



OFFICE OF THE COUNTY EXECUTIVE
ROCKVILLE, MARYLAND 20850

Isiah Leggett
County Executive

MEMORANDUM

March 15, 2016

TO: Nancy Floreen, President, County Council

FROM: Isiah Leggett, County Executive 

SUBJECT: Budget Amendments: FY17-22 Recommended Capital Improvements Program

In January 2016, I submitted my recommended FY17 Capital Budget and FY17-22 Capital Improvements Program (CIP). Since that time, I have reviewed a number of CIP projects and am now recommending additional CIP adjustments to spur economic development, support vital community projects, and align the CIP and Capital Budget with the FY17 Operating Budget recommendations.

Below, I am highlighting projects that are new or significantly changed since I submitted my January 15th recommendations.

Bus Rapid Transit (BRT) and MD355 Priority Bus Service

Traffic congestion has a negative impact on economic development, the environment, and overall quality of life. Improved transit options are a necessary tool in providing congestion relief. Consistent with my March 2nd announcement of planned transit improvements, I have included Rapid Transit System, Ride On Bus Fleet, and Traffic Signal System Modernization project amendments which provide funding to:

- complete planning and design of a high-quality US29 BRT so that this route is operational in less than four years. The Montgomery County Department of Transportation will be pursuing negotiations with the State and Howard County to develop a bi-County BRT which will reduce traffic passing through the County;
- partner with the State to complete the next phase of MD355 BRT planning necessary to determine a Locally Preferred Alternative – the next step needed to identify and allocate funds for design and construction; and
- provide the funding necessary to implement Ride On Plus priority service from the Lakeforest Transit Center to the Medical Center Metrorail Station in FY18.

ultraMontgomery/Fibernet

Internet connectivity is just as important to economic development as an effective transportation network. I am recommending funding for a public-private partnership ultraMontgomery project to 1) construct an East County Fiber Highway to interconnect Fibernet in White Oak with Maryland's Inter-County Broadband Network (ICBN) and the Johns Hopkins University Applied Physics Lab (APL);

2) design and construct Fibernet linkages between Bethesda, Silver Spring, and the University of Maryland College Park campus in conjunction with Purple Line construction; 3) create a 100 gigabit Federal Exchange network, beginning with interconnection of the County's Fibernet communications network with federal agencies, including the National Institute of Standards and Technology (NIST), and the National Cybersecurity Center of Excellence (NCCoE); and 4) interconnect Fibernet to high capacity, dark fiber networks that reach data centers in Ashburn, Virginia and multi-tenant data centers within Montgomery County. In the January CIP, approximately \$500,000 annually had been included in the Fibernet project to support ultraMontgomery activities in FY17- FY22. Those activities have now been consolidated into a separate ultraMontgomery project.

Wheaton Library and Community Recreation Center

Funds have been added to the Wheaton Library and Community Recreation Center project to open an interim library at the Wheaton Volunteer Rescue Squad Ballroom at Wheaton Glen (2400 Arcola Avenue, Wheaton) this Spring. The current Wheaton Library is heavily used, and the interim library will maintain services under the same schedule as the current branch's hours to ensure that the community's information needs are met during construction of the new facility.

Cost Sharing – Community Grants

March amendments for the FY17-FY22 CIP also include \$1.12 million for community grants for A Wider Circle, Inc.; Congregation Beth El of Montgomery County; Cornerstone Montgomery, Inc.; Easter Seals Greater Washington-Baltimore Region, Inc.; Friends House, Inc.; Graceful Growing Together, Inc.; Hebrew Home of Greater Washington Inc.; Jewish Community Center of Greater Washington, Inc.; Jewish Foundation for Group Homes, Inc.; The Jewish Federation of Greater Washington, Inc.; Potomac Community Resources, Inc.; Reginald S. Lourie Center for Infants and Young Children; Seven Locks Jewish Community, Inc; and Warrior Canine Connection, Inc.. These grants will support important community investments including office renovations to increase organizational capacity, security enhancements, co-location of homeless services, an intergenerational center expansion, community center renovations, renovations for an assisted living facility for low-income seniors, renovation and construction costs for group homes, an inclusive playground, and office renovations to support expanded mental health services for children.

Integrated Justice Information Systems (IJIS)

Additional funds have been included to address system security issues and to implement an accurate and efficient expungement process. When the courts issue an order to expunge criminal records, it is imperative that these records be expunged throughout the criminal justice process from arrest to incarceration to judicial proceedings. This CIP amendment will eliminate what is now a time consuming, manual process.

Other CIP Amendments

CIP technical amendments are also attached to: reflect cost increases in the Parking Lot Districts Service Facility; update the Facility Planning: MCG and Facilities Site Selection: MCG projects to consistently reflect planned work; properly reflect FY21 and FY22 contributions in the Sidewalk & Curb Replacement project; and release unneeded funds in the KenGar Community Center Renovation project. My March amendments also assume that the County Council approves the supplemental appropriation request for the Montgomery County Public Schools Relocatable Classrooms project.

Nancy Floreen, President
March 15, 2016
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I recommend that the County Council consider these adjustments in its budget worksessions over the next few weeks. As always Executive Branch staff are available to assist you in your review.

IL:jah

Attachments: Recommended Budget Adjustments
General Obligation Bond Adjustment Chart
Current Revenue Adjustment Chart

cc: Stephen B. Farber, Council Administrator
Michael A. Durso, President, Montgomery County Public Schools Board of Education
Larry A. Bowers, Interim Superintendent, Montgomery County Public Schools
DeRionne P. Pollard, PhD., President, Montgomery College
Casey Anderson, Chair, Montgomery County Planning Board
Carla Reid, General Manager/CEO, Washington Suburban Sanitary Commission
Stacy Spann, Executive Director, Housing Opportunities Commission
Keith Miller, Executive Director, Revenue Authority
Executive Branch Department Heads and Office Directors

**FY17-22 RECOMMENDED CAPITAL IMPROVEMENTS PROGRAM
MARCH BUDGET AMENDMENTS SUMMARY (\$000S)
March 15, 2016**

Circle #	PROJECT#	PROJECTNAME	EXPLANATION OF ADJUSTMENT	FY15-20 CHANGE	FUNDING SOURCES
FY16 SUPPLEMENTAL/AMENDMENT					
1	P846540	Relocatable Classrooms	Appropriate funds in FY16 for funds programmed for FY17 expenditure (NOTE: Supplemental appropriation already sent to Council.)	-	Current Revenue: General
NEW PROJECTS - FY17-22					
2	P341700	ultraMontgomery	Expand funding for ultraMontgomery activities such as laying conduit for the Purple Line, completing the East County Fiber Highway and other ultraMontgomery economic development activities	4,524	Cable TV
EXISTING PROJECTS - FY17-22 AMENDMENTS					
3	P340200	Integrated Justice Information System (IJIS)	Add funding to address security issues and to implement an efficient expungement process. Reflects \$56,000 transfer from the Voice Mail System Replacement project	156	Current Revenue: General
4	P509651	Fibemet	Shift UltraMontgomery funding into a separate stand alone PDF	(3,000)	Cable TV
5	P508768	Facility Planning: MCG	Add Rockville Core Parking and Bushey Drive Reuse projects. Eliminate Wheaton HHS Facility	-	
6	P500152	Facilities Site Selection: MCG	Technical adjustment to eliminate Laytonsville Fire Station and Multi-User Warehouse from project consistent with Facility Planning project changes	-	
7	P501318	Rapid Transit System	Add funding to complete planning and preliminary design for US29 and partial funding to derive a Preferred Alternative for MD355. (50% state support for MD355 work is assumed.) Marking and branding funding included. Funding for the New Hampshire Avenue study would be reallocated to support these efforts which are further along.	11,150	Contributions; GO Bonds; Impact Taxes; Mass Transit Fund
8	P500821	Ride On Bus Fleet	Add funding for additional buses to support Priority bus service on MD355 beginning in FY18. FY17 appropriation will be needed to order buses.	9,100	Long Term Financing
9	P501551	Parking Lot Districts Service Facility	Add funding to cover green roof, utilities and materials cost increases	612	Parking Lot District funds

**FY17-22 RECOMMENDED CAPITAL IMPROVEMENTS PROGRAM
MARCH BUDGET AMENDMENTS SUMMARY (\$000S)
March 15, 2016**

Circle #	PROJECT#	PROJECTNAME	EXPLANATION OF ADJUSTMENT	FY15-20 CHANGE	FUNDING SOURCES
10	P500704	Traffic Signal System Modernization	Add funding for Signal Prioritization to support Priority bus service on MD355 beginning in FY18. Also reflects funding switch and transfer	865	Current Revenue: General; Contributions
11	P361202	Wheaton Library and Community Recreation Center	Add funding in FY17 and FY18 for an interim library	377	Current Revenue: General
12	P720601	Cost Sharing	Add funding for community grants	1,120	Current Revenue: General
EXISTING PROJECTS - FY17-22 - FUNDING SWITCHES, REALLOCATIONS, OTHER CHANGES					
13	P508182	Sidewalk & Curb Replacement	Substitute Contributions for GO bonds in FY21 & FY22.	-	Contributions; GO Bonds
14	P721402	Ken Gar Community Center Renovation	Disappropriate unused funds	(37)	Current Revenue: General
FY15-20 ADJUSTMENTS - FOR INFORMATION PURPOSES ONLY					
15	P340700	Voice Mail System Replacement	CE transfer moved unused appropriation to IJIS project	(56)	Current Revenue: General
16	P509928	Brookville Service Park	CE transfer moved unused funds to Traffic Signal System Modernization project	(9)	Current Revenue: General
17	P509132	Bridge Design	CE transfer allocated to Twinbrook Parkway Bridge & Germantown Culvert emergency work	420	GO Bonds
18	P509753	Bridge Renovation	CE transfer allocated to Twinbrook Parkway Bridge & Germantown Culvert emergency work	535	GO Bonds
19	P501105	Cedar Lane Bridge (M0074)	CE transfer moved unused funds to bridge projects	(503)	GO Bonds
20	P501301	Whites Ferry Bridges No. M-0187B and M-0189B	CE transfer moved unused funds to bridge projects	(250)	GO Bonds
21	P501115	Century Boulevard	CE transfer to bridge projects	(202)	GO Bonds
22	P500552	Glenmont Metro Parking Expansion	CE transfer to bridge projects	(1,500)	GO Bonds

Relocatable Classrooms (P846540)

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 FY15	Est FY16	Total 6 Years	FY 17	FY 18	FY 19	FY 20	FY 21	FY 22	Beyond 6 Yrs
EXPENDITURE SCHEDULE (\$000s)											
Planning, Design and Supervision	4,225	2,475	500	1,250	250	500	500	0	0	0	0
Land	0	0	0	0	0	0	0	0	0	0	0
Site Improvements and Utilities	0	0	0	0	0	0	0	0	0	0	0
Construction	48,836	33,336	4,500	11,000	2,000	4,500	4,500	0	0	0	0
Other	0	0	0	0	0	0	0	0	0	0	0
Total	53,061	35,811	5,000	12,250	2,250	5,000	5,000	0	0	0	0

FUNDING SCHEDULE (\$000s)											
Current Revenue: General	48,637	31,387	5,000	12,250	2,250	5,000	5,000	0	0	0	0
Current Revenue: Recordation Tax	4,424	4,424	0	0	0	0	0	0	0	0	0
Total	53,061	35,811	5,000	12,250	2,250	5,000	5,000	0	0	0	0

APPROPRIATION AND EXPENDITURE DATA (000s)

Appropriation Request	FY 17	0
Appropriation Request Est.	FY 18	5,000
Supplemental Appropriation Request		0
Transfer		0
Cumulative Appropriation		43,061
Expenditure / Encumbrances		35,811
Unencumbered Balance		7,250

Date First Appropriation	FY 84	
First Cost Estimate		
Current Scope	FY02	21,470
Last FY's Cost Estimate		45,811
Partial Closeout Thru		56,588
New Partial Closeout		0
Total Partial Closeout		56,588

Description

For the 2015-2016 school year, MCPS has a total of 500 relocatable classrooms. Of the 500 relocatables, 381 are used to address over utilization at various schools throughout the system. The balance, 119 relocatables, are used to provide daycare at schools, are used at schools undergoing construction projects on-site, or at holding schools, or for other uses countywide. Units around 15-20 years old require general renovation if they are to continue in use as educational spaces. An FY 2013 supplemental appropriation of \$4.0 million was approved to accelerate the FY 2014 appropriation requested by the Board of Education to allow MCPS to enter into contracts in order to have the relocatables ready for the 2013-2014 school year. An FY 2014 supplemental appropriation of \$5.0 million was approved to accelerate the FY 2015 appropriation requested by the Board of Education to allow MCPS to enter into contracts in order to have the relocatables ready for the 2014-2015 school year. An FY 2015 supplemental appropriation of \$5.0 million was approved to accelerate the FY 2016 appropriation requested by the Board of Education to enter into contracts in order to have relocatables ready for the 2015-2016 school year. An FY 2017 appropriation is requested for the placement of relocatables for the 2016-2017 school year. The expenditure for FY 2017 reflects the ability to utilize some expenditures from FY 2106 due to the conversion of computer labs to classrooms at some elementary schools, as well as the rerating of the class-size reduction schools, which resulted in the placement of less units for the 2015-2016 school year. The expenditures showing in FY 2018 and beyond will once again show the level of effort for this project.

Disclosures

Expenditures will continue indefinitely.

Coordination

CIP Master Plan for School Facilities

ultraMontgomery (P341700)

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 Preliminary Design Stage

Total	Thru FY15	Est FY16	Total 6 Years	FY 17	FY 18	FY 19	FY 20	FY 21	FY 22	Beyond 6 Yrs
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EXPENDITURE SCHEDULE (\$000s)

Planning, Design and Supervision	475	0	0	475	25	130	230	30	30	30	0
Land	0	0	0	0	0	0	0	0	0	0	0
Site Improvements and Utilities	0	0	0	0	0	0	0	0	0	0	0
Construction	4,049	0	0	4,049	1,099	550	450	650	650	650	0
Other	0	0	0	0	0	0	0	0	0	0	0
Total	4,524	0	0	4,524	1,124	680	680	680	680	680	0

FUNDING SCHEDULE (\$000s)

Cable TV	4,524	0	0	4,524	1,124	680	680	680	680	680	0
Total	4,524	0	0	4,524	1,124	680	680	680	680	680	0

APPROPRIATION AND EXPENDITURE DATA (000s)

Appropriation Request	FY 17	680
Appropriation Request Est.	FY 18	680
Supplemental Appropriation Request		0
Transfer		0
Cumulative Appropriation		0
Expenditure / Encumbrances		0
Unencumbered Balance		0

Date First Appropriation	FY 16
First Cost Estimate	
Current Scope	FY 17 4,524
Last FY's Cost Estimate	0

Description

The ultraMontgomery CIP provides for capital funding to support Montgomery County's ultraMontgomery economic development program. Funding will support planning, engineering, design, and construction of: 1.) construction of an East County Fiber Highway to interconnect FiberNet in White Oak to Maryland's Inter-County Broadband Network (ICBN) and the Johns Hopkins University Applied Physics Lab (APL); 2.) creation of a 100 gigabit Federal Exchange network, beginning with interconnection of the County's FiberNet communications network to the federal agencies, National Institute of Technology Standards (NIST) and the National Cybersecurity Center of Excellence (NCCoE); 3.) design and engineering between Bethesda, Silver Spring and the University of Maryland College Park under or near the Purple Line transit route; and 4.) interconnection of FiberNet to high capacity, low-latency, dark fiber networks that reach 35 data centers in Ashburn, VA and multi-tenant data centers within Montgomery County.

Estimated Schedule

The NIST/NCCoE interconnections will be completed in FY16. Design and engineering for the East County Fiber Highway will be completed in FY16, with construction expected to be completed within FY18. Ashburn dark fiber route and data center interconnections will be coordinated with private sector construction, but are anticipated to be completed within FY17. Design and engineering along or near the Purple Line is expected begin in FY17, but is dependent on the Purple Line and third-party construction schedules.

Justification

ultraMontgomery was officially launched by the County Executive in December 2014 as one of the County Executive's Six Economic Priorities. ultraMontgomery is designed to expand the STEM (science, technology, engineering, mathematics) and STEAM (STEM plus art and design) jobs and businesses that depend on high-speed, secure, and reliable broadband services and networks. The ultraMontgomery program focuses on four areas: government and education; economic and business development; connected communities; and public awareness and promotion. Federal, state and local governments, as well as community colleges and higher education entities, are both major employers within Montgomery County and increasing important partners to grow the cybersecurity, financial services, biotech and scientific innovation, Internet of Things, media, and next-generation Internet services and gigabit economy private sector businesses within the County. In addition, the County must ensure that all of our residents can participate in the Internet economy, and that the business community is aware of the breadth, diversity and robust assets and opportunities that exist within the County.

Other

FY16 ultraMontgomery funding was contained in the FiberNet CIP. FY16 and FY17 funding is provided from the Cable Fund PEG/I-Net Capital Grant and will be used consistent with the restricted government and educational purposes of that Grant.

Fiscal Note

FiberNet (p509651), Purpleline, Department of Transportation, DTS, Montgomery County Public Schools, M-NCPPC, MC, HOC, PSCS, Information Technology Policy Coordination Committee (ITPCC), ITPCC CIO Subcommittee, and Interagency Technology Advisory Group (ITAG)

Integrated Justice Information System (P340200)

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 FY15	Est FY16	Total 6 Years	FY 17	FY 18	FY 19	FY 20	FY 21	FY 22	Beyond 6 Yrs
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EXPENDITURE SCHEDULE (\$000s)

Planning, Design and Supervision	1,200	0	1,200	0	0	0	0	0	0	0	0
Land	0	0	0	0	0	0	0	0	0	0	0
Site Improvements and Utilities	0	0	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0	0
Other	14,623	14,154	313	156	156	0	0	0	0	0	0
Total	15,823	14,154	1,513	156	156	0	0	0	0	0	0

FUNDING SCHEDULE (\$000s)

Current Revenue: General	10,443	8,774	1,513	156	156	0	0	0	0	0	0
Federal Aid	5,380	5,380	0	0	0	0	0	0	0	0	0
Total	15,823	14,154	1,513	156	156	0	0	0	0	0	0

OPERATING BUDGET IMPACT (\$000s)

Program-Staff				0	0	0	0	0	0	0
Net Impact				0						

APPROPRIATION AND EXPENDITURE DATA (000s)

Appropriation Request	FY 17	100
Appropriation Request Est.	FY 18	0
Supplemental Appropriation Request		0
Transfer		0
Cumulative Appropriation		15,723
Expenditure / Encumbrances		14,164
Unencumbered Balance		1,615

Date First Appropriation	FY 02	
First Cost Estimate		
Current Scope	FY 17	15,823
Last FY's Cost Estimate		15,667

Description

The Integrated Justice Information System (IJIS) facilitates the exchange of data about criminals and criminal activity, including court case data, between Montgomery County agencies, the State of Maryland, and the Federal government. IJIS simplifies the steps for users to input and access data, such as warrant and criminal background checks, while maintaining proper security and automatically exchanging data between appropriate agencies and systems. IJIS is being designed, implemented, and maintained to provide timely and appropriate data to field personnel in a clear and effective manner. Field personnel will gain access to IJIS applications via secure logins and input or view data appropriate to their job function (e.g., a criminal background check on prisoners about to be released). IJIS is capable of routing data and/or warnings to the appropriate systems and personnel when certain events occur (e.g., if a person in the custody of the County is listed on a warrant from another jurisdiction). IJIS links different data systems that are required to exchange data (e.g., arrest data between the Police department, the State of Maryland, the Courts, the Department of Correction and Rehabilitation, and the Federal Bureau of Investigation). IJIS also links the public to appropriate data such as notification to victims when there is a custody change of a linked offender.

Estimated Schedule

Estimated completion date for project is FY17.

Cost Change

Cost change is due addition of funds to address security issues and to implement an efficient expungement process.

Justification

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

Integrated Justice Information System (P340200)

Fiscal Note

In FY16, the County Executive transferred \$56,000 from the Voice Mail System Replacement (P340700) project.

Coordination

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

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 FY15	Est FY16	Total 6 Years	FY 17	FY 18	FY 19	FY 20	FY 21	FY 22	Beyond 6 Yrs
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EXPENDITURE SCHEDULE (\$000s)

Planning, Design and Supervision	7,244	3,046	0	4,198	731	724	719	705	614	705	0
Land	1,819	4	0	1,815	225	300	300	300	390	300	0
Site Improvements and Utilities	14,568	13,568	0	1,000	200	200	200	200	200	0	0
Construction	19,632	8,839	2,375	8,418	2,040	1,466	1,421	1,045	1,455	991	0
Other	32,740	24,210	1,723	6,807	497	1,200	1,200	1,500	910	1,500	0
Total	76,003	49,667	4,098	22,238	3,693	3,890	3,840	3,750	3,569	3,496	0

FUNDING SCHEDULE (\$000s)

Cable TV	63,123	36,787	4,098	22,238	3,693	3,890	3,840	3,750	3,569	3,496	0
Contributions	1,624	1,624	0	0	0	0	0	0	0	0	0
Current Revenue: General	256	256	0	0	0	0	0	0	0	0	0
G.O. Bonds	4,074	4,074	0	0	0	0	0	0	0	0	0
PAYGO	6,926	6,926	0	0	0	0	0	0	0	0	0
Total	76,003	49,667	4,098	22,238	3,693	3,890	3,840	3,750	3,569	3,496	0

OPERATING BUDGET IMPACT (\$000s)

Maintenance				0	0	0	0	0	0	0	0
Net Impact				0							

APPROPRIATION AND EXPENDITURE DATA (000s)

Appropriation Request	FY 17	3,693
Appropriation Request Est.	FY 18	3,890
Supplemental Appropriation Request		0
Transfer		0
Cumulative Appropriation		53,765
Expenditure / Encumbrances		49,667
Unencumbered Balance		4,098

Date First Appropriation	FY 96	
First Cost Estimate		
Current Scope	FY 17	76,003
Last FY's Cost Estimate		61,332

Description

FiberNet CIP provides for the planning, design, and installation of a county wide electro-optical communication network with the capacity to support voice, public-safety, traffic management, data, Internet access, wireless networking (including public WiFi) 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 the communications backbone for the Public Safety Radio and Public Safety Mobile Data Systems (collectively, Public Safety Communications System (PSCS)), and future technology implementations (including 800 MHz IP public safety radio). FiberNet's outside physical plant has a practically unlimited useful life. Upgrades and replacements to electronic components in the core and at user sites will be required periodically throughout the service life. Each generation of FiberNet electronic components have an estimated useful life of at least 10 years. FiberNet I is a legacy network still used to support specific public safety and traffic communications. FiberNet II is being used to support all County communications services including 311, e-mail, Internet and local cable channel video. FiberNet III is in the pilot and planning phase. When implemented, FiberNet III equipment will allow faster, higher capacity, more reliable means of optical networking. Using optical technology, all three generations of FiberNet can be run on the same outside physical plant.

Estimated Schedule

At the end of FY15, FiberNet reached 476 Locations. Based on the current funding schedule, FiberNet is scheduled to reach 526 Locations by the end of FY16; 551 locations by the end of FY17; and 576 locations by the end of FY18. The Traffic Management network reaches over 210 traffic cameras and 850 traffic signals with plans to add 200 pedestrian safety beacons. By the end of FY18 - and including sites connected by private carriers and institutional partners - FiberNet is expected to have a total of more than 1,825 sites on the network serving a tremendous variety of facilities from pedestrian beacons, wine and liquor stores to major campus networks and large multi-story office buildings. The focus remains on the completion of adding MCPS elementary schools, performing hub-site upgrades, adding new sites and constructing inter-jurisdictional connections to enable cost-effective future technology partnerships such as supporting fiber to the University of Maryland along the Purple Line and the Federal Exchange's 100G pilot.

Cost Change

Fibernet (P509651)

Cost change is due to addition of FY21 and FY22 to this project, major hub relocations and upgrades, IP video distribution, registering and monitoring underground plant with Miss Utility, and completing new site constructions. Expenditure increase is funded by restricted-use Cable Fund PEG/I NET capital grant revenue that the county has a legal obligation to spend on appropriate uses.

Justification

FiberNet is a critical infrastructure asset providing communication services and applications to every agency in Montgomery County. As more services are offered electronically (e-applications, e-payment, e-document, e-storage, e-learning) it is critical that every County location has robust access to FiberNet, and that FiberNet be secure, reliable, and always-on.

Fiscal Note

There will be more restricted-use Cable Fund PEG/I NET capital grant funding available through the County's three cable franchise agreements because the County has demonstrated the continuing need for expansion and upgrade of the FiberNet network. Previously, funding for the FiberNet CIP was provided by the General Fund, Cable Fund cable franchise fees, and restricted-use Cable Fund PEG/I NET capital grants. Funding for future years of the FiberNet CIP will be from restricted-use Cable Fund PEG/I NET capital grants. FiberNet operations and maintenance (O&M) activities are a critical component of FiberNet's utility but are not funded by the FiberNet CIP. O&M expenses have been partially funded by a Comcast FiberNet operations grant. In the renewed Comcast franchise transmitted by the County Executive for Council approval, restricted-use grant funding available to support FiberNet O&M will be reduced and a greater portion of FiberNet O&M will be funded by Cable Fund franchise fee revenue. In FY16 funds were also used to support Government and Educational ultraMontgomery broadband initiatives.

Coordination

DTS, Department of Transportation, Advanced Transportation Management System Project, Montgomery County Public Schools, M-NCPPC, MC, HOC, WSSC, PSCS, Information Technology Policy Coordination Committee (ITPCC), ITPCC CIO Subcommittee, and Interagency Technology Advisory Group (ITAG).

Facility Planning: MCG (P508768)

Category: General Government
 Sub Category: County Offices and Other Improvements
 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 FY15	Est FY16	Total 6 Years	FY 17	FY 18	FY 19	FY 20	FY 21	FY 22	Beyond 6 Yrs
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EXPENDITURE SCHEDULE (\$000s)

Planning, Design and Supervision	9,987	8,007	420	1,560	260	260	260	260	260	260	0
Land	87	87	0	0	0	0	0	0	0	0	0
Site Improvements and Utilities	7	7	0	0	0	0	0	0	0	0	0
Construction	233	233	0	0	0	0	0	0	0	0	0
Other	221	221	0	0	0	0	0	0	0	0	0
Total	10,535	8,555	420	1,560	260	260	260	260	260	260	0

FUNDING SCHEDULE (\$000s)

Current Revenue: General	9,890	7,910	420	1,560	260	260	260	260	260	260	0
G.O. Bonds	625	625	0	0	0	0	0	0	0	0	0
Solid Waste Disposal Fund	20	20	0	0	0	0	0	0	0	0	0
Total	10,535	8,555	420	1,560	260	260	260	260	260	260	0

APPROPRIATION AND EXPENDITURE DATA (000s)

Appropriation Request	FY 17	260
Appropriation Request Est.	FY 18	260
Supplemental Appropriation Request		0
Transfer		0
Cumulative Appropriation		8,975
Expenditure / Encumbrances		8,602
Unencumbered Balance		373

Date First Appropriation	FY 87	
First Cost Estimate		
Current Scope	FY 17	10,535
Last FY's Cost Estimate		10,015
Partial Closeout Thru		0
New Partial Closeout		0
Total Partial Closeout		0

Description

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

Cost Change

Increase is due to the addition of FY21 and FY22 to this ongoing project.

Justification

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

Other

The study proposals under this program are developed in conjunction with program departments, the Department of General Services, the Office of Management and Budget (OMB), and consultants to ensure accurate program requirements. Planning studies are underway or to be completed in FY17 or FY18 are listed on the next page. This list includes projects that will potentially be considered for inclusion as stand alone projects in the FY21-22 CIP. Other projects not listed may be planned under urgent situations. Planning for future fire stations will be considered if response time or population data warrant such a need.

Fiscal Note

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

Disclosures

Expenditures will continue indefinitely.

Coordination

Facility Planning: MCG (P508768)

Department of Environmental Protection, Department of General Services, Department of Correction and Rehabilitation, Department of Fire and Rescue Services, Department of Police, Department of Health and Human Services, Department of Recreation, Department of Public Libraries, Circuit Court, Office of Management and Budget, Commission on People with Disabilities, Montgomery County Pedestrian Safety Advisory Committee

Facility Planning: MCG No. 508768

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

Candidate Projects

Grey Courthouse
Rockville Core Parking
Bushey Drive Reuse
Silver Spring Library Reuse
Clarksburg Library
Poolesville Depot Improvements
Damascus Depot Improvements
Noyes Library
Clarksburg Community Recreation and Aquatic Center
Seven Locks Signal Shop (Building C)
Olney Civic Commons
Future Fire Stations
Wheaton Arts and Humanities Center

Studies Underway

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

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

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

Facilities Site Selection: MCG (P500152)

Category General Government
 Sub Category County Offices and Other Improvements
 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 FY15	Est FY16	Total 6 Years	FY 17	FY 18	FY 19	FY 20	FY 21	FY 22	Beyond 6 Yrs
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EXPENDITURE SCHEDULE (\$000s)

Planning, Design and Supervision	410	150	110	150	25	25	25	25	25	25	0
Land	106	106	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	3	3	0	0	0	0	0	0	0	0	0
Total	519	259	110	150	25	25	25	25	25	25	0

FUNDING SCHEDULE (\$000s)

Current Revenue: General	519	259	110	150	25	25	25	25	25	25	0
Total	519	259	110	150	25	25	25	25	25	25	0

APPROPRIATION AND EXPENDITURE DATA (000s)

Appropriation Request	FY 17	25
Appropriation Request Est.	FY 18	25
Supplemental Appropriation Request		0
Transfer		0
Cumulative Appropriation		369
Expenditure / Encumbrances		259
Unencumbered Balance		110

Date First Appropriation	FY 01	
First Cost Estimate		
Current Scope	FY 17	519
Last FY's Cost Estimate		469

Description

This project provides for site selection for the following candidate projects: Clarksburg Library, Damascus Depot Relocation, Clarksburg Community Recreation and Aquatic Center, and East County HHS Facility and other site selection activities such as appraisals, geotechnical services, environmental studies, and surveys. Other sites that could be considered for site selection analysis are the Silver Spring Community Recreation and Aquatic Center, Supply and Evidence Facility, and Land for Facility Reforestation.

Cost Change

Increase due to the addition of FY21 and FY22 to this ongoing project.

Other

These funds will be used for site selection only. No land will be purchased without notice to the County Council that must include the reasons why the proposed site is appropriate for the specific project being planned, including the expected size of the facility and how the site is responsive to community needs. Any land acquisition will be funded initially through ALARF: MCG, then reimbursed by a future appropriation from the specific project. The County Executive will work with the Maryland-National Capital Park and Planning Commission staff to review future facility needs in master plans and department strategic plans to identify sites beyond those for projects in facility planning and the current CIP for acquisition.

Coordination

Department of Police, Department of Public Libraries, Department of General Services, Department of Recreation, Department of Fire/Rescue services, Department of Transportation, Maryland-National Capital Park and Planning Commission, Office of Management and Budget, Regional Services Centers

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 FY15	Est FY16	Total 6 Years	FY 17	FY 18	FY 19	FY 20	FY 21	FY 22	Beyond 6 Yrs
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EXPENDITURE SCHEDULE (\$000s)

Planning, Design and Supervision	16,871	978	2,143	13,750	4,250	7,000	2,500	0	0	0	0
Land	4	4	0	0	0	0	0	0	0	0	0
Site Improvements and Utilities	0	0	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0	0
Other	0	0	0	0	0	0	0	0	0	0	0
Total	16,875	982	2,143	13,750	4,250	7,000	2,500	0	0	0	0

FUNDING SCHEDULE (\$000s)

Contributions	2,000	0	0	2,000	1,000	1,000	0	0	0	0	0
G.O. Bonds	2,900	0	0	2,900	400	2,500	0	0	0	0	0
Impact Tax	2,000	0	0	2,000	1,000	1,000	0	0	0	0	0
Mass Transit Fund	5,875	625	0	5,250	250	2,500	2,500	0	0	0	0
Revenue Bonds: Liquor Fund	3,600	0	2,000	1,600	1,600	0	0	0	0	0	0
State Aid	500	357	143	0	0	0	0	0	0	0	0
Total	16,875	982	2,143	13,750	4,250	7,000	2,500	0	0	0	0

APPROPRIATION AND EXPENDITURE DATA (000s)

Appropriation Request	FY 17	4,250
Appropriation Request Est.	FY 18	7,000
Supplemental Appropriation Request		0
Transfer		0
Cumulative Appropriation		3,125
Expenditure / Encumbrances		1,063
Unencumbered Balance		2,062

Date First Appropriation	FY 13
First Cost Estimate	
Current Scope	FY 17 16,875
Last FY's Cost Estimate	3,125

Description

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

Estimated Schedule

Phase 1 (Alternatives Retained for Design Study) facility planning for the MD 355 and US 29 corridors occurred in FY15 and FY16. Phase 2 (Locally Preferred Alternative) facility planning for MD 355 will occur in FY17-19 contingent on State funding. Planning and design for US 29 will occur in FY17 and FY18. Construction may begin as early as FY18 contingent on State funding.

Cost Change

Increases reflect the addition of 1) \$5 million in FY17-19 to share costs with the Maryland Department of Transportation to conduct Phase 2 facility planning on MD 355; 2) \$4.9 million to complete planning and design for US 29; and 3) \$1.25 million for marketing and outreach.

Justification

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

Other

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

Fiscal Note

Rapid Transit System (P501318)

The Maryland Department of Transportation draft Consolidated Transportation Program for 2014-2019 provides \$10 million for County Rapid Transit System planning; \$4.2 million in FY15 and \$5.8 million in FY16. The Department is using these funds to begin facility planning for the MD 355 and US 29 corridors; FY17 includes \$1.6 million in Liquor Bonds reallocated from the State Transportation Participation project. The project originally included \$1 million in Liquor Bonds for facility planning on the New Hampshire Avenue corridor. Those funds have been reallocated to US 29 planning and design. Assumes \$2 million in Impact Taxes from the cities of Rockville and Gaithersburg toward MD 355 facility planning. Assumes \$2 million in private contributions for US 29 planning and design.

The Executive asserts that this project conforms to the requirements of relevant local plans, as required by the Maryland Economic Growth, Resource Protection and Planning Act.

Coordination

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

Ride On Bus Fleet (P500821)

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

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

	Total	Thru FY15	Est FY16	Total 6 Years	FY 17	FY 18	FY 19	FY 20	FY 21	FY 22	Beyond 6 Yrs
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EXPENDITURE SCHEDULE (\$000s)

Planning, Design and Supervision	0	0	0	0	0	0	0	0	0	0	0
Land	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	228,826	79,351	45,209	104,266	18,115	16,882	23,199	17,340	17,860	10,870	0
Total	228,826	79,351	45,209	104,266	18,115	16,882	23,199	17,340	17,860	10,870	0

FUNDING SCHEDULE (\$000s)

Bond Premium	956	956	0	0	0	0	0	0	0	0	0
Contributions	475	0	475	0	0	0	0	0	0	0	0
Fed Stimulus (State Allocation)	6,550	6,550	0	0	0	0	0	0	0	0	0
Federal Aid	39,365	14,069	15,696	9,600	1,600	1,600	1,600	1,600	1,600	1,600	0
Impact Tax	2,350	1,881	469	0	0	0	0	0	0	0	0
Mass Transit Fund	97,227	1,621	12,440	83,166	7,015	14,882	21,199	15,340	15,860	8,870	0
Short-Term Financing	66,763	48,734	8,929	9,100	9,100	0	0	0	0	0	0
State Aid	15,140	5,540	7,200	2,400	400	400	400	400	400	400	0
Total	228,826	79,351	45,209	104,266	18,115	16,882	23,199	17,340	17,860	10,870	0

APPROPRIATION AND EXPENDITURE DATA (000s)

Appropriation Request	FY 17	18,115
Appropriation Request Est.	FY 18	16,882
Supplemental Appropriation Request		0
Transfer		0
Cumulative Appropriation		124,560
Expenditure / Encumbrances		100,363
Unencumbered Balance		24,197

Date First Appropriation	FY 09
First Cost Estimate	
Current Scope	FY 17 228,826
Last FY's Cost Estimate	190,996
Partial Closeout Thru	0
New Partial Closeout	0
Total Partial Closeout	0

Description

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

Estimated Schedule

FY17: 14 full-size CNG and 19 full-size diesel; FY18: 23 full-size CNG and 5 full-size hybrid; FY19: 9 full-size hybrid and 31 small diesel; FY20: 31 large diesel; FY21: 22 full-size hybrid; FY22: 13 full-size hybrid

Cost Change

Addition of 17 full-size diesel buses to implement Priority Service on MD 355 starting in FY18; addition of FY21 and FY22 for replacement buses.

Justification

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

Disclosures

Expenditures will continue indefinitely.

The Executive asserts that this project conforms to the requirements of relevant local plans, as required by the Maryland Economic Growth, Resource Protection and Planning Act.

Coordination

Department of General Services, Maryland Transit Administration

Parking Lot Districts Service Facility (P501551)

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

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

	Total	Thru FY15	Est FY16	Total 6 Years	FY 17	FY 18	FY 19	FY 20	FY 21	FY 22	Beyond 6 Yrs
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EXPENDITURE SCHEDULE (\$000s)

Planning, Design and Supervision	729	164	150	415	300	115	0	0	0	0	0
Land	0	0	0	0	0	0	0	0	0	0	0
Site Improvements and Utilities	227	0	0	227	227	0	0	0	0	0	0
Construction	3,126	0	0	3,126	2,333	793	0	0	0	0	0
Other	115	0	0	115	0	115	0	0	0	0	0
Total	4,197	164	150	3,883	2,860	1,023	0	0	0	0	0

FUNDING SCHEDULE (\$000s)

Current Revenue: Parking - Silver Spring	4,197	164	150	3,883	2,860	1,023	0	0	0	0	0
Total	4,197	164	150	3,883	2,860	1,023	0	0	0	0	0

OPERATING BUDGET IMPACT (\$000s)

Energy				43	0	-17	15	15	15	15
Maintenance				260	0	-8	67	67	67	67
Program-Other				-689	0	147	-209	-209	-209	-209
Net Impact				-386	0	122	-127	-127	-127	-127

APPROPRIATION AND EXPENDITURE DATA (000s)

Appropriation Request	FY 17	612
Appropriation Request Est.	FY 18	0
Supplemental Appropriation Request		0
Transfer		0
Cumulative Appropriation		3,585
Expenditure / Encumbrances		340
Unencumbered Balance		3,245

Date First Appropriation	FY 15	
First Cost Estimate		
Current Scope	FY 17	4,197
Last FY's Cost Estimate		3,585

Description

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

Location

1200 Spring Street, Silver Spring

Capacity

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

Estimated Schedule

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

Cost Change

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

Justification

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

Fiscal Note

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

Parking Lot Districts Service Facility (P501551)

Disclosures

A pedestrian impact analysis has been completed for this project.

Coordination

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

Traffic Signal System Modernization (P500704)

Category Transportation
 Sub Category Traffic Improvements
 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 FY15	Est FY16	Total 6 Years	FY 17	FY 18	FY 19	FY 20	FY 21	FY 22	Beyond 6 Yrs
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EXPENDITURE SCHEDULE (\$000s)

Planning, Design and Supervision	12,698	12,073	25	600	100	100	100	100	100	100	0
Land	0	0	0	0	0	0	0	0	0	0	0
Site Improvements and Utilities	30,294	17,316	5,550	7,428	1,738	1,138	1,138	1,138	1,138	1,138	0
Construction	230	230	0	0	0	0	0	0	0	0	0
Other	968	93	10	865	0	865	0	0	0	0	0
Total	44,190	29,712	5,585	8,893	1,838	2,103	1,238	1,238	1,238	1,238	0

FUNDING SCHEDULE (\$000s)

Contributions	295	0	295	0	0	0	0	0	0	0	0
Current Revenue: General	9,623	355	375	8,893	1,838	2,103	1,238	1,238	1,238	1,238	0
G.O. Bonds	15,494	14,528	966	0	0	0	0	0	0	0	0
Recordation Tax Premium	6,778	5,191	1,587	0	0	0	0	0	0	0	0
State Aid	12,000	9,638	2,362	0	0	0	0	0	0	0	0
Total	44,190	29,712	5,585	8,893	1,838	2,103	1,238	1,238	1,238	1,238	0

OPERATING BUDGET IMPACT (\$000s)

Maintenance				54	3	5	8	10	13	15
Program-Staff				600	50	50	100	100	150	150
Program-Other				36	3	3	6	6	9	9
Net Impact				690	56	58	114	116	172	174
Full Time Equivalent (FTE)					1.0	1.0	2.0	2.0	3.0	3.0

APPROPRIATION AND EXPENDITURE DATA (000s)

Appropriation Request	FY 17	1,829
Appropriation Request Est.	FY 18	2,103
Supplemental Appropriation Request		0
Transfer		0
Cumulative Appropriation		35,297
Expenditure / Encumbrances		30,936
Unencumbered Balance		4,370

Date First Appropriation	FY 07
First Cost Estimate	
Current Scope	FY 17 44,190
Last FY's Cost Estimate	40,849

Description

This project provides for the modernization of the County's aged traffic signal system. Phase I consisted of planning, requirements development, systems engineering, and testing. Phase II consists of acquisition of central system hardware and software, acquisition, and implementation of control equipment and communications for intersections, as well as reconfiguration of the communications cable plant. Phase I was completed in FY08. Phase II implementation commenced in FY09. As a result of the November 2009 failure of the existing system, Phase II was refined into two sub-phases, A and B, so that replacement of the existing system could be accelerated. Phase IIA encompassed critical work that was necessary to deactivate the existing system. Phase IIB includes all other work that is not critical to replacement of the existing system.

Estimated Schedule

Phase I - completed, FY07-08 Phase IIA - completed FY12, Phase IIB - FY13-16; ongoing Life Cycle Upgrades - FY17 and beyond.

Cost Change

Cost increase due to the implementation of Transit Signal Priority to support priority bus service on the MD355 corridor and the addition of FY21-22 to this ongoing level-of-effort project.

Justification

Traffic Signal System Modernization (P500704)

The existing traffic signal control system, though it has been highly reliable, is an aging system dependent on dated technology. Central and field communications devices are obsolete and problematic to maintain. As the technologies employed in the Advanced Transportation Management System (ATMS) have advanced, it has become increasingly difficult to interface with the existing traffic signal control system (COMTRAC). Because of the limited functionality of COMTRAC, the system is not able to take advantage of the capabilities of the current generation of local intersection controllers. These capabilities provide a greater level of flexibility to manage traffic demands. In November 2009, the existing traffic signal system experienced a failure that caused significant congestion and delays throughout the County for nearly two days. This event led to an acceleration of the schedule to replace the existing system. The following reports were developed as part of the research, planning and system engineering work on this project. These reports documented the existing condition and need to modernize the existing signal control system, as well as the evaluation and engineering of specific components of the replacement system: White paper on the Status and Future of the Traffic Control System in Montgomery County, March 2001; Concept of Operations (rev 1.4), October 2007; TSSM Requirements (rev g), October 2007; TSSM Communications Master Plan (rev c), February 2009; TSSM Risk Assessment and Analysis (rev e), April 2009. Given the effort to modernize the signal system and its infrastructure, it is important and prudent to take steps to prevent the system from becoming outdated. A proactive program to replace equipment by its "life cycle" usefulness is required given the dependency on technology driven devices and software to maintain traffic control capabilities and full redundancy fail-over systems. This assumes a level of effort (LOE) designation and funding be appropriated beginning in FY17.

Fiscal Note

The county's traffic signal system supports approximately 800 traffic signals, about 550 of which are owned by the Maryland State Highway Administration (MSHA) and maintained and operated by the County on a reimbursement basis. MSHA plans to separately fund and implement other complementary work and intersection upgrades amounting to approximately \$12.5 million that are not reflected in the project costs displayed above. Project appropriations were reduced in FY09 (-\$106,000) and FY11 (-\$269,000) to reconcile the recall of a \$375,000 federal earmark that was originally programmed in FY07. MSHA has committed to provide \$12 million in State aid to this project. This aid was originally programmed during FY09-14, but did not materialize due to the State's fiscal situation. In addition \$2 million in State Aid was moved to the TSSM project from the State Transportation Participation (STP) CIP (No. 500722) in FY11 with repayment to STP programmed in FY17. In FY16, \$295,000 in Current Revenue was fully offset by developer contributions as fees. In FY16, \$9,000 in Current Revenue was transferred from the Brookville Service Park CIP (#509928).

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, Fibernet, State Transportation Participation, Traffic Signals Project, Department of Technology Services, Maryland State Highway Administration

Wheaton Library and Community Recreation Center (P361202)

Category Culture and Recreation
 Sub Category Libraries
 Administering Agency General Services (AAGE29)
 Planning Area Kensington-Wheaton

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

	Total	Thru FY15	Est FY16	Total 6 Years	FY 17	FY 18	FY 19	FY 20	FY 21	FY 22	Beyond 6 Yrs
EXPENDITURE SCHEDULE (\$000s)											
Planning, Design and Supervision	11,662	2,461	6,413	2,788	1,922	866	0	0	0	0	0
Land	0	0	0	0	0	0	0	0	0	0	0
Site Improvements and Utilities	738	0	443	295	295	0	0	0	0	0	0
Construction	60,533	0	5,044	55,489	29,220	26,269	0	0	0	0	0
Other	3,926	0	0	3,926	3,721	205	0	0	0	0	0
Total	76,859	2,461	11,900	62,498	35,158	27,340	0	0	0	0	0

	Total	Thru FY15	Est FY16	Total 6 Years	FY 17	FY 18	FY 19	FY 20	FY 21	FY 22	Beyond 6 Yrs
FUNDING SCHEDULE (\$000s)											
Current Revenue: General	677	0	0	677	472	205	0	0	0	0	0
G.O. Bonds	73,802	81	11,900	61,821	34,686	27,135	0	0	0	0	0
PAYGO	2,380	2,380	0	0	0	0	0	0	0	0	0
Total	76,859	2,461	11,900	62,498	35,158	27,340	0	0	0	0	0

	Total	Thru FY15	Est FY16	Total 6 Years	FY 17	FY 18	FY 19	FY 20	FY 21	FY 22	Beyond 6 Yrs
OPERATING BUDGET IMPACT (\$000s)											
Energy				1,516	0	0	379	379	379	379	
Maintenance				2,100	0	0	525	525	525	525	
Offset Revenue				-184	0	0	-34	-50	-50	-50	
Program-Staff				124	0	0	31	31	31	31	
Program-Other				84	0	0	51	11	11	11	
Net Impact				3,640	0	0	952	896	896	896	
Full Time Equivalent (FTE)					0.0	0.0	1.4	1.4	1.4	1.4	

APPROPRIATION AND EXPENDITURE DATA (000s)

Appropriation Request	FY 17	772
Appropriation Request Est.	FY 18	305
Supplemental Appropriation Request		0
Transfer		0
Cumulative Appropriation		75,782
Expenditure / Encumbrances		4,325
Unencumbered Balance		71,457

Date First Appropriation	FY 12	
First Cost Estimate		
Current Scope	FY 17	76,859
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 Neighborhood Recreation Youth Center, as it will be replaced by the new Community Recreation Center, which will allow full use of the green space to support the community programs to be offered by the Department of Recreation in conjunction with the new Wheaton Community Recreation Center. The project provides for road access with a relocated Hermitage Avenue.

Location

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

Estimated Schedule

The facility concept study was completed in 2013. Design started in 2013 and 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

Addition of \$172,000 in FY17 and \$205,000 in FY18 in Current Revenue to provide for a Wheaton Interim Library.

Justification

Wheaton Library and Community Recreation Center (P361202)

The Wheaton Library is one of the busiest libraries in Montgomery County, with over 490,000 items circulated and more than 381,000 visits by the public in FY13. The used book sale, operated by the Friends of the Library, and a satellite office of the Gilchrist Center are located on the lower level. There are serious moisture problems and the building does not meet current mechanical, safety and building codes. The mechanical, elevator and HVAC systems are outdated and worn, and they are not energy efficient. The facility was opened in 1960 and was renovated in 1985. It is in need of space reconfiguration to meet current library information needs. The Department of Recreation has operated the existing Wheaton Recreation Center, owned by the M-NCPPC, for many years. As early as 1997, this facility was designated for replacement with a larger full service facility, originally included in Facility Planning and Site Evaluation projects as the Kemp Mill (later Wheaton/Kemp Mill) Community Recreation Center. In the 2005 update to the Recreation Department's facility plan and in the FY07-12 CIP, a "Wheaton Area Recreation Facilities" study was included in the MCG Facility Planning Project #508768 for this purpose. That study included site and structure, stabilization and design development for future renovation, remodeling, and expansion of the Wheaton Neighborhood Recreation Center - Rafferty to provide an additional recreation facility to complement the existing facility. After review of the Rafferty component, space limitations, utility and plumbing challenges did not make it feasible to complete the project on its current site. A decision was made to pursue an alternative combined facility.

Fiscal Note

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

Disclosures

A pedestrian impact analysis has been completed for this project.

The Executive asserts that this project conforms to the requirements of relevant local plans, as required by the Maryland Economic Growth, Resource Protection and Planning Act.

Coordination

Department of General Services, Department of Libraries, Department of Recreation, Department of Transportation, M-NCPPC, State Highways, Mid-County Regional Services Center, WSSC, Pepco. Special Projects Legislation [Bill No. 34-14] was adopted by Council June 17, 2014.

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 FY15	Est FY16	Total 6 Years	FY 17	FY 18	FY 19	FY 20	FY 21	FY 22	Beyond 6 Yrs
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EXPENDITURE SCHEDULE (\$000s)

	Total	Thru FY15	Est FY16	Total 6 Years	FY 17	FY 18	FY 19	FY 20	FY 21	FY 22	Beyond 6 Yrs
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	20,016	6,026	5,472	8,518	3,518	1,000	1,000	1,000	1,000	1,000	0
Total	31,089	17,099	5,472	8,518	3,518	1,000	1,000	1,000	1,000	1,000	0

FUNDING SCHEDULE (\$000s)

	Total	Thru FY15	Est FY16	Total 6 Years	FY 17	FY 18	FY 19	FY 20	FY 21	FY 22	Beyond 6 Yrs
Contributions	150	0	150	0	0	0	0	0	0	0	0
Current Revenue: General	17,930	7,152	3,658	7,120	2,120	1,000	1,000	1,000	1,000	1,000	0
G.O. Bonds	2,398	0	1,000	1,398	1,398	0	0	0	0	0	0
Land Sale	2,661	2,661	0	0	0	0	0	0	0	0	0
Long-Term Financing	3,850	3,850	0	0	0	0	0	0	0	0	0
State Aid	4,100	3,436	664	0	0	0	0	0	0	0	0
Total	31,089	17,099	5,472	8,518	3,518	1,000	1,000	1,000	1,000	1,000	0

APPROPRIATION AND EXPENDITURE DATA (000s)

Appropriation Request	FY 17	3,377
Appropriation Request Est.	FY 18	1,000
Supplemental Appropriation Request		0
Transfer		0
Cumulative Appropriation		22,712
Expenditure / Encumbrances		18,381
Unencumbered Balance		4,331

Date First Appropriation	FY 06	
First Cost Estimate		
Current Scope	FY 17	31,089
Last FY's Cost Estimate		26,712

Description

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

Cost Change

Addition of \$1,398,000 in GO Bonds in FY17 for Strathmore Mansion repairs. Addition of \$1,000,000 in FY21 and \$1,000,000 in FY22 for Capital Improvement Grants for the Arts and Humanities. Addition of \$1,120,000 in County support for Community Grants described on subsequent pages.

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

Remaining \$141,000 in unspent funds for Capital Improvement Grants for the Arts and Humanities have been eliminated in FY16 to reflect Council Approved FY16 Savings Plan. See Cost Sharing Grants attachment for Historical Fiscal Note regarding the Fillmore venue in Silver Spring and Old Blair Auditorium Project, Inc.

Disclosures

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

The Executive asserts that this project conforms to the requirements of relevant local plans, as required by the Maryland Economic Growth, Resource Protection and Planning Act.

Coordination

Private organizations, State of Maryland, Municipalities, Montgomery County Public Schools, Community Use of Public Facilities, Department of General Services, Department of Economic Development, Arts and Humanities Council of Montgomery County.

COST SHARING GRANTS

Grants:

For FY17, a CIP Grant for Arts and Humanities Organizations totaling \$1,398,000 is approved for the following project: Strathmore Hall Foundation, Inc.: \$1,398,000. The Department of General Services will be managing the Strathmore Mansion repair project. County participation is for the following community grant projects totaling \$1,120,000: A Wider Circle, Inc.: \$50,000; Congregation Beth El of Montgomery County, \$20,000; Cornerstone Montgomery, Inc.: \$350,000; Easter Seals Greater Washington-Baltimore Region, Inc.: \$50,000; Friends House, Inc.: \$50,000; Graceful Growing Together, Inc.: \$100,000; Hebrew Home of Greater Washington, Inc.: \$200,000; Jewish Community Center of Greater Washington, Inc.: \$25,000; Jewish Foundation for Group Homes, Inc.: \$100,000; Potomac Community Resources, Inc.: \$50,000; Reginald S. Lourie Center for Infants and Young Children, \$30,000; Seven Locks Jewish Community Inc.: \$20,000; The Jewish Federation of Greater Washington, Inc.: \$25,000; Warrior Canine Connection, Inc.: \$50,000.

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

For 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.

Occasionally, contracts are not executed or are terminated. For more information, contact Beryl Feinberg from the Department of General Services.

Historical Fiscal Note:

The State approved \$4,000,000 in State Aid from FY07 to FY09 for the Fillmore venue in Silver Spring. The County's required match of \$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).

Sidewalk & Curb Replacement (P508182)

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 FY15	Est FY16	Total 6 Years	FY 17	FY 18	FY 19	FY 20	FY 21	FY 22	Beyond 6 Yrs
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EXPENDITURE SCHEDULE (\$000s)

Planning, Design and Supervision	8,315	0	2,510	5,805	780	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	45,001	6,741	5,365	32,895	4,420	5,695	5,695	5,695	5,695	5,695	0
Other	35	3	32	0	0	0	0	0	0	0	0
Total	53,351	6,744	7,907	38,700	5,200	6,700	6,700	6,700	6,700	6,700	0

FUNDING SCHEDULE (\$000s)

Contributions	4,760	1,760	0	3,000	500	500	500	500	500	500	0
G.O. Bonds	48,591	4,984	7,907	35,700	4,700	6,200	6,200	6,200	6,200	6,200	0
Total	53,351	6,744	7,907	38,700	5,200	6,700	6,700	6,700	6,700	6,700	0

APPROPRIATION AND EXPENDITURE DATA (000s)

Appropriation Request	FY 17	4,191
Appropriation Request Est.	FY 18	6,700
Supplemental Appropriation Request		0
Transfer		0
Cumulative Appropriation		15,660
Expenditure / Encumbrances		7,113
Unencumbered Balance		8,547

Date First Appropriation	FY 81	
First Cost Estimate		
Current Scope	FY 17	53,351
Last FY's Cost Estimate		56,059
Partial Closeout Thru		121,878
New Partial Closeout		6,744
Total Partial Closeout		128,622

Description

This project provides for the removal and replacement of damaged or deteriorated sidewalks, curbs, and gutters in business districts and residential communities. The County currently maintains about 1,034 miles of sidewalks and about 2,098 miles of curbs and gutters. Many years of paving overlays have left some curb faces of two inches or less. Paving is milled, and new construction provides for a standard six-inch curb face. The project includes: overlay of existing sidewalks with asphalt; base failure repair and new construction of curbs; and new sidewalks with handicapped ramps to fill in missing sections. No changes will be made to existing structures unless necessary to eliminate erosion, assure drainage, and improve safety as determined by a County engineer. Some funds from this project support the Renew Montgomery and Main Street Montgomery programs. A significant aspect of this project has been and will be to provide safe pedestrian access and to ensure Americans with Disabilities Act (ADA) compliance. Mileage of sidewalks and curb/gutters has been updated to reflect the annual acceptance of new infrastructure to the County's inventory.

Cost Change

Cost increase due to the addition of FY21-22 to this ongoing level-of-effort project partially offset by 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. In FY16, \$1.0M in Recordation Tax Premium was transferred to Street Tree Preservation (#500700) as part of the FY16 savings plan.

Disclosures

Expenditures will continue indefinitely.

Sidewalk & Curb Replacement (P508182)

Coordination

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

Ken Gar Community Center Renovation (P721401)

Category Culture and Recreation
 Sub Category Recreation
 Administering Agency General Services (AAGE29)
 Planning Area Kensington-Wheaton

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

	Total	Thru FY15	Est FY16	Total 6 Years	FY 17	FY 18	FY 19	FY 20	FY 21	FY 22	Beyond 6 Yrs
EXPENDITURE SCHEDULE (\$000s)											
Planning, Design and Supervision	61	61	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	102	102	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0	0
Other	0	0	0	0	0	0	0	0	0	0	0
Total	163	163	0	0	0	0	0	0	0	0	0

FUNDING SCHEDULE (\$000s)											
Current Revenue: General	63	63	0	0	0	0	0	0	0	0	0
State Aid	100	100	0	0	0	0	0	0	0	0	0
Total	163	163	0								

APPROPRIATION AND EXPENDITURE DATA (000s)

Appropriation Request	FY 17	-37
Appropriation Request Est.	FY 18	0
Supplemental Appropriation Request		0
Transfer		0
Cumulative Appropriation		200
Expenditure / Encumbrances		163
Unencumbered Balance		37

Date First Appropriation	FY 15
First Cost Estimate	
Current Scope	FY 17 163
Last FY's Cost Estimate	200

Description

The project provides for the renovation/repair/stabilization of the existing Ken Gar Community Center.

Location

The Ken Gar Community Center is located at 4111 Plyers Mill Road in Kensington.

Estimated Schedule

Facility renovations are complete and the building is open for use.

Cost Change

Eliminated remaining unspent balance of \$37,000 in Current Revenue.

Justification

This small neighborhood facility was last remodeled in 1978. The building's structure is deficient and in a state of significant disrepair. Significant improvements are required to make the facility ADA compliant. Significant repair to heating/ventilation/air-conditioning and window replacements are needed.

Fiscal Note

ADA compliance modifications associated with this project are funded in the Americans with Disabilities Act Project (361107).

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.

Voice Mail System Replacement (P340700)

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 N/A-PS

Total	Thru FY15	Est FY16	Total 6 Years	FY 17	FY 18	FY 19	FY 20	FY 21	FY 22	Beyond 6 Yrs
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EXPENDITURE SCHEDULE (\$000s)

Planning, Design and Supervision	0	0	0	0	0	0	0	0	0	0
Land	0	0	0	0	0	0	0	0	0	0
Site Improvements and Utilities	0	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0
Other	1,540	1,540	0	0	0	0	0	0	0	0
Total	1,540	1,540	0							

FUNDING SCHEDULE (\$000s)

Current Revenue: General	1,540	1,540	0	0	0	0	0	0	0	0
Total	1,540	1,540	0							

APPROPRIATION AND EXPENDITURE DATA (000s)

Appropriation Request	FY 17	0
Appropriation Request Est.	FY 18	0
Supplemental Appropriation Request		0
Transfer		0
Cumulative Appropriation		1,540
Expenditure / Encumbrances		1,577
Unencumbered Balance		-37

Date First Appropriation	FY 07	
First Cost Estimate		
Current Scope	FY 16	1,540
Last FY's Cost Estimate		1,598

Description

The Voice Mail System Replacement project will ensure the telecommunications infrastructure remains a reliable and viable system which is essential to all county employees and citizens. The project provides for upgrading to the S8710 PBX platform with Communications Manager Release 3.0, which will give the County significant new business continuity and survivability capabilities. An upgrade to modular messaging voicemail will allow the County to replace an end-of-life system that has limited ability to add new voicemail boxes with one where messages can be retrieved via phone or computer ? either through web browser or as part of the County's Exchange system and allow for creation of additional voicemail boxes for new employees. This will enable workers to more quickly respond to messages, even when working remotely. It will also be possible to add optional capabilities in the system that offer the ability to speech enable email, facsimile, calendar, and calling features. The Modular Messaging voice mail system can integrate with Outlook Exchange, as well as Web browsing technology, which enables the County to further leverage converged network components. Converged network components translate into lower capital expenses and lower management cost. These features are particularly valuable in highly congested areas, because they allow workers to retrieve and respond to important emails during long commutes. Similarly, County citizens depend on the same infrastructure and telephone applications to access County employees and/or systems for information necessary to meet their needs. This voice mail system replacement project upgrade will keep the PBX platform in a healthy, evolutionary upgrade mode, which will prevent the need for an expensive replacement in the future.

Justification

Voice Mail System Replacement (P340700)

Upgrading to the S8710 PBX platform with Communication Manager Release 3.0 will provide Montgomery County with significant new business continuity and survivability capabilities. Enterprise survivable servers provide redundant and nested survivability for individual sites, network segments, and/or the entire network. By leveraging the distributed capability of IP and the unique capabilities of the Avaya architecture, the system can be optimized to provide both increased levels of survivability across the entire network, or at selected locations. Upgrading to the platform will improve the ability to provide the same level of availability and features to separate locations/systems by enabling them to cost-effectively be migrated into the core system and provide secure support for employees to work remotely if they cannot get to their office because of disaster or other event (weather, traffic). An upgrade to the modular messaging voicemail system will allow the County to replace a system that has reached the end of its useful life with one that leverages the County's current investment. The County will receive economic credit for the licenses in use in their current systems as they migrate to Modular Messaging. Users will also have the same telephone user interface with the new system and will be able to access their messages via a web-browser (if enabled by the County), thereby enabling them to retrieve them remotely, retrieve messages via their Outlook clients, and optionally integrate e-mail, and fax with their voice mail retrieval, including providing the ability to speech enable their access to these messages. Upgrade of Multi-Level Precedence Preemption (MLPP) to release 3.0 will provide new capabilities for Homeland Security, VOIP (Voice Over IP) Certification and Interoperability, STE (Secure Terminal Equipment) support, and Joint Interoperability Test Command (JITC) certification. The Modular Messaging voicemail system can integrate with Outlook Exchange, as well as Web browsing technology, which enables the County to further leverage converged network components. Converged network components translate into lower capital expenses and lower management cost, while increasing system reliability. The certification process is based on a master test plan containing all DOD PKE requirements and associated tests. JITC certification ensures: (1) compliance with DOD policy; (2) confidence that the application is interoperable with the DOD PKI; and (3) confidence that the application is properly and securely using the infrastructure. The Public Key Infrastructure (PKI) test laboratory performs interoperability testing and certification for Public Key Enabled (PKE) products according to the Department of Defense (DOD) Public Key Infrastructure (PKI) requirements. It is DOD policy that enabled applications be tested to ensure interoperability and compatibility with the DOD PKI. The lab supports this policy through the interoperability certification process.

Fiscal Note

The PDF reflects a reduction in FY10 expenditures and funding and FY11 Current Revenue appropriation as part of the FY10 Savings Plan. In FY15, \$1,500 (depicted as \$2,000) in Current Revenue was transferred from #340700 to #319485. In FY16, \$56,000 in Current Revenue was transferred to the Integrated Justice Information Systems CIP (#340200).

Coordination

All County Departments and Agencies, Avaya

Brookville Service Park (P509928)

Category Transportation
 Sub Category Highway Maintenance
 Administering Agency General Services (AAGE29)
 Planning Area Silver Spring

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

	Total	Thru FY15	Est FY16	Total 6 Years	FY 17	FY 18	FY 19	FY 20	FY 21	FY 22	Beyond 6 Yrs
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EXPENDITURE SCHEDULE (\$000s)

Planning, Design and Supervision	2,802	2,798	4	0	0	0	0	0	0	0	0
Land	665	665	0	0	0	0	0	0	0	0	0
Site Improvements and Utilities	3,481	3,481	0	0	0	0	0	0	0	0	0
Construction	9,394	9,394	0	0	0	0	0	0	0	0	0
Other	287	280	7	0	0	0	0	0	0	0	0
Total	16,629	16,618	11	0							

FUNDING SCHEDULE (\$000s)

Current Revenue: General	25	15	10	0	0	0	0	0	0	0	0
G.O. Bonds	16,604	16,603	1	0	0	0	0	0	0	0	0
Total	16,629	16,618	11	0							

APPROPRIATION AND EXPENDITURE DATA (000s)

Appropriation Request	FY 17	0
Appropriation Request Est.	FY 18	0
Supplemental Appropriation Request		0
Transfer		0
Cumulative Appropriation		16,629
Expenditure / Encumbrances		16,628
Unencumbered Balance		1

Date First Appropriation	FY 99	
First Cost Estimate		
Current Scope	FY 16	16,629
Last FY's Cost Estimate		16,913

Description

This project, located at 8710 Brookville Road in Silver Spring, provides a depot area for approximately 134 full-time, contract, and temporary employees associated with the maintenance and repair of the streets in the Silver Spring and Kensington/Wheaton areas of the County. The project includes tearing down abandoned building A and construction of a new administrative building next to the existing one, relocation of the fuel station, and installation of a gate for site security. Subsequently, building B will be demolished and new maintenance bays will be constructed for storage vehicles and equipment used for roadway construction and repair. To improve site circulation and access, a new road immediately to the north of the site will be constructed. This project also includes improvements to existing bus parking, additional employee parking, new lights, bus heaters, two additional bus maintenance bays, and modification of shops to accommodate taller buses.

Estimated Schedule

Construction is estimated to end in the Spring of 2011.

Justification

The condition of the existing facility imposes serious constraints on the depot's efficiency. All administration functions and accommodations for the employees who report to the site on a daily basis are located in building B. Building A contains office space, bunk room, and storage and service bays. Building B is not sufficient or suitable to respond to the emergency and routine needs of the County. Two distinct operations generate heavy volumes of vehicular traffic in the complex. The trucks and construction equipment associated with roadway repair use the site and the Brookville site houses one of the major terminals for the Ride On Bus program. The fuel station is located such that a blind, sloping curve constitutes an unsafe intersection for both transit and depot vehicles. The Brookville Service Park has no official entrance, and the general motoring public enters the site without warning, resulting in unsafe conditions for the public and employees. The current layout does not permit buses to turn around and does not accommodate longer and taller buses. The existing holding capacity is low and inefficient. Program of Requirements (POR): Brookville Road service yard, Silver Spring depot, November 1997 and amendment to the POR for Brookville Service Park, December 2001.

Other

Indoor air quality improvements for building H are included in the project: Indoor Air Quality Improvements -- Brookville Depot. No part of this facility will be placed on land identified in the Georgetown Branch Master Plan Amendment for light rail yard and shop facilities.

Fiscal Note

Appropriation was reallocated to other projects in the CIP in FY12. In FY14 this project transferred \$275,000 in GO Bonds to project #509974. In FY16, \$9,000 in Current Revenue was transferred to the Traffic Signal System Modernization CIP (#500704).

Disclosures

A pedestrian impact analysis has been completed for this project.

Coordination

Brookville Service Park (P509928)

Maryland-National Capital Park and Planning Commission , Department of Transportation, Department of Technology Services, Department of Permitting Services, Department of General Services, Silver Spring Regional Services Center, Indoor Air Quality Improvements – Brookville Depot, , Special Capital Projects Legislation [Bill No. 7-03] was adopted by Council May 14, 2003.

Bridge Design (P509132)

Category Transportation
 Sub Category Bridges
 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 FY15	Est FY16	Total 6 Years	FY 17	FY 18	FY 19	FY 20	FY 21	FY 22	Beyond 6 Yrs
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EXPENDITURE SCHEDULE (\$000s)

Planning, Design and Supervision	18,262	12,296	1,882	4,084	1,022	873	694	605	492	398	0
Land	425	425	0	0	0	0	0	0	0	0	0
Site Improvements and Utilities	78	78	0	0	0	0	0	0	0	0	0
Construction	92	92	0	0	0	0	0	0	0	0	0
Other	18	18	0	0	0	0	0	0	0	0	0
Total	18,875	12,909	1,882	4,084	1,022	873	694	605	492	398	0

FUNDING SCHEDULE (\$000s)

Federal Aid	956	956	0	0	0	0	0	0	0	0	0
G.O. Bonds	16,133	10,960	1,089	4,084	1,022	873	694	605	492	398	0
Land Sale	15	15	0	0	0	0	0	0	0	0	0
PAYGO	340	340	0	0	0	0	0	0	0	0	0
State Aid	1,431	638	793	0	0	0	0	0	0	0	0
Total	18,875	12,909	1,882	4,084	1,022	873	694	605	492	398	0

APPROPRIATION AND EXPENDITURE DATA (000s)

Appropriation Request	FY 17	1,226
Appropriation Request Est.	FY 18	669
Supplemental Appropriation Request		0
Transfer		0
Cumulative Appropriation		15,097
Expenditure / Encumbrances		13,456
Unencumbered Balance		1,641

Date First Appropriation	FY 91	
First Cost Estimate		
Current Scope	FY 17	18,875
Last FY's Cost Estimate		15,204
Partial Closeout Thru		0
New Partial Closeout		0
Total Partial Closeout		0

Description

This ongoing project provides studies for bridge projects under consideration for inclusion in the CIP. Bridge Design serves as a transition stage for a project between identification of need and its inclusion as a stand-alone construction project in the CIP. Prior to the establishment of a stand-alone project, the Department of Transportation will complete a design which outlines the general and specific features required on the project. Selected projects range in type, but typically consist of upgrading deficient bridges so that they can safely carry all legal loads which must be accommodated while providing a minimum of two travel lanes. Candidate projects currently included are listed below (Other).

Cost Change

Increase due to the addition of Glen Road Bridge #15, Mouth of Monocacy Bridge #43, and the addition of FY21 and FY22.

Justification

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

Other

Candidates for this program are identified through the County Biennial Bridge Inspection Program as being deficient, load restricted, or geometrically substandard. The Planning, Design, and Supervision (PD&S) costs for all bridge designs include all costs up to contract preparation. At that point, future costs and Federal aid will be included in stand-alone projects. Candidate Projects: Elmhirst Parkway Bridge #MPK-13, Park Valley Road Bridge #MPK-03, Piney Meetinghouse Bridge #M-0021, Cedar Lane Bridge #M-0074, Valley Road Bridge #M-0111, Gold Mine Road Bridge #M-0096, Brink Road Bridge #M-0064, Garrett Park Road Bridge #M-0352, Beach Drive Bridge #MPK-24, Glen Road Bridge #M-0148, Glen Road Bridge #M-0015, and Mouth of Monocacy Bridge #M-0043.

Fiscal Note

FY16 transfer of \$299K from Glenmont Metro Parking Expansion (#500552); \$202K from Century Boulevard (#501115) and \$218K from Whites Ferry Road Bridges (#501301).

Disclosures

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

Bridge Design (P509132)

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 the Environment, Maryland-Department of Natural Resources, Maryland-National Capital Park and Planning Commission, Montgomery County Department of Permitting Services, U.S. Army Corps of Engineers, Maryland State Highway Administration, Federal Highway Administration, Utility Companies, Maryland Historic Trust, CSX Transportation, Washington Metropolitan Area Transit Authority, Rural/Rustic Roads Legislation

Bridge Renovation (P509753)

Category Transportation
 Sub Category Bridges
 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 FY15	Est FY16	Total 6 Years	FY 17	FY 18	FY 19	FY 20	FY 21	FY 22	Beyond 6 Yrs
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EXPENDITURE SCHEDULE (\$000s)

Planning, Design and Supervision	2,653	1,183	0	1,470	245	245	245	245	245	0
Land	2	2	0	0	0	0	0	0	0	0
Site Improvements and Utilities	15	15	0	0	0	0	0	0	0	0
Construction	8,506	571	3,405	4,530	755	755	755	755	755	0
Other	75	75	0	0	0	0	0	0	0	0
Total	11,251	1,846	3,405	6,000	1,000	1,000	1,000	1,000	1,000	0

FUNDING SCHEDULE (\$000s)

G.O. Bonds	8,953	1,755	2,560	4,638	773	773	773	773	773	0
State Aid	2,298	91	845	1,362	227	227	227	227	227	0
Total	11,251	1,846	3,405	6,000	1,000	1,000	1,000	1,000	1,000	0

APPROPRIATION AND EXPENDITURE DATA (000s)

Appropriation Request	FY 17	2,000
Appropriation Request Est.	FY 18	0
Supplemental Appropriation Request		0
Transfer		0
Cumulative Appropriation		5,895
Expenditure / Encumbrances		2,321
Unencumbered Balance		3,574

Date First Appropriation	FY 97
First Cost Estimate	
Current Scope	FY 17 11,251
Last FY's Cost Estimate	8,211
Partial Closeout Thru	10,110
New Partial Closeout	1,846
Total Partial Closeout	11,956

Description

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

Cost Change

Increase due to addition of FY21 and FY22 to this ongoing project. Increase also due to additional permitting requirements to replace or rehabilitate steel culverts partially offset by capitalization of prior expenses.

Justification

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

Other

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

Fiscal Note

FY16 transfer of \$1.2M from Glenmont Metro Parking Expansion (#500552); \$503K from Cedar Lane Road Bridge (#501105) and \$32K from Whites Ferry Road Bridges (#501301)

Disclosures

Expenditures will continue indefinitely.

The Executive asserts that this project conforms to the requirements of relevant local plans, as required by the Maryland Economic Growth, Resource Protection and Planning Act.

Coordination

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

Cedar Lane Bridge (M0074) (P501105)

Category Transportation
 Sub Category Bridges
 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 FY15	Est FY16	Total 6 Years	FY 17	FY 18	FY 19	FY 20	FY 21	FY 22	Beyond 6 Yrs
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EXPENDITURE SCHEDULE (\$000s)

Planning, Design and Supervision	1,012	263	749	0	0	0	0	0	0	0	0
Land	21	0	21	0	0	0	0	0	0	0	0
Site Improvements and Utilities	107	25	82	0	0	0	0	0	0	0	0
Construction	3,469	3,176	293	0	0	0	0	0	0	0	0
Other	0	0	0	0	0	0	0	0	0	0	0
Total	4,609	3,464	1,145	0							

FUNDING SCHEDULE (\$000s)

Federal Aid	3,310	2,166	1,144	0	0	0	0	0	0	0	0
G.O. Bonds	1,299	1,298	1	0	0	0	0	0	0	0	0
Total	4,609	3,464	1,145	0							

OPERATING BUDGET IMPACT (\$000s)

Energy				4	1	1	1	1	0	0
Net Impact				4	1	1	1	1	0	0

APPROPRIATION AND EXPENDITURE DATA (000s)

Appropriation Request	FY 17	0
Appropriation Request Est.	FY 18	0
Supplemental Appropriation Request		0
Transfer		0
Cumulative Appropriation		4,609
Expenditure / Encumbrances		3,464
Unencumbered Balance		1,145

Date First Appropriation	FY 11	
First Cost Estimate		
Current Scope	FY 16	4,609
Last FY's Cost Estimate		5,112

Description

This project provides for the rehabilitation of the existing Cedar Lane Bridge over Rock Creek. The existing bridge, built in 1959, is a four span prestressed concrete voided slab beam structure carrying a 40-foot clear roadway with a 5-foot sidewalk and 1-foot parapet on each side, for a total deck width of 52-feet. The proposed rehabilitation includes the removal and reconstruction of the concrete pier caps, abutment beam seats, and complete superstructure replacement with precast concrete to include new ornamental concrete parapets. The proposed structure will carry three traffic lanes (two northbound and one southbound), a shared use bikeway on the west side, a slightly wider sidewalks on the east side, and provide a proposed total deck width of 53.6 feet. The project includes repairing cracks and spalls in pier columns, abutment stems, and necessary modifications to wing walls for the slightly wider structure. Approach roadway work includes extending the shared use bikeway under the existing beltway bridge, improved lighting, and intersection modifications to the intersection with Beach Drive. This project also includes the construction of a temporary pedestrian bridge.

Location

1. Main Street/Market Street (B-10) - Design in FY14 through FY16, SI&U in FY17 through FY18, and construction in FY18 AND FY19. 2. Main Street/Market Street (LB-1) - Design in FY14 through FY16, SI&U in FY17 through FY18, and construction in FY18 AND FY19. 3. Executive Boulevard Extended (B-15) - Design in FY14 through FY16, SI&U IN FY17 AND FY18, and construction in FY18 through FY19. 4. Intersection of Hoya Street (formerly 'Old' Old Georgetown Road) (M-4A), Old Georgetown Road, and Executive Boulevard - Design in FY14 through FY16, land acquisition in FY17, SI&U in FY17 through FY18, and construction in FY18 through FY20. 5. Hoya Street (M-4A) - Design in FY14 through FY16, land acquisition in FY17, SI&U in FY17 through FY18, and construction in FY18 through FY19. The schedule AND COST assumes that all land needed for road construction will be dedicated by the major developers in a timely manner and that the construction of THE conference center replacement parking will take place prior to the start of the road construction.

Capacity

Upon completion, the Average Daily Traffic (ADT) on the Cedar Lane Bridge will remain at 14,500 vehicles per day.

Estimated Schedule

Design to be completed Fall 2010. Construction estimated to take 6 months with construction of the temporary pedestrian bridge prior to road closure. Road closure construction estimated to take 3 months in summer of 2011.

Justification

Cedar Lane Bridge (M0074) (P501105)

The 2007 bridge inspection and 2008 concrete core tests revealed that the concrete voided slab beams and concrete piers are in poor condition and require reconstruction. This bridge is considered structurally deficient and functionally obsolete. The proposed rehabilitation work is necessary to provide a safe roadway condition for the traveling public and prolong the service life of the structure. This project also includes the construction of a proposed shared use bikeway on the bridge during construction. This project is supported by the Master Plan of Bikeways within Montgomery County which calls for a Shared Use Path Class I Bikeway SP-4 connecting the Rock Creek Trail at Beach Drive to the NIH/Medical Center Metrorail station as well as the North Bethesda Trail at Wisconsin Avenue (MD 355). Cedar Lane will be closed to vehicular traffic during the reconstruction of the bridge. Full roadway closure will allow the bridge to be reconstructed faster and for a lesser cost than allowing traffic to remain on the existing bridge during construction. The construction contract will have incentive and disincentive clauses to assure that the roadway is reopened as quickly as possible. The rehabilitation of this bridge is proposed to be completed before additional traffic is added to Cedar Lane due to BRAC opening in September 2011. Cedar Lane is classified as Arterial Road A-67 in the Bethesda-Chevy Chase Master Plan. A review of impacts to pedestrians, bicyclists, and the requirements of the ADA (Americans with Disabilities Act of 1991) is being performed and addressed by this project. Traffic signals, streetlights, crosswalks, bus stops, sidewalk ramps, bikeways, and other pertinent issues are being considered in the design of the project to ensure pedestrian safety. A traffic study has been completed to determine that full roadway closure is feasible during reconstruction of this bridge.

Other

The project scope and schedule are new for FY11. The design costs for this project are covered in the "Facility Planning: Bridges" project (C.I.P. No. 509132). Construction costs are based on preliminary design.

Fiscal Note

The costs of construction and construction management for this project are eligible for up to 80 percent Federal Aid. Transfer of \$503K in FY16 to Bridge Renovation (#509753)

Disclosures

A pedestrian impact analysis has been completed for this project.

Coordination

Federal Highway Administration ? Federal Aid Bridge Replacement/Rehabilitation Program, Maryland State Highway Administration, Maryland Department of the Environment, Maryland-National Capital Park and Planning Commission, Montgomery County Department of Permitting Services, Utilities, Facility Planning: Bridges, BRAC

Whites Ferry Road Bridges No.M-0187B and M-0189B (P501301)

Category Transportation
 Sub Category Bridges
 Administering Agency Transportation (AAGE30)
 Planning Area Poolesville

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

Total	Thru FY15	Est FY16	Total 6 Years	FY 17	FY 18	FY 19	FY 20	FY 21	FY 22	Beyond 6 Yrs
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EXPENDITURE SCHEDULE (\$000s)

Planning, Design and Supervision	328	328	0	0	0	0	0	0	0	0
Land	59	59	0	0	0	0	0	0	0	0
Site Improvements and Utilities	0	0	0	0	0	0	0	0	0	0
Construction	2,098	2,060	38	0	0	0	0	0	0	0
Other	0	0	0	0	0	0	0	0	0	0
Total	2,485	2,447	38	0						

FUNDING SCHEDULE (\$000s)

G.O. Bonds	2,485	2,447	38	0	0	0	0	0	0	0
Total	2,485	2,447	38	0						

APPROPRIATION AND EXPENDITURE DATA (000s)

Appropriation Request	FY 17	0
Appropriation Request Est.	FY 18	0
Supplemental Appropriation Request		0
Transfer		0
Cumulative Appropriation		2,485
Expenditure / Encumbrances		2,480
Unencumbered Balance		5

Date First Appropriation	FY 13	
First Cost Estimate		
Current Scope	FY 16	2,485
Last FY's Cost Estimate		2,480

Description

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

Location

This project provides access from Elm Street west of Wisconsin Avenue to the southern end of the Bethesda Metrorail Station. The Metrorail Red Line runs below Wisconsin Avenue through Bethesda more than 120 feet below the surface, considerably deeper than the Purple Line right-of-way. The Bethesda Metrorail station has one entrance, near East West Highway. The Metrorail station was built with accommodations for a future southern entrance. The Bethesda light rail transit (LRT) station would have platforms located just west of Wisconsin Avenue on the Georgetown Branch right-of-way. This platform allows a direct connection between LRT and Metrorail, making transfers as convenient as possible. Six station elevators would be located in the Elm Street right-of-way, which would require narrowing the street and extending the sidewalk. The station would include a new south entrance to the Metrorail station, including a new mezzanine above the Metrorail platform, similar to the existing mezzanine at the present station's north end. The mezzanine would use the existing knock-out panel in the arch of the station and the passageway that was partially excavated when the station was built in anticipation of the future construction of a south entrance.

Estimated Schedule

The design of the project is expected to finish in the summer of 2013. The construction is scheduled to start in spring of 2014 and be completed in summer of 2014.

Justification

Whites Ferry Road Bridges No.M-0187B and M-0189B (P501301)

The proposed replacement work is necessary to provide a safe roadway condition for the traveling public. The 2009 bridge inspection report for Bridge No. M-0187B indicates that there are concrete spalls in the soffit with exposed reinforcing and numerous hairline transverse and longitudinal cracks in the soffit. There are full-height vertical cracks and diagonal cracks in the west abutment and hairline diagonal cracks in the east abutment. The bridge is currently posted for an 8,000 lb. limit for a single-unit truck and a 16,000 lb. limit for a combination-unit truck. The 2009 bridge inspection report for Bridge No. M-0189B indicates that the concrete deck soffit exhibits 13 spalls along the east abutment and 3 spalls along the west abutment with exposed and corroded reinforcement. There are full height vertical cracks 1/2 inch wide in the west abutments. The southeast wingwall exhibits surface spalling over 60 percent of the exposed face. The bridge is currently posted for an 8,000 lb. limit for a single-unit truck and a 14,000 lb. limit for a combination-unit truck. Implementation of this project would allow the bridges to be restored to full capacity. The Rustic Road Functional Master Plan designates Whites Ferry Road as County Arterial (CA-35) with a minimum right-of-way of 80 ft. The Countywide Bikeways Functional Master Plan calls for a signed shared roadway (SR-46). A review of impacts to pedestrians, bicyclists and the requirements of the ADA (American with Disabilities Act of 1991) has been performed and addressed by this project. Streetlights, crosswalks, sidewalk ramps, bikeways and other pertinent issues will be considered in the design of the project to ensure pedestrian safety.

Other

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

Fiscal Note

Reflects an FY14 transfer of \$255,000 from the Bridge Renovation Project (#509753); an FY16 transfer of \$218K to Bridge Design (#509132) and \$32K to Bridge Renovation (#509753)

Disclosures

A pedestrian impact analysis has been completed for this project.

Coordination

Maryland State Highway Administration, Maryland Department of the Environment, Maryland-National Capital Park and Planning Commission, Montgomery County Department of Permitting Services, Allegheny Power, Verizon, Comcast, Bridge Design Project CIP 509132

Century Boulevard (P501115)

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

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

	Total	Thru FY15	Est FY16	Total 6 Years	FY 17	FY 18	FY 19	FY 20	FY 21	FY 22	Beyond 6 Yrs
EXPENDITURE SCHEDULE (\$000s)											
Planning, Design and Supervision	2,357	2,357	0	0	0	0	0	0	0	0	0
Land	820	345	475	0	0	0	0	0	0	0	0
Site Improvements and Utilities	227	100	127	0	0	0	0	0	0	0	0
Construction	11,581	7,791	3,790	0	0	0	0	0	0	0	0
Other	0	0	0	0	0	0	0	0	0	0	0
Total	14,985	10,593	4,392	0	0	0	0	0	0	0	0

FUNDING SCHEDULE (\$000s)											
Contributions	4,000	462	1,438	2,100	1,400	700	0	0	0	0	0
G.O. Bonds	10,985	10,131	2,954	-2,100	-1,400	-700	0	0	0	0	0
Total	14,985	10,593	4,392	0							

OPERATING BUDGET IMPACT (\$000s)											
Energy				4	1	1	1	1	0	0	0
Maintenance				4	1	1	1	1	0	0	0
Net Impact				8	2	2	2	2	0	0	0

APPROPRIATION AND EXPENDITURE DATA (000s)

Appropriation Request	FY 17	0
Appropriation Request Est.	FY 18	0
Supplemental Appropriation Request		0
Transfer		0
Cumulative Appropriation		14,985
Expenditure / Encumbrances		11,350
Unencumbered Balance		3,635

Date First Appropriation	FY 11	
First Cost Estimate		
Current Scope	FY 16	14,985
Last FY's Cost Estimate		15,187

Description

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

Estimated Schedule

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

Justification

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

Other

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

Fiscal Note

The schedule reflects the terms and conditions regarding contributions from the developer for the repayment of County funds and are specified within a Memorandum of Understanding (MOU) between the County and the developer. In FY14, \$530,000 in GO Bonds was transferred to MacArthur Boulevard Bikeway Improvements (P500718). In FY15, \$120,000 in GO Bonds was transferred to Greentree Road Sidewalk (P500506). In FY16, \$202,000 in GO Bonds was transferred to the Bridge Design CIP (P509732).

Disclosures

A pedestrian impact analysis has been completed for this project.

Coordination

Century Boulevard (P501115)

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

Glenmont Metro Parking Expansion (P500552)

Category WMATA
 Sub Category Mass Transit
 Administering Agency W.M.A.T.A. (AAGE22)
 Planning Area Kensington-Wheaton

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

Total	Thru FY15	Est FY16	Total 6 Years	FY 17	FY 18	FY 19	FY 20	FY 21	FY 22	Beyond 6 Yrs
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EXPENDITURE SCHEDULE (\$000s)

Planning, Design and Supervision	25	2	23	0	0	0	0	0	0	0
Land	352	352	0	0	0	0	0	0	0	0
Site Improvements and Utilities	0	0	0	0	0	0	0	0	0	0
Construction	22,491	17,560	4,931	0	0	0	0	0	0	0
Other	0	0	0	0	0	0	0	0	0	0
Total	22,868	17,914	4,954	0						

FUNDING SCHEDULE (\$000s)

Current Revenue: WMATA Surcharge	4,885	0	4,885	0	0	0	0	0	0	0
G.O. Bonds	1	1	0	0	0	0	0	0	0	0
PAYGO	375	375	0	0	0	0	0	0	0	0
Revenue Bonds	7,569	7,569	0	0	0	0	0	0	0	0
Revenue Bonds: Liquor Fund	10,038	9,969	69	0	0	0	0	0	0	0
Total	22,868	17,914	4,954	0						

APPROPRIATION AND EXPENDITURE DATA (000s)

Appropriation Request	FY 17	-363
Appropriation Request Est.	FY 18	0
Supplemental Appropriation Request		0
Transfer		0
Cumulative Appropriation		23,231
Expenditure / Encumbrances		17,914
Unencumbered Balance		5,317

Date First Appropriation	FY 05
First Cost Estimate	
Current Scope	FY 16 23,231
Last FY's Cost Estimate	24,731

Description

This project provides for the design and construction of 1,200 additional garaged parking spaces at the Glenmont Metrorail Station on the west side of Georgia Avenue.

Cost Change

Decrease reflects actual project costs.

Justification

The County's 10-Year Transportation Plan calls for the expansion of the existing Glenmont Metro Garage. The existing garage is regularly over capacity early on weekday mornings. By expanding parking at the station, more potential transit riders will be drawn to use Metrorail rather than driving to Washington, D.C. and to Silver Spring. WMATA has prepared traffic and environmental studies for the parking expansion as well as General Plans. The WMATA Compact Public Hearing was held on April 26, 2006. Plans incorporate the Georgia Avenue Greenway, ADA requirements, and pedestrian safety.

Other

The full cost of this project is \$26,329,000. The Maryland Department of Transportation has contributed \$1,600,000 for the design of this garage, which is not reflected in the expenditure and funding schedules since these funds went directly to WMATA. The project will be designed and constructed by WMATA.

Fiscal Note

Transfer of \$1.5M in FY16 to Bridge Design (#509132) and Bridge Renovation (#509753).

Disclosures

A pedestrian impact analysis has been completed for this project.

Coordination

Maryland-National Capital Park and Planning Commission, Washington Metropolitan Area Transit Authority, Maryland Department of Transportation, Department of Transportation, Department of General Services

TAX SUPPORTED CURRENT REVENUES ADJUSTMENT CHART

**FY17-22 Capital Improvements Program
COUNTY EXECUTIVE RECOMMENDED
March 15, 2016**

(\$ MILLIONS)	6 YEARS	FY17 APPROP (1)	FY18 EXP	FY19 EXP	FY20 EXP	FY21 EXP	FY22 EXP
TAX SUPPORTED CURRENT REVENUES AVAILABLE	428.092	39.752	78.270	84.707	75.193	77.989	72.181
Adjust for Future Inflation *	(18.849)	-	-	(2.066)	(3.763)	(5.850)	(7.170)
SUBTOTAL CURRENT REVENUE FUNDS AVAILABLE FOR ELIGIBLE PROJECTS (after adjustments)	409.243	39.752	78.270	82.641	71.430	72.139	65.011
Less Set Aside: Future Projects	-	-	-	-	-	-	-
TOTAL FUNDS AVAILABLE FOR PROGRAMMING	409.243	39.752	78.270	82.641	71.430	72.139	65.011
GENERAL FUND							
MCPS	(112.910)	(2.408)	(26.038)	(24.897)	(19.833)	(19.936)	(19.798)
MONTGOMERY COLLEGE	(72.664)	(6.679)	(13.197)	(13.197)	(13.197)	(13.197)	(13.197)
M-NCPPC	(16.788)	(2.798)	(2.798)	(2.798)	(2.798)	(2.798)	(2.798)
HOC	(7.500)	(1.250)	(1.250)	(1.250)	(1.250)	(1.250)	(1.250)
TRANSPORTATION	(49.187)	(6.730)	(8.046)	(8.056)	(8.121)	(9.117)	(9.117)
MC GOVERNMENT	(28.358)	(6.438)	(5.065)	(5.295)	(4.460)	(3.550)	(3.550)
SUBTOTAL - GENERAL FUND	(287.407)	(26.303)	(56.394)	(55.493)	(49.659)	(49.848)	(49.710)
MASS TRANSIT FUND	(94.746)	(8.878)	(18.499)	(24.404)	(16.305)	(16.825)	(9.835)
FIRE CONSOLIDATED FUND	(24.990)	(4.221)	(3.027)	(2.394)	(5.116)	(5.116)	(5.116)
PARK FUND	(2.100)	(0.350)	(0.350)	(0.350)	(0.350)	(0.350)	(0.350)
SUBTOTAL - OTHER TAX SUPPORTED	(121.836)	(13.449)	(21.876)	(27.148)	(21.771)	(22.291)	(15.301)
TOTAL PROGRAMMED EXPENDITURES	(409.243)	(39.752)	(78.270)	(82.641)	(71.430)	(72.139)	(65.011)
AVAILABLE OR (GAP) TO BE SOLVED	-	-	-	-	-	-	-

* Inflation: 1.80% 2.30% 2.50% 2.70% 2.70% 2.70%

Note:

(1) FY17 APPROP equals new appropriation authority. Additional current revenue funded appropriations will require drawing on operating fund balances.