




OFFICE OF THE COUNTY EXECUTIVE
ROCKVILLE, MARYLAND 20850

Isiah Leggett
County Executive

MEMORANDUM

April 20, 2015

TO: George Leventhal, President, County Council

FROM: Isiah Leggett, County Executive 

SUBJECT: Amendments to the FY15-20 Capital Improvements Program (CIP)
And the FY16 Capital Budget

Attached for your review and approval are a number of potential amendments to the FY15-20 Capital Improvements Program. These amendments are submitted to you for a variety of reasons. The first series of amendments are due to a \$16 million shortfall that we are experiencing in impact and recordation tax revenues in the current fiscal year – FY15.

The second series of amendments are related to project goals that have been in development for some time. These projects are a high priority due to their significant community impacts and needs. In both cases, Executive staff have worked diligently to bring projects to you that are affordable, sustainable, and merit your full support.

The third series of amendments is recommended only if the Council's intent is to expend all of the bond capacity reflected in the Spending Affordability Guidelines (SAG) you adopted on February 3, 2015. As I have stated previously, I continue to believe that my recommended spending levels are the prudent and advisable course. Given our current fiscal situation, any addition to the CIP will further increase future debt service payments and PAYGO requirements resulting in additional constraints in the operating budget. However, if the Council is to spend up to the SAG, I would urge that you approve the attached amendments, which reflect our shared priorities. I have included these amendments so that the Council may hold a public hearing to receive further input on the specific use of any additional bond capacity.

Finally, I am also submitting a number of amendments that reflect updated implementation schedules, address annual affordability constraints, or that are technical updates, including funding switches.

Amendments Due to Revenue Shortfalls

As a result of the shortfall in impact and recordation taxes, I am no longer able to recommend \$8.2 million in FY15 supplementals to accelerate funding for permanent patching (\$1 million) and road resurfacing on residential/rural (\$3.5 million) and primary arterial (\$3.7 million) roads. Instead, these funds will be expended in FY16. Implementation delays for several projects detailed below (\$5.9 million), use of liquor bonds instead of GO bonds (\$1 million), and use of the remaining GO bond set-aside (\$929,000) have addressed the remaining \$7.8 million gap in FY15. Fortunately, impact and recordation tax estimates for FY16 are consistent with our most recent projections. However, during the development of the

FY17-22 capital budget, assumptions for FY17-22 impact and recordation tax receipts will be reviewed to ensure a fiscally sound six year program moving forward. At that time, additional adjustments may be made if our projections change. The following project adjustments helped prevent funding reductions that could have disproportionately affected Montgomery County Public Schools project funding:

Colesville Depot Delays in permitting and the need to value engineer the project when construction bids were higher than anticipated have caused the project schedule to shift \$1.75 million in costs out of FY14 and FY15 into FY16.

Capital Crescent Trail Delays at the state have resulted in further delays in FY15 expenditures (\$2 million).

Montrose Parkway East Liquor bonds have been transferred from the State Participation Project to the Montrose Parkway East project. Through related funding switches with impact taxes, including funding switches in the Chapman Avenue Extended project, a savings of \$1 million in FY15 GO bonds is realized.

Delays related to the need to consider alternative design concepts which met the Wheaton Library and Community Recreation Center program needs in a cost-effective method have also contributed \$2.1 million in cost deferrals from FY15 to FY16. (More project detail is provided below.)

Amendments for High Priority Community Projects

As noted above, the following projects will implement a number of our shared priorities to meet pressing community needs. My recommendations fund these projects within my recommended Spending Affordability Guideline.

Wheaton Library and Community Recreation Center. For several years, a multi-department team has worked to develop a project concept and budget that addressed the Wheaton community desires for library and recreation facilities in a cost-effective manner. My recommended amendments include \$18.1 million in additional funding to provide a combined library and community recreation center which is comparable to other County facilities and enjoys the benefits and synergies of co-location. The costs of structured parking, needed to address site constraints and stormwater management requirements and maximize green space, are primary reasons for the \$18.1 million cost increase. This project is the latest in a series of capital budget investments in the Wheaton community including the Dennis Avenue Health Center, the Glenmont Fire Station, the Wheaton Rescue Squad, the Thomas Edison High School of Technology, the Wheaton High School, and the Wheaton Redevelopment projects.

Clarksburg Transportation Improvements After years of negotiations with various developers, the County has reached an agreement with the Clarksburg developer who assumed ownership of much of the property critical to Clarksburg's development as a vibrant community. This agreement will leverage \$7.2 million in developer contributions and result in significant improvements in Clarksburg traffic congestion and safety. These roads will allow Clarksburg to develop as the Council and the Planning Board had envisioned with amenities our residents rightly expect. Specifically, the Stringtown Road and Subdivision Roads project amendments will fund a public-private partnership to:

- Improve Clarksburg Town Center access by widening Stringtown Road between Overlook Park Drive and Snowden Farm Parkway to provide four traffic lanes and Clarksburg Road at two locations;

- Widen Clarksburg Road to provide a continuous center turn lane between Catawba Manor Road and Snowden Farm Parkway for safer turning movements and to lower a vertical crest curve at Snowden Farm Parkway to improve sight distance;
- Add traffic lanes at the MD 355/MD 121/Clarksburg Road intersection to improve traffic conditions;
- Enhance pedestrian and bicyclist access by providing shared-use paths and sidewalks.

Cost Sharing: MCG An amendment to the Cost Sharing project is proposed to allocate \$350,000 to match a state bond bill for Cornerstone Montgomery, Inc. to develop a homeless shelter with co-located mental health and health services. This project leverages significant State and private funds and will replace the current shelter and leased mental health services space. This allocation is within previously approved funding and appropriation levels.

Amendments Recommended Only if Full Council Bond Capacity is Assumed

The third series of amendments is recommended only if the Council's intent is to expend all of the bond capacity reflected in the Spending Affordability Guidelines you adopted on February 3rd.

Support for Montgomery County Public Schools projects (\$12 million) During countless budget forums and public hearings, parents have criticized the state of heating and air conditioning, electrical, plumbing and other school facility components. As a result, if the Council intends to fully fund a budget at the approved Spending Affordability Guidelines bond limits, I would recommend that they be allocated to the HVAC (\$7 million) and the Planned Lifecycle Asset Replacement (\$5 million) projects, unless MCPS believes that allocating the funds to other projects will better accomplish their facility improvement and expansion goals.

Resurfacing: Residential/Rural Roads (\$7 million) Over the last two years, almost 12,000 calls have been received by MC311 to request pothole and road repairs – with over 1,600 calls received this March alone. If you choose to program additional bonds, I recommend that you allocate \$7 million to resurface 47.6 lane miles of residential and rural roads.

Sidewalk & Curb Replacement (\$1 million) If additional bonds are programmed, I would recommend that \$1 million be restored to the FY16 budget to address failing sidewalks, curbs, and gutters in business districts and residential neighborhoods. This will partially restore the reduction I had reluctantly recommended in my January CIP amendments.

Other Schedule, Funding, and Technical Amendments

A final group of amendments are included to reflect updated implementation schedules, to address annual affordability constraints, or to reflect technical updates. Details on these and other projects are provided on the attached Project Description Forms.

MCPS Funding Reconciliation Project FY15 funding switches address \$23.2 million in schools impact and recordation tax shortfalls without reducing MCPS FY15 funding. In addition, \$6 million is accelerated from FY18 to FY16 to allow for earlier MCPS spending.

Montgomery County Radio Shop Relocation and Traffic Signals Funds were shifted from FY18 to FY19 due to affordability constraints.

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Bethesda CBD Streetscape Project delays related to undergrounding power lines are reflected in the revised implementation schedule.

Fibernet Reflects a funding switch to implement an agreement with the Maryland Municipal League to provide support to the Fibernet project in exchange for increased operating support, similar to the agreement with Takoma Park.

State Transportation Participation/Rapid Transit System The project has been updated to identify Route 29 and MD 355 as target Rapid Transit System routes to meet bond counsel's reporting requirements to use liquor bonds for these purposes. The project has also been amended to reflect County Executive transfers of liquor bonds to the Rapid Transit System (\$1 million) and Montrose Parkway East (\$1 million) project.

Stormwater Management Project Updates Stormwater management project amendments reflect \$12.871 million in increased Water Quality Protection Charge funding in FY16 and FY17 in order to defer the need for issuing Water Quality Protection bonds as indicated in the recent fiscal plan. The Facility Planning: SM project has also been adjusted to better reflect anticipated annual spending.

White Flint Fire Station #23 The FY16 appropriation has been updated to reflect the need to fully appropriate a design contract in FY16.

I realize that this package of amendments is complex as necessitated by changing revenues and circumstances. Again, I am recommending those in the third series of amendments, only if the Council ultimately exceeds the bond capacity levels I have recommended. As always, Executive staff is available to assist you in your review.

IL:jah

Attachments: FY15-20 Biennial Recommended CIP April Budget Adjustments Summary
Amended Project Description Forms

cc: Timothy L. Firestine, Chief Administrative Officer
Patricia O'Neill, President, Board of Education
Larry Bowers, Acting Superintendent, Montgomery County Public Schools
Casey Anderson, Chair, Montgomery County Planning Board
Dr. DeRionne Pollard, President, Montgomery College
Stephen B. Farber, Council Administrator
Bonnie Kirkland, Assistant Chief Administrative Officer
Department and Office Directors

**FY15-20 RECOMMENDED AMENDED CIP
APRIL BUDGET AMENDMENTS SUMMARY (\$000S)
April 21, 2015**

| Circle # | PROJECT # | PROJECT NAME | EXPLANATION OF ADJUSTMENT | FY15-20 CHANGE | FUNDING SOURCES |
|---|-----------|---|---|-------------------|---|
| FY15-20 AMENDMENTS - SCHEDULE/FUNDING CHANGES ADDRESSING FY15 RECORDATION AND IMPACT TAXES SHORT-FALL | | | | | |
| 1 | 508527 | Resurfacing: Primary/Arterial Roads | Shift funding previously recommended for a FY15 supplemental to FY16 due to FY15 revenue shortfalls | - | GO Bonds |
| 2 | 501106 | Permanent Patching: Residential/Rural Roads | Shift funding previously recommended for a FY15 supplemental to FY16 due to FY15 revenue shortfalls | - | GO Bonds |
| 3 | 500511 | Resurfacing: Residential/Rural Roads | Shift funding previously recommended for a FY15 supplemental to FY16 due to FY15 revenue shortfalls | - | GO Bonds |
| 4 | 500709 | Colesville Depot | Represents production delays | - | GO bonds |
| 5 | 501316 | Capital Crescent Trail | Represent additional production delays between FY15 and FY16 due to state delays | - | GO bonds |
| 6 | 500717 | Montrose Parkway East | Reflects transfer of \$1M in State Transportation Participation project liquor bonds and offsetting reduction in GO bonds. Also reflects impact tax and GO bond funding switch with the Chapman Avenue Extended project | - | GO bonds; liquor bonds; impact taxes |
| 7 | 500719 | Chapman Avenue Extended | Reflects impact tax and GO bond funding switches | - | GO bonds; impact taxes |
| 8 | 501404 | MCG Reconciliation PDF | Reflects FY15 GO bond, impact tax and recordation tax premium funding switches | - | GO Bonds, Impact Taxes, Recordation Tax Premium |
| EXISTING PROJECTS - FY15-20 AMENDMENTS ADDRESSING COMMUNITY PRIORITIES | | | | | |
| 9 | 361202 | Wheaton Library Recreation Center | Increase costs based on updated estimates which include higher costs for structured parking. | 18,127 | GO Bonds |
| 10 | 501208 | Stringtown Road | In conjunction with Subdivision Roads project, add road, intersection and pedestrian/bikeway improvements to reduce congestion and improve safety and mobility in Clarksburg. Leverages developer contributions | 7,495 | GO Bonds, Contributions |
| 11 | 508000 | Subdivision Roads | See above | 3,196 | GO Bonds, Contributions |
| 12 | 720601 | Cost Sharing | Amend scope to allocate already programmed funds and appropriation to match state bond funding for Cornerstone Montgomery, Inc. | - | Current Revenue |
| EXISTING PROJECTS - FY15-20 - OTHER SCHEDULE ADJUSTMENTS, FUNDING SWITCHES, REALLOCATIONS, OTHER TECHNICAL CHANGES | | | | | |
| 13 | 076510 | MCPS Funding Reconciliation Project | Accelerate \$6 million from FY18 to FY16 to allow for earlier MCPS spending. FY15 funding switches address schools impact taxes and recordation tax shortfalls without reducing MCPS FY15 funding | - | GO bonds |

**FY15-20 RECOMMENDED AMENDED CIP
APRIL BUDGET AMENDMENTS SUMMARY (\$000S)
April 21, 2015**

| Circle # | PROJECT # | PROJECT NAME | EXPLANATION OF ADJUSTMENT | FY15-20 CHANGE | FUNDING SOURCES |
|--|-----------|---|---|-------------------|---------------------------------|
| 14 | 360902 | Montgomery County Radio Shop Relocation | Shift funds between FY18 and FY19 for affordability | - | GO bonds; interim finance |
| 15 | 500102 | Bethesda CBD Streetscape | Project has been delayed due to issues related to undergrounding power lines. Funds have been shifted from FY18 to FY19 | - | |
| 16 | 507154 | Traffic Signals | Shift funds between FY18 and FY19 for affordability | - | GO Bonds |
| 17 | 509651 | Fibernet | Reflects funding switch to reflect an agreement with the Maryland Municipal League similar to the Takoma Park agreement | - | Cable TV, Contributions |
| 18 | 500722 | State Transportation Participation | Update the project scope to identify Rte 29 and MD355 as target RTS routes per bond counsel instruction. Reflect CE transfer of unused liquor bonds to Montrose Parkway East (\$1M) and Rapid Transit System (\$1M) projects. | (2,000) | Liquor Bonds |
| 19 | 809319 | Facility Planning: SM | Adjust yearly funding schedule to reflect anticipated work | - | Water Quality Protection Charge |
| 20 | 800700 | SM Facility Major Structural Repair | Replace Water Quality Protection Bonds with Water Quality Protection Charge funds in FY16 and FY17 consistent with the fiscal plan | - | WQP Charge, WQP Bonds |
| 21 | 800900 | SM Retrofit - Government Facilities | Replace WQPB with WQPCCharge funds as noted above | 1 | WQP Charge, WQP Bonds |
| 22 | 801300 | SM Retrofit - Roads | Replace WQPB with WQPCCharge funds as noted above | - | WQP Charge, WQP Bonds |
| 23 | 801301 | SM Retrofit - Schools | Replace WQPB with WQPCCharge funds as noted above | - | WQP Charge, WQP Bonds |
| 24 | 807359 | Misc Stream Valley Improvements | Replace WQPB with WQPCCharge funds as noted above | - | WQP Charge, WQP Bonds |
| FY15-20 ADJUSTMENTS - FOR INFORMATION PURPOSES ONLY | | | | | |
| 25 | 451502 | White Flint Fire Station #23 | Update FY16 appropriation to reflect multi-year design contract | - | GO Bonds |
| 26 | 501318 | Rapid Transit System | Reflects transfer of \$1M in liquor bonds from the State Transportation Participation project. Offsets reduction in state aid and adds \$500,000 to the project | 500,000 | Liquor Bonds; State aid |
| | | | | | |

Resurfacing: Primary/Arterial (P508527)

Category Transportation
 Sub Category Highway Maintenance
 Administering Agency Transportation (AAGE30)
 Planning Area Countywide

Date Last Modified 11/17/14
 Required Adequate Public Facility No
 Relocation Impact None
 Status Ongoing

| | Total | Thru FY14 | Rem FY14 | Total 6 Years | FY 15 | FY 16 | FY 17 | FY 18 | FY 19 | FY 20 | Beyond 6 Yrs |
|--------------------------------------|---------------|--------------|--------------|------------------|--------------|--------------|--------------|--------------|--------------|--------------|-----------------|
| EXPENDITURE SCHEDULE (\$000s) | | | | | | | | | | | |
| Planning, Design and Supervision | 10,347 | 4 | 4,298 | 6,045 | 915 | 1,470 | 915 | 915 | 915 | 915 | 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 | 44,199 | 9,524 | 420 | 34,255 | 5,185 | 8,330 | 5,185 | 5,185 | 5,185 | 5,185 | 0 |
| Other | 22 | 0 | 22 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total | 54,568 | 9,528 | 4,740 | 40,300 | 6,100 | 9,800 | 6,100 | 6,100 | 6,100 | 6,100 | 0 |

| | | | | | | | | | | | |
|----------------------------------|---------------|--------------|--------------|---------------|--------------|--------------|--------------|--------------|--------------|--------------|----------|
| FUNDING SCHEDULE (\$000s) | | | | | | | | | | | |
| G.O. Bonds | 33,756 | 9,528 | 4,740 | 19,488 | 6,070 | 8,579 | 1,303 | 1,672 | 1,364 | 500 | 0 |
| Recordation Tax Premium | 20,812 | 0 | 0 | 20,812 | 30 | 1,221 | 4,797 | 4,428 | 4,736 | 5,600 | 0 |
| Total | 54,568 | 9,528 | 4,740 | 40,300 | 6,100 | 9,800 | 6,100 | 6,100 | 6,100 | 6,100 | 0 |

APPROPRIATION AND EXPENDITURE DATA (000s)

| | | |
|------------------------------------|-------|--------|
| Appropriation Request | FY 16 | 9,800 |
| Supplemental Appropriation Request | | 0 |
| Transfer | | 0 |
| Cumulative Appropriation | | 20,368 |
| Expenditure / Encumbrances | | 10,165 |
| Unencumbered Balance | | 10,203 |

| | |
|--------------------------|--------------|
| Date First Appropriation | FY 85 |
| First Cost Estimate | |
| Current Scope | FY 16 54,568 |
| Last FY's Cost Estimate | 59,917 |
| Partial Closeout Thru | 96,515 |
| New Partial Closeout | 9,528 |
| Total Partial Closeout | 106,043 |

Description

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

Cost Change

Reflects reallocation of highway maintenance funds between projects and between years and capitalization of prior year expenditures.

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

Other

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

Fiscal Note

\$8 million is the annual requirement to maintain Countywide Pavement Condition Index of 71 for Primary/Arterial roads

Disclosures

A pedestrian impact analysis has been completed for this project.

Expenditures will continue indefinitely.

Coordination

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Resurfacing: Primary/Arterial (P508527)

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

Permanent Patching: Residential/Rural Roads (P501106)

Category
Sub Category
Administering Agency
Planning Area

Transportation
Highway Maintenance
Transportation (AAGE30)
Countywide

Date Last Modified 11/17/14
Required Adequate Public Facility No
Relocation Impact None
Status Ongoing

| Total | Thru FY14 | Rem FY14 | Total 6 Years | FY 15 | FY 16 | FY 17 | FY 18 | FY 19 | FY 20 | Beyond 6 Yrs |
|-------|--------------|-------------|------------------|-------|-------|-------|-------|-------|-------|-----------------|
|-------|--------------|-------------|------------------|-------|-------|-------|-------|-------|-------|-----------------|

EXPENDITURE SCHEDULE (\$000s)

| | | | | | | | | | | | |
|----------------------------------|---------------|---------------|--------------|---------------|--------------|--------------|--------------|--------------|--------------|--------------|----------|
| Planning, Design and Supervision | 4,706 | 1 | 2,020 | 2,685 | 435 | 585 | 435 | 210 | 435 | 585 | 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 | 30,686 | 14,599 | 872 | 15,215 | 2,465 | 3,315 | 2,465 | 1,190 | 2,465 | 3,315 | 0 |
| Other | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total | 35,392 | 14,600 | 2,892 | 17,900 | 2,900 | 3,900 | 2,900 | 1,400 | 2,900 | 3,900 | 0 |

FUNDING SCHEDULE (\$000s)

| | | | | | | | | | | | |
|--------------|---------------|---------------|--------------|---------------|--------------|--------------|--------------|--------------|--------------|--------------|----------|
| G.O. Bonds | 34,400 | 13,608 | 2,892 | 17,900 | 2,900 | 3,900 | 2,900 | 1,400 | 2,900 | 3,900 | 0 |
| State Aid | 992 | 992 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total | 35,392 | 14,600 | 2,892 | 17,900 | 2,900 | 3,900 | 2,900 | 1,400 | 2,900 | 3,900 | 0 |

APPROPRIATION AND EXPENDITURE DATA (000s)

| | | |
|------------------------------------|-------|--------|
| Appropriation Request | FY 16 | 3,900 |
| Supplemental Appropriation Request | | 0 |
| Transfer | | 0 |
| Cumulative Appropriation | | 20,392 |
| Expenditure / Encumbrances | | 14,601 |
| Unencumbered Balance | | 5,791 |

| | |
|--------------------------|--------------|
| Date First Appropriation | FY 11 |
| First Cost Estimate | |
| Current Scope | FY 15 35,392 |
| Last FY's Cost Estimate | 34,892 |
| Partial Closeout Thru | 0 |
| New Partial Closeout | 0 |
| Total Partial Closeout | 0 |

Description

This project provides for permanent patching of rural/residential roads in older residential communities. This permanent patching program provides for deep patching of rural and residential roads to restore limited structural integrity and prolong pavement performance. This program will ensure structural viability of older residential pavements until such time that road rehabilitation occurs. Based on current funding trends, many residential roads identified as needing reconstruction may not be addressed for 40 years or longer. The permanent patching program is designed to address this problem. Pavement reconstruction involves either total removal and reconstruction of the pavement section or extensive deep patching followed by grinding along with a thick structural hot mix asphalt overlay. Permanent patching may improve the pavement rating such that total rehabilitation may be considered in lieu of total reconstruction, at significant overall savings.

Cost Change

Reflects reallocation of highway maintenance funds between projects and between years.

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 2013 pavement condition survey indicated that 180 lane miles (4 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

\$36 million is the annual cost required to maintain the current Countywide Pavement Condition Index of 68 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

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

Resurfacing: Residential/Rural Roads (P500511)

Category Transportation
 Sub Category Highway Maintenance
 Administering Agency Transportation (AAGE30)
 Planning Area Countywide

Date Last Modified 11/17/14
 Required Adequate Public Facility No
 Relocation Impact None
 Status Ongoing

| | Total | Thru FY14 | Rem FY14 | Total 6 Years | FY 15 | FY 16 | FY 17 | FY 18 | FY 19 | FY 20 | Beyond 6 Yrs |
|--------------------------------------|----------------|---------------|--------------|---------------|---------------|--------------|--------------|--------------|--------------|---------------|--------------|
| EXPENDITURE SCHEDULE (\$000s) | | | | | | | | | | | |
| Planning, Design and Supervision | 9,551 | 74 | 1,407 | 8,070 | 2,850 | 1,170 | 825 | 375 | 1,275 | 1,575 | 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 | 103,368 | 56,722 | 916 | 45,730 | 16,150 | 6,630 | 4,675 | 2,125 | 7,225 | 8,925 | 0 |
| Other | 45 | 45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total | 112,964 | 56,841 | 2,323 | 53,800 | 19,000 | 7,800 | 5,500 | 2,500 | 8,500 | 10,500 | 0 |

| | | | | | | | | | | | |
|----------------------------------|----------------|---------------|--------------|---------------|---------------|--------------|--------------|--------------|--------------|---------------|----------|
| FUNDING SCHEDULE (\$000s) | | | | | | | | | | | |
| Current Revenue: General | 309 | 309 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| G.O. Bonds | 111,038 | 54,915 | 2,323 | 53,800 | 19,000 | 7,800 | 5,500 | 2,500 | 8,500 | 10,500 | 0 |
| PAYGO | 1,617 | 1,617 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total | 112,964 | 56,841 | 2,323 | 53,800 | 19,000 | 7,800 | 5,500 | 2,500 | 8,500 | 10,500 | 0 |

APPROPRIATION AND EXPENDITURE DATA (000s)

| | | |
|------------------------------------|-------|--------|
| Appropriation Request | FY 16 | 7,800 |
| Supplemental Appropriation Request | | 0 |
| Transfer | | 0 |
| Cumulative Appropriation | | 78,164 |
| Expenditure / Encumbrances | | 57,147 |
| Unencumbered Balance | | 21,017 |

| | |
|--------------------------|---------------|
| Date First Appropriation | FY 05 |
| First Cost Estimate | |
| Current Scope | FY 15 112,964 |
| Last FY's Cost Estimate | 115,664 |
| 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 4,210 lane miles of rural and residential roads. Preventative maintenance includes full-depth patching of distressed areas of pavement in combination with a new hot mix asphalt wearing surface of 1-inch to 2-inches depending on the levels of observed distress. A portion of this work will be performed by the county in-house paving crew.

Cost Change

Reflects reallocation of highway maintenance funds between projects and years.

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 a systematic approach to maintaining a healthy residential pavement inventory. The latest 2013 survey indicated that the current cost of the countywide backlog on road repairs is \$211.1 million. This represents 58 percent of total residential infrastructure pavement repair needs. Physical condition inspections of residential pavements will occur on a 2-3 year cycle.

Other

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

Fiscal Note

\$36 million is the annual cost required to maintain the current Countywide Pavement Condition Index of 68 on residential and rural roads. Related CIP projects include Permanent Patching: Residential/Rural Roads (#501106) and Residential and Rural Road Rehabilitation (#500914).

Disclosures

Expenditures will continue indefinitely.

Coordination

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

Colesville Depot (P500709)

Category Transportation
 Sub Category Highway Maintenance
 Administering Agency General Services (AAGE29)
 Planning Area Aspen Hill

Date Last Modified 11/17/14
 Required Adequate Public Facility No
 Relocation Impact None
 Status Preliminary Design Stage

| | Total | Thru FY14 | Rem FY14 | Total 6 Years | FY 15 | FY 16 | FY 17 | FY 18 | FY 19 | FY 20 | Beyond 6 Yrs |
|--------------------------------------|---------------|--------------|--------------|------------------|--------------|--------------|----------|----------|----------|----------|-----------------|
| EXPENDITURE SCHEDULE (\$000s) | | | | | | | | | | | |
| Planning, Design and Supervision | 1,916 | 811 | 817 | 288 | 200 | 88 | 0 | 0 | 0 | 0 | 0 |
| Land | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Site Improvements and Utilities | 71 | 9 | 62 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Construction | 7,295 | 467 | 3,089 | 3,739 | 2,427 | 1,312 | 0 | 0 | 0 | 0 | 0 |
| Other | 1,132 | 73 | 85 | 974 | 624 | 350 | 0 | 0 | 0 | 0 | 0 |
| Total | 10,414 | 1,360 | 4,053 | 5,001 | 3,251 | 1,750 | 0 | 0 | 0 | 0 | 0 |

| | | | | | | | | | | | |
|----------------------------------|---------------|--------------|--------------|--------------|--------------|--------------|----------|----------|----------|----------|----------|
| FUNDING SCHEDULE (\$000s) | | | | | | | | | | | |
| G.O. Bonds | 10,414 | 1,360 | 4,053 | 5,001 | 3,251 | 1,750 | 0 | 0 | 0 | 0 | 0 |
| Total | 10,414 | 1,360 | 4,053 | 5,001 | 3,251 | 1,750 | 0 | 0 | 0 | 0 | 0 |

| | | | | | | | | | | | |
|---|--|--|--|------------|----------|-----------|-----------|-----------|----------|----------|--|
| OPERATING BUDGET IMPACT (\$000s) | | | | | | | | | | | |
| Energy | | | | 111 | 0 | 25 | 43 | 43 | 0 | 0 | |
| Maintenance | | | | 129 | 0 | 29 | 50 | 50 | 0 | 0 | |
| Net Impact | | | | 240 | 0 | 54 | 93 | 93 | 0 | 0 | |

APPROPRIATION AND EXPENDITURE DATA (000s)

| | | |
|------------------------------------|-------|--------|
| Appropriation Request | FY 16 | 0 |
| Supplemental Appropriation Request | | 0 |
| Transfer | | 0 |
| Cumulative Appropriation | | 10,414 |
| Expenditure / Encumbrances | | 1,743 |
| Unencumbered Balance | | 8,671 |

| | | |
|--------------------------|-------|--------|
| Date First Appropriation | FY 10 | |
| First Cost Estimate | | |
| Current Scope | FY 11 | 10,414 |
| Last FY's Cost Estimate | | 10,414 |

Description

This project provides for the planning and design of an expanded Colesville Depot, currently operated by the Department of Transportation for the purpose of providing road maintenance for the southeastern portion of the County. The Depot site includes 11.5 acres of open land that adjoins Colesville Park and Paint Branch Park at 14335 Cape May Road. Major components of the project include: new outdoor storage canopy for maintenance vehicles, improved stormwater management, expansion of service bays, upgrade and relocation of offices, expansion of crew room, new bunk room, roof replacement, upgrade of existing rest rooms, repainting of all interior walls, replacement of ceiling tiles, refinishing of exterior surfaces and windows, and upgrading mechanical, electrical, communications and security systems.

Location

14335 Cape May Road, Silver Spring, MD. 20904

Estimated Schedule

The design phase was completed in mid-2013. Permitting, bidding and construction has begun with the work to be completed in FY16.

Justification

The Colesville Depot, built in 1982, includes a series of 22-year old structures that have experienced significant demands resulting from increasing maintenance operations for new roadway infrastructure in this portion of the County. The Depot building is comprised of a one-story structure of approximately 7,300 square feet. The general areas of the interior spaces of the building are worn by years of use and require architectural improvements. The main building roof, mechanical, and life safety systems require replacement. The vehicle maintenance bays are insufficient to service the majority of vehicles that are maintained within them.

Other

This project is located in the Paint Branch Special Protection Area.

Fiscal Note

Replacement of the salt storage structure is being funded by the Environmental Compliance CIP # 500918. \$1,750,000 shifted from FY14 to FY17.

Disclosures

A pedestrian impact analysis has been completed for this project.

Coordination

Department of Transportation (DOT), Department of General Services (DGS), Department of Technology Services (DTS), Department of Permitting Services (DPS), Maryland-National Capital Park and Planning Commission (M-NCPPC)

Capital Crescent Trail (P501316)

Category Transportation
 Sub Category Pedestrian Facilities/Bikeways
 Administering Agency Transportation (AAGE30)
 Planning Area Bethesda-Chevy Chase

Date Last Modified 11/17/14
 Required Adequate Public Facility No
 Relocation Impact None
 Status Preliminary Design Stage

| | Total | Thru FY14 | Rem FY14 | Total 6 Years | FY 15 | FY 16 | FY 17 | FY 18 | FY 19 | FY 20 | Beyond 6 Yrs |
|--------------------------------------|---------------|-----------|----------|---------------|------------|--------------|--------------|---------------|---------------|---------------|---------------|
| EXPENDITURE SCHEDULE (\$000s) | | | | | | | | | | | |
| Planning, Design and Supervision | 4,834 | 0 | 0 | 4,834 | 134 | 1,700 | 0 | 1,500 | 1,500 | 0 | 0 |
| Land | 1,400 | 0 | 0 | 1,400 | 0 | 0 | 0 | 0 | 700 | 700 | 0 |
| Site Improvements and Utilities | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Construction | 89,622 | 0 | 0 | 56,369 | 200 | 5,520 | 8,283 | 11,453 | 11,608 | 19,305 | 33,253 |
| Other | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total | 95,856 | 0 | 0 | 62,603 | 334 | 7,220 | 8,283 | 12,953 | 13,808 | 20,005 | 33,253 |

| | | | | | | | | | | | |
|----------------------------------|---------------|----------|----------|---------------|------------|--------------|--------------|---------------|---------------|---------------|---------------|
| FUNDING SCHEDULE (\$000s) | | | | | | | | | | | |
| G.O. Bonds | 95,856 | 0 | 0 | 62,603 | 334 | 7,220 | 8,283 | 12,953 | 13,808 | 20,005 | 33,253 |
| Total | 95,856 | 0 | 0 | 62,603 | 334 | 7,220 | 8,283 | 12,953 | 13,808 | 20,005 | 33,253 |

APPROPRIATION AND EXPENDITURE DATA (000s)

| | | |
|------------------------------------|-------|-------|
| Appropriation Request | FY 16 | 2,886 |
| Supplemental Appropriation Request | | 0 |
| Transfer | | 0 |
| Cumulative Appropriation | | 4,668 |
| Expenditure / Encumbrances | | 0 |
| Unencumbered Balance | | 4,668 |

| | |
|--------------------------|--------|
| Date First Appropriation | FY 15 |
| First Cost Estimate | |
| Current Scope | FY 15 |
| Last FY's Cost Estimate | 95,856 |

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.

Estimated Schedule

The schedule assumes a 6-month delay as a result of likely state delays in the Purple Line project with additional delays from FY15 to FY16.

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 have changed as a result of the MTA's proposed public-private partnership for the Purple Line. Shift \$2,000,000 from FY15 to FY16.

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.

Montrose Parkway East (P500717)

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

Date Last Modified 11/17/14
Required Adequate Public Facility No
Relocation Impact None
Status Final Design Stage

| | Total | Thru FY14 | Rem FY14 | Total 6 Years | FY 15 | FY 16 | FY 17 | FY 18 | FY 19 | FY 20 | Beyond 6 Yrs |
|--------------------------------------|----------------|--------------|--------------|------------------|--------------|--------------|------------|--------------|---------------|---------------|-----------------|
| EXPENDITURE SCHEDULE (\$000s) | | | | | | | | | | | |
| Planning, Design and Supervision | 16,290 | 3,102 | 23 | 6,595 | 96 | 63 | 0 | 0 | 2,436 | 4,000 | 6,570 |
| Land | 18,139 | 2,779 | 6,561 | 8,799 | 6,154 | 1,631 | 880 | 134 | 0 | 0 | 0 |
| Site Improvements and Utilities | 8,370 | 0 | 0 | 7,440 | 400 | 0 | 0 | 866 | 6,174 | 0 | 930 |
| Construction | 77,091 | 0 | 10 | 27,951 | 0 | 0 | 0 | 0 | 15,695 | 12,256 | 49,130 |
| Other | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total | 119,890 | 5,881 | 6,594 | 50,785 | 6,650 | 1,694 | 880 | 1,000 | 24,305 | 16,256 | 56,630 |

| | | | | | | | | | | | |
|----------------------------------|----------------|--------------|--------------|---------------|--------------|--------------|------------|--------------|---------------|---------------|---------------|
| FUNDING SCHEDULE (\$000s) | | | | | | | | | | | |
| EDAET | 504 | 504 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| G.O. Bonds | 91,848 | 4,163 | 4,945 | 38,188 | 198 | 1,694 | 81 | 1,000 | 21,321 | 13,894 | 44,552 |
| Impact Tax | 19,891 | 751 | 1,198 | 11,597 | 5,452 | 0 | 799 | 0 | 2,984 | 2,362 | 6,345 |
| Intergovernmental | 83 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 83 |
| Recordation Tax Premium | 6,564 | 463 | 451 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5,650 |
| Revenue Bonds: Liquor Fund | 1,000 | 0 | 0 | 1,000 | 1,000 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total | 119,890 | 5,881 | 6,594 | 50,785 | 6,650 | 1,694 | 880 | 1,000 | 24,305 | 16,256 | 56,630 |

APPROPRIATION AND EXPENDITURE DATA (000s)

| | | |
|------------------------------------|---------------|-------------------|
| Appropriation Request | FY 16 | 694 |
| Supplemental Appropriation Request | | 0 |
| Transfer | | 0 |
| Cumulative Appropriation | 20,176 | 10,176 |
| Expenditure / Encumbrances | | 6,103 |
| Unencumbered Balance | | 13,073 |

| | |
|--------------------------|---------|
| Date First Appropriation | FY 07 |
| First Cost Estimate | |
| Current Scope | FY 13 |
| Last FY's Cost Estimate | 119,890 |

Description

This project provides for a new four-lane divided parkway as recommended in the North Bethesda/Garrett Park and Aspen Hill Master Plans. The roadway will have a curb and gutter section with 11-foot wide lanes, a ten-foot wide bikepath on the north side, and a five-foot wide sidewalk on the south side. The limits of the 1.6 mile project are between the recently constructed MD 355/Montrose interchange on the west and the existing Veirs Mill Road/Parkland Drive/Gaynor Road intersection on the east. The Maryland State Highway Administration (SHA) is preparing the construction plans for the western portion of the project, which meets the County-prepared plans at a point 800 feet east of Parklawn Drive. The project includes a 230-foot bridge spanning both the CSX rail tracks and Nebel Street, a single-point urban interchange (SPUI) with a 198-foot bridge over Parklawn Drive, a 107-foot pedestrian bridge to carry Rock Creek Trail over the Parkway, a 350-foot roadway bridge over Rock Creek, and an at-grade tie-in to Veirs Mill Road. Appropriate stormwater management facilities and landscaping will be included.

Capacity

Average daily traffic is projected to be 42,000 vehicles per day by 2020.

Estimated Schedule

The design and land acquisition phase is expected to be complete in mid-FY16. Construction is expected to start in FY19 and will be completed in approximately 3.5 years.

Justification

This project will relieve traffic congestion on roadways in the area through increased network capacity. The project also provides improved safety for motorists, pedestrians, and bicyclists, as well as providing a greenway. The North Bethesda/Garrett Park Master Plan classifies this roadway as Arterial A-270. The Phase I Facility Planning process was completed in June 2004 with a final project prospectus recommending implementation.

Other

Design of this project will take into consideration the master-planned Veirs Mill Road Bus Rapid Transit (BRT) service. Consistent with the County's master plan, trucks with more than four wheels are prohibited from Montrose Parkway East between Parklawn Drive and Veirs Mill Road, except for trucks allowed for the Parkway's maintenance and in emergency situations. Expenditures beyond FY20 are as follows: FY21: \$36,630,000 for construction; FY22: \$20,000,000 for construction and site improvements.

Fiscal Note

6

Montrose Parkway East (P500717)

The funding schedule reflects the addition of \$4.496 million in impact taxes and an offsetting decrease in GO bonds in the FY15-20 period. \$9 million for the design of the SHA segment between the MD 355/Montrose Parkway interchange and Parklawn Drive is funded through State Transportation Participation (CIP #500722). The County will coordinate with the State for reimbursement of construction expenditures for the SHA portion of the road between the MD 355/Montrose Parkway interchange and Parklawn Drive. Intergovernmental revenue represents the Washington Suburban Sanitary Commission's (WSSC) share of water and sewer relocation costs. In FY15, a \$1 million transfer of liquor bonds and a related funding switch was done.

Disclosures

A pedestrian impact analysis has been completed for this project.

Coordination

Department of Fire and Rescue Services, Department of Transportation, Department of Permitting Services, Maryland-National Capital Park and Planning Commission, Maryland State Highway Administration, Maryland Department of Environment, Washington Suburban Sanitary Commission, Washington Gas, Pepco, Verizon, State Transportation Participation, Special Capital Projects Legislation [Bill No. 16-08] was adopted by Council June 10, 2008.

Chapman Avenue Extended (P500719)

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

Date Last Modified 11/17/14
Required Adequate Public Facility No
Relocation Impact None
Status Final Design Stage

| Total | Thru FY14 | Rem FY14 | Total 6 Years | FY 15 | FY 16 | FY 17 | FY 18 | FY 19 | FY 20 | Beyond 6 Yrs |
|-------|--------------|-------------|------------------|-------|-------|-------|-------|-------|-------|-----------------|
|-------|--------------|-------------|------------------|-------|-------|-------|-------|-------|-------|-----------------|

EXPENDITURE SCHEDULE (\$000s)

| | | | | | | | | | | |
|----------------------------------|---------------|---------------|--------------|--------------|--------------|--------------|----------|----------|----------|----------|
| Planning, Design and Supervision | 1,532 | 721 | 0 | 811 | 268 | 543 | 0 | 0 | 0 | 0 |
| Land | 14,164 | 11,814 | 1,105 | 1,245 | 1,000 | 245 | 0 | 0 | 0 | 0 |
| Site Improvements and Utilities | 2,005 | 19 | 1,132 | 854 | 754 | 100 | 0 | 0 | 0 | 0 |
| Construction | 3,662 | 279 | 0 | 3,383 | 1,160 | 2,223 | 0 | 0 | 0 | 0 |
| Other | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total | 21,363 | 12,833 | 2,237 | 6,293 | 3,182 | 3,111 | 0 | 0 | 0 | 0 |

FUNDING SCHEDULE (\$000s)

| | | | | | | | | | | |
|-------------------|---------------|---------------|--------------|--------------|--------------|--------------|----------|----------|----------|----------|
| G.O. Bonds | 14,501 | 8,926 | 1,470 | 4,105 | 1,061 | 3,044 | 0 | 0 | 0 | 0 |
| Impact Tax | 6,818 | 3,907 | 767 | 2,144 | 2,077 | 67 | 0 | 0 | 0 | 0 |
| Intergovernmental | 44 | 0 | 0 | 44 | 44 | 0 | 0 | 0 | 0 | 0 |
| Total | 21,363 | 12,833 | 2,237 | 6,293 | 3,182 | 3,111 | 0 | 0 | 0 | 0 |

OPERATING BUDGET IMPACT (\$000s)

| | | | | | | | | | |
|-------------------|--|--|--|-----------|----------|----------|----------|----------|----------|
| Energy | | | | 12 | 0 | 3 | 3 | 3 | 3 |
| Maintenance | | | | 12 | 0 | 3 | 3 | 3 | 3 |
| Net Impact | | | | 24 | 0 | 6 | 6 | 6 | 6 |

APPROPRIATION AND EXPENDITURE DATA (000s)

| | | |
|------------------------------------|-------|--------|
| Appropriation Request | FY 16 | 0 |
| Supplemental Appropriation Request | | 0 |
| Transfer | | 0 |
| Cumulative Appropriation | | 21,363 |
| Expenditure / Encumbrances | | 13,254 |
| Unencumbered Balance | | 8,109 |

| | | |
|--------------------------|-------|--------|
| Date First Appropriation | FY 07 | |
| First Cost Estimate | | |
| Current Scope | FY 13 | 21,363 |
| Last FY's Cost Estimate | | 21,363 |

Description

This project provides for the extension of Chapman Avenue from Randolph Road to Old Georgetown Road. Within the proposed 70-foot closed section right-of-way will be: five-foot sidewalks on both sides, landscaping panels of varying widths up to eight feet on each side of the road, streetlights, storm drainage, and stormwater management. Existing utilities will be moved underground.

Location

North Bethesda-Garrett Park

Estimated Schedule

Final design completed in Spring 2010 and right-of-way acquisition completed in Winter 2013. Utility relocations to be completed by Spring 2015 and construction will be completed by Spring 2016.

Justification

This project is needed to meet traffic and safety demands of existing and future land uses in the White Flint area. Extensive office, retail, and residential development are planned for this area. This project supports the Master Plan, which recommends new local roadway links to relieve congestion on Rockville Pike. Traffic congestion is expected to increase with newly proposed development. This segment of roadway will provide for continuity, connectivity, and access for pedestrians and vehicles by linking retail centers with employment and residential development in the vicinity. This project will complete the last link in the Chapman Avenue/Citadel Avenue roadway corridor. The Department of Transportation (DOT) completed Facility Planning Phase I in FY05 and Facility Planning Phase II in FY07. The Project is consistent with the approved 1992 North Bethesda-Garrett Park Master Plan.

Fiscal Note

The funding schedule reflects the addition of \$67,000 in impact taxes and an offsetting decrease in GO bonds in FY16. Intergovernmental funding included a WSSC contribution based on the Memorandum of Understanding between DOT and WSSC dated November 30, 1984. A funding switch with GO Bonds and Impact Taxes was done in FY15.

Disclosures

A pedestrian impact analysis has been completed for this project.

Coordination

Maryland State Highway Administration, Maryland-National Capital Park and Planning Commission, Department of Permitting Services, PEPCO, Verizon, Washington Gas, Washington Suburban Sanitary Commission, Special Capital Projects Legislation [Bill No. 14-11] adopted by Council June 14, 2011.

MCG Reconciliation PDF (501404)

Category
Sub Category
Administering Agency
Planning Area

Transportation
Roads
Transportation (AAGE30)
Rockville

Date Last Modified
Required Adequate Public Facility
Relocation Impact
Status

11/17/14
#MISSING
#MISSING
Preliminary Design Stage

| Total | Thru FY14 | Rem FY14 | Total 6 Years | FY 15 | FY 16 | FY 17 | FY 18 | FY 19 | FY 20 | Beyond 6 Yrs |
|-------|--------------|-------------|------------------|-------|-------|-------|-------|-------|-------|-----------------|
|-------|--------------|-------------|------------------|-------|-------|-------|-------|-------|-------|-----------------|

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)

| | | | | | | | | | | |
|-------------------------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|
| G.O. Bonds | -7,207 | 0 | 0 | -7,207 | -7,207 | 0 | 0 | 0 | 0 | 0 |
| Impact Tax | 8,328 | 0 | 0 | 8,328 | 8,328 | 0 | 0 | 0 | 0 | 0 |
| Recordation Tax Premium | -1,121 | 0 | 0 | -1,121 | -1,121 | 0 | 0 | 0 | 0 | 0 |
| Total | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |

APPROPRIATION AND EXPENDITURE DATA (000s)

| | | |
|------------------------------------|-------|---|
| Appropriation Request | FY 16 | 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 transportation impact tax and recordation tax premium project funding with updated estimates. The entries here will be zeroed out through GO bond funding switches during the Council reconciliation process.

Wheaton Library and Community Recreation Center (P361202)

Category
Sub Category
Administering Agency
Planning Area

Culture and Recreation
Libraries
General Services (AAGE29)
Kensington-Wheaton

Date Last Modified
Required Adequate Public Facility
Relocation Impact
Status

11/17/14
No
None
Preliminary Design Stage

| | Total | Thru FY14 | Rem FY14 | Total 6 Years | FY 15 | FY 16 | FY 17 | FY 18 | FY 19 | FY 20 | Beyond 6 Yrs |
|--------------------------------------|---------------|--------------|--------------|------------------|--------------|---------------|---------------|---------------|----------|----------|-----------------|
| EXPENDITURE SCHEDULE (\$000s) | | | | | | | | | | | |
| Planning, Design and Supervision | 11,662 | 1,255 | 1,269 | 9,138 | 1,743 | 4,607 | 1,922 | 866 | 0 | 0 | 0 |
| Land | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Site Improvements and Utilities | 738 | 0 | 0 | 738 | 89 | 354 | 295 | 0 | 0 | 0 | 0 |
| Construction | 60,533 | 0 | 0 | 60,533 | 0 | 5,044 | 29,220 | 26,269 | 0 | 0 | 0 |
| Other | 3,549 | 0 | 0 | 3,549 | 0 | 0 | 3,549 | 0 | 0 | 0 | 0 |
| Total | 76,482 | 1,255 | 1,269 | 73,958 | 1,832 | 10,005 | 34,986 | 27,135 | 0 | 0 | 0 |

| | | | | | | | | | | | |
|----------------------------------|---------------|--------------|--------------|---------------|--------------|---------------|---------------|---------------|----------|----------|----------|
| FUNDING SCHEDULE (\$000s) | | | | | | | | | | | |
| Current Revenue: General | 300 | 0 | 0 | 300 | 0 | 0 | 300 | 0 | 0 | 0 | 0 |
| G.O. Bonds | 75,008 | 81 | 1,269 | 73,658 | 1,832 | 10,005 | 34,686 | 27,135 | 0 | 0 | 0 |
| PAYGO | 1,174 | 1,174 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total | 76,482 | 1,255 | 1,269 | 73,958 | 1,832 | 10,005 | 34,986 | 27,135 | 0 | 0 | 0 |

| | | | | | | | | | | | |
|---|--|--|--|--------------|----------|----------|----------|----------|------------|------------|--|
| OPERATING BUDGET IMPACT (\$000s) | | | | | | | | | | | |
| Energy | | | | 758 | 0 | 0 | 0 | 0 | 379 | 379 | |
| Maintenance | | | | 1,038 | 0 | 0 | 0 | 0 | 519 | 519 | |
| Offset Revenue | | | | -84 | 0 | 0 | 0 | 0 | -34 | -50 | |
| Program-Staff | | | | 44 | 0 | 0 | 0 | 0 | 22 | 22 | |
| Program-Other | | | | 62 | 0 | 0 | 0 | 0 | 51 | 11 | |
| Net Impact | | | | 1,818 | 0 | 0 | 0 | 0 | 937 | 881 | |
| Full Time Equivalent (FTE) | | | | | 0.0 | 0.0 | 0.0 | 0.0 | 0.9 | 0.9 | |

APPROPRIATION AND EXPENDITURE DATA (000s)

| | | |
|------------------------------------|-------|--------|
| Appropriation Request | FY 16 | 18,127 |
| Supplemental Appropriation Request | | 0 |
| Transfer | | 0 |
| Cumulative Appropriation | | 57,655 |
| Expenditure / Encumbrances | | 3,892 |
| Unencumbered Balance | | 53,763 |

| | | |
|--------------------------|-------|--------|
| Date First Appropriation | FY 12 | |
| First Cost Estimate | | |
| Current Scope | FY 16 | 76,482 |
| Last FY's Cost Estimate | | 58,355 |

Description

This project will provide a combined facility to include a new Wheaton Library, a Used Book Store, 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 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 will be completed in early 2016 followed by permitting and bidding. Construction is expected to start in Summer 2016 and be completed in Mid-2018.

Cost Change

The budget of the project has been increased to reflect the cost information developed as a result of the Program of Requirements having been fully developed, reviewed, and integrated into a Schematic Design phase of the proposed building and site. In particular, costs for structured parking were higher than originally anticipated.

Justification

9

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 Community Recreation Center - Rafferty to provide an additional recreation facility to complement the existing facility. After review of the Rafferty component, space limitations, utility and plumbing challenges did not make it feasible to complete the project on its current site. A decision was made to pursue an alternative combined facility.

Fiscal Note

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.

Stringtown Road (P501208)

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

Date Last Modified 11/17/14
Required Adequate Public Facility Yes
Relocation Impact None
Status Under Construction

| | Total | Thru FY14 | Rem FY14 | Total 6 Years | FY 15 | FY 16 | FY 17 | FY 18 | FY 19 | FY 20 | Beyond 6 Yrs |
|--------------------------------------|--------------|------------|----------|---------------|----------|--------------|--------------|----------|----------|----------|--------------|
| EXPENDITURE SCHEDULE (\$000s) | | | | | | | | | | | |
| Planning, Design and Supervision | 999 | 489 | 8 | 502 | 0 | 167 | 335 | 0 | 0 | 0 | 0 |
| Land | 62 | 4 | 0 | 58 | 0 | 58 | 0 | 0 | 0 | 0 | 0 |
| Site Improvements and Utilities | 643 | 0 | 0 | 643 | 0 | 0 | 643 | 0 | 0 | 0 | 0 |
| Construction | 6,296 | 4 | 0 | 6,292 | 0 | 2,292 | 4,000 | 0 | 0 | 0 | 0 |
| Other | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total | 8,000 | 497 | 8 | 7,495 | 0 | 2,517 | 4,978 | 0 | 0 | 0 | 0 |
| FUNDING SCHEDULE (\$000s) | | | | | | | | | | | |
| Contributions | 4,000 | 0 | 0 | 4,000 | 0 | 1,000 | 3,000 | 0 | 0 | 0 | 0 |
| G.O. Bonds | 4,000 | 497 | 8 | 3,495 | 0 | 1,517 | 1,978 | 0 | 0 | 0 | 0 |
| Total | 8,000 | 497 | 8 | 7,495 | 0 | 2,517 | 4,978 | 0 | 0 | 0 | 0 |

APPROPRIATION AND EXPENDITURE DATA (000s)

| | | |
|------------------------------------|-------|-------|
| Appropriation Request | FY 16 | 7,495 |
| Supplemental Appropriation Request | | 0 |
| Transfer | | 0 |
| Cumulative Appropriation | | 505 |
| Expenditure / Encumbrances | | 497 |
| Unencumbered Balance | | 8 |

| | | |
|--------------------------|-------|-------|
| Date First Appropriation | FY 11 | |
| First Cost Estimate | | |
| Current Scope | FY 16 | 8,000 |
| Last FY's Cost Estimate | | 505 |

Description

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

Estimated Schedule

Construction to begin in Spring of 2016 and be completed in Summer of 2017.

Cost Change

Cost increase reflects the addition of construction to the scope of this project.

Justification

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

Other

The County will enter into a Road Participation Agreement with the new Developer of the Clarksburg Town Center to construct this project.

Fiscal Note

The total cost of this project is \$8.0M, of which \$4.0M will be contributed by the developer. The developer will construct this project in accordance with the Road Participation Agreement and will seek impact tax credits in the future. In FY14, \$55,000 was transferred to this project from Father Hurley Blvd. Extended (CIP #500516).

Coordination

Maryland National Capital Park and Planning Commission
Developer

Subdivision Roads Participation (P508000)

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

Date Last Modified 11/17/14
 Required Adequate Public Facility Yes
 Relocation Impact None
 Status Ongoing

| | Total | Thru FY14 | Rem FY14 | Total 6 Years | FY 15 | FY 16 | FY 17 | FY 18 | FY 19 | FY 20 | Beyond 6 Yrs |
|--------------------------------------|---------------|------------|------------|---------------|------------|--------------|--------------|------------|--------------|------------|--------------|
| EXPENDITURE SCHEDULE (\$000s) | | | | | | | | | | | |
| Planning, Design and Supervision | 2,341 | 184 | 349 | 1,808 | 144 | 800 | 414 | 70 | 330 | 50 | 0 |
| Land | 1,129 | 45 | 33 | 1,051 | 132 | 69 | 532 | 218 | 50 | 50 | 0 |
| Site Improvements and Utilities | 1,120 | 0 | 0 | 1,120 | 0 | 0 | 0 | 0 | 1,120 | 0 | 0 |
| Construction | 6,147 | 16 | 0 | 6,131 | 0 | 700 | 647 | 0 | 4,784 | 0 | 0 |
| Other | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total | 10,737 | 245 | 382 | 10,110 | 276 | 1,569 | 1,593 | 288 | 6,284 | 100 | 0 |

| | | | | | | | | | | | |
|----------------------------------|---------------|------------|------------|---------------|------------|--------------|--------------|------------|--------------|------------|----------|
| FUNDING SCHEDULE (\$000s) | | | | | | | | | | | |
| Contributions | 3,700 | 129 | 371 | 3,200 | 0 | 0 | 0 | 0 | 3,200 | 0 | 0 |
| G.O. Bonds | 7,002 | 92 | 0 | 6,910 | 276 | 1,569 | 1,593 | 288 | 3,084 | 100 | 0 |
| Intergovernmental | 35 | 24 | 11 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total | 10,737 | 245 | 382 | 10,110 | 276 | 1,569 | 1,593 | 288 | 6,284 | 100 | 0 |

| | | | | | | | | | | | |
|---|--|--|--|------------|-----------|-----------|-----------|-----------|-----------|-----------|--|
| OPERATING BUDGET IMPACT (\$000s) | | | | | | | | | | | |
| Energy | | | | 72 | 12 | 12 | 12 | 12 | 12 | 12 | |
| Maintenance | | | | 72 | 12 | 12 | 12 | 12 | 12 | 12 | |
| Net Impact | | | | 144 | 24 | 24 | 24 | 24 | 24 | 24 | |

APPROPRIATION AND EXPENDITURE DATA (000s)

| | | |
|------------------------------------|-------|-------|
| Appropriation Request | FY 16 | 3,200 |
| Supplemental Appropriation Request | | 0 |
| Transfer | | 0 |
| Cumulative Appropriation | | 5,607 |
| Expenditure / Encumbrances | | 495 |
| Unencumbered Balance | | 5,112 |

| | |
|--------------------------|--------|
| Date First Appropriation | FY 80 |
| First Cost Estimate | |
| Current Scope | FY 16 |
| Last FY's Cost Estimate | 7,804 |
| Partial Closeout Thru | 14,618 |
| New Partial Closeout | 245 |
| Total Partial Closeout | 14,863 |

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 due to revised estimates for the improvements to the MD355/MD121/Clarksburg Road intersection.

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

Status of individual sub-projects are as follows:

Sub-project

Clarksburg-MD 355 to Snowden Farm Parkway

Clarksburg-Town Center Connector Road

Status

Preliminary Design Stage

Final Design Stage

Fiscal Note

The developer is contributing \$500,000 to the design of the Clarksburg-Town Center Connector Road and \$3,200,000 for the improvements to the MD355/MD121/Clarksburg Road intersection. Construction expenditures for Clarksburg-Town Center Connector Road are in FY16 and FY17 to reflect the current implementation schedule. Land acquisition and construction for Clarksburg-MD 355 to Snowden Farm Parkway will start in FY17.

Disclosures

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

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)

Cost Sharing: MCG (P720601)

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

Date Last Modified 11/17/14
 Required Adequate Public Facility No
 Relocation Impact None
 Status Ongoing

| | Total | Thru FY14 | Rem FY14 | Total 6 Years | FY 15 | FY 16 | FY 17 | FY 18 | FY 19 | FY 20 | Beyond 6 Yrs |
|--------------------------------------|---------------|---------------|--------------|------------------|--------------|--------------|--------------|--------------|--------------|--------------|-----------------|
| EXPENDITURE SCHEDULE (\$000s) | | | | | | | | | | | |
| Planning, Design and Supervision | 3,634 | 3,634 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Land | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Site Improvements and Utilities | 9 | 9 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Construction | 7,430 | 7,430 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Other | 15,639 | 5,309 | 1,316 | 9,014 | 2,382 | 2,632 | 1,000 | 1,000 | 1,000 | 1,000 | 0 |
| Total | 26,712 | 16,382 | 1,316 | 9,014 | 2,382 | 2,632 | 1,000 | 1,000 | 1,000 | 1,000 | 0 |

| | | | | | | | | | | | |
|----------------------------------|---------------|---------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|----------|
| FUNDING SCHEDULE (\$000s) | | | | | | | | | | | |
| Contributions | 150 | 0 | 150 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Current Revenue: General | 14,951 | 6,435 | 602 | 7,914 | 2,282 | 1,632 | 1,000 | 1,000 | 1,000 | 1,000 | 0 |
| G.O. Bonds | 1,000 | 0 | 0 | 1,000 | 0 | 1,000 | 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 |
| State Aid | 4,100 | 3,436 | 564 | 100 | 100 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total | 26,712 | 16,382 | 1,316 | 9,014 | 2,382 | 2,632 | 1,000 | 1,000 | 1,000 | 1,000 | 0 |

APPROPRIATION AND EXPENDITURE DATA (000s)

| | | |
|------------------------------------|-------|--------|
| Appropriation Request | FY 16 | 2,515 |
| Supplemental Appropriation Request | | 0 |
| Transfer | | 0 |
| Cumulative Appropriation | | 20,197 |
| Expenditure / Encumbrances | | 17,023 |
| Unencumbered Balance | | 3,174 |

| | |
|--------------------------|--------|
| Date First Appropriation | FY 06 |
| First Cost Estimate | |
| Current Scope | FY 16 |
| Last FY's Cost Estimate | 26,712 |

Description

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

Cost Change

Addition of \$1 million in GO Bonds in FY16 to match state grant for Strathmore capital improvements and \$515,000 in FY16 for community grants projects. Remaining unspent funds in FY15 have been moved to FY16.

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

The State approved \$4,000,000 in State Aid for the Fillmore venue in Silver Spring. The County's required match was \$4,000,000 and \$6,511,000 was programmed. The Venue Operator agreed to purchase certain furniture, fixtures, and equipment for the project; \$150,000 of which would be used as the required County match. An agreement between the development partners and the County was executed. The Fillmore is now operational.

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

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

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

COST SHARING GRANTS

Grants:

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 \$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; and American Dance Institute, Inc.: \$70,081.

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 Washington, Inc.: \$100,000; Family Services, Inc.: \$75,000. For FY15, CIP Grants for Arts and Humanities Organizations totaling \$849,080 are approved for the following projects: Germantown Cultural Arts Center, Inc.: \$75,000; Jewish Community Center of Greater Washington, Inc.: \$134,000; Montgomery Community Television, Inc.: \$50,080; The Olney Theatre Center for the Arts, Inc.: \$150,000; Sandy Spring Museum, Inc.: \$90,000; and The Writer's Center, Inc.: \$250,000. \$100,000 of these funds will also be used to provide a State bond bill match for Silver Spring Black Box Theater. For FY15, emergency CIP Grants for Arts and Humanities Organizations totaling \$143,116 are approved for the following projects: Montgomery Community Television, Inc.: \$127,179; and Sandy Spring Museum, Inc.: \$15,937.

For FY14, County participation was for the following projects: Easter Seals Greater Washington-Baltimore Region: \$100,000; Jewish Foundation for Group Homes, Inc.: \$125,000; Muslim Community Center: \$100,000; Potomac Community Resources, Inc.: \$50,000; Sandy Spring Museum: \$65,000; St. Luke's House and Threshold Services United: \$50,000; and Takoma Park Presbyterian Church: \$75,000. Prior to disbursement of funds, Takoma Park Presbyterian Church must provide a final Business Plan to the Executive and Council that includes the proposed fee schedule and letters of interest from potential entrepreneurs with expected revenues from each user. The Church must agree to use the facility for the expressed purposes for a period of ten years from the time the facility is complete or repay the pro rata portion of County funds. The following Capital Improvement Grants for the Arts and Humanities were awarded to Friends of the Library, Montgomery County, Inc.: \$25,100; Imagination Stage, Inc.: \$190,000; The Washington Conservatory: \$26,875; Strathmore Hall Foundation, Inc.: \$26,000; The Puppet Company: \$25,000; The Writers Center, Inc.: \$250,000; Glen Echo Park Partnership for Arts and Culture: \$45,000; American Dance Institute, Inc.: \$34,889; Olney Theatre Corp: \$25,000; Montgomery Community Television dba Montgomery Community Media: \$62,469; The Dance Exchange Inc.: \$77,500; and Metropolitan Ballet Theatre, Inc.: \$100,850.

For FY13, County participation was for the following projects: ArtPreneurs, Inc.: \$80,000; Muslim Community Center, Inc.: \$120,000; Muslim Community Center, Inc.: \$175,000; Potomac Community Resources, Inc.: \$50,000; Sheppard Pratt Health System, Inc.: \$50,000; and The Menare Foundation, Inc.: \$80,000.

For FY12, County participation was for the following projects: Catholic Charities of the Archdiocese of Washington, Inc.: \$125,000; CHI Centers Inc.: \$200,000; and Ivymount School, Inc.: \$100,000.

For FY11, County participation was for the following projects: Girl Scout Council of the Nation's Capital: \$100,000; Jewish Foundation for Group Homes, Inc.: \$50,000; and Ivymount School, Inc.: \$100,000.

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

commences to operate as a foster home. Boys and Girls Club of Greater Washington: \$38,000; CASA de Maryland, Inc.: \$100,000; Jewish Council for the Aging of Greater Washington, Inc.: \$50,000; and Warren Historic Site Committee, Inc.: \$150,000.

For FY09, County participation was for the following projects: Aunt Hattie's Place, Inc.: \$250,000; Boys and Girls Club of Greater Washington: \$250,000; CASA de Maryland, Inc.: \$150,000; CHI Centers: \$50,000; and Institute for Family Development Inc., doing business as Centro Familia: \$75,000 (The organization had to demonstrate to the County's satisfaction that it had commitments for the entire funding needed to construct the project before the \$75,000 in County funds could be spent.); Jewish Council for the Aging of Greater Washington, Inc.: \$250,000; Montgomery General Hospital: \$500,000; Nonprofit Village, Inc.: \$200,000; and YMCA of Metropolitan Washington and Youth and Family Services Branch: \$200,000.

MCPS Funding Reconciliation (P076510)

Category Montgomery County Public Schools
 Sub Category Miscellaneous Projects
 Administering Agency Public Schools (AAGE18)
 Planning Area Countywide

Date Last Modified 11/17/14
 Required Adequate Public Facility No
 Relocation Impact None
 Status Ongoing

| Total | Thru FY14 | Rem FY14 | Total 6 Years | FY 15 | FY 16 | FY 17 | FY 18 | FY 19 | FY 20 | Beyond 6 Yrs |
|-------|--------------|-------------|------------------|-------|-------|-------|-------|-------|-------|-----------------|
|-------|--------------|-------------|------------------|-------|-------|-------|-------|-------|-------|-----------------|

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 | -2,350 | 0 | 0 | -2,350 | -2,350 | 0 | 0 | 0 | 0 | 0 |
| Current Revenue: Recordation Tax | -4,215 | 0 | 0 | -4,215 | -4,884 | -3,769 | -3,205 | -1,749 | 2,302 | 7,090 |
| G.O. Bonds | -49,675 | 0 | 0 | -49,675 | 25,557 | 2,662 | -23,322 | -39,026 | 2,449 | -17,995 |
| Schools Impact Tax | 56,240 | 0 | 0 | 56,240 | -18,323 | 7,107 | 11,527 | 25,775 | 13,249 | 16,905 |
| Total | 0 | 0 | 0 | 0 | 0 | 6,000 | -15,000 | -15,000 | 18,000 | 6,000 |

APPROPRIATION AND EXPENDITURE DATA (000s)

| | | |
|------------------------------------|-------|--------|
| Appropriation Request | FY 16 | -5,000 |
| Supplemental Appropriation Request | | 0 |
| Transfer | | 0 |
| Cumulative Appropriation | | 0 |
| Expenditure / Encumbrances | | 0 |
| Unencumbered Balance | | 0 |

| | |
|--------------------------|------|
| Date First Appropriation | |
| First Cost Estimate | |
| Current Scope | FY07 |
| Last FY's Cost Estimate | 0 |

Description

This project reconciles Council recommendations with the CIP database by balancing funding components on the macro level. The entries here should be zeroed out after funding adjustments are made to individual projects by MCPS.

Fiscal Note

Adjustment figures reflect funding switches between Current Revenue, Recordation Tax, School Impact Tax, and GO bonds based on latest estimates. Some expenditures have been shifted between years for affordability purposes. Costs for the Shady Grove Bus Depot are covered by the reallocation of funds designated for Smart Growth Projects.

13

Montgomery County Radio Shop Relocation (P360902)

| | | | |
|----------------------|---------------------------------------|-----------------------------------|----------------|
| Category | General Government | Date Last Modified | 11/17/14 |
| Sub Category | County Offices and Other Improvements | Required Adequate Public Facility | No |
| Administering Agency | General Services (AAGE29) | Relocation Impact | None |
| Planning Area | Rockville | Status | Planning Stage |

| Total | Thru FY14 | Rem FY14 | Total 6 Years | FY 15 | FY 16 | FY 17 | FY 18 | FY 19 | FY 20 | Beyond 6 Yrs |
|-------|-----------|----------|---------------|-------|-------|-------|-------|-------|-------|--------------|
|-------|-----------|----------|---------------|-------|-------|-------|-------|-------|-------|--------------|

EXPENDITURE SCHEDULE (\$000s)

| | | | | | | | | | | | |
|----------------------------------|--------------|-----------|----------|--------------|----------|----------|----------|------------|--------------|----------|----------|
| Planning, Design and Supervision | 1,441 | 53 | 8 | 1,380 | 0 | 0 | 0 | 608 | 772 | 0 | 0 |
| Land | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Site Improvements and Utilities | 577 | 0 | 0 | 577 | 0 | 0 | 0 | 0 | 577 | 0 | 0 |
| Construction | 5,412 | 0 | 0 | 5,412 | 0 | 0 | 0 | 0 | 5,412 | 0 | 0 |
| Other | 551 | 0 | 0 | 551 | 0 | 0 | 0 | 0 | 551 | 0 | 0 |
| Total | 7,981 | 53 | 8 | 7,920 | 0 | 0 | 0 | 608 | 7,312 | 0 | 0 |

FUNDING SCHEDULE (\$000s)

| | | | | | | | | | | | |
|-----------------|--------------|-----------|----------|--------------|----------|----------|----------|------------|--------------|----------|----------|
| G.O. Bonds | 4,070 | 53 | 8 | 4,009 | 0 | 0 | 0 | 0 | 4,009 | 0 | 0 |
| Interim Finance | 3,911 | 0 | 0 | 3,911 | 0 | 0 | 0 | 608 | 3,303 | 0 | 0 |
| Total | 7,981 | 53 | 8 | 7,920 | 0 | 0 | 0 | 608 | 7,312 | 0 | 0 |

OPERATING BUDGET IMPACT (\$000s)

| | | | | | | | | | | |
|-------------------|--|--|--|-----------|----------|----------|----------|----------|-----------|-----------|
| Energy | | | | 28 | 0 | 0 | 0 | 0 | 14 | 14 |
| Maintenance | | | | 33 | 0 | 0 | 0 | 0 | 17 | 17 |
| Net Impact | | | | 62 | 0 | 0 | 0 | 0 | 31 | 31 |

APPROPRIATION AND EXPENDITURE DATA (000s)

| | | |
|------------------------------------|-------|-------|
| Appropriation Request | FY 16 | 0 |
| Supplemental Appropriation Request | | 0 |
| Transfer | | 0 |
| Cumulative Appropriation | | 7,981 |
| Expenditure / Encumbrances | | 53 |
| Unencumbered Balance | | 7,928 |

| | |
|--------------------------|-------|
| Date First Appropriation | FY 09 |
| First Cost Estimate | |
| Current Scope | FY 11 |
| Last FY's Cost Estimate | 7,981 |

Description

This project is part of the Smart Growth Initiative program and provides for the relocation of the Montgomery County Radio Shop currently located at 16551 Crabbs Branch Way in the Shady Grove Sector, to a County-owned site on Seven Locks Road. The Montgomery County Radio Repair Shop provides radio installation and repair services for the Police, Fire and Rescue, and Transportation departments throughout Montgomery County.

Estimated Schedule

The design phase will commence during the summer of 2017 and is expected to last nine months, followed by approximately six months for bidding, with a construction period of approximately fourteen months.

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 its 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.

Fiscal Note

Shift expenditures from FY18 to FY19 for affordability.

Disclosures

A pedestrian impact analysis has been completed for this project.

Coordination

Department of General Services, Department of Transportation, Maryland-National Capital Park and Planning Commission, Department of Permitting Services, Department of Finance, Department of Technology Services, Office of Management and Budget, Washington Suburban Sanitary Commission, City of Rockville, PEPCO, Washington Gas, Bethesda Regional Services Center

14

Bethesda CBD Streetscape (P500102)

Category Transportation
Sub Category Roads
Administering Agency Transportation (AAGE30)
Planning Area Bethesda-Chevy Chase

Date Last Modified 11/17/14
Required Adequate Public Facility Yes
Relocation Impact None
Status Preliminary Design Stage

| | Total | Thru FY14 | Rem FY14 | Total 6 Years | FY 15 | FY 16 | FY 17 | FY 18 | FY 19 | FY 20 | Beyond 6 Yrs |
|--------------------------------------|--------------|------------|------------|---------------|----------|-----------|--------------|------------|--------------|----------|--------------|
| EXPENDITURE SCHEDULE (\$000s) | | | | | | | | | | | |
| Planning, Design and Supervision | 2,562 | 413 | 685 | 1,464 | 0 | 60 | 897 | 94 | 413 | 0 | 0 |
| Land | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Site Improvements and Utilities | 1,196 | 0 | 0 | 1,196 | 0 | 0 | 0 | 0 | 1,196 | 0 | 0 |
| Construction | 4,456 | 0 | 0 | 4,456 | 0 | 0 | 1,286 | 378 | 2,792 | 0 | 0 |
| Other | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total | 8,214 | 413 | 685 | 7,116 | 0 | 60 | 2,183 | 472 | 4,401 | 0 | 0 |
| FUNDING SCHEDULE (\$000s) | | | | | | | | | | | |
| G.O. Bonds | 8,214 | 413 | 685 | 7,116 | 0 | 60 | 2,183 | 472 | 4,401 | 0 | 0 |
| Total | 8,214 | 413 | 685 | 7,116 | 0 | 60 | 2,183 | 472 | 4,401 | 0 | 0 |

APPROPRIATION AND EXPENDITURE DATA (000s)

| | | |
|------------------------------------|-------|-------|
| Appropriation Request | FY 16 | 404 |
| Supplemental Appropriation Request | | 0 |
| Transfer | | 0 |
| Cumulative Appropriation | | 1,098 |
| Expenditure / Encumbrances | | 538 |
| Unencumbered Balance | | 560 |

| | |
|--------------------------|-------------|
| Date First Appropriation | FY 01 |
| First Cost Estimate | |
| Current Scope | FY 13 8,214 |
| Last FY's Cost Estimate | 8,214 |

Description

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

Estimated Schedule

Design will be completed in Fall 2017. Construction will start in Spring 2018 and will be completed by Summer 2019.

Justification

Staging in the Bethesda CBD Sector Plan recommends implementation of transportation improvements and facilities identified in Stage I prior to moving to Stage II. Bethesda CBD Sector Plan, approved and adopted July 1994; and Bethesda Streetscape Plan Standards, updated April 1992.

Other

Coordination with Pepco indicates that the installation of aesthetic coverings on existing utility poles is not technically feasible.

Fiscal Note

\$2,000,000 shifted from FY18 to FY19

Disclosures

A pedestrian impact analysis has been completed for this project.

Coordination

Maryland-National Capital Park and Planning Commission, Montgomery County Public Schools, Department of Permitting Services, Maryland State Highway Administration, Utility Companies, Bethesda-Chevy Chase Regional Services Center

15

Traffic Signals (P507154)

Category
Sub Category
Administering Agency
Planning Area

Transportation
Traffic Improvements
Transportation (AAGE30)
Countywide

Date Last Modified
Required Adequate Public Facility
Relocation Impact
Status

11/17/14
No
None
Ongoing

| | Total | Thru FY14 | Rem FY14 | Total 6 Years | FY 15 | FY 16 | FY 17 | FY 18 | FY 19 | FY 20 | Beyond 6 Yrs |
|--------------------------------------|---------------|--------------|--------------|------------------|--------------|--------------|--------------|--------------|--------------|--------------|-----------------|
| EXPENDITURE SCHEDULE (\$000s) | | | | | | | | | | | |
| Planning, Design and Supervision | 6,654 | 2,245 | 0 | 4,409 | 784 | 725 | 725 | 725 | 725 | 725 | 0 |
| Land | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Site Improvements and Utilities | 26,541 | 1,931 | 1,626 | 22,984 | 4,441 | 4,000 | 2,257 | 3,486 | 5,150 | 3,650 | 0 |
| Construction | 67 | 67 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Other | 83 | 64 | 19 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total | 33,345 | 4,307 | 1,645 | 27,393 | 5,225 | 4,725 | 2,982 | 4,211 | 5,875 | 4,375 | 0 |

| | | | | | | | | | | | |
|----------------------------------|---------------|--------------|--------------|---------------|--------------|--------------|--------------|--------------|--------------|--------------|----------|
| FUNDING SCHEDULE (\$000s) | | | | | | | | | | | |
| G.O. Bonds | 22,744 | 1,733 | 1,645 | 19,366 | 1,494 | 3,601 | 1,806 | 4,091 | 4,951 | 3,423 | 0 |
| Recordation Tax Premium | 10,601 | 2,574 | 0 | 8,027 | 3,731 | 1,124 | 1,176 | 120 | 924 | 952 | 0 |
| Total | 33,345 | 4,307 | 1,645 | 27,393 | 5,225 | 4,725 | 2,982 | 4,211 | 5,875 | 4,375 | 0 |

| | | | | | | | | | | | |
|---|--|--|--|--------------|-----------|------------|------------|------------|------------|------------|--|
| OPERATING BUDGET IMPACT (\$000s) | | | | | | | | | | | |
| Energy | | | | 504 | 24 | 48 | 72 | 96 | 120 | 144 | |
| Maintenance | | | | 252 | 12 | 24 | 36 | 48 | 60 | 72 | |
| Program-Staff | | | | 450 | 50 | 50 | 50 | 100 | 100 | 100 | |
| Net Impact | | | | 1,206 | 86 | 122 | 158 | 244 | 280 | 316 | |
| Full Time Equivalent (FTE) | | | | | 1.0 | 1.0 | 1.0 | 2.0 | 2.0 | 2.0 | |

APPROPRIATION AND EXPENDITURE DATA (000s)

| | | |
|------------------------------------|-------|--------|
| Appropriation Request | FY 16 | 4,725 |
| Supplemental Appropriation Request | | 0 |
| Transfer | | 0 |
| Cumulative Appropriation | | 11,245 |
| Expenditure / Encumbrances | | 5,047 |
| Unencumbered Balance | | 6,198 |

| | | |
|--------------------------|-------|--------|
| Date First Appropriation | FY 71 | |
| First Cost Estimate | | |
| Current Scope | FY 15 | 33,345 |
| Last FY's Cost Estimate | | 40,889 |
| Partial Closeout Thru | | 89,761 |
| New Partial Closeout | | 4,307 |
| Total Partial Closeout | | 94,068 |

Description

This project provides for the design, construction, and maintenance of vehicular and pedestrian traffic signals and signal systems including: new and existing signals; reconstruction/replacement of aged and obsolete signals and components; auxiliary signs; Accessible Pedestrian Signals (APS); upgrades of the County's centrally-controlled computerized traffic signal system; communications and interconnect into the signal system. \$150,000 is included each fiscal year for the installation of accessible pedestrian signals at 5 intersections to improve pedestrian safety for persons with disabilities. This will provide more easily accessible, raised buttons to press when crossing the road. Also, this effort provides audio cues to indicate when it is safe to cross.

Cost Change

Decrease due to fiscal capacity and capitalization of prior year expenditures

Justification

The growth in County population and vehicular registrations continues to produce increasing traffic volumes. As a result, congestion levels and the number of accidents increase. This requires a continued investment in the traffic signal system to: increase intersection safety; accommodate changes in traffic patterns and roadway geometry; reduce intersection delays, energy consumption, and air pollution; and provide coordinated movement on arterial routes through effective traffic management and control, utilizing modern traffic signal technologies. Studies include: The December 2007 Pedestrian Safety Initiative and the March 2010 Report of the Infrastructure Maintenance Task Force which identified traffic signals in need of lifecycle replacement.

Other

Approximately 40 projects are completed annually by a combination of contractual and County work crews. One aspect of this project focuses on improving pedestrian walkability by creating a safe walking environment, utilizing selected engineering technologies, and ensuring Americans with Disabilities Act (ADA) compliance. All new and reconstructed traffic signals are designed and constructed to include appropriate pedestrian features - crosswalks, curb ramps, countdown pedestrian signals, APS, and applicable signing. A significant portion of the traffic signal work will continue to be in the central business districts and other commercial areas, where costs are higher due to more underground utilities and congested work areas. Likewise, new signals in outlying, developing areas are more expensive due to longer runs of communication cable. The fiber optic interconnection of traffic signals is done through the Fibernet project.

Fiscal Note

As of FY97, \$700,000 per year is redirected to the Fibernet project and is to continue through the implementation of Fibernet; Includes funding switches in FY15-FY20 between GO Bonds and Recordation Tax Premium; funding shifted between years for affordability.

Disclosures

16

Traffic Signals (P507154)

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

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

Advanced Transportation Management System, Verizon, Fibernet CIP (No. 509651), Maryland State Highway Administration, Potomac Electric Power Company, Washington Gas and Light, Washington Suburban Sanitary Commission, Montgomery County Pedestrian Safety Advisory Committee, Citizens Advisory Boards, Maryland-National Capital Park and Planning Commission

Fibernet (P509651)

Category General Government
 Sub Category Technology Services
 Administering Agency Technology Services (AAGE05)
 Planning Area Countywide

Date Last Modified 11/17/14
 Required Adequate Public Facility No
 Relocation Impact None
 Status Ongoing

| Total | Thru FY14 | Rem FY14 | Total 6 Years | FY 15 | FY 16 | FY 17 | FY 18 | FY 19 | FY 20 | Beyond 6 Yrs |
|-------|--------------|-------------|------------------|-------|-------|-------|-------|-------|-------|-----------------|
|-------|--------------|-------------|------------------|-------|-------|-------|-------|-------|-------|-----------------|

EXPENDITURE SCHEDULE (\$000s)

| | | | | | | | | | | |
|----------------------------------|---------------|---------------|--------------|---------------|--------------|--------------|--------------|--------------|--------------|--------------|
| Planning, Design and Supervision | 3,046 | 1,651 | 1,395 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Land | 4 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Site Improvements and Utilities | 13,568 | 13,393 | 0 | 175 | 175 | 0 | 0 | 0 | 0 | 0 |
| Construction | 16,881 | 1,487 | 3,112 | 12,282 | 4,240 | 2,375 | 2,345 | 1,322 | 1,000 | 1,000 |
| Other | 27,833 | 24,108 | 0 | 3,725 | 102 | 1,723 | 1,600 | 100 | 100 | 100 |
| Total | 61,332 | 40,643 | 4,507 | 16,182 | 4,517 | 4,098 | 3,945 | 1,422 | 1,100 | 1,100 |

FUNDING SCHEDULE (\$000s)

| | | | | | | | | | | |
|--------------------------|---------------|---------------|--------------|---------------|--------------|--------------|--------------|--------------|--------------|--------------|
| Cable TV | 48,452 | 29,557 | 4,251 | 14,644 | 2,979 | 4,098 | 3,945 | 1,422 | 1,100 | 1,100 |
| Contributions | 1,624 | 86 | 0 | 1,538 | 1,538 | 0 | 0 | 0 | 0 | 0 |
| Current Revenue: General | 256 | 0 | 256 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| G.O. Bonds | 4,074 | 4,074 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| PAYGO | 6,926 | 6,926 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total | 61,332 | 40,643 | 4,507 | 16,182 | 4,517 | 4,098 | 3,945 | 1,422 | 1,100 | 1,100 |

OPERATING BUDGET IMPACT (\$000s)

| | | | | | | | | | | |
|-------------------|--|--|--|------------|------------|-----------|-----------|-----------|-----------|-----------|
| Maintenance | | | | 864 | 580 | 27 | 37 | 62 | 70 | 88 |
| Net Impact | | | | 864 | 580 | 27 | 37 | 62 | 70 | 88 |

APPROPRIATION AND EXPENDITURE DATA (000s)

| | | |
|------------------------------------|-------|--------|
| Appropriation Request | FY 16 | 4,098 |
| Supplemental Appropriation Request | | 0 |
| Transfer | | 0 |
| Cumulative Appropriation | | 49,667 |
| Expenditure / Encumbrances | | 40,643 |
| Unencumbered Balance | | 9,024 |

| | |
|--------------------------|--------|
| Date First Appropriation | FY 96 |
| First Cost Estimate | |
| Current Scope | FY 15 |
| Last FY's Cost Estimate | 61,332 |

Description

This project provides for the planning, design, and installation of a County wide fiber optic cable-based communication network with the capacity to support voice, public-safety, traffic management, data, Internet access, wireless networking and video transmissions among Montgomery County Government (MCG), Montgomery County Public Schools (MCPS), Montgomery College (MC), Maryland National Capital Park and Planning Commission (M-NCPPC), Housing Opportunities Commission (HOC) and Washington Suburban Sanitary Commission (WSSC) facilities. FiberNet is also the communications backbone for the Public Safety Radio and Public Safety Mobile Data Systems (collectively, Public Safety Communications System PSCS), and future technology implementations. FiberNet has an estimated useful life of at least 20 years. Upgrades and replacements to electronic components in the core and at user sites will be required periodically throughout the service life.

Capacity

FiberNet II is a state-of-the-art multiservice wide area network (WAN) platform with the capacity to deliver 100 megabit/second, one and ten gigabit per second WAN links to ITPCC participating agencies. These links make possible thousands of Internet sessions, data transfers, voice calls and most importantly critical Montgomery County Government public safety, traffic management and resident facing services.

Estimated Schedule

At the end of FY13, FiberNet reached 340 locations. Based on the current funding schedule, FiberNet is scheduled to reach 467 locations by the end of FY14; 487 locations by the end of FY15; 507 locations by the end of FY16; and 523 locations by the end of FY17. Today, the Traffic Management network reaches over 200 traffic cameras and 830 traffic signals with plans to add 200 pedestrian safety beacons. By the end of FY17, FiberNet is expected to have a total of more than 1,750 sites on the network serving a wide variety of facilities from pedestrian beacons to major campus networks or building complexes.

Justification

Fibernet (P509651)

FiberNet is a critical infrastructure asset serving every agency in Montgomery County. As of June 30, 2013, 340 sites are on-net and receiving critical services over FiberNet. In FY07, the Department of Technology Services (DTS) completed the re-engineering of FiberNet (now referred to as FiberNet II) to directly support high speed connections. This provides a core network that is technologically more robust and less expensive to operate on a per-site basis than any commercial service or its predecessor FiberNet I. The Interagency Technology Policy Coordination Committee (ITPCC) focus remains to be completing the MCPS and HOC sites targeted in the ARRA grant, performing hubsite upgrades, adding new sites and constructing inter-jurisdictional connections to enable cost-effective future technology partnerships. MCG, MCPS, MC, M-NCPPC, HOC and WSSC require substantially increased communication services and bandwidth in order to deliver services to their clients, students and staff. As locations are connected to FiberNet, the County will be able to provide communications services to those facilities more cost-effectively by using FiberNet than by using leased telecommunications services. Studies include: FiberNet Master Plan; RAM Comm. Mar 1995; FiberNet Eval. Rpt., TRW, Sept 1997; FiberNet Proj. Cost Est., ARINC, Apr 1998; FiberNet Proj. Cost-Benefit Analysis, ARINC, Oct 1998; FiberNet Strategic Plan, PrimeNet, June 2002; FiberNet Strategic Direction, Interagency Telecommunications Advisory Group (ITAG), Nov 2003; and the FiberNet service level agreement, Jan 2005.

Other

DTS is responsible for project management, network operations, and maintenance of electronics, while the Department of Transportation (DOT) is responsible for installation and maintenance of the fiber optic cable. Comcast, at DTS's direction, provides dark fiber used to connect several locations to FiberNet. On-net sites include MCG departments/offices, public safety sites, Montgomery College campuses, MCPS elementary, middle, and high schools plus several administrative facilities, M-NCPPC sites, HOC sites and WSSC sites including the headquarters building in Prince Georges County. The municipalities of Takoma Park, Gaithersburg and Rockville are on FiberNet as well as several cultural centers including the American Film Institute (AFI), the Fillmore, Strathmore, Bethesda Performing Arts, the Convention Center, Olney Theatre, and Black Rock. Currently FiberNet is focused on completing the ARRA Grant-funded sites, which includes the remaining MCPS elementary schools and 21 HOC properties. Funding for these projects is included in the FY15-FY20 CIP. In June 2012, the ITPCC approved a Policy Guideline for Special Allocation of FiberNet Resources. This proposed policy governs special fiber resource allocation decisions for FiberNet for all participating ITPCC agencies. ITPCC has approved a special allocation request by Montgomery College for creation of a College Fiber Network that would permit MC communications traffic to be routed over dedicated optical fibers within FiberNet's physical plant on electronics owned and operated by the College. In December 2012, the County and MC entered into a separate Memorandum of Understanding (MOU) to address the use and expansion of FiberNet by the College. Agency FiberNet MOUs and Service Level Agreements (SLAs) will be updated and revised as needed to reflect the ongoing FiberNet operating network.

Fiscal Note

The ARRA Grant terminated on August 31, 2013. This grant represented a tremendous cost savings to Montgomery County. The County has received the benefit of over \$11.1 million dollars in fiber construction and networking equipment for a matching contribution of \$2.6 million. The matching contribution was funded as part of the FY12 and FY13 FiberNet CIP and was composed of cash and in-kind matches. FiberNet maintenance is supported by a grant contained in the Comcast franchise agreement, one of the County's cable service providers. The original grant amount of \$1.2 million/yr is increased by the CPI each year. In the renewed Comcast franchise, the County expects to receive operating support and franchise fee revenues which can be used to support FiberNet maintenance and operations. Capital support received from the Verizon and RCN franchises can be used to support construction of FiberNet through the FiberNet CIP. In FY14 Current Revenue General funding was shifted from the Information Technology: College (P856509) project to complete FiberNet expansion to College sites in accordance with the terms of the MOU. The City of Takoma Park and the Maryland Municipal League will each be contributing \$769,000 in FY15 for FiberNet projects in the County.

Coordination

DTS, Department of Transportation, Advanced Transportation Management System Project, Montgomery County Public Schools, M-NCPPC, MC, HOC, WSSC, Comcast, Public Safety Radio System, Information Technology Policy Coordination Committee (ITPCC), ITPCC CIO Subcommittee, Interagency Technology Advisory Group (ITAG), CIO Howard County, Inter-County Broadband Network Program Office

State Transportation Participation (P500722)

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

Date Last Modified 11/17/14
 Required Adequate Public Facility Yes
 Relocation Impact None
 Status Ongoing

| | Total | Thru FY14 | Rem FY14 | Total 6 Years | FY 15 | FY 16 | FY 17 | FY 18 | FY 19 | FY 20 | Beyond 6 Yrs |
|--------------------------------------|---------------|---------------|---------------|---------------|------------|------------|--------------|------------|--------------|--------------|--------------|
| EXPENDITURE SCHEDULE (\$000s) | | | | | | | | | | | |
| Planning, Design and Supervision | 3,532 | 2,362 | 1,170 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Land | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Site Improvements and Utilities | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Construction | 11,249 | 11,248 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Other | 71,093 | 48,760 | 15,510 | 6,823 | 325 | 580 | 2,700 | 665 | 1,553 | 1,000 | 0 |
| Total | 85,875 | 62,371 | 16,681 | 6,823 | 325 | 580 | 2,700 | 665 | 1,553 | 1,000 | 0 |

| | | | | | | | | | | | |
|----------------------------------|---------------|---------------|---------------|--------------|------------|------------|--------------|------------|--------------|--------------|----------|
| FUNDING SCHEDULE (\$000s) | | | | | | | | | | | |
| Contributions | 2,400 | 0 | 0 | 2,400 | 312 | 563 | 700 | 665 | 160 | 0 | 0 |
| G.O. Bonds | 3,881 | 1,000 | 458 | 2,423 | 13 | 17 | 0 | 0 | 1,393 | 1,000 | 0 |
| Impact Tax | 610 | 610 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Revenue Bonds: Liquor Fund | 62,521 | 46,298 | 16,223 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| State Aid | 16,463 | 14,463 | 0 | 2,000 | 0 | 0 | 2,000 | 0 | 0 | 0 | 0 |
| Total | 85,875 | 62,371 | 16,681 | 6,823 | 325 | 580 | 2,700 | 665 | 1,553 | 1,000 | 0 |

APPROPRIATION AND EXPENDITURE DATA (000s)

| | | |
|------------------------------------|---------------|-------------------|
| Appropriation Request | FY 16 | 1,580 |
| Supplemental Appropriation Request | | 0 |
| Transfer | | 0 |
| Cumulative Appropriation | 79,377 | 81,077 |
| Expenditure / Encumbrances | | 62,372 |
| Unencumbered Balance | | 19,005 |

| | |
|--------------------------|--------------|
| Date First Appropriation | FY 07 |
| First Cost Estimate | |
| Current Scope | FY 16 85,875 |
| Last FY's Cost Estimate | 86,725 |

Description

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

Cost Change

Cost increase of \$1.150M reflects contributions from the developer of the Tapestry subdivision for additional work along West Old Baltimore Road. The developer will pay 100% of this additional work.

Justification

Montgomery County, as part of the Washington Region, has the highest level of traffic congestion in the nation. In order to directly address the congestion problems in Montgomery County, the County will participate in the construction of State projects to improve the quality of life for our residents, eliminate or reduce delays at major bottlenecks in our transportation system, improve safety, and improve air quality in the immediate vicinity of the projects. The SHA has agreed to perform the additional work for the Tapestry subdivision on West Old Baltimore Road as part of its improvements at the intersection of MD355 and West Old Baltimore Road.

Other

Through FY15, the County entered into various Memoranda of Understanding (MOUs) with the State for the following projects:

- MD 355/Montrose Parkway interchange (Phase I and II)
- I-270/Watkins Mill Road interchange
- MD 97 at Randolph Road interchange
- Bus Rapid Transit on Viers Mill Road between Wheaton and Rockville
- Bus Rapid Transit on Georgia Avenue between Olney and the Wheaton Metro Station
- MD 97 from Forest Glen through Montgomery Hills
- MD 97/Brookville Bypass
- MD 124 between Mid-County Highway and Airpark Road
- Intersection Improvements of State-County roads (50%-50% cost share)
- Bus Rapid Transit on US 29 corridor
- Bus Rapid Transit on MD 355 corridor

Also included: Funding for the design and environmental analysis of the MD 355 Crossing (CIP #501209) and engineering design of a pedestrian tunnel beneath Georgia Avenue to access the Forest Glen Metro Rail Station.

Fiscal Note

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State Transportation Participation (P500722)

The funding schedule aligns with current MOU agreements with the State. \$14.463 million was originally advanced by the County to the State for the MD 355/Montrose Parkway interchange. The County received reimbursement from the State in FY10. \$2 million of State Aid programmed in FY11 has been moved to the Traffic System Signal Modernization project (CIP #500704) with repayment to this project in FY17.

\$1,00,000 in liquor bonds was transferred to the Rapid Transit System project and \$1,000,000 was transferred to the Montrose Parkway East 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 State Highway Administration, Developers, Maryland-National Capital Park and Planning Commission, Montgomery County Fire and Rescue Service, Washington Metropolitan Area Transit Authority

Facility Planning: SM (P809319)

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

Date Last Modified 11/17/14
 Required Adequate Public Facility No
 Relocation Impact None
 Status Ongoing

| | Total | Thru FY14 | Rem FY14 | Total 6 Years | FY 15 | FY 16 | FY 17 | FY 18 | FY 19 | FY 20 | Beyond 6 Yrs |
|--------------------------------------|---------------|--------------|----------|---------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|
| EXPENDITURE SCHEDULE (\$000s) | | | | | | | | | | | |
| Planning, Design and Supervision | 17,445 | 9,766 | 0 | 7,679 | 1,150 | 1,250 | 1,250 | 1,250 | 1,340 | 1,439 | 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 | 52 | 52 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total | 17,497 | 9,818 | 0 | 7,679 | 1,150 | 1,250 | 1,250 | 1,250 | 1,340 | 1,439 | 0 |

| | | | | | | | | | | | |
|-----------------------------------|---------------|--------------|----------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|----------|
| FUNDING SCHEDULE (\$000s) | | | | | | | | | | | |
| Current Revenue: General | 5,000 | 5,000 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| State Aid | 140 | 140 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Stormwater Management Waiver Fees | 797 | 797 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Water Quality Protection Charge | 11,560 | 3,881 | 0 | 7,679 | 1,150 | 1,250 | 1,250 | 1,250 | 1,340 | 1,439 | 0 |
| Total | 17,497 | 9,818 | 0 | 7,679 | 1,150 | 1,250 | 1,250 | 1,250 | 1,340 | 1,439 | 0 |

APPROPRIATION AND EXPENDITURE DATA (000s)

| | | |
|------------------------------------|-------|--------|
| Appropriation Request | FY 16 | 1,129 |
| Supplemental Appropriation Request | | 0 |
| Transfer | | 0 |
| Cumulative Appropriation | | 12,012 |
| Expenditure / Encumbrances | | 10,071 |
| Unencumbered Balance | | 1,941 |

| | |
|--------------------------|--------------|
| Date First Appropriation | FY 93 |
| First Cost Estimate | |
| Current Scope | FY 15 17,497 |
| Last FY's Cost Estimate | 17,497 |
| Partial Closeout Thru | 0 |
| New Partial Closeout | 0 |
| Total Partial Closeout | 0 |

Description

This project provides for facility planning and feasibility studies to evaluate watershed conservation needs and to identify remedial project alternatives for stormwater management, stormwater retrofit, Environmental Site Design (ESD)/Low Impact Development (LID), and stream restoration projects. Projects in facility planning may include the preparation of watershed plans assessing stream restoration, stormwater management retrofit projects, and LID and ESD projects to help mitigate degraded stream conditions in rural and developed watersheds. Water quality monitoring and analysis is required to quantify impacts of watershed development and projects implemented in Retrofit SM Government Facilities (No. 800900), SM Retrofit Roads (No. 801300), SM Retrofit Schools (No. 801301), SM Retrofit Countywide (No. 808726), and Misc Stream Valley Improvements (No. 807359). The projects generated in facility planning support the requirements in the County's Municipal Separate Storm Sewer System (MS4) Permit. Facility planning represents planning and preliminary design and develops a program of requirements in advance of full programming of a project. This project also provides for operation of automated fixed monitoring stations as required by the MS4 Permit.

Justification

The Facility Planning products support the requirements outlined in the MS4 Permit as detailed in the Montgomery County Coordinated Implementation Strategy (CCIS). This project establishes the facilities planning data and alternatives analysis needed to identify and set priorities for individual capital projects. Facility planning costs for projects which are ultimately included in stand-alone Project Description Forms (PDFs) are reflected here and not in the resulting individual project. Future individual CIP projects which result from facility planning will each reflect reduced planning and design costs.

Fiscal Note

Reflects acceleration of \$721,000 from FY15 into FY14. Reflects an increased level of effort in FY14 and FY16-20 funding has been adjusted to better reflect anticipated annual spending.

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, U. S. Army Corps of Engineers, Washington Suburban Sanitary Commission, Department of Transportation, Montgomery County Public Schools, SM Retrofit Government Facilities (No. 800900), SM Retrofit Roads (No. 801300), SM Retrofit Schools (No. 801301), SM Retrofit Countywide (No. 808726), Misc. Stream Valley Improvements (No. 807359).

SM Facility Major Structural Repair (P800700)

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

Date Last Modified 11/17/14
 Required Adequate Public Facility No
 Relocation Impact None
 Status Ongoing

| | Total | Thru FY14 | Rem FY14 | Total 6 Years | FY 15 | FY 16 | FY 17 | FY 18 | FY 19 | FY 20 | Beyond 6 Yrs |
|--------------------------------------|---------------|--------------|--------------|------------------|--------------|--------------|--------------|--------------|--------------|--------------|-----------------|
| EXPENDITURE SCHEDULE (\$000s) | | | | | | | | | | | |
| Planning, Design and Supervision | 6,750 | 2,200 | 565 | 3,985 | 765 | 615 | 805 | 670 | 80 | 1,050 | 0 |
| Land | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Site Improvements and Utilities | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Construction | 24,985 | 4,296 | 1,604 | 19,085 | 6,765 | 2,925 | 2,195 | 2,330 | 2,920 | 1,950 | 0 |
| Other | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total | 31,735 | 6,496 | 2,169 | 23,070 | 7,530 | 3,540 | 3,000 | 3,000 | 3,000 | 3,000 | 0 |

| | | | | | | | | | | | |
|----------------------------------|---------------|--------------|--------------|---------------|--------------|--------------|--------------|--------------|--------------|--------------|----------|
| FUNDING SCHEDULE (\$000s) | | | | | | | | | | | |
| State Aid | 1,680 | 371 | 109 | 1,200 | 200 | 200 | 200 | 200 | 200 | 200 | 0 |
| Water Quality Protection Bonds | 26,198 | 3,125 | 2,060 | 21,013 | 7,330 | 2,789 | 2,494 | 2,800 | 2,800 | 2,800 | 0 |
| Water Quality Protection Charge | 3,857 | 3,000 | 0 | 857 | 0 | 551 | 306 | 0 | 0 | 0 | 0 |
| Total | 31,735 | 6,496 | 2,169 | 23,070 | 7,530 | 3,540 | 3,000 | 3,000 | 3,000 | 3,000 | 0 |

APPROPRIATION AND EXPENDITURE DATA (000s)

| | | |
|------------------------------------|-------|--------|
| Appropriation Request | FY 16 | 4,927 |
| Supplemental Appropriation Request | | 0 |
| Transfer | | 0 |
| Cumulative Appropriation | | 16,561 |
| Expenditure / Encumbrances | | 7,342 |
| Unencumbered Balance | | 9,219 |

| | |
|--------------------------|--------------|
| Date First Appropriation | FY 07 |
| First Cost Estimate | |
| Current Scope | FY 15 31,735 |
| Last FY's Cost Estimate | 31,735 |
| Partial Closeout Thru | 0 |
| New Partial Closeout | 0 |
| Total Partial Closeout | 0 |

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 2,600 stormwater management facilities. The project includes old facilities that require more extensive maintenance as ponds fill with sediment, pipes rust, concrete structures crack and deteriorate, and dam embankments develop leaks. Some of the existing stormwater facilities require extensive engineering analysis and design and may require retrofitting which is funded through 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, Hunters Woods, B'nai Israel, Brandermill, Gunners Lake, Colony Pond, and Persimmon Tree.

Fiscal Note

Indicated State Aid is preliminary and unappropriated. Funding may need to be revised based on actual State Aid commitments. In FY 16 and FY17, 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 - Government Facilities (P800900)

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

Date Last Modified 11/17/14
 Required Adequate Public Facility No
 Relocation Impact None
 Status Ongoing

| | Total | Thru FY14 | Rem FY14 | Total 6 Years | FY 15 | FY 16 | FY 17 | FY 18 | FY 19 | FY 20 | Beyond 6 Yrs |
|--------------------------------------|---------------|--------------|-------------|------------------|--------------|--------------|--------------|--------------|--------------|--------------|-----------------|
| EXPENDITURE SCHEDULE (\$000s) | | | | | | | | | | | |
| Planning, Design and Supervision | 13,529 | 6,679 | 28 | 6,822 | 2,246 | 826 | 1,000 | 950 | 900 | 900 | 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 | 14,269 | 2,940 | 419 | 10,910 | 780 | 1,990 | 1,820 | 2,320 | 2,000 | 2,000 | 0 |
| Other | 18 | 18 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total | 27,819 | 9,640 | 447 | 17,732 | 3,026 | 2,816 | 2,820 | 3,270 | 2,900 | 2,900 | 0 |

| | | | | | | | | | | | |
|----------------------------------|---------------|--------------|------------|---------------|--------------|--------------|--------------|--------------|--------------|--------------|----------|
| FUNDING SCHEDULE (\$000s) | | | | | | | | | | | |
| State Aid | 192 | 192 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Water Quality Protection Bonds | 25,473 | 8,266 | 447 | 16,760 | 3,026 | 2,245 | 2,419 | 3,270 | 2,900 | 2,900 | 0 |
| Water Quality Protection Charge | 2,154 | 1,182 | 0 | 972 | 0 | 571 | 401 | 0 | 0 | 0 | 0 |
| Total | 27,819 | 9,640 | 447 | 17,732 | 3,026 | 2,816 | 2,820 | 3,270 | 2,900 | 2,900 | 0 |

| | | | | | | | | | | | |
|---|--|--|--|------------|-----------|-----------|-----------|------------|------------|------------|--|
| OPERATING BUDGET IMPACT (\$000s) | | | | | | | | | | | |
| Maintenance | | | | 609 | 13 | 25 | 42 | 139 | 168 | 222 | |
| Net Impact | | | | 609 | 13 | 25 | 42 | 139 | 168 | 222 | |

APPROPRIATION AND EXPENDITURE DATA (000s)

| | | | | |
|------------------------------------|-------|--------|--------------------------|--------|
| Appropriation Request | FY 16 | 4,040 | Date First Appropriation | FY 09 |
| Supplemental Appropriation Request | | 0 | First Cost Estimate | |
| Transfer | | 0 | Current Scope | FY 15 |
| Cumulative Appropriation | | 15,608 | Last FY's Cost Estimate | 27,819 |
| Expenditure / Encumbrances | | 11,651 | Partial Closeout Thru | 0 |
| Unencumbered Balance | | 3,957 | New Partial Closeout | 0 |

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 MS4 permit and addresses the goals of the Chesapeake Bay tributary strategy initiatives, and the County's adopted water quality goals (Chapter 19, Article IV), which require 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

No State Aid is assumed for this project in FY15 to FY20. Funding schedule may need to be revised based on actual State Aid commitments. In FY16 and FY17, funding from the Water Quality Protection Charge replaced funding from 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 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
Sub Category
Administering Agency
Planning Area

Conservation of Natural Resources
Stormwater Management
Environmental Protection (AAGE07)
Countywide

Date Last Modified 11/17/14
Required Adequate Public Facility No
Relocation Impact None
Status Ongoing

| | Total | Thru FY14 | Rem FY14 | Total 6 Years | FY 15 | FY 16 | FY 17 | FY 18 | FY 19 | FY 20 | Beyond 6 Yrs |
|---|----------------|--------------|--------------|------------------|---------------|---------------|---------------|---------------|---------------|---------------|-----------------|
| EXPENDITURE SCHEDULE (\$000s) | | | | | | | | | | | |
| Planning, Design and Supervision | 35,200 | 1,455 | 3,585 | 30,160 | 5,710 | 5,340 | 5,020 | 4,640 | 4,750 | 4,700 | 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 | 76,615 | 4,407 | 3,948 | 68,260 | 7,030 | 8,740 | 21,300 | 11,370 | 10,420 | 9,400 | 0 |
| Other | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total | 111,815 | 5,862 | 7,533 | 98,420 | 12,740 | 14,080 | 26,320 | 16,010 | 15,170 | 14,100 | 0 |
| FUNDING SCHEDULE (\$000s) | | | | | | | | | | | |
| State Aid | 42,819 | 3,486 | 7,533 | 31,800 | 5,300 | 5,300 | 5,300 | 5,300 | 5,300 | 5,300 | 0 |
| Water Quality Protection Bonds | 65,940 | 2,376 | 0 | 63,564 | 7,440 | 6,982 | 19,762 | 10,710 | 9,870 | 8,800 | 0 |
| Water Quality Protection Charge | 3,056 | 0 | 0 | 3,056 | 0 | 1,798 | 1,258 | 0 | 0 | 0 | 0 |
| Total | 111,815 | 5,862 | 7,533 | 98,420 | 12,740 | 14,080 | 26,320 | 16,010 | 15,170 | 14,100 | 0 |
| OPERATING BUDGET IMPACT (\$000s) | | | | | | | | | | | |
| Maintenance | | | | 5,874 | 282 | 496 | 550 | 1,110 | 1,524 | 1,912 | |
| Net Impact | | | | 5,874 | 282 | 496 | 550 | 1,110 | 1,524 | 1,912 | |

APPROPRIATION AND EXPENDITURE DATA (000s)

| | | | | |
|------------------------------------|-------|--------|--------------------------|---------------|
| Appropriation Request | FY 16 | 18,465 | Date First Appropriation | FY 13 |
| Supplemental Appropriation Request | | 0 | First Cost Estimate | |
| Transfer | | 0 | Current Scope | FY 15 111,815 |
| Cumulative Appropriation | | 35,365 | Last FY's Cost Estimate | 111,815 |
| Expenditure / Encumbrances | | 12,778 | Partial Closeout Thru | 0 |
| Unencumbered Balance | | 22,587 | New Partial Closeout | 0 |

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.

Justification

This project supports the requirements of the MS4 permit and addresses the goals of the Chesapeake Bay tributary strategy initiative, 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 Amherst Avenue, Breewood Neighborhood Green Street, Dennis Avenue DOT Participation, Donnybrook LID Retrofit, Franklin Knolls DOT Partnership, and Sligo Park Hills Neighborhood Green Street.

Fiscal Note

While the State of Maryland has indicated a desire to provide funding, all indicated State Aid is preliminary and unappropriated in FY15-20. Funding may need to be revised based on the actual State Aid commitments. In FY16 and FY17, the Water Quality Protection Charge replaced funding from 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 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
Sub Category
Administering Agency
Planning Area

Conservation of Natural Resources
Stormwater Management
Environmental Protection (AAGE07)
Countywide

Date Last Modified 11/17/14
Required Adequate Public Facility No
Relocation Impact None
Status Ongoing

| | Total | Thru FY14 | Rem FY14 | Total 6 Years | FY 15 | FY 16 | FY 17 | FY 18 | FY 19 | FY 20 | Beyond 6 Yrs |
|--------------------------------------|---------------|--------------|-------------|------------------|--------------|--------------|--------------|--------------|--------------|--------------|-----------------|
| EXPENDITURE SCHEDULE (\$000s) | | | | | | | | | | | |
| Planning, Design and Supervision | 9,315 | 677 | 808 | 7,830 | 1,350 | 1,360 | 1,220 | 1,300 | 1,300 | 1,300 | 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 | 17,140 | 0 | 40 | 17,100 | 2,120 | 4,920 | 2,260 | 2,600 | 2,600 | 2,600 | 0 |
| Other | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total | 26,455 | 677 | 848 | 24,930 | 3,470 | 6,280 | 3,480 | 3,900 | 3,900 | 3,900 | 0 |

| | | | | | | | | | | | |
|----------------------------------|---------------|------------|------------|---------------|--------------|--------------|--------------|--------------|--------------|--------------|----------|
| FUNDING SCHEDULE (\$000s) | | | | | | | | | | | |
| Water Quality Protection Bonds | 25,372 | 677 | 848 | 23,847 | 3,470 | 5,485 | 3,192 | 3,900 | 3,900 | 3,900 | 0 |
| Water Quality Protection Charge | 1,083 | 0 | 0 | 1,083 | 0 | 795 | 288 | 0 | 0 | 0 | 0 |
| Total | 26,455 | 677 | 848 | 24,930 | 3,470 | 6,280 | 3,480 | 3,900 | 3,900 | 3,900 | 0 |

| | | | | | | | | | | | |
|---|--|--|--|------------|----------|----------|------------|------------|------------|------------|--|
| OPERATING BUDGET IMPACT (\$000s) | | | | | | | | | | | |
| Maintenance | | | | 771 | 7 | 7 | 124 | 163 | 211 | 259 | |
| Net Impact | | | | 771 | 7 | 7 | 124 | 163 | 211 | 259 | |

APPROPRIATION AND EXPENDITURE DATA (000s)

| | | |
|------------------------------------|-------|-------|
| Appropriation Request | FY 16 | 3,949 |
| Supplemental Appropriation Request | | 0 |
| Transfer | | 0 |
| Cumulative Appropriation | | 9,441 |
| Expenditure / Encumbrances | | 1,910 |
| Unencumbered Balance | | 7,531 |

| | |
|--------------------------|--------|
| Date First Appropriation | FY 13 |
| First Cost Estimate | |
| Current Scope | FY 15 |
| Last FY's Cost Estimate | 26,455 |
| Partial Closeout Thru | 0 |
| New Partial Closeout | 0 |
| Total Partial Closeout | 0 |

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 MS4 permit and addresses the goals of the Chesapeake Bay tributary strategy initiatives, 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 FY16 and FY17, funding was reduced from Water Quality Protection Bonds and was replaced by the Water Quality Protection Charge.

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.

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 11/17/14
 Required Adequate Public Facility No
 Relocation Impact None
 Status Ongoing

| | Total | Thru FY14 | Rem FY14 | Total 6 Years | FY 15 | FY 16 | FY 17 | FY 18 | FY 19 | FY 20 | Beyond 6 Yrs |
|--------------------------------------|---------------|--------------|--------------|------------------|--------------|--------------|--------------|--------------|--------------|--------------|-----------------|
| EXPENDITURE SCHEDULE (\$000s) | | | | | | | | | | | |
| Planning, Design and Supervision | 15,165 | 1,332 | 1,274 | 12,559 | 2,379 | 2,160 | 2,210 | 2,010 | 1,900 | 1,900 | 0 |
| Land | 40 | 0 | 40 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Site Improvements and Utilities | 2 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Construction | 32,166 | 840 | 1,312 | 30,014 | 4,014 | 3,280 | 7,430 | 6,890 | 4,200 | 4,200 | 0 |
| Other | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total | 47,373 | 2,172 | 2,628 | 42,573 | 6,393 | 5,440 | 9,640 | 8,900 | 6,100 | 6,100 | 0 |

| | | | | | | | | | | | |
|-----------------------------------|---------------|--------------|--------------|---------------|--------------|--------------|--------------|--------------|--------------|--------------|----------|
| FUNDING SCHEDULE (\$000s) | | | | | | | | | | | |
| State Aid | 8,254 | 377 | 1,877 | 6,000 | 1,000 | 1,000 | 1,000 | 1,000 | 1,000 | 1,000 | 0 |
| Stormwater Management Waiver Fees | 233 | 233 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Water Quality Protection Bonds | 37,278 | 1,562 | 751 | 34,965 | 5,393 | 3,531 | 7,941 | 7,900 | 5,100 | 5,100 | 0 |
| Water Quality Protection Charge | 1,608 | 0 | 0 | 1,608 | 0 | 909 | 699 | 0 | 0 | 0 | 0 |
| Total | 47,373 | 2,172 | 2,628 | 42,573 | 6,393 | 5,440 | 9,640 | 8,900 | 6,100 | 6,100 | 0 |

| | | | | | | | | | | | |
|---|--|--|--|------------|-----------|-----------|-----------|-----------|-----------|------------|--|
| OPERATING BUDGET IMPACT (\$000s) | | | | | | | | | | | |
| Maintenance | | | | 350 | 10 | 30 | 40 | 65 | 95 | 110 | |
| Net Impact | | | | 350 | 10 | 30 | 40 | 65 | 95 | 110 | |

APPROPRIATION AND EXPENDITURE DATA (000s)

| | | |
|------------------------------------|-------|--------|
| Appropriation Request | FY 16 | 3,653 |
| Supplemental Appropriation Request | | 0 |
| Transfer | | 0 |
| Cumulative Appropriation | | 13,895 |

| | |
|--------------------------|--------|
| Date First Appropriation | FY 73 |
| First Cost Estimate | |
| Current Scope | FY 16 |
| Last FY's Cost Estimate | 48,913 |
| Partial Closeout Thru | 18,098 |

Description

This project provides for design and construction of habitat restoration or stabilization measures for stream reaches having severe channel erosion, sedimentation, and habitat degradation. Developed areas constructed without modern stormwater controls contribute uncontrolled runoff which results in severely 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 MS4 permit and addresses the goals of the Chesapeake Bay Tributary Strategy Initiatives, 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, Donnybrook Tributary, Hollywood Branch I, Breewood, Bedfordshire and Fallsreach, Muddy Branch I, Great Seneca (GSGN 205), Grosvenor Tributary, Stonybrook Tributary, Snakeden Branch II, and Whetstone Run.

Fiscal Note

While the State of Maryland has indicated a desire to provide funding, all indicated State Aid is preliminary and not committed. Funding may need to be revised based on actual State Aid commitments. In FY16 and FY17, funding from the Water Quality Protection Charge replaced funding from 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, Washington Suburban Sanitary Commission, Department of Permitting Services, Maryland Department of the Environment, Maryland Department of Natural Resources.

24

White Flint Fire Station #23 (P451502)

Category Public Safety
Sub Category Fire/Rescue Service
Administering Agency General Services (AAGE29)
Planning Area Rockville

Date Last Modified 11/17/14
Required Adequate Public Facility No
Relocation Impact None
Status Planning Stage

| | Total | Thru FY14 | Rem FY14 | Total 6 Years | FY 15 | FY 16 | FY 17 | FY 18 | FY 19 | FY 20 | Beyond 6 Yrs |
|--------------------------------------|---------------|--------------|-------------|------------------|--------------|------------|--------------|--------------|---------------|--------------|-----------------|
| EXPENDITURE SCHEDULE (\$000s) | | | | | | | | | | | |
| Planning, Design and Supervision | 3,820 | 0 | 0 | 3,793 | 0 | 489 | 1,122 | 893 | 838 | 451 | 27 |
| Land | 4,806 | 0 | 0 | 4,806 | 4,806 | 0 | 0 | 0 | 0 | 0 | 0 |
| Site Improvements and Utilities | 1,921 | 0 | 0 | 1,921 | 0 | 0 | 0 | 275 | 1,061 | 585 | 0 |
| Construction | 12,641 | 0 | 0 | 12,641 | 0 | 0 | 0 | 3,160 | 7,584 | 1,897 | 0 |
| Other | 4,641 | 0 | 0 | 4,641 | 0 | 0 | 0 | 1,649 | 1,530 | 1,462 | 0 |
| Total | 27,829 | 0 | 0 | 27,802 | 4,806 | 489 | 1,122 | 5,977 | 11,013 | 4,395 | 27 |

| | | | | | | | | | | | |
|----------------------------------|---------------|----------|----------|---------------|--------------|------------|--------------|--------------|---------------|--------------|-----------|
| FUNDING SCHEDULE (\$000s) | | | | | | | | | | | |
| G.O. Bonds | 27,829 | 0 | 0 | 27,802 | 4,806 | 489 | 1,122 | 5,977 | 11,013 | 4,395 | 27 |
| Total | 27,829 | 0 | 0 | 27,802 | 4,806 | 489 | 1,122 | 5,977 | 11,013 | 4,395 | 27 |

APPROPRIATION AND EXPENDITURE DATA (000s)

| | | |
|------------------------------------|-------|-------|
| Appropriation Request | FY 16 | 2,863 |
| Supplemental Appropriation Request | | 0 |
| Transfer | | 0 |
| Cumulative Appropriation | | 4,806 |
| Expenditure / Encumbrances | | 0 |
| Unencumbered Balance | | 4,806 |

| | |
|--------------------------|--------|
| Date First Appropriation | FY 15 |
| First Cost Estimate | |
| Current Scope | FY 15 |
| Last FY's Cost Estimate | 27,829 |

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 considered for Urban District Offices to include approximately 4,500 gross square feet. Fire/Rescue apparatus to be purchased for this station includes a new EMS unit and related equipment.

Estimated Schedule

Land purchase in FY15; Planning and design beginning in FY16; Construction FY18-20.

Justification

The existing Rockville Fire Station #23, located at 121 Rollins Avenue has only two bays and is extremely under sized 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 government functions and affordable housing.

Disclosures

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

Coordination

Department of Housing and Community Affairs

Rapid Transit System (P501318)

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

Date Last Modified 11/17/14
 Required Adequate Public Facility No
 Relocation Impact None
 Status Planning Stage

| Total | Thru FY14 | Rem FY14 | Total 6 Years | FY 15 | FY 16 | FY 17 | FY 18 | FY 19 | FY 20 | Beyond 6 Yrs |
|-------|--------------|-------------|------------------|-------|-------|-------|-------|-------|-------|-----------------|
|-------|--------------|-------------|------------------|-------|-------|-------|-------|-------|-------|-----------------|

EXPENDITURE SCHEDULE (\$000s)

| | | | | | | | | | | |
|----------------------------------|--------------|------------|-----------|--------------|------------|--------------|----------|----------|----------|----------|
| Planning, Design and Supervision | 2,121 | 593 | 28 | 1,500 | 500 | 1,000 | 0 | 0 | 0 | 0 |
| Land | 4 | 4 | 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 | 2,125 | 597 | 28 | 1,500 | 500 | 1,000 | 0 | 0 | 0 | 0 |

FUNDING SCHEDULE (\$000s)

| | | | | | | | | | | |
|----------------------------|--------------|------------|-----------|--------------|------------|--------------|----------|----------|----------|----------|
| Mass Transit Fund | 625 | 597 | 28 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Revenue Bonds: Liquor Fund | 1,000 | 0 | 0 | 1,000 | 0 | 1,000 | 0 | 0 | 0 | 0 |
| State Aid | 500 | 0 | 0 | 500 | 500 | 0 | 0 | 0 | 0 | 0 |
| Total | 2,125 | 597 | 28 | 1,500 | 500 | 1,000 | 0 | 0 | 0 | 0 |

APPROPRIATION AND EXPENDITURE DATA (000s)

| | | |
|------------------------------------|--------------|--------------|
| Appropriation Request | FY 16 | 0 |
| Supplemental Appropriation Request | | 0 |
| Transfer | | 0 |
| Cumulative Appropriation | 2,125 | 1,125 |
| Expenditure / Encumbrances | | 624 |
| Unencumbered Balance | | 501 |

| | |
|--------------------------|-------------|
| Date First Appropriation | FY 13 |
| First Cost Estimate | |
| Current Scope | FY 16 2,125 |
| Last FY's Cost Estimate | 1,625 |

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 and Veirs Mill Road.

Estimated Schedule

Facility planning for the MD 355 and US 29 corridors will begin in FY15.

Cost Change

The Maryland Department of Transportation draft Consolidated Transportation Program for 2014-2019 provides \$10M for County Rapid Transit System planning; \$4.2M in FY15 and \$5.8M in FY16. The Department intends to use these funds to begin facility planning for the MD 355 and US 29 corridors in FY15.

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 master-planned RTS lines on Veirs Mill Road between the Rockville and Wheaton Metro Stations (\$6 million) and for Georgia Avenue between Montgomery General Hospital and the Wheaton Metrorail Station (\$5 million). These two studies are funded in the State Transportation Participation project, PDF #500722 and are underway. The FY13 and FY14 appropriation provided funds for staffing and for studies of service planning and integration and of transit signal priority for the Purple Line, CCT, and the following RTS lines: MD 355 between Redgrave Place and the Bethesda Metro Station; US 29 between Burtonsville and Silver Spring Metro Station; Randolph Road between Rockville Pike and FDA Boulevard.

Fiscal Note

MDOT will manage facility planning for the MD 355 and US 29 corridors and has agreed to provide \$500,000 per year in FY15 for County oversight. \$1,000,000 in liquor bonds was transferred from the State Transportation Participation 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 Department of Transportation, Washington Metropolitan Area Transit Authority, M-NCPPC, City of Rockville, City of Gaithersburg, Montgomery County Rapid Transit Steering Committee, State Transportation Participation project (#500722)

FY15-20 RECOMMENDED AMENDED CIP - ADDITIONAL AMENDMENTS IF FUNDING AT COUNCIL SAG BOND LIMITS
APRIL BUDGET AMENDMENTS SUMMARY (\$000S)
April 20, 2015

| Circle # | PROJECT # | PROJECT NAME | EXPLANATION OF ADJUSTMENT | FY15-20 CHANGE | FUNDING SOURCES |
|----------|-----------|--|---|----------------|-----------------|
| | | | | | |
| 27 | 816633 | HVAC (Mechanical Systems) Replacement: MCPS | Add funding in FY16 (\$3.5M) and FY17 (\$1.5M) | 7,000 | GO bonds |
| 28 | 896586 | Planned Life Cycle Asset Repl: MCPS | Add funding in FY16 (\$5.5M) and FY17 (\$1.5M) | 5,000 | GO bonds |
| 29 | 500511 | Resurfacing: Residential/Rural Roads | Add funding to resurface 47.6 lane miles of residential/rural roads to address MC311 complaints | 7,000 | GO bonds |
| 30 | 508182 | Sidewalk & Curb Replacement | Add funding for sidewalk improvements in FY16 to improve pedestrian safety and mobility | 1,000 | GO bonds |

HVAC (Mechanical Systems) Replacement: MCPS (P816633)

If at SAG
Limits

Category: Montgomery County Public Schools
Sub Category: Countywide
Administering Agency: Public Schools (AAGE18)
Planning Area: Countywide

Date Last Modified: 11/17/14
Required Adequate Public Facility: No
Relocation Impact: None
Status: Ongoing

| Total | Thru FY14 | Rem FY14 | Total 6 Years | FY 15 | FY 16 | FY 17 | FY 18 | FY 19 | FY 20 | Beyond 6 Yrs |
|-------|-----------|----------|---------------|-------|-------|-------|-------|-------|-------|--------------|
|-------|-----------|----------|---------------|-------|-------|-------|-------|-------|-------|--------------|

EXPENDITURE SCHEDULE (\$000s)

| | | | | | | | | | | | |
|----------------------------------|----------------|---------------|--------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|----------|
| Planning, Design and Supervision | 27,200 | 5,900 | 2,000 | 19,300 | 5,200 | 4,100 | 2,500 | 2,500 | 2,500 | 2,500 | 0 |
| and | 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 | 129,534 | 42,194 | 7,640 | 79,700 | 22,800 | 17,400 | 11,000 | 9,500 | 9,500 | 9,500 | 0 |
| Other | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total | 156,734 | 48,094 | 9,640 | 99,000 | 28,000 | 21,500 | 13,500 | 12,000 | 12,000 | 12,000 | 0 |

FUNDING SCHEDULE (\$000s)

| | | | | | | | | | | | |
|--------------|----------------|---------------|--------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|----------|
| G.O. Bonds | 132,029 | 35,990 | 4,684 | 91,355 | 20,355 | 21,500 | 13,500 | 12,000 | 12,000 | 12,000 | 0 |
| State Aid | 24,705 | 12,104 | 4,956 | 7,645 | 7,645 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total | 156,734 | 48,094 | 9,640 | 99,000 | 28,000 | 21,500 | 13,500 | 12,000 | 12,000 | 12,000 | 0 |

APPROPRIATION AND EXPENDITURE DATA (000s)

| | | |
|------------------------------------|-------|--------|
| Appropriation Request | FY 16 | 21,500 |
| Supplemental Appropriation Request | | 0 |
| Transfer | | 0 |
| Cumulative Appropriation | | 85,734 |
| Expenditure / Encumbrances | | 48,094 |
| Unencumbered Balance | | 37,640 |

| | |
|--------------------------|---------|
| Date First Appropriation | FY 81 |
| First Cost Estimate | |
| Current Scope | FY 96 |
| Last FY's Cost Estimate | 150,076 |
| Partial Closeout Thru | 75,396 |
| New Partial Closeout | 12,247 |
| Total Partial Closeout | 87,643 |

Description

This project provides for the systematic replacement of heating, ventilating, air conditioning, automated temperature controls, and plumbing systems for MCPS facilities. This replacement approach is based on indoor environmental quality (IEQ), energy performance, maintenance data, and the modernization schedule. Qualifying systems and/or components are selected based on the above criteria and are prioritized within the CIP through a rating system formula. MCPS is participating in interagency planning and review to share successful and cost effective approaches. For projects on the revitalization/expansion schedule, the scope is reduced to the minimum necessary to maintain the operation of the existing mechanical system. Any new equipment installations will be salvaged at the time of the revitalization/expansion project and will be re-used.

An FY 2012 appropriation and amendment to the FY 2011-2016 CIP was approved to provide an additional \$6.52 million above the adopted CIP to reinstate funds that were removed by the County Council during reconciliation in May 2010. An FY 2013 appropriation was approved for mechanical systems upgrades and/or replacements at Damascus and Col. Zadok Magruder high schools, Neelesville Middle School, and Takoma Park, Waters Landing, Cold Spring, Rosemary Hills, Rachel Carson, Washington Grove, Bannockburn, Westbrook, East Silver Spring, and Piney Branch elementary schools. The County Council, in the adopted FY 2013-2018 CIP, significantly reduced the expenditures requested by the Board of Education for this project for FY 2014 and beyond. An FY 2014 appropriation and amendment to the FY 2013-2018 CIP was requested to provide an additional \$11.46 million above the adopted CIP to reinstate funds that were removed by the County Council during reconciliation in May 2012. However, the County Council, in the adopted FY 2013-2018 Amended CIP, approved only \$3.82 million of the \$11.46 million requested by the Board.

Due to fiscal constraints, the County Council adopted FY 2015-2020 CIP reduced the FY 2016 expenditures requested by the Board of Education from \$28 million to \$16 million, but increased the outyears by a total of \$8 million (\$2 million in FYs 2017-2020). An FY 2015 appropriation was approved for mechanical systems upgrades and/or replacements at Damascus, Quince Orchard, and Watkins Mill high schools; Thomas Pyle, Shady Grove, and Silver Spring International middle schools; and Woodfield, Goshen, Whetsone, Summit Hall, S. Christa McAuliffe, Lake Seneca, Sligo Creek, Brooke Grove, Clearspring, Laytonsville, and New Hampshire Estates elementary schools. An FY 2016 appropriation is requested for mechanical systems upgrades and/or replacements at Quince Orchard (Phase II) and Damascus (Phase III) high schools; Shady Grove (Phase II) Middle School; and Beall, Burning Tree, Captain Daly, Highland, and Rolling Terrace elementary schools.

Disclosures

Expenditures will continue indefinitely.

Public Schools (A18) 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

CIP Master Plan for School Facilities

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Planned Life Cycle Asset Repl: MCPS (P896586)

If at SAG
limits

Category: Montgomery County Public Schools
 Sub Category: Countywide
 Administering Agency: Public Schools (AAGE18)
 Planning Area: Countywide

Date Last Modified: 11/17/14
 Required Adequate Public Facility: No
 Relocation Impact: None
 Status: Ongoing

| Total | Thru FY14 | Rem FY14 | Total 6 Years | FY 15 | FY 16 | FY 17 | FY 18 | FY 19 | FY 20 | Beyond 6 Yrs |
|-------|-----------|----------|---------------|-------|-------|-------|-------|-------|-------|--------------|
|-------|-----------|----------|---------------|-------|-------|-------|-------|-------|-------|--------------|

EXPENDITURE SCHEDULE (\$000s)

| | | | | | | | | | | | |
|----------------------------------|---------------|---------------|--------------|---------------|--------------|---------------|--------------|--------------|--------------|--------------|----------|
| Planning, Design and Supervision | 10,968 | 3,518 | 900 | 6,550 | 1,225 | 1,725 | 900 | 900 | 900 | 900 | 0 |
| and | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Site Improvements and Utilities | 11,345 | 7,395 | 500 | 3,450 | 725 | 725 | 500 | 500 | 500 | 500 | 0 |
| Construction | 77,305 | 40,160 | 4,569 | 32,576 | 6,912 | 10,800 | 4,841 | 3,341 | 3,341 | 3,341 | 0 |
| Other | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total | 99,618 | 51,073 | 5,969 | 42,576 | 8,862 | 13,250 | 6,241 | 4,741 | 4,741 | 4,741 | 0 |

FUNDING SCHEDULE (\$000s)

| | | | | | | | | | | | |
|------------------------------|---------------|---------------|--------------|---------------|--------------|---------------|--------------|--------------|--------------|--------------|----------|
| Operating Schools Program | 6,361 | 5,155 | 603 | 603 | 603 | 0 | 0 | 0 | 0 | 0 | 0 |
| U.S. Bonds | 83,628 | 37,923 | 4,741 | 40,964 | 7,250 | 13,250 | 6,241 | 4,741 | 4,741 | 4,741 | 0 |
| Qualified Zone Academy Funds | 9,629 | 7,995 | 625 | 1,009 | 1,009 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total | 99,618 | 51,073 | 5,969 | 42,576 | 8,862 | 13,250 | 6,241 | 4,741 | 4,741 | 4,741 | 0 |

APPROPRIATION AND EXPENDITURE DATA (000s)

| | | |
|------------------------------------|-------|--------|
| Appropriation Request | FY 16 | 13,250 |
| Supplemental Appropriation Request | | 0 |
| Transfer | | 0 |
| Cumulative Appropriation | | 64,292 |
| Expenditure / Encumbrances | | 51,073 |
| Unencumbered Balance | | 14,831 |

| | |
|--------------------------|--------------|
| Date First Appropriation | FY 89 |
| First Cost Estimate | |
| Current Scope | FY 96 24,802 |
| Last FY's Cost Estimate | 90,506 |
| Partial Closeout Thru | 49,807 |
| New Partial Closeout | 1,126 |
| Total Partial Closeout | 50,933 |

Description

This project funds a comprehensive and ongoing plan to replace key facility and site components based on an inventory of their age and conditions. A comprehensive inventory of all such components has been assembled so that replacements can be anticipated and accomplished in a planned and orderly manner. Facility components included in this project are code corrections, physical education facility/field improvements, school facility exterior resurfacing, partitions, doors, lighting, media center security gates, bleachers, communication systems, and flooring.

An FY 2013 appropriation was approved to fund capital projects that will address MCPS infrastructure. Projects include: exterior resurfacing, repair/replacement of partitions and doors, lighting upgrades/replacement, replacement of media center security gates, repair/replacement of bleachers, communication systems upgrades, and repair/replacement of various flooring. This project also funds playground equipment replacement, tennis court and running track renovations, and cafeteria equipment replacement. The County Council, in the adopted FY 2013-2018 CIP significantly reduced the expenditures requested by the Board of Education for this project for FY 2014 and beyond.

An FY 2014 appropriation and amendment to the FY 2013-2018 CIP was requested to provide an additional \$2.49 million above the adopted CIP to reinstate funds that were removed by the County Council during reconciliation in May 2012. However, the County Council, in the adopted FY 2013-2018 Amended CIP did not approved the \$2.49 million amendment as requested by the Board. An FY 2013 supplemental appropriation of \$3.1 million was approved through the state's ASP program and an FY 2013 supplemental appropriation of \$2.0 million was approved through the state's QZAB program. An FY 2015 appropriation was approved to reinstate funds that were removed by the County Council during the last full CIP approval process in order to address our aging infrastructure through the PLAR program. An FY 2016 appropriation and amendment is requested to continue this level of effort project and also provide an additional \$2.5 million in FY 2016 to address immediate facility issues at schools that are waiting for a major capital project. For a list of projects completed during the summer of 2014, see Appendix R of the Superintendent's Recommended FY 2016 Capital Budget and Amendments to the FY2015-2020 Capital Improvements Program.

Disclosures

Expenditures will continue indefinitely.

Public Schools (A18) 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

CIP Master Plan for School Facilities,

| | FY 15 | FY 16-20 |
|--------------------|-------|----------|
| Salaries and Wages | 361 | 1805 |
| Fringe Benefits | 161 | 805 |
| Workyears | 5 | 25 |

Resurfacing: Residential/Rural Roads (P500511)

If at SAG limits

Category Transportation
Sub Category Highway Maintenance
Administering Agency Transportation (AAGE30)
Planning Area Countywide

Date Last Modified 11/17/14
Required Adequate Public Facility No
Relocation Impact None
Status Ongoing

| | Total | Thru FY14 | Rem FY14 | Total 6 Years | FY 15 | FY 16 | FY 17 | FY 18 | FY 19 | FY 20 | Beyond 6 Yrs |
|--------------------------------------|----------------|---------------|--------------|---------------|---------------|---------------|--------------|--------------|--------------|---------------|--------------|
| EXPENDITURE SCHEDULE (\$000s) | | | | | | | | | | | |
| Planning, Design and Supervision | 10,601 | 74 | 1,407 | 9,120 | 2,850 | 2,220 | 825 | 375 | 1,275 | 1,575 | 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 | 109,318 | 56,722 | 916 | 51,680 | 16,150 | 12,580 | 4,675 | 2,125 | 7,225 | 8,925 | 0 |
| Other | 45 | 45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total | 119,964 | 56,841 | 2,323 | 60,800 | 19,000 | 14,800 | 5,500 | 2,500 | 8,500 | 10,500 | 0 |

| | | | | | | | | | | | |
|----------------------------------|----------------|---------------|--------------|---------------|---------------|---------------|--------------|--------------|--------------|---------------|----------|
| FUNDING SCHEDULE (\$000s) | | | | | | | | | | | |
| Current Revenue: General | 309 | 309 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| G.O. Bonds | 118,038 | 54,915 | 2,323 | 60,800 | 19,000 | 14,800 | 5,500 | 2,500 | 8,500 | 10,500 | 0 |
| PAYGO | 1,617 | 1,617 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total | 119,964 | 56,841 | 2,323 | 60,800 | 19,000 | 14,800 | 5,500 | 2,500 | 8,500 | 10,500 | 0 |

APPROPRIATION AND EXPENDITURE DATA (000s)

| | | |
|------------------------------------|-------|--------|
| Appropriation Request | FY 16 | 14,800 |
| Supplemental Appropriation Request | | 0 |
| Transfer | | 0 |
| Cumulative Appropriation | | 78,164 |
| Expenditure / Encumbrances | | 57,147 |
| Unencumbered Balance | | 21,017 |

| | |
|--------------------------|---------|
| Date First Appropriation | FY 05 |
| First Cost Estimate | |
| Current Scope | FY 16 |
| Last FY's Cost Estimate | 119,964 |
| 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 4,210 lane miles of rural and residential roads. Preventative maintenance includes full-depth patching of distressed areas of pavement in combination with a new hot mix asphalt wearing surface of 1-inch to 2-inches depending on the levels of observed distress. A portion of this work will be performed by the county in-house paving crew.

Cost Change

Additional \$7 million in FY16 which translates to an additional 47.6 lane miles of resurfacing. Reflects reallocation of highway maintenance funds between projects and years.

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 a systematic approach to maintaining a healthy residential pavement inventory. The latest 2013 survey indicated that the current cost of the countywide backlog on road repairs is \$211.1 million. This represents 58 percent of total residential infrastructure pavement repair needs. Physical condition inspections of residential pavements will occur on a 2-3 year cycle.

Other

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

Fiscal Note

\$36 million is the annual cost required to maintain the current Countywide Pavement Condition Index of 68 on residential and rural roads. Related CIP projects include Permanent Patching: Residential/Rural Roads (#501106) and Residential and Rural Road Rehabilitation (#500914).

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)

If at SAG limits

Category Transportation
Sub Category Highway Maintenance
Administering Agency Transportation (AAGE30)
Planning Area Countywide

Date Last Modified 11/17/14
Required Adequate Public Facility No
Relocation Impact None
Status Ongoing

| | Total | Thru FY14 | Rem FY14 | Total 6 Years | FY 15 | FY 16 | FY 17 | FY 18 | FY 19 | FY 20 | Beyond 6 Yrs |
|--------------------------------------|---------------|--------------|------------|---------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|
| EXPENDITURE SCHEDULE (\$000s) | | | | | | | | | | | |
| Planning, Design and Supervision | 6,757 | 2 | 725 | 6,030 | 1,005 | 1,005 | 1,005 | 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 | 35,924 | 6,454 | 0 | 29,470 | 5,695 | 5,295 | 3,295 | 4,795 | 5,695 | 4,695 | 0 |
| Other | 35 | 0 | 35 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total | 42,716 | 6,456 | 760 | 35,500 | 6,700 | 6,300 | 4,300 | 5,800 | 6,700 | 5,700 | 0 |

| | | | | | | | | | | | |
|----------------------------------|---------------|--------------|------------|---------------|--------------|--------------|--------------|--------------|--------------|--------------|----------|
| FUNDING SCHEDULE (\$000s) | | | | | | | | | | | |
| Contributions | 4,259 | 499 | 760 | 3,000 | 500 | 500 | 500 | 500 | 500 | 500 | 0 |
| G.O. Bonds | 38,457 | 5,957 | 0 | 32,500 | 6,200 | 5,800 | 3,800 | 5,300 | 6,200 | 5,200 | 0 |
| Total | 42,716 | 6,456 | 760 | 35,500 | 6,700 | 6,300 | 4,300 | 5,800 | 6,700 | 5,700 | 0 |

APPROPRIATION AND EXPENDITURE DATA (000s)

| | | |
|------------------------------------|-------|--------|
| Appropriation Request | FY 16 | 6,300 |
| Supplemental Appropriation Request | | 0 |
| Transfer | | 0 |
| Cumulative Appropriation | | 13,916 |
| Expenditure / Encumbrances | | 6,477 |
| Unencumbered Balance | | 7,439 |

| | |
|--------------------------|---------|
| Date First Appropriation | FY 81 |
| First Cost Estimate | |
| Current Scope | FY 16 |
| Last FY's Cost Estimate | 56,059 |
| Partial Closeout Thru | 108,966 |
| New Partial Closeout | 6,456 |
| Total Partial Closeout | 115,422 |

Description

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

Cost Change

Decrease due to fiscal capacity and capitalization of prior year expenditures.

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.

Disclosures

Expenditures will continue indefinitely.

Coordination

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

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