Beyond 6 Yrs
OPERATING BUDGET IMPACT (\$000s)											
Energy				1,516	0	0	379	379	379	379	
Maintenance				2,100	0	0	525	525	525	525	
Offset Revenue				-184	0	0	-34	-50	-50	-50	
Program-Staff				124	0	0	31	31	31	31	
Program-Other				84	0	0	51	11	11	11	
Net Impact				3,640	0	0	952	896	896	896	
Full Time Equivalent (FTE)					0.0	0.0	1.4	1.4	1.4	1.4	

APPROPRIATION AND EXPENDITURE DATA (000s)

Appropriation Request	FY 18	-5,895
Supplemental Appropriation Request		0
Transfer		0
Cumulative Appropriation		76,554
Expenditure / Encumbrances		8,708
Unencumbered Balance		67,846

Date First Appropriation	FY 12
First Cost Estimate	
Current Scope	FY 17
Last FY's Cost Estimate	76,859

Description

This project will provide a combined facility to include a new Wheaton Library, a used book store run by a non-profit, with proceeds benefiting Montgomery County Public Libraries, and a 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 with efficiencies of area and program made due to the shared use of some spaces such as lobbies, meeting rooms, restrooms, and parking which reduces the overall space requirements and provides for efficiencies in the operational costs. DGS and M-NCPPC will develop an agreement for the demolition of the existing Wheaton Neighborhood Recreation Youth Center, as it will be replaced by the new Community Recreation Center, which will allow full use of the green space to support the community programs to be offered by the Department of Recreation in conjunction with the new Wheaton Community Recreation Center. The project provides for road access with a relocated Hermitage Avenue.

Location

Located at the corner of Georgia and Arcola Avenues, Wheaton, MD

Estimated Schedule

The facility concept study was completed in 2013. Design started in 2013 and completed in Spring 2016. Construction started in Fall 2016 and is expected to be completed in late 2018.

Cost Change

Reduced cost to reflect updated bid information.

Justification

Wheaton Library and Community Recreation Center (P361202)

The Wheaton Library is one of the busiest libraries in Montgomery County, with over 490,000 items circulated and more than 381,000 visits by the public in FY13. The used book sale, operated by the Friends of the Library, and a satellite office of the Gilchrist Center are located on the lower level. 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 Recreation 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 Neighborhood 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

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

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.

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. Special Projects Legislation [Bill No. 34-14] was adopted by Council June 17, 2014.

Potomac Adaptive Sports Court (P721403)

Category	Culture and Recreation	Date Last Modified	1/11/17
Sub Category	Recreation	Required Adequate Public Facility	No
Administering Agency	General Services (AAGE29)	Relocation Impact	None
Planning Area	Potomac-Travilah	Status	Under Construction

	Total	Thru FY16	Rem FY16	Total 6 Years	FY 17	FY 18	FY 19	FY 20	FY 21	FY 22	Beyond 6 Yrs
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EXPENDITURE SCHEDULE (\$000s)

	Total	Thru FY16	Rem FY16	Total 6 Years	FY 17	FY 18	FY 19	FY 20	FY 21	FY 22	Beyond 6 Yrs
Planning, Design and Supervision	10	0	10	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	20	0	20	0	0	0	0	0	0	0	0
Other	220	220	0	0	0	0	0	0	0	0	0
Total	250	220	30	0	0	0	0	0	0	0	0

FUNDING SCHEDULE (\$000s)

	Total	Thru FY16	Rem FY16	Total 6 Years	FY 17	FY 18	FY 19	FY 20	FY 21	FY 22	Beyond 6 Yrs
Contributions	25	25	0	0	0	0	0	0	0	0	0
G.O. Bonds	125	95	30	0	0	0	0	0	0	0	0
State Aid	100	100	0	0	0	0	0	0	0	0	0
Total	260	220	30	0	0	0	0	0	0	0	0

APPROPRIATION AND EXPENDITURE DATA (000s)

Appropriation Request	FY 18	0
Supplemental Appropriation Request		0
Transfer		0
Cumulative Appropriation		250
Expenditure / Encumbrances		220
Unencumbered Balance		30

Date First Appropriation	FY 16	
First Cost Estimate		
Current Scope	FY 14	250
Last FY's Cost Estimate		250

Description

The Potomac Community Recreation Center (CRC) currently has, on its grounds, an unused outdoor roller hockey rink. In partnership with the Friends of the Potomac CRC, Inc., the Department of Recreation will convert the old rink into a multipurpose adaptive sports court in order to provide a range of Therapeutic Recreation activities for individuals with disabilities. The court would also be available to other community providers serving this same population, including programs such as adaptive soccer, rugby, lacrosse, field hockey, etc. -- generally what might be described as "field sports" to be played, practiced, and taught both competitively and for recreation on this court. The existing facilities will be renovated and adapted as needed and a new playing surface installed.

Location

Potomac Community Recreation Center, 11315 Falls Road, Potomac

Estimated Schedule

Project is complete and opened in Spring 2016.

Justification

The Department of Recreation was approached to undertake this project by the community based Friends of Potomac CRC, Inc. along with representatives of a variety of groups supporting individuals with disabilities, among them Special Olympics, Potomac Community Resources, Wounded Warriors, as well as the department's own Therapeutic Recreation Section. Typical demographic statistics indicate that Montgomery County has a population of individuals with disabilities as high as 20 percent. This would be the only outdoor team sports playing surface in the County.

Other

Because of the nature of the renovation, no Traffic or Pedestrian studies are required. Permits are not required for the anticipated work.

Fiscal Note

An FY14 supplemental appropriation request was approved for this project for the amount of \$250,000. A subsequent funding switch of \$100,000 from GO Bonds to State Aid was made to reflect bond bill funding.

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.

Coordination

Department of Recreation, Department of General Services.

South County Regional Recreation and Aquatic Center (P721701)

Category Culture and Recreation
 Sub Category Recreation
 Administering Agency General Services (AAGE29)
 Planning Area Silver Spring

Date Last Modified 4/27/17
 Required Adequate Public Facility No
 Relocation Impact None
 Status Planning Stage

	Total	Thru FY16	Rem FY16	Total 6 Years	FY 17	FY 18	FY 19	FY 20	FY 21	FY 22	Beyond 6 Yrs
EXPENDITURE SCHEDULE (\$000s)											
Planning, Design and Supervision	6,098	0	0	6,098	3,130	1,005	952	820	191	0	0
Land	0	0	0	0	0	0	0	0	0	0	0
Site Improvements and Utilities	140	0	0	140	0	70	70	0	0	0	0
Construction	46,932	0	0	46,932	0	11,289	20,486	7,895	7,262	0	0
Other	2,100	0	0	2,100	0	1,050	1,050	0	0	0	0
Total	55,270	0	0	55,270	3,130	13,414	22,568	8,715	7,453	0	0

	Total	Thru FY16	Rem FY16	Total 6 Years	FY 17	FY 18	FY 19	FY 20	FY 21	FY 22	Beyond 6 Yrs
FUNDING SCHEDULE (\$000s)											
G.O. Bonds	55,270	0	0	55,270	3,130	13,414	22,568	8,715	7,453	0	0
Total	55,270	0	0	55,270	3,130	13,414	22,568	8,715	7,453	0	0

	Total	Thru FY16	Rem FY16	Total 6 Years	FY 17	FY 18	FY 19	FY 20	FY 21	FY 22	Beyond 6 Yrs
OPERATING BUDGET IMPACT (\$000s)											
Energy				2,827	0	0	0	900	900	1,027	
Maintenance				1,167	0	0	0	350	350	467	
Offset Revenue				-2,453	0	0	0	-481	-961	-1,011	
Program-Staff				2,981	0	0	0	794	987	1,180	
Program-Other				798	0	0	0	181	295	320	
Net Impact				5,298	0	0	0	1,744	1,571	1,983	
Full Time Equivalent (FTE)					0.0	0.0	0.0	18.1	25.3	25.3	

APPROPRIATION AND EXPENDITURE DATA (000s)

Appropriation Request	FY 18	48,789
Supplemental Appropriation Request		0
Transfer		0
Cumulative Appropriation		3,800
Expenditure / Encumbrances		0
Unencumbered Balance		3,800

Date First Appropriation	
First Cost Estimate	
Current Scope	FY 17 55,270
Last FY's Cost Estimate	0

Description

This project provides for the County's estimated costs for a new regional recreation and aquatic center in the Central Business District of Silver Spring. This project will include approximately 120,000 Gross Square Feet (GSF) of public recreation space within Housing Opportunities Commission's (HOC's) larger housing project. The facility will include typical recreation and leisure activities such as pools for swimming and low level diving, exercise, aquatic play, and high school competitions, training, and teaching. A gymnasium, exercise and weight room spaces, movement and dance studios, multipurpose activity rooms, public use space, and social space with a culinary arts kitchen will also be included. Senior programs will be coordinated with Holy Cross Hospital's "Senior Source."

Location

This amenity will be located on the Elizabeth Square site, bordered by Apple Avenue to the south and Fenwick Lane to the north, with the CSX railroad right-of-way on the west.

Estimated Schedule

Construction is anticipated to begin in Fall/Winter 2017, with a phased completion of construction allowing for aquatics programming in late 2019 and community and senior center programming in late 2021.

Justification

This project has been included in long range planning by the County in its Montgomery County Recreation Facility Development Plan, 2010-2030 as one of four regional recreation facilities to serve the County. This plan is based on the results of the County's Vision 2030 assessment, completed and published in 2011. The Southern Region, around the Greater Silver Spring Area was found to be significantly under served for recreation and park amenities when compared against total population. Only two smaller community recreation centers, one small indoor pool, and one seasonal outdoor pool serve this area currently and no services are available in downtown Silver Spring. The project achieves a County goal of co-locating affordable housing with other County services. Through co-location, we will achieve cost savings, program efficiencies, and improved service to residents.

Other

South County Regional Recreation and Aquatic Center (P721701)

The Elizabeth Square Development project is a Public-Private Partnership between Housing Opportunities Commission (HOC) and Lee Development Group. The proposed plan is to redevelop the existing Elizabeth House, a senior Public Housing property, and a substantial renovation of Alexander House Apartments, a mixed-income multifamily property, in downtown Silver Spring. At full completion of the redevelopment, Elizabeth Square Development will provide for a combined 326 moderate price dwelling units (MPDU), Work Force Housing Units (WFHU), and other affordable housing units out of a total 846 units, with the inclusion of the new aquatic and recreational facility within the footprint of the larger construction. Housing costs are not a part of this project.

Fiscal Note

The County's contribution will pay for the design of the recreation and aquatic center facility, tenant fit-out, furniture, fixtures, and equipment for the new facility, and staff time during design and construction. FY17 Supplemental appropriation of \$3,800,000 was approved for this project.

Coordination

Housing Opportunity Commission, Silver Spring Regional Services Center, Department of Permitting Services, Department of General Services, Department of Recreation, Department of Technology Services, M-NCPPC, WSSC, Pepco.

Ag Land Pres Easements (P788911)

Category	Conservation of Natural Resources	Date Last Modified	12/14/16
Sub Category	Ag Land Preservation	Required Adequate Public Facility	No
Administering Agency	Economic Development (AAGE08)	Relocation Impact	None
Planning Area	Countywide	Status	Ongoing

	Total	Thru FY16	Rem FY16	Total 6 Years	FY 17	FY 18	FY 19	FY 20	FY 21	FY 22	Beyond 6 Yrs
EXPENDITURE SCHEDULE (\$000s)											
Planning, Design and Supervision	2,821	583	58	2,180	350	360	360	360	370	360	0
Land	7,206	4,744	34	2,428	1,758	134	134	134	134	134	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	32	32	0	0	0	0	0	0	0	0	0
Total	10,069	5,359	92	4,608	2,108	494	494	494	504	514	0

	Total	Thru FY16	Rem FY16	Total 6 Years	FY 17	FY 18	FY 19	FY 20	FY 21	FY 22	Beyond 6 Yrs
FUNDING SCHEDULE (\$000s)											
Agricultural Transfer Tax	1,651	231	14	1,406	738	134	134	134	134	134	0
Contributions	1,668	1,000	10	658	510	10	10	10	10	108	0
Federal Aid	522	0	0	522	522	0	0	0	0	0	0
G.O. Bonds	308	308	0	0	0	0	0	0	0	0	0
Investment Income	802	0	0	802	0	70	200	200	210	122	0
M-NCPPC Contributions	4,423	3,471	52	900	150	150	150	150	150	150	0
State Aid	685	349	16	320	190	130	0	0	0	0	0
Total	10,069	5,359	92	4,608	2,108	494	494	494	504	514	0

APPROPRIATION AND EXPENDITURE DATA (000s)

Appropriation Request	FY 18	494
Supplemental Appropriation Request		0
Transfer		0
Cumulative Appropriation		7,559
Expenditure / Encumbrances		5,383
Unencumbered Balance		2,176

Date First Appropriation	FY 89
First Cost Estimate	
Current Scope	FY 17
Last FY's Cost Estimate	10,059
	9,425

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 entirely protected by Transferable Development Rights (TDR) 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 proffered voluntarily by the farmland owner. The project receives funding from the Agricultural 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 Agricultural Reserve-AR zone. This program utilizes a variety of revenue sources that include: Agricultural Transfer Tax revenues, MNCPPC Contributions, Developer Contributions, and G.O. Bonds to purchase the development rights and the corresponding TDRs retained on these properties.

Cost Change

Change in expenditures and funding schedule for FY17 to reflect higher than projected Agricultural Transfer Tax collection (\$112,000) and to reinstate \$522,000 in Federal Aid funding that was erroneously eliminated from the project.

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

Ag Land Pres Easements (P788911)

FY17 estimated Planning, Design and Supervision expenditures are \$316,000. The amount includes funding for 1.0 FTE Sr. Business Development Specialist; 1.5 FTE Principal Administrative Aides; \$20,000 - Deer Donation Program; \$10,000 - Montgomery Weed Control Program; and \$50,000 for the Cooperative Extension Partnership. 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 Transfer Tax funds and State Aid to purchase agricultural easements, private contributions from the Crown Farm Annexation Agreement, and partial BLT payments made by developers for additional density in BLT receiving areas. 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 new Office of Agriculture. 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. The traditional funding sources for this project are no longer sustainable. Easement acquisition opportunities will be considered on a case-by-case approach while alternative funding sources are identified.

Fiscal Note

Expenditures do not reflect additional authorized payments made from the Agricultural Land Preservation Fund balance to increase financial incentives for landowners. FY17 supplemental of \$634,000 will be requested: \$112,000 in Agricultural Transfer Tax and \$522,000 reinstated in Federal Aid funding that was erroneously eliminated from the project.

Disclosures

Expenditures will continue indefinitely.

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.

Coordination

Montgomery County Office of Agriculture, State of Maryland Agricultural Land Preservation Foundation, State of Maryland Department of Natural Resources, Maryland-National Capital Park and Planning Commission, and landowners.

Gude Landfill Remediation (P801801)

Category Solid Waste-Sanitation
 Sub Category Solid Waste Management
 Administering Agency Environmental Protection (AAGE07)
 Planning Area Rockville

Date Last Modified 5/4/17
 Required Adequate Public Facility No
 Relocation Impact None
 Status

	Total	Thru FY16	Rem FY16	Total 6 Years	FY 17	FY 18	FY 19	FY 20	FY 21	FY 22	Beyond 6 Yrs
EXPENDITURE SCHEDULE (\$000s)											
Planning, Design and Supervision	2,400	0	0	2,400	0	1,000	500	500	400	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	25,300	0	0	25,300	0	0	10,000	10,000	6,300	0	0
Other	0	0	0	0	0	0	0	0	0	0	0
Total	28,700	0	0	28,700	0	1,000	10,500	10,500	6,700	0	0
FUNDING SCHEDULE (\$000s)											
Solid Waste Disposal Fund	28,700	0	0	28,700	0	1,000	10,500	10,500	6,700	0	0
Total	28,700	0	0	28,700	0	1,000	10,500	10,500	6,700	0	0
OPERATING BUDGET IMPACT (\$000s)											
Maintenance				50	0	0	0	0	0	50	
Net Impact				50	0	0	0	0	0	50	

APPROPRIATION AND EXPENDITURE DATA (000s)

Appropriation Request	FY 18	1,000
Supplemental Appropriation Request		0
Transfer		0
Cumulative Appropriation		0
Expenditure / Encumbrances		0
Unencumbered Balance		0

Date First Appropriation	
First Cost Estimate	
Current Scope	FY 18 28,700
Last FY's Cost Estimate	0

Description

The Department of Environmental Protection (DEP) was directed by the Maryland Department of the Environment (MDE) to remediate low-level environmental contamination at the Gude Landfill. MDE approved an Assessment of Corrective Measures (ACM) report for Gude Landfill in July 2016 which specifically outlines the approved remediation method. Remediation of the Gude landfill will include toupée capping (regrading and capping the top of the landfill and selected slope areas with a synthetic liner and two feet of soil) and increased gas collection through the installation of additional gas extraction wells. These remediation measures will reduce infiltration of rainwater into the landfill resulting in the generation of less leachate, fewer leachate seeps and better control of landfill gas migration.

Location

600 E. Gude Drive, Rockville, MD

Justification

The County and MDE entered into a Consent Order in May 2013 which outlined requirements for assessing low-level groundwater contamination, gas migration and other problems at the Gude Landfill. The Consent Order included provisions requiring a Work Plan and schedule to be established for assessing potential risks to human health and the environment and development of an ACM report and implementation schedule. After consultation with industry experts, community groups, MDE, and County government leadership, DEP's initial proposal to MDE in 2014 addressed the low-level groundwater contamination at the site with installation of bioremediation wells on the property. MDE's assessment of this bioremediation corrective measure in April of 2015 determined that additional corrective measures would need to be included in the bioremediation approach to address all of MDE's requirements. During this period, DEP also complied with MDE's direction to improve the gas collection system on the landfill site by adding additional gas collection wells and making adjustments to onsite gas collection equipment. As a result of MDE's assessment of the bioremediation approach, a revised ACM report was submitted to MDE in April 2016 addressing all of MDE's comments and selecting corrective measures consisting of a toupée cap, additional landfill gas collection, and stormwater drainage improvements. The toupée cap corrective measure was selected due to its likelihood to address all of MDE's corrective measure requirements as outlined in their April 2015 assessment. MDE approved the revised ACM report and in July, 2016, DEP held the required community meeting to discuss the report and the planned implementation of the corrective measures. A public information meeting was also conducted in October, 2016 after the MDE approval of the ACM report. The County has been mandated to perform work outlined in the consent order. Moving forward with the remediation of Gude Landfill as required by MDE will also address concerns raised by the adjacent community and allow planning for potential future uses of the property.

Coordination

Maryland Department of the Environment (MDE), Department of Permitting Services, the Maryland-National Capital Park and Planning Commission, the U.S. Army Corps of Engineers, the Gude Landfill Concerned Citizens (GLCC), Adjacent property owners and the County social service agencies using portions of the Gude Landfill property.

Misc Stream Valley Improvements (P807359)

Category Conservation of Natural Resources
 Sub Category Stormwater Management
 Administering Agency Environmental Protection (AAGE07)
 Planning Area Countywide

Date Last Modified 5/4/17
 Required Adequate Public Facility No
 Relocation Impact None
 Status Ongoing

	Total	Thru FY16	Rem FY16	Total 6 Years	FY 17	FY 18	FY 19	FY 20	FY 21	FY 22	Beyond 6 Yrs
EXPENDITURE SCHEDULE (\$000s)											
Planning, Design and Supervision	17,683	2,392	1,304	13,987	2,459	2,732	2,892	2,859	1,814	1,231	0
Land	40	2	38	0	0	0	0	0	0	0	0
Site Improvements and Utilities	7	1	6	0	0	0	0	0	0	0	0
Construction	52,417	2,980	2,151	47,286	6,421	8,220	9,679	10,857	6,734	5,375	0
Other	112	112	0	0	0	0	0	0	0	0	0
Total	70,259	5,487	3,499	61,273	8,880	10,952	12,571	13,716	8,548	6,606	0

	Total	Thru FY16	Rem FY16	Total 6 Years	FY 17	FY 18	FY 19	FY 20	FY 21	FY 22	Beyond 6 Yrs
FUNDING SCHEDULE (\$000s)											
State Aid	9,602	3,602	0	6,000	1,000	1,000	1,000	1,000	1,000	1,000	0
Stormwater Management Waiver Fees	2,771	0	971	1,800	600	400	200	200	200	200	0
Water Quality Protection Bonds	56,586	1,885	2,528	52,173	7,280	8,252	11,371	12,516	7,348	5,408	0
Water Quality Protection Charge	1,300	0	0	1,300	0	1,300	0	0	0	0	0
Total	70,259	5,487	3,499	61,273	8,880	10,952	12,571	13,716	8,548	6,606	0

	Total	Thru FY16	Rem FY16	Total 6 Years	FY 17	FY 18	FY 19	FY 20	FY 21	FY 22	Beyond 6 Yrs
OPERATING BUDGET IMPACT (\$000s)											
Maintenance				95	15	20	25	15	10	10	
Net impact				95	15	20	25	15	10	10	

APPROPRIATION AND EXPENDITURE DATA (000s)

Appropriation Request	FY 18	8,620
Supplemental Appropriation Request		0
Transfer		0
Cumulative Appropriation		29,327
Expenditure / Encumbrances		10,123
Unencumbered Balance		19,204

Date First Appropriation	FY 73
First Cost Estimate	
Current Scope	FY 17 70,259
Last FY's Cost Estimate	70,259

Description

This project provides for design and construction of habitat restoration or stabilization measures for stream reaches having significant channel erosion, sedimentation, and habitat degradation. Developed areas constructed without current stormwater controls contribute uncontrolled runoff which results in eroded streambanks, excessive sediment, tree loss, and degraded habitat for fish and aquatic life. Stormdrain outfalls damaged from severe erosion are identified and, where possible, the outfalls are repaired as part of stream restoration projects - funded from the Outfall Repairs project (No. 509948). Stream deterioration can also adversely affect sanitary sewer crossings by exposing sewer lines and manholes, which in turn can be fish barriers and leak raw sewage into streams or allow infiltration of stream baseflow into the sewer system, potentially causing substantial increases in wastewater treatment costs.

Justification

The project supports the requirements of the County's MS4 permit and addresses the goals of the Chesapeake Bay Watershed Agreement, Anacostia Watershed Restoration Agreement, and the County's adopted water quality goals (Chapter 19, Article IV). The project will stabilize and improve local stream habitat conditions where streams have been damaged by inadequately controlled stormwater runoff. Corrective measures constructed or coordinated under this project include stream bank stabilization, channel modifications, habitat restoration, storm drain outfall or sanitary sewer infrastructure repairs to improve fish and other biological resources, while reducing sediment and nutrient loadings caused by excessive streambank erosion. The Facility Planning: SM project (No. 809319) includes funds for watershed studies and identifies and prioritizes stream reaches in need of restoration and protection.

Other

The Department of Environmental Protection identifies damaged sewer lines as part of this project, and the Washington Suburban Sanitary Commission makes sewer repairs during project construction. Projects planned for design and construction include Bel Pre Creek I, Bedfordshire and Fallsreach, Muddy Branch I, Great Seneca (GSGN 205), Grosvenor Tributary, Stonybrook Tributary, Cinnamon Woods stream, Lower Snowden & Falling Creek, Plum Gar stream, Old Farm 6 (Neilwood Drive), Stoneridge & Clearspring, and Derby Ridge & Glenallen.

Fiscal Note

Misc Stream Valley Improvements (P807359)

While the State of Maryland has indicated a desire to provide funding, all indicated State Aid is preliminary and not appropriated. In FY17 & FY18, funding from the Stormwater Management Waiver Fees replaced some funding previously allocated to Water Quality Protection Bonds. Expenditures in the outyears include expected costs to meet the requirements of the County's next MS4 permit. The scope of the next MS4 permit is subject to negotiation with the Maryland Department of Environment. Expenditures also include activities associated with increased emphasis on Green Infrastructure methods in MS4 projects.

Disclosures

Expenditures will continue indefinitely.

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.

Coordination

Department of Transportation, Maryland-National Capital Park and Planning Commission, Washington Suburban Sanitary Commission, Department of Permitting Services, Maryland Department of the Environment, Maryland Department of Natural Resources.

SM Facility Major Structural Repair (P800700)

Category	Conservation of Natural Resources	Date Last Modified	5/3/17
Sub Category	Stormwater Management	Required Adequate Public Facility	No
Administering Agency	Environmental Protection (AAGE07)	Relocation Impact	None
Planning Area	Countywide	Status	Ongoing

	Total	Thru FY16	Rem FY16	Total 6 Years	FY 17	FY 18	FY 19	FY 20	FY 21	FY 22	Beyond 6 Yrs
EXPENDITURE SCHEDULE (\$000s)											
Planning, Design and Supervision	11,225	3,285	801	7,139	1,408	1,304	1,189	885	1,102	1,271	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	25,953	8,562	2,820	14,571	3,221	2,100	1,000	2,700	3,750	1,800	0
Other	1	1	0	0	0	0	0	0	0	0	0
Total	37,179	11,848	3,621	21,710	4,629	3,404	2,189	3,585	4,852	3,071	0

	Total	Thru FY16	Rem FY16	Total 6 Years	FY 17	FY 18	FY 19	FY 20	FY 21	FY 22	Beyond 6 Yrs
FUNDING SCHEDULE (\$000s)											
State Aid	399	399	0	0	0	0	0	0	0	0	0
Water Quality Protection Bonds	25,835	7,898	508	17,431	1,900	1,854	2,169	3,585	4,852	3,071	0
Water Quality Protection Charge	10,945	3,551	3,115	4,279	2,729	1,550	0	0	0	0	0
Total	37,179	11,848	3,621	21,710	4,629	3,404	2,189	3,585	4,852	3,071	0

APPROPRIATION AND EXPENDITURE DATA (000s)

Appropriation Request	FY 18	3,843
Supplemental Appropriation Request		0
Transfer		0
Cumulative Appropriation		21,488
Expenditure / Encumbrances		13,661
Unencumbered Balance		7,827

Date First Appropriation	FY 07
First Cost Estimate	
Current Scope	FY 17
Last FY's Cost Estimate	37,179

Description

This project provides for the design and construction of major structural repairs to County maintained stormwater management facilities. The County is responsible for structural maintenance of over 4,200 stormwater management facilities. Major structural repairs can include, dredging and removing sediment, removal and replacement or relining of failing pipes and principal spillways, replacing failing riser structures and repairing failing dam embankments. The repair work under this project is more significant than routine maintenance and requires engineering analysis and design, and application for Federal, State, and local permitting. Major structural repairs that may include a retrofit would also include partial funding for the retrofit under the SM Retrofit: Countywide project (No. 808726).

Justification

This project provides for major structural repairs in order to comply with the County's MS4 permit. It is limited to funding repairs at facilities that require extensive engineering design and permitting that cannot be accomplished within a single fiscal year due to the time required to obtain State and Federal permits.

Other

Projects include: Quince Orchard Manor (Quince Orchard Valley Neighborhood Park), Lake Whetstone, Chadswood, B'nai Israel, Gunners Lake, Colony Pond, Persimmon Tree, Wheaton Branch, Oaks Pond, Peachwood, Hallowell, Railroad Branch, Tamarak, Oakhurst, Home Depot (Aspen Hill) and Garfield Retrofit.

Fiscal Note

No State Aid is assumed for this project in FY17-22. In FY17 & FY18, funding from the Water Quality Protection Charge was increased reducing the need for Water Quality Protection Bonds.

Disclosures

Expenditures will continue indefinitely.

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.

Coordination

Department of Transportation, Maryland-National Capital Park and Planning Commission, Department of Permitting Services, Homeowners Associations, Montgomery County Public Schools, Department of General Services, Maryland State Highway Administration, SM Retrofit: Countywide (No. 808726), Maryland Department of Natural Resources.

SM Retrofit: Countywide (P808726)

Category Conservation of Natural Resources
 Sub Category Stormwater Management
 Administering Agency Environmental Protection (AAGE07)
 Planning Area Countywide

Date Last Modified 5/4/17
 Required Adequate Public Facility No
 Relocation Impact None
 Status Ongoing

	Total	Thru FY16	Rem FY16	Total 6 Years	FY 17	FY 18	FY 19	FY 20	FY 21	FY 22	Beyond 6 Yrs
EXPENDITURE SCHEDULE (\$000s)											
Planning, Design and Supervision	56,703	9,369	5,680	41,654	7,841	8,686	6,781	6,669	5,842	5,835	0
Land	0	0	0	0	0	0	0	0	0	0	0
Site Improvements and Utilities	4	4	0	0	0	0	0	0	0	0	0
Construction	69,702	3,000	10,576	56,126	14,098	10,539	12,644	11,331	3,812	3,702	0
Other	169	169	0	0	0	0	0	0	0	0	0
Total	126,578	12,542	16,256	97,780	21,939	19,225	19,425	18,000	9,654	9,537	0

FUNDING SCHEDULE (\$000s)											
Federal Aid	0	0	0	0	0	0	0	0	0	0	0
Federal Stimulus	0	0	0	0	0	0	0	0	0	0	0
State Aid	10,000	0	0	10,000	0	2,000	2,000	2,000	2,000	2,000	0
Water Quality Protection Bonds	107,655	8,935	15,581	83,139	18,248	16,275	17,425	16,000	7,654	7,537	0
Water Quality Protection Charge	8,923	3,607	675	4,641	3,691	950	0	0	0	0	0
Total	126,578	12,542	16,256	97,780	21,939	19,225	19,425	18,000	9,654	9,537	0

OPERATING BUDGET IMPACT (\$000s)											
Maintenance				56	14	11	13	11	4	4	
Net Impact				56	14	11	13	11	4	4	

APPROPRIATION AND EXPENDITURE DATA (000s)

Appropriation Request	FY 18	17,471
Supplemental Appropriation Request		0
Transfer		0
Cumulative Appropriation		74,115
Expenditure / Encumbrances		23,737
Unencumbered Balance		50,378

Date First Appropriation	FY 87	
First Cost Estimate		
Current Scope	FY 17	126,578
Last FY's Cost Estimate		126,578

Description

This project provides for the design and construction of new and/or upgrades of existing underperforming stormwater management facilities and devices under the County's Municipal Separate Storm Sewer System (MS4) Permit as detailed in the draft Montgomery County Coordinated Implementation Strategy (CCIS). Compliance with the MS4 permit requires controlling 20 percent of impervious surfaces, or approximately 3,777 impervious acres, not currently treated to the maximum extent practicable. Inventories of candidate projects have been conducted under the Facility Planning: SM project (PDF No. 809319) for the County's ten watersheds (Paint Branch, Rock Creek, Cabin John Creek, Hawlings River, Watts Branch, Great Seneca, Muddy Branch, Sligo Creek, Little Paint Branch, and Northwest Branch). Some of the most complex projects constructed under this project are assessed, and the preliminary plans are completed in the Facility Planning: SM project (No. 809319). Where feasible, the projects integrate wetland and habitat features consistent with the goals of the Chesapeake Bay Agreement. In small drainage areas, retrofit projects may also include biofiltration, bioretention, or stormwater filtering devices.

Justification

This project is needed to comply with the County's MS4 permitting requirements outlined in the County Coordinated Implementation Strategy (CCIS) and to implement the County's adopted water quality goals (Chapter 19, Article IV) and protect habitat conditions in local streams. In addition, the project supports the goals of the Anacostia Watershed Restoration Agreement.

Other

Projects in design and construction include projects located in the Rock Creek Watershed, Watts Branch Watershed, Great Seneca Creek Watershed, Muddy Branch Watershed, Cabin John Creek Watershed, and Anacostia River Watershed.

Fiscal Note

While the State of Maryland has indicated a desire to provide funding, all indicated State Aid is preliminary and not appropriated. In FY17 & FY18, funding from the Water Quality Protection Charge replaced some funding previously allocated to Water Quality Protection Bonds and State Aid. Expenditures in the outyears include expected costs to meet the requirements of the County's next MS4 permit. The scope of the next permit is subject to negotiation with the Maryland Department of Environment. Expenditures also include activities associated with increased emphasis on Green Infrastructure methods in MS4 projects.

Disclosures

Expenditures will continue indefinitely.

SM Retrofit: Countywide (P808726)

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.

Coordination

Department of Transportation, Maryland National Capital Park and Planning Commission, Department of Permitting Services, Maryland Department of the Environment, Natural Resources Conservation Service, U.S. Army Corps of Engineers, Facility Planning: SM (No. 809319), Maryland Department of Natural Resources.

SM Retrofit - Government Facilities (P800900)

Category Conservation of Natural Resources
 Sub Category Stormwater Management
 Administering Agency Environmental Protection (AAGE07)
 Planning Area Countywide

Date Last Modified 5/3/17
 Required Adequate Public Facility No
 Relocation Impact None
 Status Ongoing

Total	Thru FY16	Rem FY16	Total 6 Years	FY 17	FY 18	FY 19	FY 20	FY 21	FY 22	Beyond 6 Yrs
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EXPENDITURE SCHEDULE (\$000s)

	Total	Thru FY16	Rem FY16	Total 6 Years	FY 17	FY 18	FY 19	FY 20	FY 21	FY 22	Beyond 6 Yrs
Planning, Design and Supervision	13,146	7,625	994	4,527	1,162	822	708	695	608	534	0
Land	0	0	0	0	0	0	0	0	0	0	0
Site Improvements and Utilities	3	3	0	0	0	0	0	0	0	0	0
Construction	11,730	3,016	563	8,151	2,290	1,492	1,531	1,023	918	897	0
Other	19	19	0	0	0	0	0	0	0	0	0
Total	24,898	10,663	1,557	12,678	3,452	2,314	2,239	1,718	1,524	1,431	0

FUNDING SCHEDULE (\$000s)

	Total	Thru FY16	Rem FY16	Total 6 Years	FY 17	FY 18	FY 19	FY 20	FY 21	FY 22	Beyond 6 Yrs
State Aid	1,663	122	0	1,441	1,441	0	0	0	0	0	0
Water Quality Protection Bonds	22,153	9,359	1,557	11,237	2,011	2,314	2,239	1,718	1,524	1,431	0
Water Quality Protection Charge	1,182	1,182	0	0	0	0	0	0	0	0	0
Total	24,898	10,663	1,557	12,678	3,452	2,314	2,239	1,718	1,524	1,431	0

OPERATING BUDGET IMPACT (\$000s)

	Total	Thru FY16	Rem FY16	Total 6 Years	FY 17	FY 18	FY 19	FY 20	FY 21	FY 22	Beyond 6 Yrs
Maintenance				199	67	61	0	29	19	24	
Net Impact				199	67	61	0	29	19	24	

APPROPRIATION AND EXPENDITURE DATA (000s)

Appropriation Request	FY 18	57
Supplemental Appropriation Request		0
Transfer		0
Cumulative Appropriation		19,648
Expenditure / Encumbrances		11,759
Unencumbered Balance		7,889

Date First Appropriation	FY 09	
First Cost Estimate		
Current Scope	FY 17	24,898
Last FY's Cost Estimate		24,898

Description

This project provides for the design and construction of Environmental Site Design (ESD)/Low Impact Development (LID) stormwater management devices at County facilities such as buildings, parking garages, and parking lots constructed prior to modern stormwater management controls. ESD/LID stormwater devices include: Green Roofs, bioretention areas, tree box inlets, porous concrete, and other types of devices that promote water filtering and groundwater recharge. Implementing new stormwater devices in developed areas built with inadequate or no stormwater control is required in the County's Municipal Separate Storm Sewer System (MS4) Permit as detailed in the Montgomery County Coordinated Implementation Strategy (CCIS). The Department of Environmental Protection (DEP) in coordination with the Department of General Services (DGS) has identified candidate CIP projects that will be implemented jointly.

Justification

This project supports the requirements of the County's current MS4 permit and addresses the goals of the Chesapeake Bay Watershed Agreement and the County's adopted water quality goals (Chapter 19, Article IV). The County's MS4 permit requires that the County provide stormwater controls for 20 percent of impervious surfaces not currently treated to the maximum extent practicable, with an emphasis, where possible, on the use of LID/ESD devices.

Fiscal Note

In FY17, due to a grant modification, funding from State Aid replaced some funding previously allocated to Water Quality Protection Bonds. Expenditures in the outyears include expected costs to meet the requirements of the County's next MS4 permit. The scope of the next MS4 permit is subject to negotiation with the Maryland Department of Environment. Expenditures also include activities associated with an increased emphasis on Green Infrastructure methods in MS4 projects.

Disclosures

Expenditures will continue indefinitely.

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.

Coordination

Department of General Services, Maryland-National Capital Park and Planning Commission, Department of Permitting Services, Maryland Department of the Environment, Maryland Department of Natural Resources.

SM Retrofit - Roads (P801300)

Category Conservation of Natural Resources
 Sub Category Stormwater Management
 Administering Agency Environmental Protection (AAGE07)
 Planning Area Countywide

Date Last Modified 5/4/17
 Required Adequate Public Facility No
 Relocation Impact None
 Status Ongoing

Total	Thru FY16	Rem FY16	Total 6 Years	FY 17	FY 18	FY 19	FY 20	FY 21	FY 22	Beyond 6 Yrs
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EXPENDITURE SCHEDULE (\$000s)

Planning, Design and Supervision	20,963	5,372	1,247	14,344	2,995	3,332	3,709	1,786	1,278	1,244	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	111,881	8,113	1,289	102,499	6,431	7,850	21,329	24,329	22,580	20,000	0
Other	0	0	0	0	0	0	0	0	0	0	0
Total	132,844	13,485	2,516	116,843	9,426	11,182	25,038	26,115	23,838	21,244	0

FUNDING SCHEDULE (\$000s)

State Aid	19,535	8,898	0	10,637	637	2,000	2,000	2,000	2,000	2,000	0
Water Quality Protection Bonds	113,309	4,587	2,516	106,206	8,789	9,182	23,038	24,115	21,838	19,244	0
Total	132,844	13,485	2,516	116,843	9,426	11,182	25,038	26,115	23,838	21,244	0

OPERATING BUDGET IMPACT (\$000s)

Maintenance				6,815	515	1,018	471	1,049	1,996	1,766
Net Impact				6,815	515	1,018	471	1,049	1,996	1,766

APPROPRIATION AND EXPENDITURE DATA (000s)

Appropriation Request	FY 18	0
Supplemental Appropriation Request		0
Transfer		0
Cumulative Appropriation		43,954
Expenditure / Encumbrances		17,819
Unencumbered Balance		26,135

Date First Appropriation	FY 13
First Cost Estimate	
Current Scope	FY 17 132,844
Last FY's Cost Estimate	132,844

Description

This project provides for the design and construction of Environmental Site Design (ESD)/Low Impact Development (LID) stormwater management devices along County roads constructed prior to modern stormwater management controls. ESD/LID stormwater devices include bioretention, curb extensions, porous concrete, tree box inlets and other types of devices that promote water filtering and groundwater recharge. The construction amounts include costs for a public private partnership scheduled to start in FY19.

Justification

This project supports the requirements of the county's MS4 permit and addresses the goals of the Chesapeake Bay Watershed Agreement and the County's adopted water quality goals (Chapter 19, Article IV). The County's MS4 permit requires that the County provide stormwater controls for 20 percent of impervious surfaces not currently treated to the maximum extent practicable, with an emphasis, where possible, on the use of ESD/LID devices. This project will be responsible for controlling stormwater on County roads, largely through ESD/LID practices, as needed to satisfy the permit requirements.

Other

A portion of these potential ESD/LID stormwater retrofits on County roads were previously programmed under the SM Retrofit - Government Facilities project (No. 800900). This new stand alone project includes all the potential ESD/LID projects for County roads and allows for a more efficient implementation of projects of similar scope in partnership with the Department of Transportation (DOT). Planned and in-construction projects include Franklin Knolls, Springbrook, Cannon Road, Derrydown, Glenmont Forest, Wheaton Woods, and Manor Woods green streets.

Fiscal Note

In FY17, funding for Water Quality Protection Bonds was increased reducing the need for State Aid. Expenditures in the outyears include expected costs to meet the requirements of the County's next MS4 permit. The scope of the next MS4 permit is subject to negotiation with the Maryland Department of Environment. Expenditures also include activities associated with an increased emphasis on Green Infrastructure methods in MS4 projects and preparation for a Public Private Partnership procurement in FY19.

Disclosures

Expenditures will continue indefinitely.

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.

Coordination

SM Retrofit - Roads (P801300)

Department of General Services, Department of Transportation, Maryland-National Capital Park and Planning Commission, Department of Permitting Services, Maryland Department of the Environment, United States Army Corps of Engineers, Maryland Department of Natural Resources.

SM Retrofit - Schools (P801301)

Category Conservation of Natural Resources
 Sub Category Stormwater Management
 Administering Agency Environmental Protection (AAGE07)
 Planning Area Countywide

Date Last Modified 5/4/17
 Required Adequate Public Facility No
 Relocation Impact None
 Status Ongoing

Total	Thru FY16	Rem FY18	Total 6 Years	FY 17	FY 18	FY 19	FY 20	FY 21	FY 22	Beyond 6 Yrs
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EXPENDITURE SCHEDULE (\$000s)

Planning, Design and Supervision	7,023	1,217	620	5,186	1,050	918	968	956	751	543	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	8,651	16	568	8,087	1,436	1,030	1,537	1,331	1,390	1,343	0
Other	0	0	0	0	0	0	0	0	0	0	0
Total	15,674	1,233	1,188	13,253	2,486	1,948	2,505	2,287	2,141	1,886	0

FUNDING SCHEDULE (\$000s)

State Aid	1,922	0	0	1,922	1,922	0	0	0	0	0	0
Water Quality Protection Bonds	13,752	1,233	1,188	11,331	564	1,948	2,505	2,287	2,141	1,886	0
Total	15,674	1,233	1,188	13,253	2,486	1,948	2,505	2,287	2,141	1,886	0

OPERATING BUDGET IMPACT (\$000s)

Maintenance				147	33	15	28	20	30	22
Net Impact				147	33	15	28	20	30	22

APPROPRIATION AND EXPENDITURE DATA (000s)

Appropriation Request	FY 18	0
Supplemental Appropriation Request		0
Transfer		0
Cumulative Appropriation		8,286
Expenditure / Encumbrances		2,838
Unencumbered Balance		5,450

Date First Appropriation	FY 13
First Cost Estimate	
Current Scope	FY 17 15,674
Last FY's Cost Estimate	15,674

Description

This project provides for the design and construction of Environmental Site Design (ESD)/Low Impact Development (LID) stormwater management devices at Montgomery County Public Schools (MCPS) such as buildings, parking lots, and other impervious surfaces constructed prior to modern stormwater management controls. LID/ESD stormwater devices that may be implemented under this project include: green roofs, bioretention areas, tree box inlets, porous concrete and other types of devices that promote water filtering and groundwater recharge.

Justification

This project supports the requirements of the County's MS4 permit and addresses the goals of the Chesapeake Bay Watershed Agreement and the County's adopted water quality goals (Chapter 19, Article IV). The County's MS4 permit requires that the County provide stormwater controls for 20 percent of impervious surfaces not currently treated to the maximum extent practicable, with an emphasis, where possible, on the use of LID/ESD devices. This project will be responsible for controlling stormwater on Montgomery County Public School (MCPS) properties largely through the use of LID/ESD practices needed to satisfy the permit requirements.

Other

A portion of these potential LID/ESD stormwater retrofits located at County schools were previously programmed under the FY11-16 Approved SM Retrofit - Government Facilities project (No. 800900). This stand-alone project includes LID/ESD projects located on MCPS property and allows for a more efficient implementation of projects in partnership with MCPS.

Fiscal Note

In FY17, due to a grant modification, funding from State Aid replaced some funding previously allocated to Water Quality Protection Bonds. Expenditures in the outyears include expected costs to meet the requirements of the County's next MS4 permit. The scope of the next MS4 permit is subject to negotiation with the Maryland Department of the Environment. Expenditures also include activities associated with an increased emphasis on Green Infrastructure methods in MS4 projects.

Disclosures

Expenditures will continue indefinitely.

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.

Coordination

Maryland-National Capital Park and Planning Commission, Montgomery County Public Schools, Department of Permitting Services, Maryland Department of the Environment.

Wheaton Regional Dam Flooding Mitigation (P801710)

Category	Conservation of Natural Resources	Date Last Modified	5/5/17
Sub Category	Stormwater Management	Required Adequate Public Facility	No
Administering Agency	Environmental Protection (AAGED7)	Relocation Impact	Yes
Planning Area	Kensington-Wheaton	Status	Planning Stage

	Total	Thru FY16	Rem FY16	Total 6 Years	FY 17	FY 18	FY 19	FY 20	FY 21	FY 22	Beyond 6 Yrs
EXPENDITURE SCHEDULE (\$000s)											
Planning, Design and Supervision	559	0	0	459	0	159	50	50	50	150	100
Land	0	0	0	0	0	0	0	0	0	0	0
Site Improvements and Utilities	0	0	0	0	0	0	0	0	0	0	0
Construction	4,491	0	0	2,891	0	0	0	0	225	2,666	1,800
Other	0	0	0	0	0	0	0	0	0	0	0
Total	5,050	0	0	3,350	0	159	50	50	275	2,816	1,700

FUNDING SCHEDULE (\$000s)											
Federal Aid	3,000	0	0	2,666	0	0	0	0	0	2,666	334
Water Quality Protection Bonds	2,050	0	0	684	0	159	50	50	275	150	1,386
Total	5,050	0	0	3,350	0	159	50	50	275	2,816	1,700

APPROPRIATION AND EXPENDITURE DATA (000s)

Appropriation Request	FY 18	0
Supplemental Appropriation Request		0
Transfer		0
Cumulative Appropriation		2,950
Expenditure / Encumbrances		0
Unencumbered Balance		2,950

Date First Appropriation	FY 16
First Cost Estimate	
Current Scope	FY 17 5,050
Last FY's Cost Estimate	5,050

Description

This flood mitigation project, located along Glenhaven Drive and Dennis Avenue in Wheaton, will excavate and expand the inflow channel (along Glenhaven) and modify the pond's riser structure. This project will be constructed in parallel with the Department of Transportation's (DOT) Dennis Avenue bridge replacement. The two projects will return the Wheaton Branch 100-year floodplain to the stream channel, and will remove 5 new homes and 13 total properties from the newly amended 100-year floodplain.

Estimated Schedule

The riser modification and channel design will begin in FY18 with the riser repair construction starting in FY21. The excavation of the channel will occur in coordination with DOT's culvert replacement in FY22 and FY23.

Justification

An engineering analysis by the Department of Environmental Protection (DEP) indicates that the effect of the riser structure associated with the Wheaton Regional Pond, the Dennis Avenue Culvert, and an undersized stream channel along Glenhaven Drive, cumulatively, will cause flooding of roads and private property during a 100-year storm event. Flooding of adjacent roads and private property has already occurred in 2006 and 2010. The County is seeking a map revision (LOMR) to the Federal Emergency Management Agency (FEMA) panel for this area to have the 100-year floodplain updated to reflect existing conditions.

Fiscal Note

This project will be done in conjunction with the DOT Dennis Avenue bridge replacement project. The County will also partner with the Maryland Emergency Management Agency (MEMA) to seek FEMA Pre-Disaster Mitigation (PDM) Grant Program funding for the channel modifications.

Coordination

Department of Transportation, Federal Emergency Management Agency, Maryland Emergency Management Agency, Dennis Ave Bridge M-0194 Replacement (No. 501701)

Affordable Housing Acquisition and Preservation (P760100)

Category Community Development and Housing
 Sub Category Housing
 Administering Agency Housing & Community Affairs (AAGE11)
 Planning Area Countywide

Date Last Modified 1/10/17
 Required Adequate Public Facility No
 Relocation Impact None
 Status Ongoing

	Total	Thru FY16	Rem FY16	Total 6 Years	FY 17	FY 18	FY 19	FY 20	FY 21	FY 22	Beyond 6 Yrs
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EXPENDITURE SCHEDULE (\$000s)											
Planning, Design and Supervision	0	0	0	0	0	0	0	0	0	0	0
Land	177,025	111,846	31,940	33,239	16,239	17,000	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	177,025	111,846	31,940	33,239	16,239	17,000	0	0	0	0	0

FUNDING SCHEDULE (\$000s)											
G.O. Bonds	9,725	0	9,725	0	0	0	0	0	0	0	0
HIF Revolving Program	121,252	98,020	1,980	21,252	13,409	7,843	0	0	0	0	0
Loan Repayment Proceeds	36,733	11,328	13,420	11,987	2,830	9,157	0	0	0	0	0
Montgomery Housing Initiative Fund	4,775	2,500	2,275	0	0	0	0	0	0	0	0
Recordation Tax Premium	4,540	0	4,540	0	0	0	0	0	0	0	0
Total	177,025	111,846	31,940	33,239	16,239	17,000	0	0	0	0	0

APPROPRIATION AND EXPENDITURE DATA (000s)

Appropriation Request Est.	FY 18	17,000
Supplemental Appropriation Request		0
Transfer		0
Cumulative Appropriation		160,025
Expenditure / Encumbrances		111,914
Unencumbered Balance		48,111

Date First Appropriation	FY 01	
First Cost Estimate		
Current Scope	FY 17	177,025
Last FY's Cost Estimate		176,786

Description

This project provides funding for acquisition and/or renovation of properties for the purpose of preserving or increasing the County's affordable housing inventory. The County may purchase properties or assist not-for-profit, tenant, or for-profit entities, or HOC with bridge financing to purchase and renovate properties. The monies may be used to purchase properties that are offered to the County under the Right of First Refusal law or otherwise available for purchase. A portion of the units in these properties must serve households with incomes that are at or below incomes eligible for the Moderately Priced Dwelling Unit (MPDU) program. A priority should be given to rental housing.

Cost Change

Increase funding in FY17 to reflect the actual loan repayments received in FY16 as stipulated in Council Resolution No. 18-497.

Justification

To implement Section 25B, Housing Policy, and Section 53A, Tenant Displacement (Right of First Refusal), of the Montgomery County Code. Opportunities to purchase property utilizing the County's Right of First Refusal arise without advance notice and cannot be planned in advance. Properties may be acquired by the County, non-profit developers, HOC or other entities that agree to develop or redevelop property for affordable housing.

Other

Resale or control period restrictions to ensure long term affordability should be a part of projects funded with these monies.

Fiscal Note

Debt service will be financed by the Montgomery Housing Initiative Fund. In addition to the appropriation shown above, this PDF assumes that any actual revolving loan repayments received will be appropriated in the subsequent year as displayed above. Future loan repayments are expected and will be used to finance future housing activities in this project. General Obligation bonds will be used for Housing Opportunities Commission and other projects that bond counsel determines are eligible for tax-exempt bond funding.

Coordination

Housing Opportunities Commission (HOC), non-profit housing providers, and private sector developers.

CDBG Capital Appropriation (P767820)

Category	Community Development and Housing	Date Last Modified	5/17/17
Sub Category	Community Development	Required Adequate Public Facility	No
Administering Agency	Housing & Community Affairs (AAGE11)	Relocation Impact	None
Planning Area	Countywide	Status	Ongoing

	Total	Thru FY16	Rem FY16	Total 6 Years	FY 17	FY 18	FY 19	FY 20	FY 21	FY 22	Beyond 6 Yrs
EXPENDITURE SCHEDULE (\$000s)											
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 (\$000s)											
Community Development Block Grant	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0

APPROPRIATION AND EXPENDITURE DATA (000s)

Appropriation Request Est.	FY 18	-497
Supplemental Appropriation Request		0
Transfer		0
Cumulative Appropriation		0
Expenditure / Encumbrances		0
Unencumbered Balance		0

Date First Appropriation	
First Cost Estimate	
Current Scope	FY 15
Last FY's Cost Estimate	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 FY15 and FY16. For information on previous fiscal years, refer to the approved CIP for that year.

Cost Change

This project was previously used to appropriate CDBG in the CIP.

Fiscal Note

The shift of CDBG expenditures to the Operating budget allows for more cohesive accounting of CDBG expenditures. Federal expenditures from the County's prior financial system are not included in CDBG funded projects.

Coordination

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

Colesville/New Hampshire Avenue Community Revitalization (P761501)

Category	Community Development and Housing	Date Last Modified	5/15/17
Sub Category	Community Development	Required Adequate Public Facility	No
Administering Agency	Housing & Community Affairs (AAGE11)	Relocation Impact	None
Planning Area	Colesville-White Oak	Status	Ongoing

	Total	Thru FY16	Rem FY16	Total 8 Years	FY 17	FY 18	FY 19	FY 20	FY 21	FY 22	Beyond 6 Yrs
EXPENDITURE SCHEDULE (\$000s)											
Planning, Design and Supervision	950	0	0	950	200	200	100	50	400	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	2,300	0	0	2,300	350	400	550	700	300	0	0
Other	0	0	0	0	0	0	0	0	0	0	0
Total	3,260	0	0	3,260	550	600	650	760	700	0	0

	Total	Thru FY16	Rem FY16	Total 8 Years	FY 17	FY 18	FY 19	FY 20	FY 21	FY 22	Beyond 6 Yrs
FUNDING SCHEDULE (\$000s)											
Current Revenue: General	3,250	0	0	3,250	550	600	650	750	700	0	0
Total	3,260	0	0	3,260	550	600	650	760	700	0	0

APPROPRIATION AND EXPENDITURE DATA (\$000s)

Appropriation Request Est.	FY 18	500
Supplemental Appropriation Request		0
Transfer		0
Cumulative Appropriation		1,250
Expenditure / Encumbrances		0
Unencumbered Balance		1,250

Date First Appropriation	FY 15	
First Cost Estimate		
Current Scope	FY 15	3,250
Last FY's Cost Estimate		3,250

Description

This project provides for commercial revitalization in the Colesville Community focused on the four commercial intersections along New Hampshire Avenue (MD Route 650). The objective is to support the existing small businesses and create new opportunities for private investment, as well as improving the visual appearance of the area. Project elements include gateway signage, pedestrian lighting, connectivity, streetscape elements, landscaping/screening, acquisition of long term façade and center signage easements, and other amenities.

Location

The focus areas are: the four quadrants at the intersection of New Hampshire Avenue and Randolph Road; the commercial area at New Hampshire Avenue and Vital Way; the commercial area between Thomas Drive and Eldrid Drive on the west side of New Hampshire Avenue; and the commercial node east of New Hampshire Avenue at Hollywood Avenue.

Estimated Schedule

Schedule has been adjusted to reflect actual implementation.

Justification

The Colesville Commercial area is primarily older local, neighborhood retail centers with some office space. The White Oak Master Plan (1997) recommended providing a more unified "Main Street" form of development, integrating the commercial development with neighboring residential communities while providing buffers between the adjacent residential neighborhoods. The Colesville Community is interested in enhancing the viability of the commercial centers along New Hampshire Avenue.

Other

Plans and Studies: M-NCPPC White Oak Master Plan (1997), Colesville Commercial Area and Design Study (2013).

Fiscal Note

This area is not eligible for CDBG funding.

Disclosures

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

Coordination

Department of Transportation, Maryland State Highway Administration, M-NCPPC, Maryland Department of the Environment, Department of Permitting Services.

Focused Neighborhood Assistance (P761100)

Category	Community Development and Housing	Date Last Modified	5/15/17
Sub Category	Community Development	Required Adequate Public Facility	No
Administering Agency	Housing & Community Affairs (AAGE11)	Relocation Impact	None
Planning Area	Countywide	Status	Ongoing

Total	Thru FY16	Rem FY16	Total 6 Years	FY 17	FY 18	FY 19	FY 20	FY 21	FY 22	Beyond 6 Yrs
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EXPENDITURE SCHEDULE (\$000s)

	Total	Thru FY16	Rem FY16	Total 6 Years	FY 17	FY 18	FY 19	FY 20	FY 21	FY 22	Beyond 6 Yrs
Planning, Design and Supervision	1,106	1,106	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	219	219	0	0	0	0	0	0	0	0	0
Construction	833	833	0	0	0	0	0	0	0	0	0
Other	542	542	0	0	0	0	0	0	0	0	0
Total	2,500	2,500	0	0	0	0	0	0	0	0	0

FUNDING SCHEDULE (\$000s)

	Total	Thru FY16	Rem FY16	Total 6 Years	FY 17	FY 18	FY 19	FY 20	FY 21	FY 22	Beyond 6 Yrs
Community Development Block Grant	2,500	2,500	0	0	0	0	0	0	0	0	0
Total	2,500	2,500	0	0	0	0	0	0	0	0	0

APPROPRIATION AND EXPENDITURE DATA (000s)

Appropriation Request Est.	FY 18	0
Supplemental Appropriation Request		0
Transfer		0
Cumulative Appropriation		2,855
Expenditure / Encumbrances		2,630
Unencumbered Balance		225

Date First Appropriation	FY 11
First Cost Estimate	
Current Scope	FY 14 2,855
Last FY's Cost Estimate	2,855

Description

This project provides for focused neighborhood assistance in selected neighborhoods throughout the County with a primary focus on residential areas. Project elements will comprehensively address community needs for neighborhood preservation and enhancement.

Cost Change

Starting in FY15, Community Development Block Grant funds previously programmed in the CIP was shifted to the Operating Budget. Activities previously budgeted in this project will continue in the Operating budget.

Justification

Strong, well-maintained neighborhoods are a critical component of overall community well-being and quality of life. Based on the Focused Neighborhood Assistance Program Mid-County Focus Area and the Focused Neighborhood Assistance Program UpCounty Focus Area studies conducted in June and August, 2009, these communities are in need of pedestrian linkages, appropriate lighting, youth activities, mitigation of foreclosed properties, overcrowding, home maintenance, and overall safety of the neighborhoods.

Fiscal Note

The shift of CDBG to the Operating budget allows for more cohesive accounting of CDBG expenditures.

Coordination

Mid-County Regional Services Center, UpCounty Regional Services Center, Department of Transportation, Maryland State Highway Administration, M-NCPPC, Department of Environmental Protection, Department of Permitting Services, Department of Police, Department of Recreation

PART III: CAPITAL IMPROVEMENTS PROJECTS TO BE CLOSED OUT

The following capital projects are closed out effective June 30, 2017, and the appropriation for each project is decreased by the amount of the project's unencumbered balance.

Project Title (Project #)

Germantown Transit Center Improvements (P500926)
Performance Improvement-Tax System (P329684)
Cabin John Fire Station #30 Addition/Renovation (P450500)
Travilah Fire Station (P450504)
Wheaton Rescue Squad Relocation (P450505)
Fire Apparatus Replacement (P450600)
DOCR Staff Training Center (P421101)
East Gude Drive Westbound Bridge No. M-131-4 (P500901)
Cedar Lane Bridge (M0074) (P501105)
Ken Gar Community Center Renovation (P721401)
Gaithersburg Library Renovation (P710300)
Olney Library Renovation and Addition (P710301)
Glen Echo Storm Drain (P509637)
Long Branch Pedestrian Linkages (P760600)
Focused Neighborhood Assistance (P761100)
CDBG Capital Appropriation (P767820)

PART IV: TEN PERCENT TRANSFERABILITY BASIS FOR LEVEL OF EFFORT PROJECTS

Up to 10% of the Cumulative Appropriation (A) less Prior Year Thru actual expenditures (B) for the on-going projects displayed below is eligible for transfer into other projects within the same category effective as of July 1st, 2017.

Project Title (Project #)	Cumulative Appropriation as of July 1. (in \$000)	Prior Year Thru Expenditure (In \$000s)	Cumulative Appropriation Basis for Transferability Purposes (In \$000)
Energy Conservation: MCG (P507834)	1,412	264	1,148
Roof Replacement: MCG (P508331)	14,834	4,074	10,760
Asbestos Abatement: MCG (P508728)	474	248	226
HVAC/Elec Replacement: MCG (P508941)	7,131	2,941	4,190
Planned Lifecycle Asset Replacement: MCG (P509514)	7,915	3,565	4,350
Resurfacing: Fire Stations (P458429)	1,429	324	1,105
Roof Replacement: Fire Stations (P458629)	2,273	912	1,361
HVAC/Elec Replacement: Fire Stns (P458756)	6,577	1,678	4,899
Public Facilities Roads (P507310)	2,736	494	2,242
Subdivision Roads Participation (P508000)	11,600	877	10,723
Bridge Renovation (P509753)	15,625	2,743	12,882
Sidewalk Program - Minor Projects (P506747)	11,630	5,970	5,660
Bikeway Program - Minor Projects (P507596)	2,946	1,193	1,753
ADA Compliance: Transportation (P509325)	5,512	2,136	3,376
Transportation Improvements For Schools (P509036)	1,098	323	775
Intersection and Spot Improvements (P507017)	7,228	2,359	4,869
Streetlighting (P507055)	4,618	1,820	2,798
Traffic Signals (P507154)	21,443	10,634	10,809
Guardrail Projects (P508113)	1,293	649	644
Neighborhood Traffic Calming (P509523)	1,391	398	993
Pkg Sil Spg Fac Renovations (P508250)	12,913	3,864	9,049
Pkg Beth Fac Renovations (P508255)	7,949	815	7,134
Pkg Wheaton Fac Renovations (P509709)	563	41	522
Bus Stop Improvements (P507658)	3,246	1,742	1,504
Sidewalk & Curb Replacement (P508182)	29,551	12,954	16,597
Resurfacing: Primary/Arterial (P508527)	30,490	22,425	8,065
Public Arts Trust (P729658)	711	305	406
Misc Stream Valley Improvements (P807359)	37,947	5,487	32,460
SM Retrofit: Countywide (P808726)	91,586	12,542	79,044
Ag Land Pres Easements (P788911)	8,053	5,359	2,694

Note:

These projects were previously partially closed out (FY16 was last year of partial capitalization).