
Bridges

PROGRAM DESCRIPTION AND OBJECTIVES

Bridges are an integral part of the County's transportation infrastructure. Bridge projects are undertaken to address public safety issues and may also increase capacity of existing County roadway infrastructure.

The Department of Transportation (DOT) evaluates bridge rehabilitation and reconstruction needs in the context of maintaining safety while preserving the character of existing County roadways. Bridge reconstruction and rehabilitation requirements vary from year to year as assessments of bridge conditions change. The biennial bridge inspection program, which DOT undertakes using the County's Federal aid allocation, identifies bridges for repair, rehabilitation, or reconstruction. Actual construction work is undertaken through a combination of contract services and County work crews. Qualifying bridges receive Federal aid for construction.

HIGHLIGHTS

- Replace the existing Gold Mine Road Bridge over the Hawlings River.
- Replace two of the existing Whites Ferry Road Bridges.

PROGRAM CONTACTS

Contact Holger Serrano of the Department of Transportation at 240.777.7235 or Adam Damin of the Office of Management and Budget at 240.777.2794 for more information regarding this department's capital budget.

CAPITAL PROGRAM REVIEW

The Recommended FY13-18 CIP includes a bridge program totaling \$16.2 million. This represents a \$4.5 million or 21.5 percent decrease from the \$20.7 million included in the FY11-16 amended program. This decrease is due to the pending completion of several bridge projects in FY12. The recommended program provides funding to initiate facility planning for future new stand-alone bridge projects, repair and rehabilitate one bridge, and maintain previously-programmed bridge projects.

Federal aid allocation of up to 80 percent of the project construction cost will continue to be assumed for qualifying bridge projects.

Bridge Design -- No. 509132

Category
Subcategory
Administering Agency
Planning Area

Transportation
Bridges
Transportation
Countywide

Date Last Modified
Required Adequate Public Facility
Relocation Impact
Status

January 03, 2012
No
None.
On-going

EXPENDITURE SCHEDULE (\$000)

Cost Element	Total	Thru FY11	Est. FY12	Total 6 Years	FY13	FY14	FY15	FY16	FY17	FY18	Beyond 6 Years
Planning, Design, and Supervision	14,168	9,417	749	4,002	1,182	1,070	646	380	359	365	0
Land	293	293	0	0	0	0	0	0	0	0	0
Site Improvements and Utilities	70	70	0	0	0	0	0	0	0	0	0
Construction	83	83	0	0	0	0	0	0	0	0	0
Other	18	18	0	0	0	0	0	0	0	0	0
Total	14,632	9,881	749	4,002	1,182	1,070	646	380	359	365	-

FUNDING SCHEDULE (\$000)

Federal Aid	954	811	143	0	0	0	0	0	0	0	0
G.O. Bonds	11,511	8,267	254	2,990	1,055	693	519	253	232	238	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	1,812	448	352	1,012	127	377	127	127	127	127	0
Total	14,632	9,881	749	4,002	1,182	1,070	646	380	359	365	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 in the "Other" section below.

COST CHANGE

Increase due to the addition of FY17-18 to this on-going level of effort project.

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. Future individual CIP projects which result from bridge design will each benefit from reduced planning and design costs.

OTHER

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

Candidate Projects:

Elmhirst Parkway Bridge #MPK-13; Park Valley Road Bridge #MPK-03; Randolph Road Bridge M-0080-4; Query Mill Road Bridge #M-0020; Piney Meetinghouse Road Bridge #M-0021; Whites Ferry Road Bridge #M-0187; Whites Ferry Road Bridge #M-0189; Valley Road Bridge #M-0111; Gold Mine Road Bridge #M-0096; Brink Road Bridge #M-0064; Garrett Park Road Bridge #M-0352; Beach Drive Bridge #MPK-24.

OTHER DISCLOSURES

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

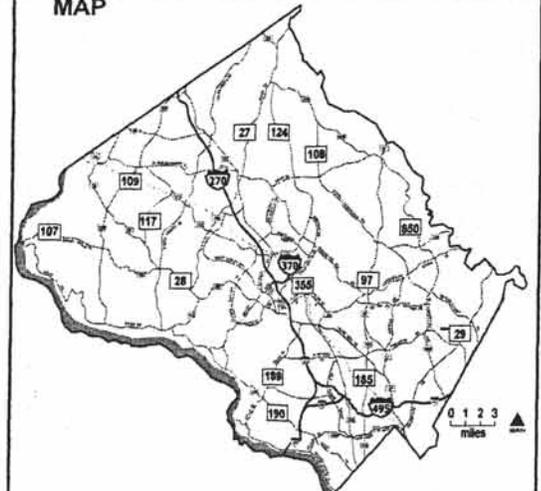
APPROPRIATION AND EXPENDITURE DATA

Date First Appropriation	FY91	(\$000)
First Cost Estimate	FY13	14,632
Current Scope		
Last FY's Cost Estimate		13,616
Appropriation Request	FY13	1,247
Appropriation Request Est.	FY14	980
Supplemental Appropriation Request		0
Transfer		0
Cumulative Appropriation		11,462
Expenditures / Encumbrances		10,661
Unencumbered Balance		801
Partial Closeout Thru	FY10	0
New Partial Closeout	FY11	0
Total Partial Closeout		0

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

MAP



Bridge Preservation Program -- No. 500313

Category
Subcategory
Administering Agency
Planning Area

Transportation
Bridges
Transportation
Countywide

Date Last Modified
Required Adequate Public Facility
Relocation Impact
Status

January 04, 2012
No
None.
On-going

EXPENDITURE SCHEDULE (\$000)

Cost Element	Total	Thru FY11	Est. FY12	Total 6 Years	FY13	FY14	FY15	FY16	FY17	FY18	Beyond 6 Years
Planning, Design, and Supervision	2,465	1,258	335	872	142	142	142	142	152	152	0
Land	28	6	10	12	2	2	2	2	2	2	0
Site Improvements and Utilities	2	2	0	0	0	0	0	0	0	0	0
Construction	6,282	3,542	580	2,160	360	360	360	360	360	360	0
Other	2	2	0	0	0	0	0	0	0	0	0
Total	8,779	4,810	925	3,044	504	504	504	504	514	514	*

FUNDING SCHEDULE (\$000)

Federal Aid	366	366	0	0	0	0	0	0	0	0	0
G.O. Bonds	8,373	4,444	885	3,044	504	504	504	504	514	514	0
Intergovernmental	40	0	40	0	0	0	0	0	0	0	0
Total	8,779	4,810	925	3,044	504	504	504	504	514	514	0

DESCRIPTION

This project includes actions or strategies that prevent, delay or reduce deterioration of bridges or bridge elements, restore the function of existing bridges, keep bridges in good condition and extend their useful life. Preservation actions may be preventive or condition driven. This project provides for removal of corrosion and installation of protective coatings on existing County steel bridges that have been identified as needing surface recoating through the Biennial Bridge Inspection Program. In addition, this project provides for the repair or replacement of leaking deck joints to minimize the deterioration and corrosion of bridge superstructure and substructure elements beneath the joints as identified through the biennial bridge inspection program. Bridge preservation field operations include the removal of the existing coating system which may contain hazardous materials; containment of blast cleaning and waste paint particles; disposal of the hazardous materials at a pre-approved disposal site, as required by Maryland and Federal environmental regulations; installation of protective coating system; joint repair or replacement; and inspection to ensure compliance with environmental and contract requirements.

COST CHANGE

Increase due to the addition of FY17-18 and overhead costs to this on-going level of effort project.

JUSTIFICATION

The benefits of this program will include extending the useful service life of existing steel bridges, prevention of long-term structural deficiencies, decreases in vehicle load restrictions, and reduced potential road closures and public inconvenience. The long-term goal of this program will be to protect existing bridges and keep them in good condition to reduce bridge renovation/replacement costs. The expected life cycle of a coating system is 15 years. Candidate bridges for each year are identified based on the bridge coating evaluations under the Biennial Bridge Inspection Program and the available funds under the bridge preservation program.

The County currently has 117 highway and 28 pedestrian steel girder, beam and truss structures in its bridge inventory. These numbers will change when steel highway or pedestrian bridges are added into or dropped from the County's bridge inventory. The degree of specialized work required to restore the protective coatings to in-service bridges is beyond the scope of routine operations. Proper protective coating systems are an essential component of bridge maintenance to prevent long-term structural steel deterioration. The County currently has 50 bridges with deck joints in its inventory. Damage both to the joint and to the portion of the bridge beneath the joint that is exposed to debris, water and deicing salts must be addressed and prevented to prolong the life of the bridge. Many defects identified through the Biennial Bridge Inspection Program are the direct result of bridges not being properly protected to withstand chemical and environmental elements. These defects include frozen and deteriorated steel bearings, corroded structural steel, and steel beam section loss.

OTHER

Sixty-four bridges have been repainted since the first contract in FY03. Bridge painting is no longer eligible for Federal aid; therefore, Federal aid has been adjusted. The "Intergovernmental" revenue shown in the funding schedule is from Howard County for its share of painting costs for two bridges that Montgomery County and Howard County share.

OTHER DISCLOSURES

- * Expenditures will continue indefinitely.

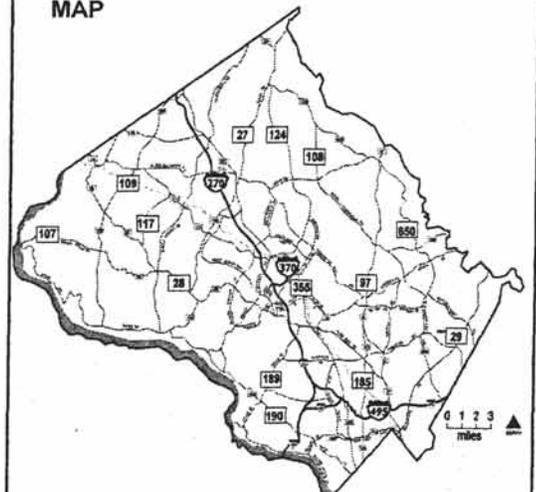
APPROPRIATION AND EXPENDITURE DATA

Date First Appropriation	FY03	(\$000)
First Cost Estimate		
Current Scope	FY13	8,779
Last FY's Cost Estimate		7,751
Appropriation Request	FY13	1,008
Appropriation Request Est.	FY14	0
Supplemental Appropriation Request		0
Transfer		0
Cumulative Appropriation		5,735
Expenditures / Encumbrances		5,112
Unencumbered Balance		623
Partial Closeout Thru	FY10	0
New Partial Closeout	FY11	0
Total Partial Closeout		0

COORDINATION

Maryland Department of Natural Resources
Maryland State Highway Administration
Occupational Safety and Health Administration
Maryland-National Capital Park and Planning Commission
Utilities
CSX Transportation
Washington Metropolitan Area Transit Authority
Montgomery County Department of Permitting Services
Bridge Renovation Program

MAP



Bridge Renovation -- No. 509753

Category
Subcategory
Administering Agency
Planning Area

Transportation
Bridges
Transportation
Countywide

Date Last Modified
Required Adequate Public Facility
Relocation Impact
Status

January 04, 2012
No
None.
On-going

EXPENDITURE SCHEDULE (\$000)

Cost Element	Total	Thru FY11	Est. FY12	Total 6 Years	FY13	FY14	FY15	FY16	FY17	FY18	Beyond 6 Years
Planning, Design, and Supervision	792	252	0	540	90	90	90	90	90	90	0
Land	0	0	0	0	0	0	0	0	0	0	0
Site Improvements and Utilities	0	0	0	0	0	0	0	0	0	0	0
Construction	5,098	295	1,143	3,660	610	610	610	610	610	610	0
Other	0	0	0	0	0	0	0	0	0	0	0
Total	5,890	547	1,143	4,200	700	700	700	700	700	700	*

FUNDING SCHEDULE (\$000)

G.O. Bonds	4,809	547	662	3,600	600	600	600	600	600	600	0
State Aid	1,081	0	481	600	100	100	100	100	100	100	0
Total	5,890	547	1,143	4,200	700	700	700	700	700	700	0

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 as many community impacts as possible, especially to school bus routes.

COST CHANGE

Increase due to the addition of FY17-18 to this on-going level of effort project.

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 the County Division of Highway Services.

OTHER DISCLOSURES

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

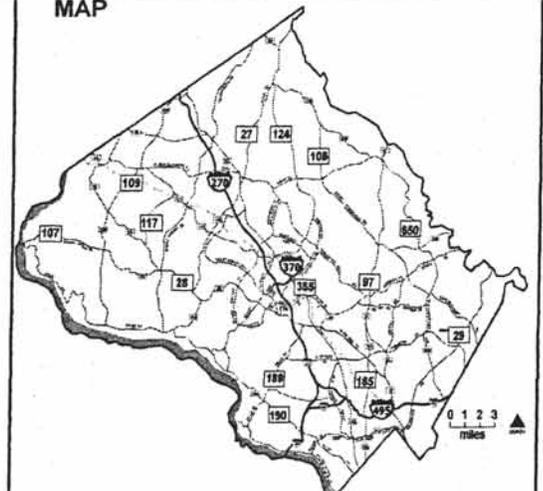
APPROPRIATION AND EXPENDITURE DATA

Date First Appropriation	FY97	(\$000)
First Cost Estimate	FY13	5,890
Current Scope		
Last FY's Cost Estimate		4,490
Appropriation Request	FY13	1,400
Appropriation Request Est.	FY14	0
Supplemental Appropriation Request		0
Transfer		0
Cumulative Appropriation		1,690
Expenditures / Encumbrances		772
Unencumbered Balance		918
Partial Closeout Thru	FY10	7,231
New Partial Closeout	FY11	0
Total Partial Closeout		7,231

COORDINATION

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

MAP



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

Category
Subcategory
Administering Agency
Planning Area

Transportation
Bridges
Transportation
Olney

Date Last Modified
Required Adequate Public Facility
Relocation Impact
Status

January 04, 2012
No
None.
Preliminary Design Stage

EXPENDITURE SCHEDULE (\$000)

Cost Element	Total	Thru FY11	Est. FY12	Total 6 Years	FY13	FY14	FY15	FY16	FY17	FY18	Beyond 6 Years
Planning, Design, and Supervision	400	0	0	400	60	280	60	0	0	0	0
Land	100	0	0	100	100	0	0	0	0	0	0
Site Improvements and Utilities	150	0	0	150	0	0	150	0	0	0	0
Construction	1,863	0	0	1,863	280	1,303	280	0	0	0	0
Other	0	0	0	0	0	0	0	0	0	0	0
Total	2,513	0	0	2,513	440	1,583	490	0	0	0	0

FUNDING SCHEDULE (\$000)

Federal Aid	1,730	0	0	1,730	242	1,194	294	0	0	0	0
G.O. Bonds	783	0	0	783	198	389	196	0	0	0	0
Total	2,513	0	0	2,513	440	1,583	490	0	0	0	0

DESCRIPTION

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

ESTIMATED SCHEDULE

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

COST CHANGE

The project scope and schedule are new for FY 2013.

JUSTIFICATION

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

The Master Plan calls for a Shared Road Bikeway B-17, from Old Baltimore Road to New Hampshire Avenue (MD 650) which can be added as local funding is available.

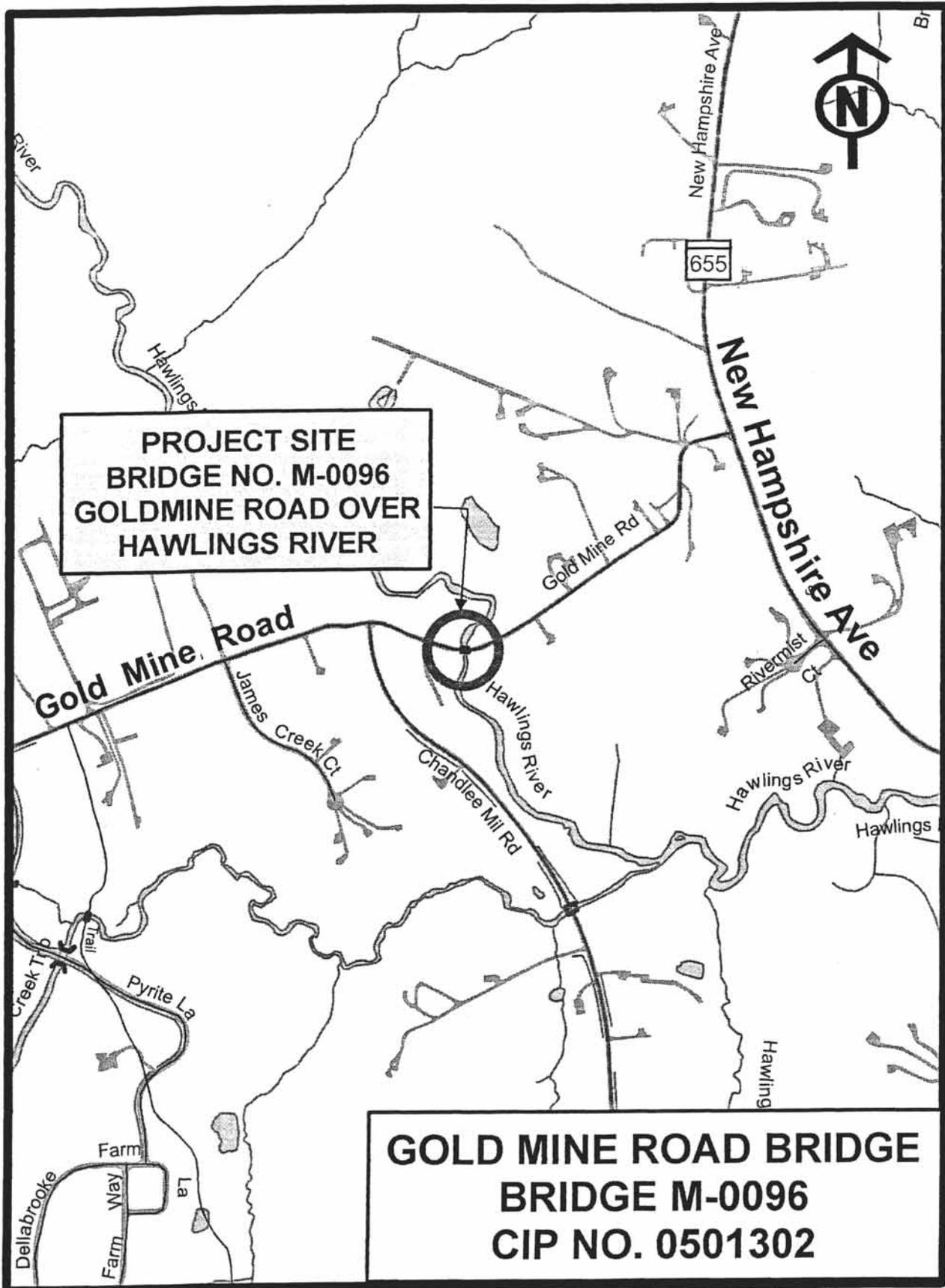
FISCAL NOTE

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

OTHER DISCLOSURES

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

APPROPRIATION AND EXPENDITURE DATA	COORDINATION	MAP
Date First Appropriation	Federal Highway Administration – Federal Aid Bridge Replacement/Rehabilitation Program Maryland State Highway Administration Maryland Department of the Environment Maryland-National Capital Park and Planning Commission Montgomery County Department of Permitting Services Utilities Facility Planning: Bridges	See Map on Next Page
First Cost Estimate		
Current Scope		
Last FY's Cost Estimate		
Appropriation Request		
Appropriation Request Est.		
Supplemental Appropriation Request		
Transfer		
Cumulative Appropriation		
Expenditures / Encumbrances		
Unencumbered Balance		
Partial Closeout Thru		
New Partial Closeout		
Total Partial Closeout		



**PROJECT SITE
BRIDGE NO. M-0096
GOLDMINE ROAD OVER
HAWLINGS RIVER**

**GOLD MINE ROAD BRIDGE
BRIDGE M-0096
CIP NO. 0501302**

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

Category
Subcategory
Administering Agency
Planning Area

Transportation
Bridges
Transportation
Poolesville

Date Last Modified
Required Adequate Public Facility
Relocation Impact
Status

January 04, 2012
No
None.
Final Design Stage

EXPENDITURE SCHEDULE (\$000)

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

FUNDING SCHEDULE (\$000)

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

DESCRIPTION

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

ESTIMATED SCHEDULE

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

COST CHANGE

The project scope and schedule are new for FY 2013.

JUSTIFICATION

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

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

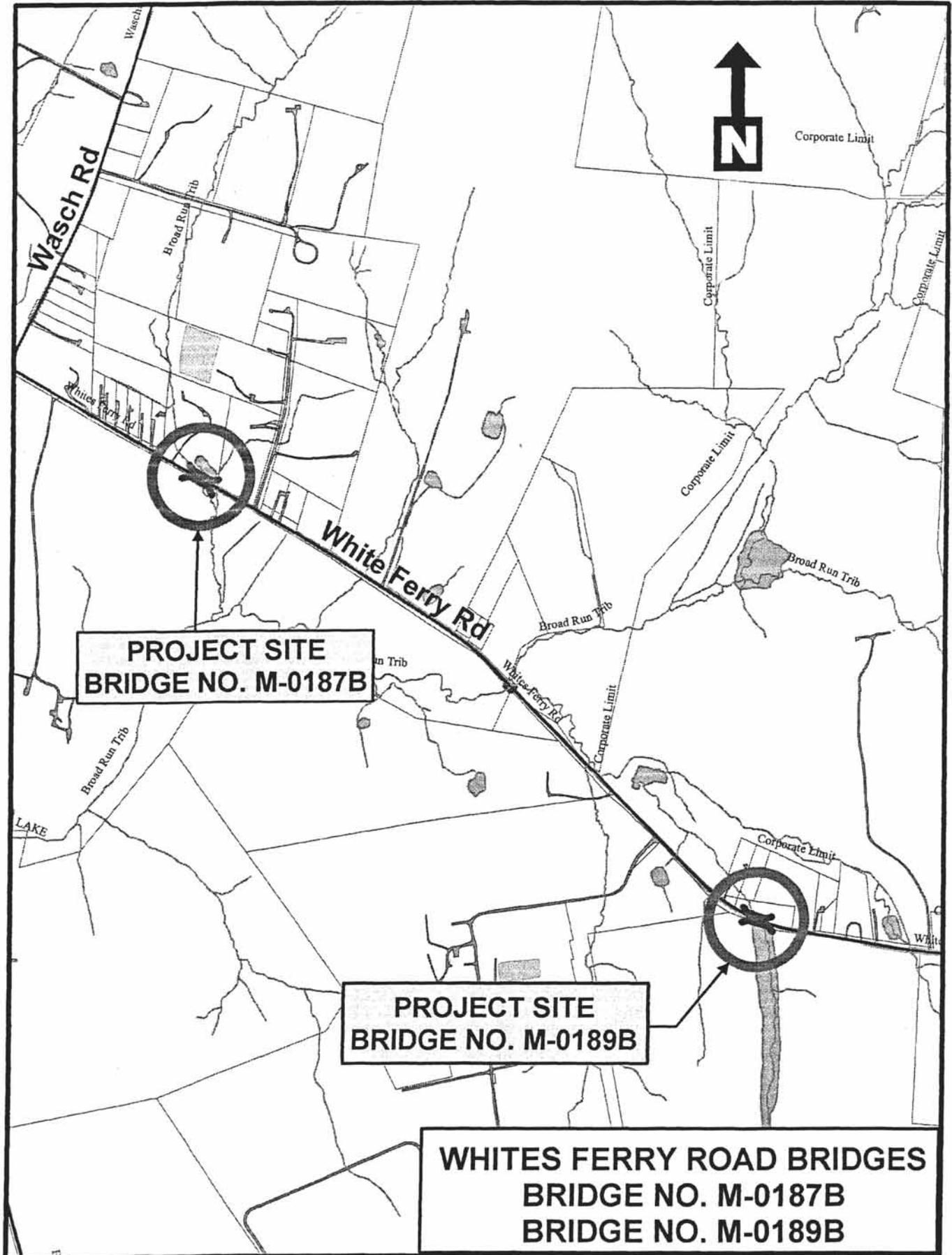
OTHER

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

OTHER DISCLOSURES

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

APPROPRIATION AND EXPENDITURE DATA	COORDINATION	MAP
Date First Appropriation FY13 (\$000)	Maryland State Highway Administration	See Map on Next Page
First Cost Estimate Current Scope FY13 2,480	Maryland Department of the Environment	
Last FY's Cost Estimate 0	Maryland-National Capital Park and Planning Commission	
Appropriation Request FY13 2,480	Montgomery County Department of Permitting Services	
Appropriation Request Est. FY14 0	Allegheny Power	
Supplemental Appropriation Request 0	Verizon	
Transfer 0	Comcast	
Cumulative Appropriation 0	Facility Planning: Bridges	
Expenditures / Encumbrances 0		
Unencumbered Balance 0		
Partial Closeout Thru FY10 0		
New Partial Closeout FY11 0		
Total Partial Closeout 0		



Highway Maintenance

PROGRAM DESCRIPTION AND OBJECTIVES

Projects within the Department of Transportation (DOT) Division of Highway Services are in three categories: roadway resurfacing, sidewalk and infrastructure revitalization, and maintenance depot construction and renovation. These projects are integral to providing a safe roadway and pedestrian system and protecting the County's capital investment in these facilities. These projects provide for the timely renovation and upkeep of County roads, sidewalks, curbs, and gutters and support the Renew Montgomery and Main Street Montgomery initiatives. An important aspect of the projects is to focus on improving pedestrian walkability by creating a safer walking environment, utilizing selected engineering technologies, and ensuring Americans with Disabilities Act (ADA) compliance.

Three projects will renovate and establish new facilities from which DOT provides the County with Division of Highway Services operations. The Brookville Service Park serves the Silver Spring and Kensington/Wheaton areas; the Colesville Depot will serve Aspen Hill; and the North County Depot, when constructed, will serve the UpCounty.

HIGHLIGHTS

- Significantly enhance the various primary/arterial and residential and rural roads resurfacing and permanent patching programs to address the repair backlog.

PROGRAM CONTACTS

Contact Keith Compton of the Department of Transportation at 240.777.7607 or Adam Damin of the Office of Management and Budget at 240.777.2794 for more information regarding this department's capital budget.

CAPITAL PROGRAM REVIEW

The Recommended FY13-18 Highway Maintenance Section program includes eight ongoing projects, totaling \$251.1 million. The recommended six-year expenditure total represents a decrease of \$9.5 million, or 3.7 percent, under the FY11-16 Amended Program of \$260.6 million. This decrease is due primarily to the deferral of the North County Maintenance Depot project, and the completion of the Brookville Service Park, partially offset by increases in level of effort projects.

Main Street Montgomery

Main Street Montgomery is a campaign designed to provide systematic, full-service, and coordinated revitalization of main streets throughout the County. Main streets connect diverse origins and destinations that include commercial, retail, industrial, residential, worship, recreation, and community facilities. Main streets serve a cross section of travelers

including those who travel by car, mass transit, on foot, and by bicycle. Coordinated services can include various measures to improve main street safety, ease of use, and appearance. The Resurfacing: Primary/Arterial and the Sidewalk Infrastructure Revitalization projects both support the Main Street Montgomery campaign.

Renew Montgomery

The Renew Montgomery Program coordinates DOT services to improve the infrastructure in older neighborhoods and business districts to assure effective, safe, and attractive vehicular and pedestrian access. This program empowers communities to define and prioritize their public works and transportation needs in coordination with the County. The Sidewalk Infrastructure Revitalization project supports this effort.

Environmental Quality

Significant stormwater management controls are included in the renovation design of a number of depots with a particular emphasis on the Colesville Depot, located in the Paint Branch Special Protection Area.

Stormwater Management Coordination

In addition, the County was issued a five year National Pollutant Discharge Elimination System (NPDES) Permit in February 2010 to develop a storm water management program to prevent harmful pollutants from being washed or dumped into the Municipal Separate Storm Sewer Systems (MS4). The DOT is assisting the Department of Environmental Protection (DEP) in implementing the MS4 Permit by 1) constructing Storm Water Management (SWM) retrofit programs which have been developed through DEP's MS4 planning studies, 2) providing opportunities for curb bump-outs and road narrowing where feasible to permit implementation of Low-Impact Development (LID) SWM provisions within the right-of-way, 3) seeking DEP guidance on prioritization of storm drain outfall repairs, 4) coordinating with DEP on storm drain projects developed in the Storm Drain General and Facility Planning Storm Drain programs to identify opportunities for enhancements which would assist in meeting the requirements of the MS4 permit, and 5) establishing quarterly meetings with DEP and DOT staff looking for additional areas of cooperation in meeting the MS4 permit requirements.

Colesville Depot -- No. 500709

Category
Subcategory
Administering Agency
Planning Area

Transportation
Highway Maintenance
General Services
Aspen Hill

Date Last Modified
Required Adequate Public Facility
Relocation Impact
Status

January 09, 2012
No
None.
Preliminary Design Stage

EXPENDITURE SCHEDULE (\$000)

Cost Element	Total	Thru FY11	Est. FY12	Total 6 Years	FY13	FY14	FY15	FY16	FY17	FY18	Beyond 6 Years
Planning, Design, and Supervision	1,924	297	532	1,095	645	250	200	0	0	0	0
Land	0	0	0	0	0	0	0	0	0	0	0
Site Improvements and Utilities	70	0	0	70	0	70	0	0	0	0	0
Construction	7,294	1	0	7,293	855	4,011	2,427	0	0	0	0
Other	1,126	0	2	1,124	500	0	624	0	0	0	0
Total	10,414	298	534	9,582	2,000	4,331	3,251	0	0	0	0

FUNDING SCHEDULE (\$000)

G.O. Bonds	10,414	298	534	9,582	2,000	4,331	3,251	0	0	0	0
Total	10,414	298	534	9,582	2,000	4,331	3,251	0	0	0	0

OPERATING BUDGET IMPACT (\$000)

Maintenance				179	0	0	29	50	50	50
Energy				154	0	0	25	43	43	43
Net Impact				333	0	0	54	93	93	93

DESCRIPTION

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

ESTIMATED SCHEDULE

The design phase will be completed by mid-2012, permitting and bidding will take approximately eight months, followed by the construction period of approximately sixteen months.

JUSTIFICATION

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

OTHER

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

FISCAL NOTE

Replacement of the salt storage structure is being funded by Environmental compliance CIP # 500918.

OTHER DISCLOSURES

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

APPROPRIATION AND EXPENDITURE DATA

Date First Appropriation	FY10	(\$000)
First Cost Estimate		
Current Scope	FY11	10,414
Last FY's Cost Estimate		10,414

Appropriation Request	FY13	9,582
Appropriation Request Est.	FY14	0
Supplemental Appropriation Request		0
Transfer		0

Cumulative Appropriation	832
Expenditures / Encumbrances	656
Unencumbered Balance	176

Partial Closeout Thru	FY10	0
New Partial Closeout	FY11	0
Total Partial Closeout		0

COORDINATION

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

MAP



North County Maintenance Depot -- No. 500522

Category
Subcategory
Administering Agency
Planning Area

Transportation
Highway Maintenance
General Services
Germantown

Date Last Modified
Required Adequate Public Facility
Relocation Impact
Status

January 09, 2012
No
None.
Preliminary Design Stage

EXPENDITURE SCHEDULE (\$000)

Cost Element	Total	Thru FY11	Est. FY12	Total 6 Years	FY13	FY14	FY15	FY16	FY17	FY18	Beyond 6 Years
Planning, Design, and Supervision	2,502	2,265	237	0	0	0	0	0	0	0	0
Land	13,585	13,585	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	16,087	15,850	237	0	0	0	0	0	0	0	0

FUNDING SCHEDULE (\$000)

G.O. Bonds	16,087	15,850	237	0	0	0	0	0	0	0	0
Total	16,087	15,850	237	0							

DESCRIPTION

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

ESTIMATED SCHEDULE

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

COST CHANGE

This project has been deferred until an alternative site is selected.

JUSTIFICATION

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

OTHER

The design of the project will comply with the Department of Transportation, the Department of General Services, and Americans with Disabilities Act (ADA) standards. The map reflects original proposed location. When an alternative site is located, the map will be updated.

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

OTHER DISCLOSURES

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

APPROPRIATION AND EXPENDITURE DATA

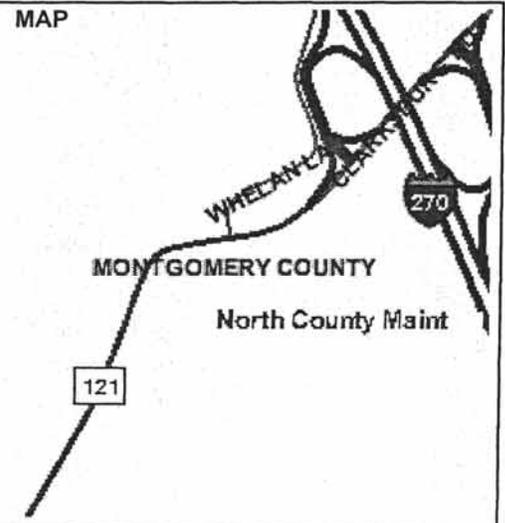
Date First Appropriation	FY06	(\$000)
First Cost Estimate	FY13	16,087
Current Scope		
Last FY's Cost Estimate		94,732
Appropriation Request	FY13	-4,466
Appropriation Request Est.	FY14	0
Supplemental Appropriation Request		0
Transfer		0
Cumulative Appropriation		21,553
Expenditures / Encumbrances		15,850
Unencumbered Balance		5,703
Partial Closeout Thru	FY10	0
New Partial Closeout	FY11	0
Total Partial Closeout		0

COORDINATION

Maryland-National Capital Park and Planning Commission
Department of Environmental Protection
Department of Transportation
Department of General Services
Department of Technology Services
Department of Permitting Services
Washington Suburban Sanitary Commission
Upcounty Regional Services Center
Washington Gas
Allegheny Power
State Highway Administration

Special Capital Projects Legislation [Bill No. 10-06] was adopted by Council May 25, 2006.

MAP



Permanent Patching: Residential/Rural Roads -- No. 501106

Category
Subcategory
Administering Agency
Planning Area

Transportation
Highway Maintenance
Transportation
Countywide

Date Last Modified
Required Adequate Public Facility
Relocation Impact
Status

January 09, 2012
No
None.
On-going

EXPENDITURE SCHEDULE (\$000)

Cost Element	Total	Thru FY11	Est. FY12	Total 6 Years	FY13	FY14	FY15	FY16	FY17	FY18	Beyond 6 Years
Planning, Design, and Supervision	4,635	0	900	3,735	750	660	375	600	750	600	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	26,265	2,818	2,282	21,165	4,250	3,740	2,125	3,400	4,250	3,400	0
Other	0	0	0	0	0	0	0	0	0	0	0
Total	30,900	2,818	3,182	24,900	5,000	4,400	2,500	4,000	5,000	4,000	*

FUNDING SCHEDULE (\$000)

G.O. Bonds	30,900	2,818	3,182	24,900	5,000	4,400	2,500	4,000	5,000	4,000	0
Total	30,900	2,818	3,182	24,900	5,000	4,400	2,500	4,000	5,000	4,000	0

DESCRIPTION

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

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

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

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

COST CHANGE

Increase in FY13-14 and FY16 to address pavement infrastructure maintenance backlog; increase also due to the addition of FY17-18 to this ongoing level of effort project at an increased level.

JUSTIFICATION

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

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

OTHER DISCLOSURES

- * Expenditures will continue indefinitely.

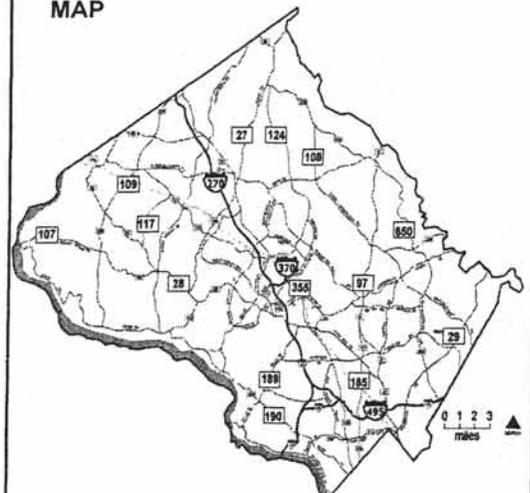
APPROPRIATION AND EXPENDITURE DATA

Date First Appropriation	FY11	(\$000)
First Cost Estimate	FY13	30,900
Current Scope		
Last FY's Cost Estimate		18,000
Appropriation Request	FY13	5,000
Appropriation Request Est.	FY14	4,400
Supplemental Appropriation Request		0
Transfer		0
Cumulative Appropriation		6,000
Expenditures / Encumbrances		2,822
Unencumbered Balance		3,178
Partial Closeout Thru	FY10	0
New Partial Closeout	FY11	0
Total Partial Closeout		0

COORDINATION

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

MAP



Residential and Rural Road Rehabilitation -- No. 500914

Category
Subcategory
Administering Agency
Planning Area

Transportation
Highway Maintenance
Transportation
Countywide

Date Last Modified
Required Adequate Public Facility
Relocation Impact
Status

January 09, 2012
No
None.
On-going

EXPENDITURE SCHEDULE (\$000)

Cost Element	Total	Thru FY11	Est. FY12	Total 6 Years	FY13	FY14	FY15	FY16	FY17	FY18	Beyond 6 Years
Planning, Design, and Supervision	8,950	5	1,475	7,470	1,125	975	1,155	1,380	1,380	1,455	0
Land	0	0	0	0	0	0	0	0	0	0	0
Site Improvements and Utilities	0	0	0	0	0	0	0	0	0	0	0
Construction	53,239	6,739	4,170	42,330	6,375	5,525	6,545	7,820	7,820	8,245	0
Other	8	0	8	0	0	0	0	0	0	0	0
Total	62,197	6,744	5,653	49,800	7,500	6,500	7,700	9,200	9,200	9,700	*

FUNDING SCHEDULE (\$000)

G.O. Bonds	53,076	6,544	1,303	45,229	5,685	3,744	7,700	9,200	9,200	9,700	0
Recordation Tax Premium	9,121	200	4,350	4,571	1,815	2,756	0	0	0	0	0
Total	62,197	6,744	5,653	49,800	7,500	6,500	7,700	9,200	9,200	9,700	0

DESCRIPTION

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

COST CHANGE

Reallocated funding from FY13-14 to the Resurfacing Residential/Rural Roads project to optimize roadway repairs; increase in FY13-16 to address pavement infrastructure maintenance backlog; increase also due to the addition of increased annual funding in FY17-18 to this ongoing level of effort project.

JUSTIFICATION

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

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

OTHER

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

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

OTHER DISCLOSURES

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

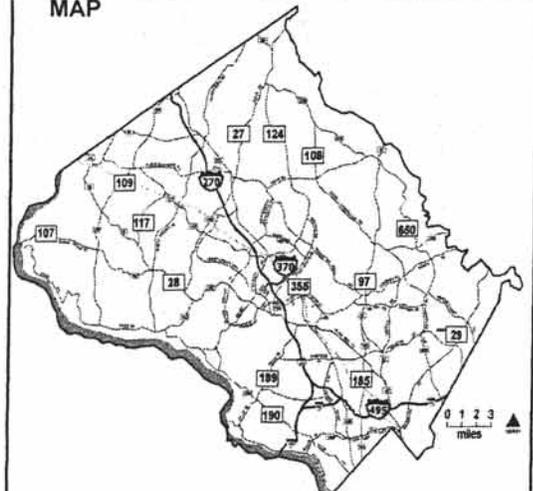
APPROPRIATION AND EXPENDITURE DATA

Date First Appropriation	FY09	(\$000)
First Cost Estimate	FY13	62,197
Current Scope		
Last FY's Cost Estimate		40,297
Appropriation Request	FY13	7,500
Appropriation Request Est.	FY14	6,500
Supplemental Appropriation Request		0
Transfer		0
Cumulative Appropriation		12,397
Expenditures / Encumbrances		6,858
Unencumbered Balance		5,539
Partial Closeout Thru	FY10	0
New Partial Closeout	FY11	0
Total Partial Closeout		0

COORDINATION

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

MAP



Resurfacing: Residential/Rural Roads -- No. 500511

Category
Subcategory
Administering Agency
Planning Area

Transportation
Highway Maintenance
Transportation
Countywide

Date Last Modified
Required Adequate Public Facility
Relocation Impact
Status

January 08, 2012
No
None.
On-going

EXPENDITURE SCHEDULE (\$000)

Cost Element	Total	Thru FY11	Est. FY12	Total 6 Years	FY13	FY14	FY15	FY16	FY17	FY18	Beyond 6 Years
Planning, Design, and Supervision	11,807	57	4,033	7,717	1,095	1,102	900	900	1,875	1,845	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	79,589	30,780	5,082	43,727	6,205	6,242	5,100	5,100	10,625	10,455	0
Other	45	0	45	0	0	0	0	0	0	0	0
Total	91,441	30,837	9,160	51,444	7,300	7,344	6,000	6,000	12,500	12,300	*

FUNDING SCHEDULE (\$000)

Current Revenue: General	309	309	0	0	0	0	0	0	0	0	0
G.O. Bonds	89,515	28,911	9,160	51,444	7,300	7,344	6,000	6,000	12,500	12,300	0
PAYGO	1,617	1,617	0	0	0	0	0	0	0	0	0
Total	91,441	30,837	9,160	51,444	7,300	7,344	6,000	6,000	12,500	12,300	0

DESCRIPTION

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

COST CHANGE

Increase in FY13-16 to address pavement infrastructure maintenance backlog; increase also due to the addition of increased annual funding in FY17-18 to this ongoing level of effort project.

JUSTIFICATION

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

OTHER

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

OTHER DISCLOSURES

- * Expenditures will continue indefinitely.

APPROPRIATION AND EXPENDITURE DATA

Date First Appropriation	FY05	(\$000)
First Cost Estimate		
Current Scope	FY13	91,441
Last FY's Cost Estimate		52,791

Appropriation Request	FY13	7,300
Appropriation Request Est.	FY14	7,344
Supplemental Appropriation Request		0
Transfer		0

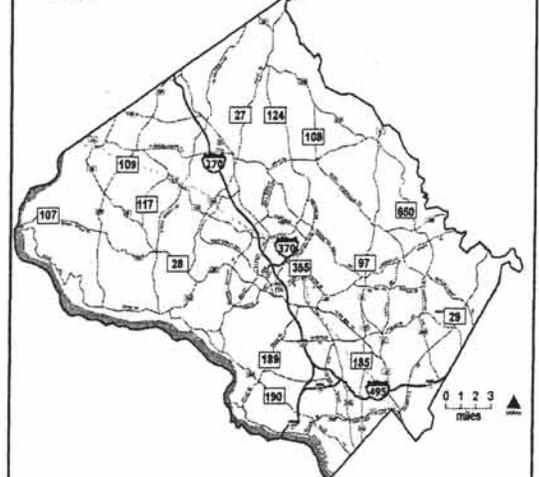
Cumulative Appropriation		39,997
Expenditures / Encumbrances		32,707
Unencumbered Balance		7,290

Partial Closeout Thru	FY10	0
New Partial Closeout	FY11	0
Total Partial Closeout		0

COORDINATION

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

MAP



Resurfacing: Primary/Arterial -- No. 508527

Category
Subcategory
Administering Agency
Planning Area

Transportation
Highway Maintenance
Transportation
Countywide

Date Last Modified
Required Adequate Public Facility
Relocation Impact
Status

January 09, 2012
No
None.
On-going

EXPENDITURE SCHEDULE (\$000)

Cost Element	Total	Thru FY11	Est. FY12	Total 6 Years	FY13	FY14	FY15	FY16	FY17	FY18	Beyond 6 Years
Planning, Design, and Supervision	9,883	6	3,277	6,600	1,200	1,200	1,050	1,050	1,050	1,050	0
Land	0	0	0	0	0	0	0	0	0	0	0
Site Improvements and Utilities	302	302	0	0	0	0	0	0	0	0	0
Construction	49,009	6,476	5,133	37,400	6,800	6,800	5,950	5,950	5,950	5,950	0
Other	26	0	26	0	0	0	0	0	0	0	0
Total	59,220	6,784	8,436	44,000	8,000	8,000	7,000	7,000	7,000	7,000	*

FUNDING SCHEDULE (\$000)

G.O. Bonds	59,220	6,784	8,436	44,000	8,000	8,000	7,000	7,000	7,000	7,000	0
Total	59,220	6,784	8,436	44,000	8,000	8,000	7,000	7,000	7,000	7,000	0

DESCRIPTION

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

COST CHANGE

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

JUSTIFICATION

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

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

OTHER

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

OTHER DISCLOSURES

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

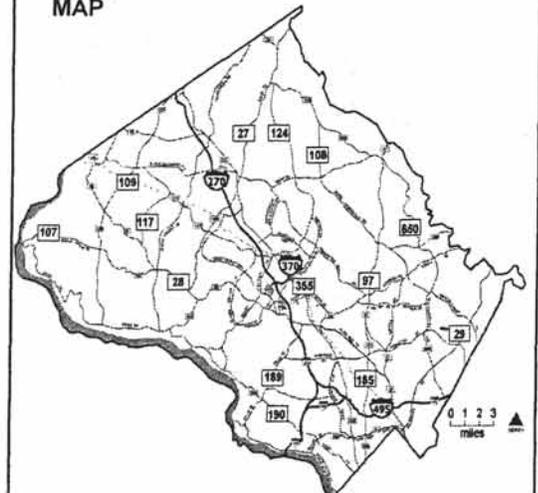
APPROPRIATION AND EXPENDITURE DATA

Date First Appropriation	FY85	(\$000)
First Cost Estimate	FY13	59,220
Current Scope		
Last FY's Cost Estimate		43,220
Appropriation Request	FY13	8,000
Appropriation Request Est.	FY14	8,000
Supplemental Appropriation Request		0
Transfer		0
Cumulative Appropriation		15,220
Expenditures / Encumbrances		7,189
Unencumbered Balance		8,031
Partial Closeout Thru	FY10	72,692
New Partial Closeout	FY11	0
Total Partial Closeout		72,692

COORDINATION

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

MAP



Sidewalk & Infrastructure Revitalization -- No. 508182

Category
Subcategory
Administering Agency
Planning Area

Transportation
Highway Maintenance
Transportation
Countywide

Date Last Modified
Required Adequate Public Facility
Relocation Impact
Status

January 09, 2012
No
None.
On-going

EXPENDITURE SCHEDULE (\$000)

Cost Element	Total	Thru FY11	Est. FY12	Total 6 Years	FY13	FY14	FY15	FY16	FY17	FY18	Beyond 6 Years
Planning, Design, and Supervision	9,381	20	2,941	6,420	1,020	1,020	945	945	1,245	1,245	0
Land	0	0	0	0	0	0	0	0	0	0	0
Site Improvements and Utilities	0	0	0	0	0	0	0	0	0	0	0
Construction	47,055	7,189	3,486	36,380	5,780	5,780	5,355	5,355	7,055	7,055	0
Other	35	0	35	0	0	0	0	0	0	0	0
Total	56,471	7,209	6,462	42,800	6,800	6,800	6,300	6,300	8,300	8,300	*

FUNDING SCHEDULE (\$000)

Contributions	5,071	1,409	662	3,000	500	500	500	500	500	500	0
G.O. Bonds	51,400	5,800	5,800	39,800	6,300	6,300	5,800	5,800	7,800	7,800	0
Total	56,471	7,209	6,462	42,800	6,800	6,800	6,300	6,300	8,300	8,300	0

DESCRIPTION

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

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

COST CHANGE

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

JUSTIFICATION

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

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

OTHER

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

FISCAL NOTE

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

OTHER DISCLOSURES

- * Expenditures will continue indefinitely.

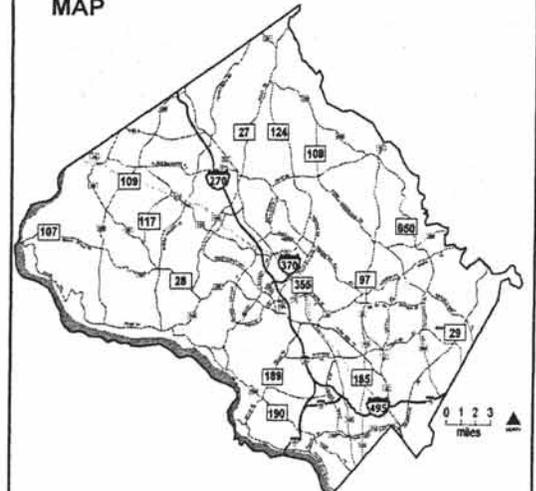
APPROPRIATION AND EXPENDITURE DATA

Date First Appropriation	FY81	(\$000)
First Cost Estimate	FY13	56,471
Current Scope		
Last FY's Cost Estimate		38,871
Appropriation Request	FY13	6,800
Appropriation Request Est.	FY14	6,800
Supplemental Appropriation Request		0
Transfer		0
Cumulative Appropriation		13,671
Expenditures / Encumbrances		7,537
Unencumbered Balance		6,134
Partial Closeout Thru	FY10	87,917
New Partial Closeout	FY11	0
Total Partial Closeout		87,917

COORDINATION

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

MAP



Street Tree Preservation -- No. 500700

Category
Subcategory
Administering Agency
Planning Area

Transportation
Highway Maintenance
Transportation
Countywide

Date Last Modified
Required Adequate Public Facility
Relocation Impact
Status

January 08, 2012
No
None.
On-going

EXPENDITURE SCHEDULE (\$000)

Cost Element	Total	Thru FY11	Est. FY12	Total 6 Years	FY13	FY14	FY15	FY16	FY17	FY18	Beyond 6 Years
Planning, Design, and Supervision	4,107	59	298	3,750	450	600	600	600	750	750	0
Land	0	0	0	0	0	0	0	0	0	0	0
Site Improvements and Utilities	0	0	0	0	0	0	0	0	0	0	0
Construction	27,287	4,806	1,231	21,250	2,550	3,400	3,400	3,400	4,250	4,250	0
Other	6	5	1	0	0	0	0	0	0	0	0
Total	31,400	4,870	1,530	25,000	3,000	4,000	4,000	4,000	5,000	5,000	*

FUNDING SCHEDULE (\$000)

Current Revenue: General	30,942	4,412	1,530	25,000	3,000	4,000	4,000	4,000	5,000	5,000	0
Land Sale	458	458	0	0	0	0	0	0	0	0	0
Total	31,400	4,870	1,530	25,000	3,000	4,000	4,000	4,000	5,000	5,000	0

DESCRIPTION

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

COST CHANGE

Increased annual budget by \$1 million in FY14-16; Increase also due to the addition of FY17-18 to this ongoing level of effort project at an increased level.

JUSTIFICATION

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

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

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

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

OTHER DISCLOSURES

- * Expenditures will continue indefinitely.

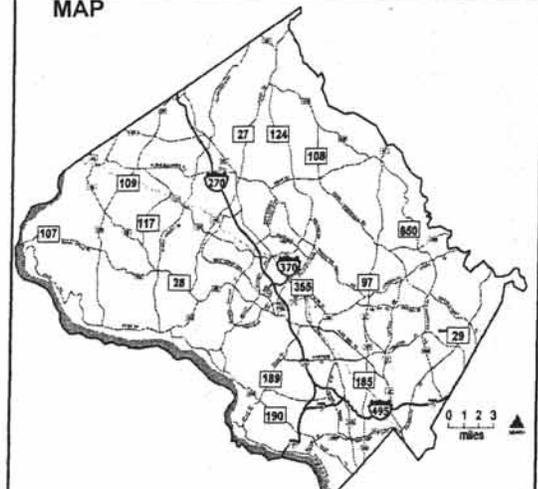
APPROPRIATION AND EXPENDITURE DATA

Date First Appropriation	FY07	(\$000)
First Cost Estimate		
Current Scope	FY13	31,400
Last FY's Cost Estimate		18,400
Appropriation Request	FY13	3,000
Appropriation Request Est.	FY14	4,000
Supplemental Appropriation Request		0
Transfer		0
Cumulative Appropriation		6,400
Expenditures / Encumbrances		4,884
Unencumbered Balance		1,516
Partial Closeout Thru	FY10	0
New Partial Closeout	FY11	0
Total Partial Closeout		0

COORDINATION

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

MAP



Mass Transit/WMATA

PROGRAM DESCRIPTION AND OBJECTIVES

Projects in this program are intended to enhance mobility by providing convenient and affordable mass transit alternatives to single occupancy vehicle travel and to reduce traffic congestion and vehicle emissions.

The County's Mass Transit/WMATA Capital Program provides an essential alternative to single-occupant vehicle travel and contributes to the reduction of traffic congestion. The goal of the County's Mass Transit/WMATA Capital Program is to provide infrastructure, equipment, and supporting facilities for the operation of safe, reliable, convenient, and affordable public transportation systems to the residents of Montgomery County. The infrastructure, equipment, and supporting facilities for these transit systems must be constructed, maintained, rehabilitated, and replaced to ensure safety and operational effectiveness.

HIGHLIGHTS

- Complete construction of the new and expanded Silver Spring Transit Center in Summer 2012.
- Construct transit center at Montgomery Mall.
- Continue efforts to improve the condition of Ride On bus stops.

PROGRAM CONTACTS

Contact Jim Stiles of the Department of General Services at 240.777.6112, Darlene Flynn of the Department of Transportation at 240.777.5807 or Brady Goldsmith of the Office of Management and Budget at 240.777.2793 for more information regarding this department's capital budget.

CAPITAL PROGRAM REVIEW

The FY13-18 Mass Transit/WMATA component of the Transportation capital budget includes seven active projects. The program totals \$182.0 million over the six-year period. This represents a decrease of \$80.8 million, a 30.7 percent decrease from the \$262.8 million in the Amended FY11-16 program. The decrease is primarily attributed to the deferral of the Bethesda Metro Station South Entrance project to coincide with the State's Purple Line project.

STATE TRANSIT PROGRAM

In addition to transit projects programmed by Montgomery County, the Maryland Transit Administration (MTA) develops and provides transit services within the County on the

Brunswick MARC rail line from Brunswick to Silver Spring, providing convenient connection to the Washington regional Metrorail system.

The State's Draft Consolidated Transportation Program (CTP) is released each October. Final action on the Statewide CTP is taken by the General Assembly. The State portion of the Silver Spring Transit Center, relocation of the MARC station (Phase I) was completed in 2003. Montgomery County is managing the construction of the new transit center (Phase II), with final design and construction to be completed in conjunction with a joint developer and WMATA. The State's Development and Evaluation Program includes a study of a Purple Line Transitway, a 16-mile transitway between the Bethesda and New Carrollton Metrorail Stations, and a study of a 14-mile Corridor Cities Transitway (CCT) along the I-270 corridor in Montgomery County.

TRANSIT TASK FORCE

The County Executive has appointed a Transit Task Force to study and recommend at the earliest practicable time, an innovatively designed rapid transit system that provides rapid access to major activity centers within the County, regional transit connectivity as well as extending the geographic reach of the current Metro subway system, featuring sleek and stylish Rapid Transit Vehicles ("RTVs") that travel within dedicated on-grade/above-grade guided and unguided ways. Additional CIP projects will be added based on Task Force recommendations.

SMART GROWTH INITIATIVE

The Recommended FY13-18 Capital Improvements Program includes the following mass transit-related projects, totaling \$203 million that are components of the County Executive's Smart Growth Initiative:

- Equipment Maintenance and Operations Center (EMOC) — No. 500933: This project provides for the construction of a new EMOC at 16624 and 17000 Crabbs Branch Way to support a doubling of transit ridership by 2020, transit, highway maintenance and fleet operations.
- MCPS & M-NCPPC Maintenance Facilities Relocation — No. 361109: This project provides for the planning, design and construction of the relocation of the MCPS and M-NCPPC Maintenance facilities from the County Service Park on Crabbs Branch Way to the Webb Tract site on Snouffer School Road.

Bethesda Metro Station South Entrance -- No. 500929

Category
Subcategory
Administering Agency
Planning Area

Transportation
Mass Transit
Transportation
Bethesda-Chevy Chase

Date Last Modified
Required Adequate Public Facility
Relocation Impact
Status

January 07, 2012
No
None.
Preliminary Design Stage

EXPENDITURE SCHEDULE (\$000)

Cost Element	Total	Thru FY11	Est. FY12	Total 6 Years	FY13	FY14	FY15	FY16	FY17	FY18	Beyond 6 Years
Planning, Design, and Supervision	5,815	142	5,393	240	40	40	40	40	40	40	40
Land	0	0	0	0	0	0	0	0	0	0	0
Site Improvements and Utilities	0	0	0	0	0	0	0	0	0	0	0
Construction	53,620	0	0	0	0	0	0	0	0	0	53,620
Other	565	565	0	0	0	0	0	0	0	0	0
Total	60,000	707	5,393	240	40	40	40	40	40	40	53,660

FUNDING SCHEDULE (\$000)

G.O. Bonds	54,594	301	393	240	40	40	40	40	40	40	53,660
PAYGO	406	406	0	0	0	0	0	0	0	0	0
Revenue Bonds: Liquor Fund	5,000	0	5,000	0	0	0	0	0	0	0	0
Total	60,000	707	5,393	240	40	40	40	40	40	40	53,660

DESCRIPTION

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

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

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

ESTIMATED SCHEDULE

Design: Fall FY10 through FY18.

Construction: To take 24 months but must be coordinated and implemented as part of the State Purple Line project that is dependent upon State and Federal funding.

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

OTHER

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

FISCAL NOTE

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

The Maryland Transit Authority (MTA) publicly announced in October 2011 that the cost estimate has increased to \$80m based upon a construction mid-point in FY18. The construction date for the project remains uncertain and is directly linked to the Purple Line construction at the Bethesda Station.

APPROPRIATION AND EXPENDITURE DATA

Date First Appropriation	FY09	(\$000)
First Cost Estimate	FY09	60,000
Current Scope		
Last FY's Cost Estimate		60,000
Appropriation Request	FY13	-9,960
Appropriation Request Est.	FY14	40
Supplemental Appropriation Request		0
Transfer		0
Cumulative Appropriation		16,100
Expenditures / Encumbrances		707
Unencumbered Balance		15,393
Partial Closeout Thru	FY10	0
New Partial Closeout	FY11	0
Total Partial Closeout		0

COORDINATION

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

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



Equipment Maintenance and Operations Center (EMOC) -- No. 500933

Category
Subcategory
Administering Agency
Planning Area

Transportation
Mass Transit
General Services
Gaithersburg

Date Last Modified
Required Adequate Public Facility
Relocation Impact
Status

January 09, 2012
No
None.
Under Construction

EXPENDITURE SCHEDULE (\$000)

Cost Element	Total	Thru FY11	Est. FY12	Total 6 Years	FY13	FY14	FY15	FY16	FY17	FY18	Beyond 6 Years
Planning, Design, and Supervision	10,648	5,761	3,228	1,659	1,659	0	0	0	0	0	0
Land	30,077	30,077	0	0	0	0	0	0	0	0	0
Site Improvements and Utilities	13,006	0	12,990	16	16	0	0	0	0	0	0
Construction	78,242	805	55,546	21,891	21,891	0	0	0	0	0	0
Other	2,437	1	913	1,523	1,523	0	0	0	0	0	0
Total	134,410	36,644	72,677	25,089	25,089	0	0	0	0	0	0

FUNDING SCHEDULE (\$000)

	Total	FY11	FY12	FY13	FY14	FY15	FY16	FY17	FY18	Beyond 6 Years
G.O. Bonds	36,644	36,644	0	0	0	0	0	0	0	0
Interim Finance	97,766	0	72,677	25,089	25,089	0	0	0	0	0
Total	134,410	36,644	72,677	25,089	25,089	0	0	0	0	0

OPERATING BUDGET IMPACT (\$000)

	Total	FY11	FY12	FY13	FY14	FY15	FY16	FY17	FY18	Beyond 6 Years
Maintenance				10,038	913	1,825	1,825	1,825	1,825	1,825
Energy				11,874	1,079	2,159	2,159	2,159	2,159	2,159
Net Impact				21,912	1,992	3,984	3,984	3,984	3,984	3,984

DESCRIPTION

This project is part of the Smart Growth Initiative Program and provides for land, planning and design and construction of a new Equipment and Maintenance Operations Center (EMOC) to support a doubling of transit ridership by 2020, transit, highway maintenance and fleet operations. Major components of the project are: administrative buildings for Transit Services, Fleet Management, and Highway Services; bus parking for 200 buses; bus service lanes; a bus wash facility; a fare collection area; bus service maintenance bays; a parts room; a heavy equipment storage shed; a soil/gravel storage area; highway service bays; a Compressed Natural Gas (CNG) fast-fill station; and employee parking. The current facility is located in the County Service Park on Crabbs Branch Way. The new facility will be built at sites known as Casey 6 & 7 located at 16624 and 17000 Crabbs Branch Way.

The Day Laborer facility located on the west side of Crabbs Branch way in the County Service Park will be co-located on this site.

ESTIMATED SCHEDULE

The design phase was completed in fall of 2010 and construction started in spring of 2011 with an expected construction period of nineteen months.

JUSTIFICATION

Currently, EMOC has insufficient capacity to house and maintain its existing buses as well as the projected growth in transit and in highway and fleet services. The Shady Grove Sector Plan has identified county owned properties on the east and west side of Crabbs Branch Way including the EMOC facilities, for future transit oriented development. In order to implement the Sector Plan, these facilities need to be relocated. The relocation of the current EMOC is integral to the Sector Plan.

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

FISCAL NOTE

Interim financing will be used for land acquisition in the short term, with permanent funding sources to include G.O. Bonds and Land Sale Proceeds. Approximately five acres of land was acquired from Roberts Oxygen in FY12.

OTHER DISCLOSURES

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

APPROPRIATION AND EXPENDITURE DATA

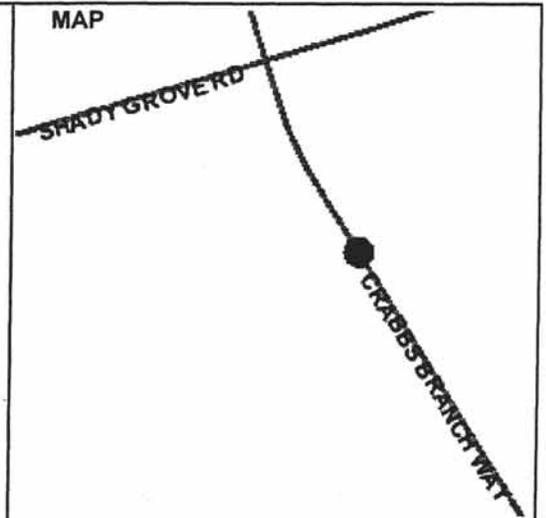
Date First Appropriation	FY09	(\$000)
First Cost Estimate	FY11	134,410
Current Scope		
Last FY's Cost Estimate		134,410
Appropriation Request	FY13	0
Appropriation Request Est.	FY14	0
Supplemental Appropriation Request		0
Transfer		0
Cumulative Appropriation		134,410
Expenditures / Encumbrances		122,055
Unencumbered Balance		12,355
Partial Closeout Thru	FY10	0
New Partial Closeout	FY11	0
Total Partial Closeout		0

COORDINATION

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

Special Capital Projects Legislation [Bill No. 24-10] was adopted by Council June 15, 2010.

MAP



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

Category
Subcategory
Administering Agency
Planning Area

Transportation
Mass Transit
General Services
Gaithersburg

Date Last Modified
Required Adequate Public Facility
Relocation Impact
Status

January 05, 2012
No
None.
Planning Stage

EXPENDITURE SCHEDULE (\$000)

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

FUNDING SCHEDULE (\$000)

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

OPERATING BUDGET IMPACT (\$000)

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

DESCRIPTION

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

ESTIMATED SCHEDULE

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

COST CHANGE

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

JUSTIFICATION

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

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

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

OTHER

The PSTA and Multi-Agency Service Park - Site Dev. (PDF No. 470907) appropriated \$46.546 million for the purchase of the Webb Tract and \$1.695 million for master site planning and includes all site improvements-related design and construction.

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

FISCAL NOTE

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

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

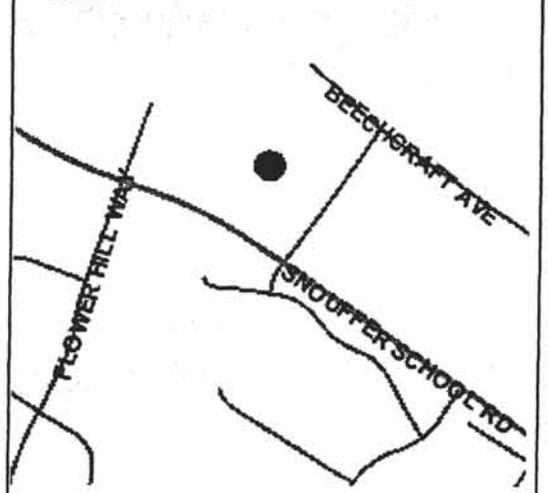
APPROPRIATION AND EXPENDITURE DATA

Date First Appropriation	FY	(\$000)
First Cost Estimate	FY13	69,039
Current Scope		
Last FY's Cost Estimate		4,447
Appropriation Request	FY13	0
Appropriation Request Est.	FY14	4,721
Supplemental Appropriation Request		0
Transfer		-4,447
Cumulative Appropriation		4,447
Expenditures / Encumbrances		0
Unencumbered Balance		4,447
Partial Closeout Thru	FY10	0
New Partial Closeout	FY11	0
Total Partial Closeout		0

COORDINATION

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

MAP



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

OTHER DISCLOSURES

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

Montgomery Mall Transit Center -- No. 500714

Category
Subcategory
Administering Agency
Planning Area

Transportation
Mass Transit
General Services
Potomac-Travilah

Date Last Modified
Required Adequate Public Facility
Relocation Impact
Status

January 03, 2012
No
None.
Final Design Stage

EXPENDITURE SCHEDULE (\$000)

Cost Element	Total	Thru FY11	Est. FY12	Total 6 Years	FY13	FY14	FY15	FY16	FY17	FY18	Beyond 6 Years
Planning, Design, and Supervision	175	12	0	163	0	149	14	0	0	0	0
Land	0	0	0	0	0	0	0	0	0	0	0
Site Improvements and Utilities	0	0	0	0	0	0	0	0	0	0	0
Construction	1,167	2	0	1,165	0	1,165	0	0	0	0	0
Other	0	0	0	0	0	0	0	0	0	0	0
Total	1,342	14	0	1,328	0	1,314	14	0	0	0	0

FUNDING SCHEDULE (\$000)

Mass Transit Fund	1,342	14	0	1,328	0	1,314	14	0	0	0	0
Total	1,342	14	0	1,328	0	1,314	14	0	0	0	0

OPERATING BUDGET IMPACT (\$000)

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

DESCRIPTION

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

ESTIMATED SCHEDULE

The Montgomery Mall Transit Center project construction is scheduled to start in FY14 along with Montgomery Mall expansion by the developer.

COST CHANGE

Planning, design, and supervision increased costs due to project delay by the developer.

JUSTIFICATION

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

OTHER

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

OTHER DISCLOSURES

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

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

Ride On Bus Fleet -- No. 500821

Category
Subcategory
Administering Agency
Planning Area

Transportation
Mass Transit
Transportation
Countywide

Date Last Modified
Required Adequate Public Facility
Relocation Impact
Status

January 10, 2012
No
None.
On-going

EXPENDITURE SCHEDULE (\$000)

Cost Element	Total	Thru FY11	Est. FY12	Total 6 Years	FY13	FY14	FY15	FY16	FY17	FY18	Beyond 6 Years
Planning, Design, and Supervision	0	0	0	0	0	0	0	0	0	0	0
Land	0	0	0	0	0	0	0	0	0	0	0
Site Improvements and Utilities	0	0	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0	0
Other	129,853	29,624	20,689	79,540	15,031	21,030	13,748	9,819	6,562	13,350	0
Total	129,853	29,624	20,689	79,540	15,031	21,030	13,748	9,819	6,562	13,350	*

FUNDING SCHEDULE (\$000)

Bond Premium	956	956	0	0	0	0	0	0	0	0	0
Contributions	475	0	475	0	0	0	0	0	0	0	0
Fed Stimulus (State Allocation)	6,550	0	6,550	0	0	0	0	0	0	0	0
Federal Aid	24,965	1,246	11,053	12,666	4,666	1,600	1,600	1,600	1,600	1,600	0
Mass Transit Fund	56,984	0	2,211	54,773	264	19,030	11,748	7,819	4,562	11,350	0
Short-Term Financing	32,383	22,682	0	9,701	9,701	0	0	0	0	0	0
State Aid	7,540	4,740	400	2,400	400	400	400	400	400	400	0
Total	129,853	29,624	20,689	79,540	15,031	21,030	13,748	9,819	6,562	13,350	0

DESCRIPTION

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

ESTIMATED SCHEDULE

The FY13-18 plan calls for the following:

- FY13: 11 full-size and 28 small;
- FY14: 21 full-size and 32 small;
- FY15: 33 full-size;
- FY16: 23 full-size;
- FY17: 15 full-size;
- FY18: 29 full-size;

COST CHANGE

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

JUSTIFICATION

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

FISCAL NOTE

25 buses in FY13 to be financed over seven years with short-term financing.
An additional \$3,066,000 in Federal aid is assumed in FY13 via the Clean Fuels Program.

OTHER DISCLOSURES

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

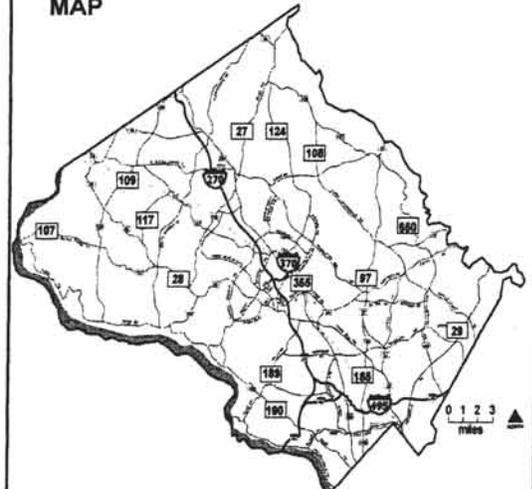
APPROPRIATION AND EXPENDITURE DATA

Date First Appropriation	FY09	(\$000)
First Cost Estimate	FY13	129,850
Current Scope		
Last FY's Cost Estimate		101,432
Appropriation Request	FY13	14,605
Appropriation Request Est.	FY14	21,030
Supplemental Appropriation Request		2,458
Transfer		0
Cumulative Appropriation		48,281
Expenditures / Encumbrances		36,171
Unencumbered Balance		12,110
Partial Closeout Thru	FY10	0
New Partial Closeout	FY11	0
Total Partial Closeout		0

COORDINATION

Department of General Services

MAP



Transit Park and Ride Lot Renovations -- No. 500534

Category
Subcategory
Administering Agency
Planning Area

Transportation
Mass Transit
Transportation
Countywide

Date Last Modified
Required Adequate Public Facility
Relocation Impact
Status

January 09, 2012
No
None.
Under Construction

EXPENDITURE SCHEDULE (\$000)

Cost Element	Total	Thru FY11	Est. FY12	Total 6 Years	FY13	FY14	FY15	FY16	FY17	FY18	Beyond 6 Years
Planning, Design, and Supervision	1,283	0	68	715	90	125	125	125	125	125	500
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	4,219	226	0	2,175	270	495	305	240	460	405	1,818
Other	0	0	0	0	0	0	0	0	0	0	0
Total	5,502	226	68	2,890	360	620	430	365	585	530	2,318

FUNDING SCHEDULE (\$000)

G.O. Bonds	5,502	226	68	2,890	360	620	430	365	585	530	2,318
Total	5,502	226	68	2,890	360	620	430	365	585	530	2,318

DESCRIPTION

This project provides repairs and renovations to parking lots at transit park and ride lots, transit centers, and MARC rail lots to allow them to continue functioning as transit facilities and comply with Americans with Disabilities Act (ADA) requirements. In FY08/FY09, an evaluation and assessment of all park and ride facilities, including ADA accessibility and pedestrian safety, was completed to provide scope and detailed cost estimates for the restoration and upgrades.

COST CHANGE

Project reflects cost estimates to implement the repairs identified in the evaluation study, including scheduled repairs to all MARC commuter stations which the County has agreed to maintain.

JUSTIFICATION

The County operates 10 transit park and ride lots in major transportation corridors. Several County park and ride lots have had major failures, resulting from the age and use of the facilities. Some of the lots were constructed more than 20 years ago. Pavement and the entrances were not constructed to support heavy bus traffic. Additionally, the County is responsible for the maintenance of eight MARC Park and Ride lot facilities. The same ADA and lot failure issues exist with these lots.

The plan calls for the following site renovations:

- FY13: Mid-Pike Plaza (Park and Ride Lot)
- FY14: Germantown (Transit Center), Garrett Park and Dickerson (MARC Rail Lots), Milestone and Damascus (Park and Ride Lots)
- FY15: Kingsview and Tech Road (Park and Ride Lots), Washington Grove (MARC Rail Lot)
- FY16: Barnesville and Kensington (MARC Rail Lots)
- FY17: Briggs Chaney (Park and Ride Lot)
- FY18: Lakeforest and Traville (Transit Centers)
- Beyond FY18: Metro Grove (MARC Rail Lot), Colesville, Greencastle, Burtonsville, and Montgomery Mall (Park and Ride Lots)

OTHER

Funding for FY13 and FY14 is shifted from FY11 and FY12

FISCAL NOTE

Funding for this project is general obligation bonds dedicated to Mass Transit with debt service financed from the Mass Transit Facilities Fund.

OTHER DISCLOSURES

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

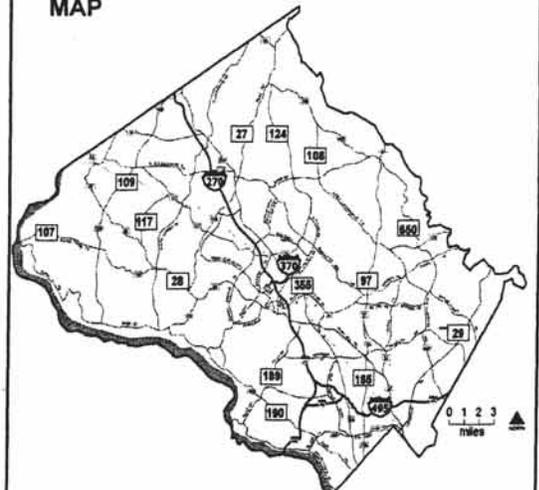
APPROPRIATION AND EXPENDITURE DATA

Date First Appropriation	FY05	(\$000)
First Cost Estimate	FY13	5,502
Current Scope		
Last FY's Cost Estimate		4,149
Appropriation Request	FY13	0
Appropriation Request Est.	FY14	0
Supplemental Appropriation Request		0
Transfer		0
Cumulative Appropriation		1,274
Expenditures / Encumbrances		229
Unencumbered Balance		1,045
Partial Closeout Thru	FY10	0
New Partial Closeout	FY11	0
Total Partial Closeout		0

COORDINATION

Maryland State Highway Administration
Department of Permitting Services
Maryland-National Capital Park and Planning Commission
Utilities

MAP



Parking

PROGRAM DESCRIPTION AND OBJECTIVES

The Department of Transportation's Parking Program is responsible for providing, operating, and maintaining an economically self-sufficient system of public parking which promotes the economic growth and welfare of the Central Business Districts (CBDs) of Silver Spring, Bethesda, Wheaton, and Montgomery Hills. The basic objective of the Parking Program is to develop and implement a program to meet parking needs within the CBDs. This effort consists of the planning, design, construction, operation, and maintenance of parking lots and garages.

The public parking system is designed to complement other travel modes and support a balanced total transportation system serving the needs of the CBDs in accordance with County transportation and development policies and goals. Construction and maintenance of parking lots, garages, mixed-use garages, and use of air rights development are some of the strategies employed to provide public parking facilities in accordance with the urban planning goals of the County.

A program for providing public parking is related to the availability of mass transit service and the County's policy with regard to encouraging greater usage of transit services. In Bethesda, for example, the County seeks to promote higher usage of buses and carpools for commuting while balancing the parking needs of the Bethesda business community. Therefore, the number of public parking spaces in that district is limited so that it is consistent with the desired modal split between private cars and transit and is consistent with the County's ridesharing objective of obtaining higher occupancy rates in private cars.

Development of the Parking Program is based on existing and projected parking needs. Evaluation of existing, approved, or proposed development within the CBDs provides the Parking Program with an assessment of parking facilities required to support and promote economic development. Privately-owned parking is accounted for in determining the need for supplemental public parking to be provided. A public parking system which achieves an overall peak parking occupancy of 90 to 95 percent is programmed for the CBDs.

PROGRAM CONTACTS

Contact Rick Siebert of the Department of Transportation at 240.777.8732 or Brady Goldsmith of the Office of Management and Budget at 240.777.2793 for more information regarding this department's capital budget.

CAPITAL PROGRAM REVIEW

There are eight ongoing projects in the Parking component of the Department of Transportation's FY13-18 Capital Improvements Program. The total cost of the recommended six-year program is \$64.2 million and is \$43.8 million, or 40.6 percent, less than the FY11-16 amended amount of \$108.0 million.

The Bethesda, Silver Spring, and Wheaton Parking Lot Districts each have a facility renovation project and a facility planning project. The Bethesda Lot 31 Parking Garage project provides for an underground public parking garage under land currently used as two County public parking lots and a portion of Woodmont Avenue. The Silver Spring Lot 3 Parking Garage provides for an underground public parking garage under land currently used as Public Parking Lot #3. There are no active CIP projects in the Montgomery Hills Parking Lot District.

Each of the four Parking Lot Districts is financially structured as an enterprise fund and is treated as a separate entity for accounting purposes. The districts are self-supporting and most parking facility projects are funded with current revenues generated from the parking districts.

In combination with existing facilities, the recommended program will provide a total of 20,886 public parking spaces in Silver Spring, Bethesda, Wheaton, and Montgomery Hills and fund the renovation of existing garages to either correct or prevent deterioration. The following chart depicts the existing and proposed parking spaces for construction for each of the Parking Lot Districts.

**Montgomery County Parking Districts
Public Parking Spaces**

District	Through FY12	Additional Proposed FY13-18	Total FY18
Bethesda	7,512	658	8,170
Silver Spring	12,006	(895)	11,111
Wheaton	1,476	0	1,476
Montgomery Hills	129	0	129
TOTAL:	21,123	(237)	20,886

Bethesda Lot 31 Parking Garage -- No. 500932

Category
Subcategory
Administering Agency
Planning Area

Transportation
Parking
Transportation
Bethesda-Chevy Chase

Date Last Modified
Required Adequate Public Facility
Relocation Impact
Status

January 06, 2012
Yes
None.
Under Construction

EXPENDITURE SCHEDULE (\$000)

Cost Element	Total	Thru FY11	Est. FY12	Total 6 Years	FY13	FY14	FY15	FY16	FY17	FY18	Beyond 6 Years
Planning, Design, and Supervision	5,465	19	4,416	1,030	670	340	20	0	0	0	0
Land	0	0	0	0	0	0	0	0	0	0	0
Site Improvements and Utilities	4,000	2,435	1,565	0	0	0	0	0	0	0	0
Construction	48,750	0	7,894	40,856	25,187	15,443	226	0	0	0	0
Other	4,700	3	3,320	1,377	757	600	20	0	0	0	0
Total	62,915	2,457	17,195	43,263	26,614	16,383	266	0	0	0	0

FUNDING SCHEDULE (\$000)

Contributions	4,186	274	3,912	0	0	0	0	0	0	0	0
Current Revenue: Parking - Bethesda	2,183	2,183	0	0	0	0	0	0	0	0	0
Land Sale - Bethesda PLD	33,000	0	0	33,000	16,351	16,383	266	0	0	0	0
Revenue Bonds	23,546	0	13,283	10,263	10,263	0	0	0	0	0	0
Total	62,915	2,457	17,195	43,263	26,614	16,383	266	0	0	0	0

OPERATING BUDGET IMPACT (\$000)

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

DESCRIPTION

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

CAPACITY

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

ESTIMATED SCHEDULE

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

COST CHANGE

The public parking garage has been re-sized from a 5-level, 1,100 space garage to a 4-level, 940 space garage. Cost figures reflect the reduction in garage size. The 940 public parking spaces in the re-sized garage provide for adequate public parking and are consistent with the parking management strategies being incorporated into updated zoning requirements for parking associated with land use.

JUSTIFICATION

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

OTHER

Part of Woodmont Avenue south of Bethesda Avenue will be closed for a period during construction. Every effort will be made so that this temporary road closure does not coincide with the temporary closure of Elm Street during construction of the Bethesda Metro Station South Entrance project.

FISCAL NOTE

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

OTHER DISCLOSURES

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

APPROPRIATION AND EXPENDITURE DATA

Date First Appropriation	FY09	(\$000)
First Cost Estimate	FY13	62,915
Current Scope		
Last FY's Cost Estimate		88,819
Appropriation Request	FY13	-25,904
Appropriation Request Est.	FY14	0
Supplemental Appropriation Request		0
Transfer		0
Cumulative Appropriation		88,819
Expenditures / Encumbrances		2,547
Unencumbered Balance		86,272
Partial Closeout Thru	FY10	0
New Partial Closeout	FY11	0
Total Partial Closeout		0

COORDINATION

M-NCPPC
Bethesda Urban District
Bethesda-Chevy Chase Regional Services Center
Verizon
PN Hoffman/Stonebridge Associates
Department of General Services
Bethesda Metro Station South Entrance project

Special Capital Projects Legislation [Bill No. 20-08] was adopted by Council June 10, 2008.

MAP



Facility Planning Parking: Bethesda PLD -- No. 501313

Category
Subcategory
Administering Agency
Planning Area

Transportation
Parking
Transportation
Bethesda-Chevy Chase

Date Last Modified
Required Adequate Public Facility
Relocation Impact
Status

December 29, 2011
No
None.
On-going

EXPENDITURE SCHEDULE (\$000)

Cost Element	Total	Thru FY11	Est. FY12	Total 6 Years	FY13	FY14	FY15	FY16	FY17	FY18	Beyond 6 Years
Planning, Design, and Supervision	540	0	0	540	90	90	90	90	90	90	0
Land	0	0	0	0	0	0	0	0	0	0	0
Site Improvements and Utilities	0	0	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0	0
Other	0	0	0	0	0	0	0	0	0	0	0
Total	540	0	0	540	90	90	90	90	90	90	*

FUNDING SCHEDULE (\$000)

Current Revenue: Parking - Bethesda	540	0	0	540	90	90	90	90	90	90	0
Total	540	0	0	540	90	90	90	90	90	90	0

DESCRIPTION

This project provides for parking facility planning studies for a variety of projects under consideration for possible inclusion in the CIP. 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, the Department of Transportation (DOT) will develop a Parking Facility Project Requirement (PFPR) that outlines the general and specific features required for the project. Facility planning is a decision-making process to determine the purpose and need of a candidate project through a rigorous investigation of the following critical project elements: usage forecasts; economic, social, environmental, and historic impact analysis; public participation; investigation of non-County sources of funding; and detailed project cost estimates. Facility planning represents planning and preliminary design and develops a PFPR in advance of full programming of a project in the CIP. Depending upon results of a facility planning determination of purpose and need, a project may or may not proceed to construction. For a full description of the facility planning process, see the CIP Planning Section in Volume I.

JUSTIFICATION

There is a continuing need to study and evaluate the public and private parking supply and demand in order to ensure an adequate amount of parking. The timing and magnitude of such studies is usually dictated by the interests of private developers. 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

Projects are generated by staff, M-NCPPC, public agencies, citizens, developers, etc. Analysis conducted under this project may be accomplished by consultants or in-house staff, with the cooperation of M-NCPPC, other County agencies, WMATA, or private development interests.

FISCAL NOTE

Facility Planning: Parking (509525) is being broken out into three individual CIP projects (one for each PLD fund) to improve fund accountability and oversight.

OTHER DISCLOSURES

- * Expenditures will continue indefinitely.

APPROPRIATION AND EXPENDITURE DATA

Date First Appropriation	FY13	(\$000)
First Cost Estimate	FY13	540
Current Scope		
Last FY's Cost Estimate		0
Appropriation Request	FY13	90
Appropriation Request Est.	FY14	90
Supplemental Appropriation Request		0
Transfer		0
Cumulative Appropriation		0
Expenditures / Encumbrances		0
Unencumbered Balance		0
Partial Closeout Thru	FY10	0
New Partial Closeout	FY11	0
Total Partial Closeout		0

COORDINATION

M-NCPPC
WMATA
Parking Bethesda Facility Renovations
Bethesda CBD Sector Plan
Developers

MAP

See Map on Next Page

Facility Planning Parking: Silver Spring PLD -- No. 501314

Category
Subcategory
Administering Agency
Planning Area

Transportation
Parking
Transportation
Silver Spring

Date Last Modified
Required Adequate Public Facility
Relocation Impact
Status

December 29, 2011
No
None.
On-going

EXPENDITURE SCHEDULE (\$000)

Cost Element	Total	Thru FY11	Est. FY12	Total 6 Years	FY13	FY14	FY15	FY16	FY17	FY18	Beyond 6 Years
Planning, Design, and Supervision	540	0	0	540	90	90	90	90	90	90	0
Land	0	0	0	0	0	0	0	0	0	0	0
Site Improvements and Utilities	0	0	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0	0
Other	0	0	0	0	0	0	0	0	0	0	0
Total	540	0	0	540	90	90	90	90	90	90	0

FUNDING SCHEDULE (\$000)

Current Revenue: Parking - Silver Spring	540	0	0	540	90	90	90	90	90	90	0
Total	540	0	0	540	90	90	90	90	90	90	0

DESCRIPTION

This project provides for parking facility planning studies for a variety of projects under consideration for possible inclusion in the CIP. 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, the Department of Transportation (DOT) will develop a Parking Facility Project Requirement (PFPR) that outlines the general and specific features required for the project. Facility planning is a decision-making process to determine the purpose and need of a candidate project through a rigorous investigation of the following critical project elements: usage forecasts; economic, social, environmental, and historic impact analysis; public participation; investigation of non-County sources of funding; and detailed project cost estimates. Facility planning represents planning and preliminary design and develops a PFPR in advance of full programming of a project in the CIP. Depending upon results of a facility planning determination of purpose and need, a project may or may not proceed to construction. For a full description of the facility planning process, see the CIP Planning Section in Volume I.

JUSTIFICATION

There is a continuing need to study and evaluate the public and private parking supply and demand in order to ensure an adequate amount of parking. The timing and magnitude of such studies is usually dictated by the interests of private developers. 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

Projects are generated by staff, M-NCPPC, public agencies, citizens, developers, etc. Analysis conducted under this project may be accomplished by consultants or in-house staff, with the cooperation of M-NCPPC, other County agencies, WMATA, or private development interests.

FISCAL NOTE

Facility Planning: Parking (509525) is being broken out into three individual CIP projects (one for each PLD fund) to improve accountability and oversight.

OTHER DISCLOSURES

- * Expenditures will continue indefinitely.

APPROPRIATION AND EXPENDITURE DATA	COORDINATION	MAP												
<table border="1" style="width: 100%; border-collapse: collapse;"> <tr> <td>Date First Appropriation</td> <td style="text-align: right;">FY13</td> <td style="text-align: right;">(\$000)</td> </tr> <tr> <td>First Cost Estimate</td> <td style="text-align: right;">FY13</td> <td style="text-align: right;">540</td> </tr> <tr> <td>Current Scope</td> <td></td> <td></td> </tr> <tr> <td>Last FY's Cost Estimate</td> <td></td> <td style="text-align: right;">0</td> </tr> </table>	Date First Appropriation	FY13	(\$000)	First Cost Estimate	FY13	540	Current Scope			Last FY's Cost Estimate		0	M-NCPPC WMATA Parking Silver Spring Renovations Silver Spring CBD Sector Plan Developers	See Map on Next Page
Date First Appropriation	FY13	(\$000)												
First Cost Estimate	FY13	540												
Current Scope														
Last FY's Cost Estimate		0												
<table border="1" style="width: 100%; border-collapse: collapse;"> <tr> <td>Appropriation Request</td> <td style="text-align: right;">FY13</td> <td style="text-align: right;">90</td> </tr> <tr> <td>Appropriation Request Est.</td> <td style="text-align: right;">FY14</td> <td style="text-align: right;">90</td> </tr> <tr> <td>Supplemental Appropriation Request</td> <td></td> <td style="text-align: right;">0</td> </tr> <tr> <td>Transfer</td> <td></td> <td style="text-align: right;">0</td> </tr> </table>	Appropriation Request	FY13	90	Appropriation Request Est.	FY14	90	Supplemental Appropriation Request		0	Transfer		0		
Appropriation Request	FY13	90												
Appropriation Request Est.	FY14	90												
Supplemental Appropriation Request		0												
Transfer		0												
<table border="1" style="width: 100%; border-collapse: collapse;"> <tr> <td>Cumulative Appropriation</td> <td style="text-align: right;">0</td> </tr> <tr> <td>Expenditures / Encumbrances</td> <td style="text-align: right;">0</td> </tr> <tr> <td>Unencumbered Balance</td> <td style="text-align: right;">0</td> </tr> </table>	Cumulative Appropriation	0	Expenditures / Encumbrances	0	Unencumbered Balance	0								
Cumulative Appropriation	0													
Expenditures / Encumbrances	0													
Unencumbered Balance	0													
<table border="1" style="width: 100%; border-collapse: collapse;"> <tr> <td>Partial Closeout Thru</td> <td style="text-align: right;">FY10</td> <td style="text-align: right;">0</td> </tr> <tr> <td>New Partial Closeout</td> <td style="text-align: right;">FY11</td> <td style="text-align: right;">0</td> </tr> <tr> <td>Total Partial Closeout</td> <td></td> <td style="text-align: right;">0</td> </tr> </table>	Partial Closeout Thru	FY10	0	New Partial Closeout	FY11	0	Total Partial Closeout		0					
Partial Closeout Thru	FY10	0												
New Partial Closeout	FY11	0												
Total Partial Closeout		0												

Facility Planning Parking: Wheaton PLD -- No. 501312

Category
Subcategory
Administering Agency
Planning Area

Transportation
Parking
Transportation
Kensington-Wheaton

Date Last Modified
Required Adequate Public Facility
Relocation Impact
Status

December 29, 2011
No
None.
On-going

EXPENDITURE SCHEDULE (\$000)

Cost Element	Total	Thru FY11	Est. FY12	Total 6 Years	FY13	FY14	FY15	FY16	FY17	FY18	Beyond 6 Years
Planning, Design, and Supervision	270	0	0	270	45	45	45	45	45	45	0
Land	0	0	0	0	0	0	0	0	0	0	0
Site Improvements and Utilities	0	0	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0	0
Other	0	0	0	0	0	0	0	0	0	0	0
Total	270	0	0	270	45	45	45	45	45	45	*

FUNDING SCHEDULE (\$000)

Current Revenue: Parking - Wheaton	270	0	0	270	45	45	45	45	45	45	0
Total	270	0	0	270	45	45	45	45	45	45	0

DESCRIPTION

This project provides for parking facility planning studies for a variety of projects under consideration for possible inclusion in the CIP. 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, the Department of Transportation (DOT) will develop a Parking Facility Project Requirement (PFPR) that outlines the general and specific features required for the project. Facility planning is a decision-making process to determine the purpose and need of a candidate project through a rigorous investigation of the following critical project elements: usage forecasts; economic, social, environmental, and historic impact analysis; public participation; investigation of non-County sources of funding; and detailed project cost estimates. Facility planning represents planning and preliminary design and develops a PFPR in advance of full programming of a project in the CIP. Depending upon results of a facility planning determination of purpose and need, a project may or may not proceed to construction. For a full description of the facility planning process, see the CIP Planning Section in Volume I.

JUSTIFICATION

There is a continuing need to study and evaluate the public and private parking supply and demand in order to ensure an adequate amount of parking. The timing and magnitude of such studies is usually dictated by the interests of private developers. 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

Projects are generated by staff, M-NCPPC, public agencies, citizens, developers, etc. Analysis conducted under this project may be accomplished by consultants or in-house staff, with the cooperation of M-NCPPC, other County agencies, WMATA, or private development interests.

FISCAL NOTE

Facility Planning: Parking (509525) is being broken out into three individual CIP projects (one for each PLD fund) to improve fund accountability and oversight.

OTHER DISCLOSURES

- * Expenditures will continue indefinitely.

APPROPRIATION AND EXPENDITURE DATA	COORDINATION	MAP
Date First Appropriation	M-NCPPC	See Map on Next Page
First Cost Estimate	WMATA	
Current Scope	Parking Wheaton Facility Renovations	
Last FY's Cost Estimate	Wheaton CBD Sector Plan	
	Developers	
Appropriation Request		
Appropriation Request Est.		
Supplemental Appropriation Request		
Transfer		
Cumulative Appropriation		
Expenditures / Encumbrances		
Unencumbered Balance		
Partial Closeout Thru		
New Partial Closeout		
Total Partial Closeout		

Pkg Beth Fac Renovations -- No. 508255

Category
Subcategory
Administering Agency
Planning Area

Transportation
Parking
Transportation
Bethesda-Chevy Chase

Date Last Modified
Required Adequate Public Facility
Relocation Impact
Status

December 16, 2011
No
None.
On-going

EXPENDITURE SCHEDULE (\$000)

Cost Element	Total	Thru FY11	Est. FY12	Total 6 Years	FY13	FY14	FY15	FY16	FY17	FY18	Beyond 6 Years
Planning, Design, and Supervision	986	92	444	450	75	75	75	75	75	75	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	6,832	732	3,550	2,550	425	425	425	425	425	425	0
Other	0	0	0	0	0	0	0	0	0	0	0
Total	7,818	824	3,994	3,000	500	500	500	500	500	500	*

FUNDING SCHEDULE (\$000)

Current Revenue: Parking - Bethesda	7,818	824	3,994	3,000	500	500	500	500	500	500	0
Total	7,818	824	3,994	3,000	500	500	500	500	500	500	0

DESCRIPTION

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

COST CHANGE

FY17 and FY18 added to this continuing level of effort project.

JUSTIFICATION

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

OTHER DISCLOSURES

- * Expenditures will continue indefinitely.

APPROPRIATION AND EXPENDITURE DATA

Date First Appropriation	FY83	(\$000)
First Cost Estimate	FY13	7,818
Current Scope		
Last FY's Cost Estimate		6,818
Appropriation Request	FY13	500
Appropriation Request Est.	FY14	500
Supplemental Appropriation Request		0
Transfer		0
Cumulative Appropriation		4,818
Expenditures / Encumbrances		2,454
Unencumbered Balance		2,364
Partial Closeout Thru	FY10	22,348
New Partial Closeout	FY11	0
Total Partial Closeout		22,348

COORDINATION

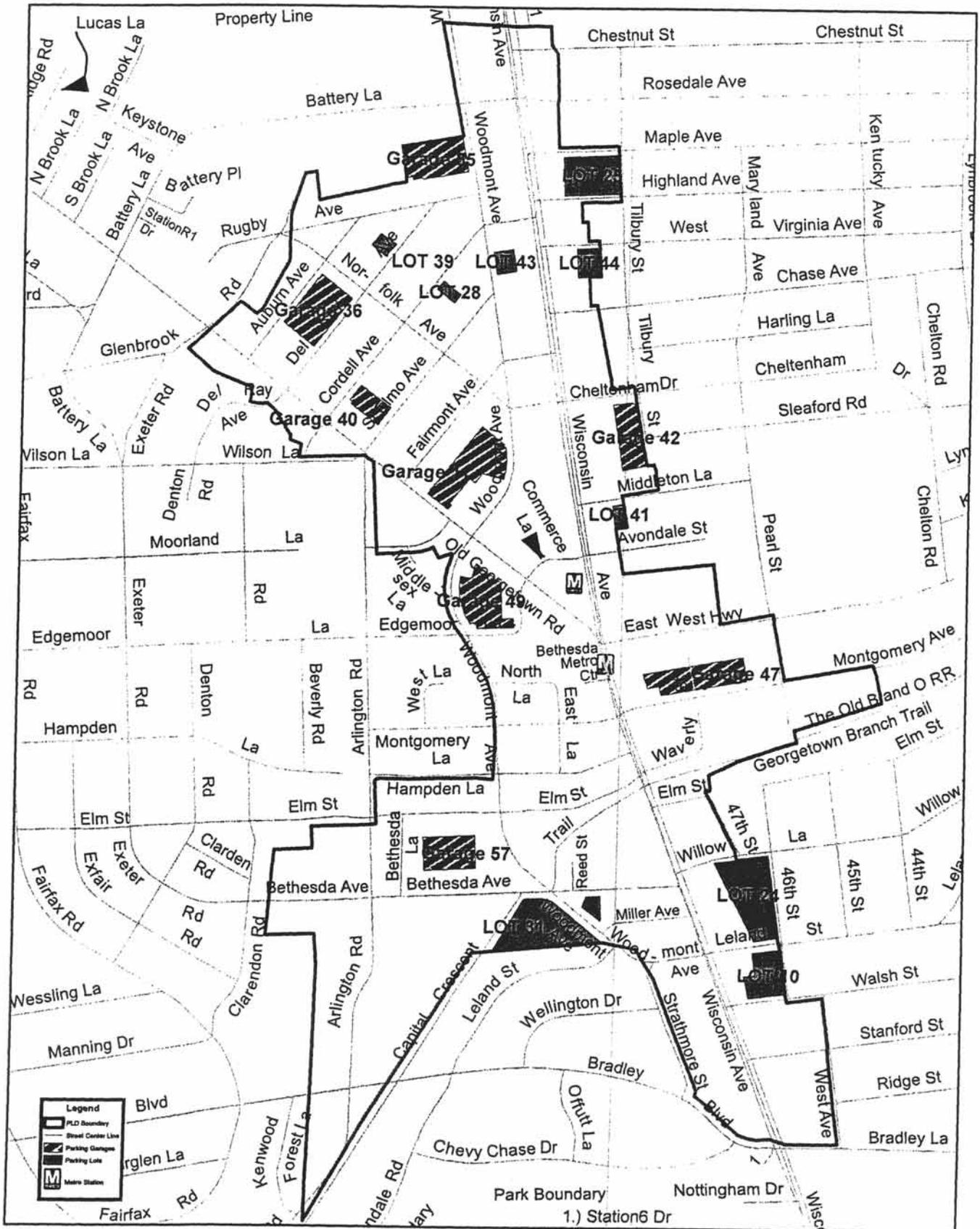
Facility Planning Parking: Bethesda PLD

MAP

See Map on Next Page



Bethesda Parking District



300 150 0 300 Feet

MCDOT-Parking

Pkg Sil Spg Fac Renovations -- No. 508250

Category
Subcategory
Administering Agency
Planning Area

Transportation
Parking
Transportation
Silver Spring

Date Last Modified
Required Adequate Public Facility
Relocation Impact
Status

December 16, 2011
No
None.
On-going

EXPENDITURE SCHEDULE (\$000)

Cost Element	Total	Thru FY11	Est. FY12	Total 6 Years	FY13	FY14	FY15	FY16	FY17	FY18	Beyond 6 Years
Planning, Design, and Supervision	4,024	124	1,350	2,550	425	425	425	425	425	425	0
Land	0	0	0	0	0	0	0	0	0	0	0
Site Improvements and Utilities	0	0	0	0	0	0	0	0	0	0	0
Construction	24,483	1,112	10,261	13,110	2,185	2,185	2,185	2,185	2,185	2,185	0
Other	0	0	0	0	0	0	0	0	0	0	0
Total	28,507	1,236	11,611	15,660	2,610	2,610	2,610	2,610	2,610	2,610	*

FUNDING SCHEDULE (\$000)

Current Revenue: Parking - Silver Spring	28,507	1,236	11,611	15,660	2,610	2,610	2,610	2,610	2,610	2,610	2,610	0
Total	28,507	1,236	11,611	15,660	2,610	0						

DESCRIPTION

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

COST CHANGE

FY17 and FY18 added to this continuing level of effort project.

JUSTIFICATION

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

OTHER DISCLOSURES

- * Expenditures will continue indefinitely.

APPROPRIATION AND EXPENDITURE DATA

Date First Appropriation	FY83	(\$000)
First Cost Estimate	FY13	28,507
Current Scope		
Last FY's Cost Estimate		23,287
Appropriation Request	FY13	2,610
Appropriation Request Est.	FY14	2,610
Supplemental Appropriation Request		0
Transfer		0
Cumulative Appropriation		12,848
Expenditures / Encumbrances		5,771
Unencumbered Balance		7,077
Partial Closeout Thru	FY10	26,116
New Partial Closeout	FY11	0
Total Partial Closeout		26,116

COORDINATION

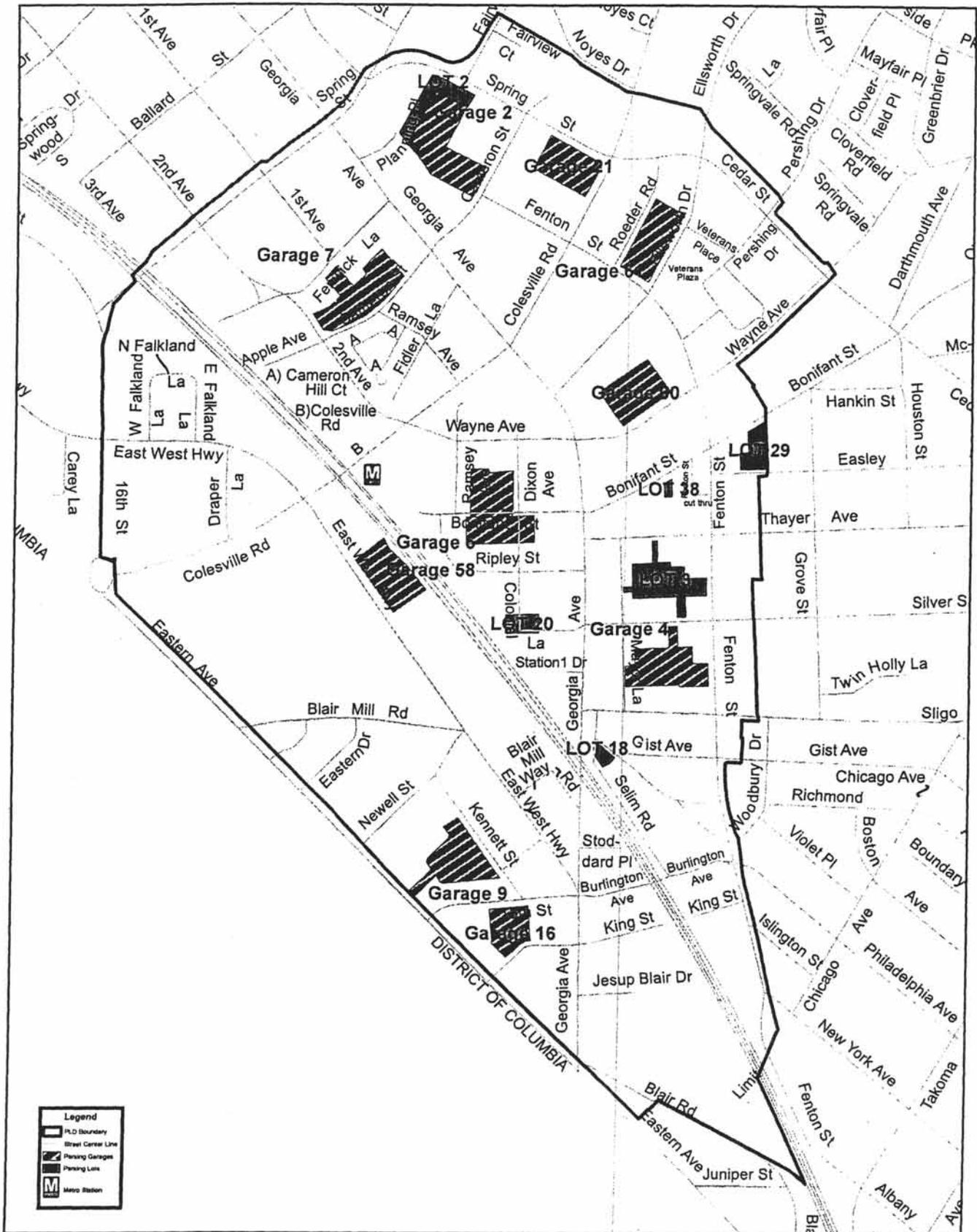
Facility Planning Parking: Silver Spring PLD

MAP

See Map on Next Page



Silver Spring Parking District



Legend

- PLD Boundary
- Street Center Line
- Parking Garages
- Parking Lots
- Metro Station



Pkg Wheaton Fac Renovations -- No. 509709

Category
Subcategory
Administering Agency
Planning Area

Transportation
Parking
Transportation
Kensington-Wheaton

Date Last Modified
Required Adequate Public Facility
Relocation Impact
Status

December 16, 2011
No
None.
On-going

EXPENDITURE SCHEDULE (\$000)

Cost Element	Total	Thru FY11	Est. FY12	Total 6 Years	FY13	FY14	FY15	FY16	FY17	FY18	Beyond 6 Years
Planning, Design, and Supervision	80	0	20	60	10	10	10	10	10	10	0
Land	0	0	0	0	0	0	0	0	0	0	0
Site Improvements and Utilities	0	0	0	0	0	0	0	0	0	0	0
Construction	1,339	636	91	612	102	102	102	102	102	102	0
Other	0	0	0	0	0	0	0	0	0	0	0
Total	1,419	636	111	672	112	112	112	112	112	112	*

FUNDING SCHEDULE (\$000)

Current Revenue: Parking - Wheaton	1,419	636	111	672	112	112	112	112	112	112	0
Total	1,419	636	111	672	112	112	112	112	112	112	0

DESCRIPTION

This project provides for the restoration of, or improvements to, Wheaton parking facilities to address deterioration due to use and age. This is a continuing program of contractual improvements or restorations, with changing priorities depending upon the types of deterioration and corrections required. Corrective measures are required to ensure adequate and proper serviceability over the design life of the facilities and to preserve the County's investment. The scope of this project may vary depending on the results of the studies conducted under Facility Planning: Parking.

COST CHANGE

FY17 and FY18 added to this continuing level of effort project.

JUSTIFICATION

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

Lot re-paving will be performed on most parking lot district lots, as well as lighting upgrades, and follow-through on recommendation per consultant's analysis done in FY08.

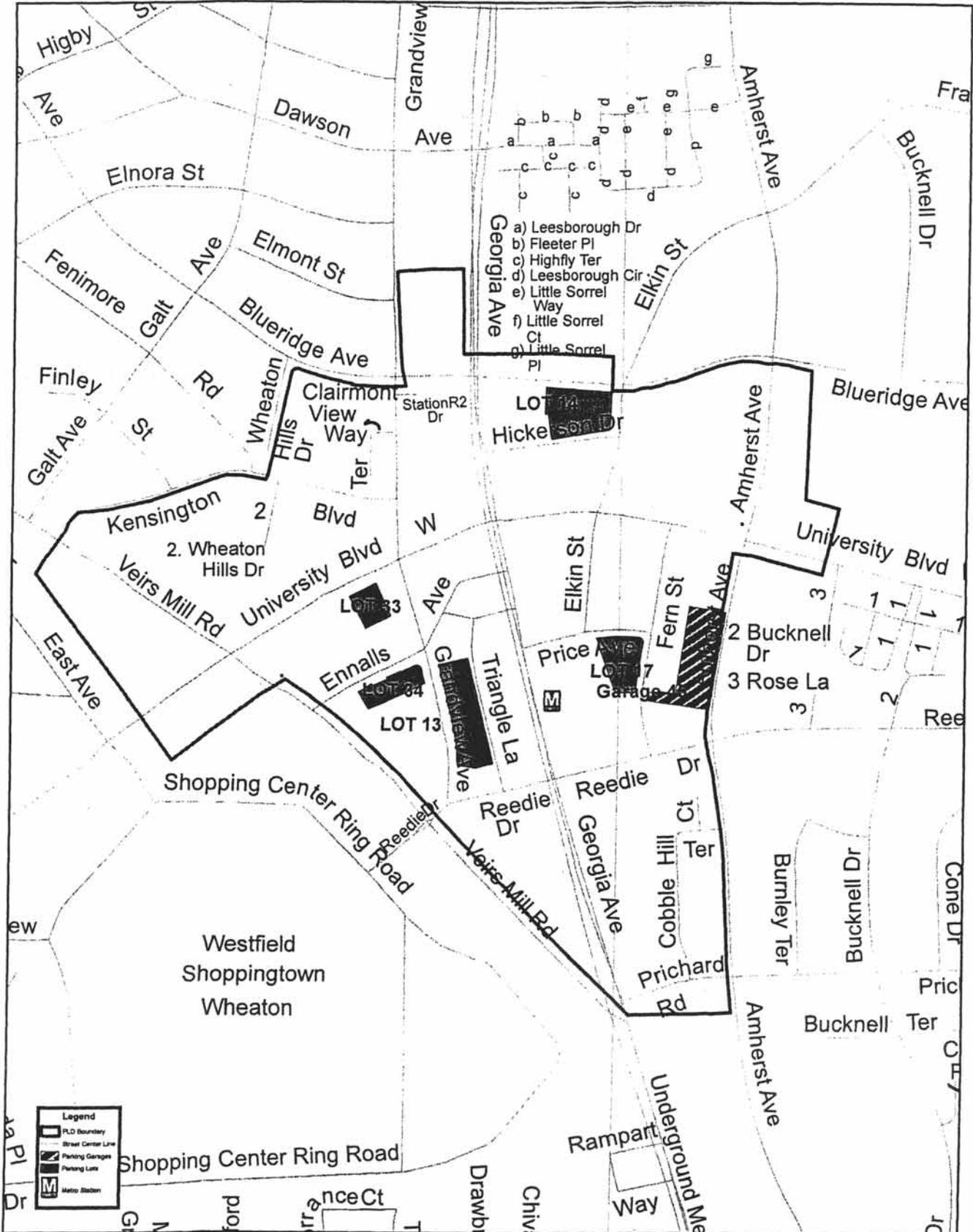
OTHER DISCLOSURES

- * Expenditures will continue indefinitely.

APPROPRIATION AND EXPENDITURE DATA	COORDINATION Facility Planning Parking: Wheaton PLD	MAP												
<table border="1" style="width: 100%; border-collapse: collapse;"> <tr> <td>Date First Appropriation</td> <td style="text-align: right;">FY97</td> <td style="text-align: right;">(\$000)</td> </tr> <tr> <td>First Cost Estimate</td> <td style="text-align: right;">FY13</td> <td style="text-align: right;">1,419</td> </tr> <tr> <td>Current Scope</td> <td></td> <td style="text-align: right;">1,196</td> </tr> <tr> <td>Last FY's Cost Estimate</td> <td></td> <td style="text-align: right;">1,196</td> </tr> </table>	Date First Appropriation	FY97	(\$000)	First Cost Estimate	FY13	1,419	Current Scope		1,196	Last FY's Cost Estimate		1,196		
Date First Appropriation	FY97	(\$000)												
First Cost Estimate	FY13	1,419												
Current Scope		1,196												
Last FY's Cost Estimate		1,196												
<table border="1" style="width: 100%; border-collapse: collapse;"> <tr> <td>Appropriation Request</td> <td style="text-align: right;">FY13</td> <td style="text-align: right;">112</td> </tr> <tr> <td>Appropriation Request Est.</td> <td style="text-align: right;">FY14</td> <td style="text-align: right;">112</td> </tr> <tr> <td>Supplemental Appropriation Request</td> <td></td> <td style="text-align: right;">0</td> </tr> <tr> <td>Transfer</td> <td></td> <td style="text-align: right;">0</td> </tr> </table>	Appropriation Request	FY13	112	Appropriation Request Est.	FY14	112	Supplemental Appropriation Request		0	Transfer		0		
Appropriation Request	FY13	112												
Appropriation Request Est.	FY14	112												
Supplemental Appropriation Request		0												
Transfer		0												
<table border="1" style="width: 100%; border-collapse: collapse;"> <tr> <td>Cumulative Appropriation</td> <td style="text-align: right;">747</td> </tr> <tr> <td>Expenditures / Encumbrances</td> <td style="text-align: right;">636</td> </tr> <tr> <td>Unencumbered Balance</td> <td style="text-align: right;">111</td> </tr> </table>	Cumulative Appropriation	747	Expenditures / Encumbrances	636	Unencumbered Balance	111								
Cumulative Appropriation	747													
Expenditures / Encumbrances	636													
Unencumbered Balance	111													
<table border="1" style="width: 100%; border-collapse: collapse;"> <tr> <td>Partial Closeout Thru</td> <td style="text-align: right;">FY10</td> <td style="text-align: right;">2,320</td> </tr> <tr> <td>New Partial Closeout</td> <td style="text-align: right;">FY11</td> <td style="text-align: right;">0</td> </tr> <tr> <td>Total Partial Closeout</td> <td></td> <td style="text-align: right;">2,320</td> </tr> </table>	Partial Closeout Thru	FY10	2,320	New Partial Closeout	FY11	0	Total Partial Closeout		2,320		See Map on Next Page			
Partial Closeout Thru	FY10	2,320												
New Partial Closeout	FY11	0												
Total Partial Closeout		2,320												



Wheaton Parking District



- a) Leesborough Dr
- b) Fleeter Pl
- c) Highfly Ter
- d) Leesborough Cir
- e) Little Sorrel Way
- f) Little Sorrel Ct
- g) Little Sorrel Pl

Legend

- PLD Boundary
- Street Center Line
- Parking Garages
- Parking Lots
- Metro Station



Silver Spring Lot 3 Parking Garage -- No. 501111

Category
Subcategory
Administering Agency
Planning Area

Transportation
Parking
Transportation
Shady Grove Vicinity

Date Last Modified
Required Adequate Public Facility
Relocation Impact
Status

December 29, 2011
No
None.
Preliminary Design Stage

EXPENDITURE SCHEDULE (\$000)

Cost Element	Total	Thru FY11	Est. FY12	Total 6 Years	FY13	FY14	FY15	FY16	FY17	FY18	Beyond 6 Years
Planning, Design, and Supervision	240	0	0	240	20	70	100	50	0	0	0
Land	0	0	0	0	0	0	0	0	0	0	0
Site Improvements and Utilities	0	0	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0	0
Other	0	0	0	0	0	0	0	0	0	0	0
Total	240	0	0	240	20	70	100	50	0	0	0

FUNDING SCHEDULE (\$000)

Current Revenue: Parking - Silver Spring	240	0	0	240	20	70	100	50	0	0	0
Total	240	0	0	240	20	70	100	50	0	0	0

OPERATING BUDGET IMPACT (\$000)

Energy				25	0	0	0	3	11	11
Program-Other				105	0	0	0	3	51	51
Net Impact				130	0	0	0	6	62	62

DESCRIPTION

This project provides for an underground, 152 space public parking garage on the current site of Public Parking Lot #3, located at 8206 Fenton Street in Silver Spring. The underground, public parking garage will be designed and constructed by a private development partner the County selected through a competitive Request for Proposal (RFP) process. The private development has received Project Plan approval from the Planning Board. The specific mix of uses and numbers of private parking spaces to be constructed are currently being determined within the Site Plan approval process.

CAPACITY

The underground, public parking garage will consist of 152 County owned and operated public parking spaces.

ESTIMATED SCHEDULE

Completion of the County garage is estimated for April 2016.

JUSTIFICATION

Public Parking Lot #3 is being redeveloped in accordance with the Silver Spring Sector Plan. Based on an analysis conducted by the Department of Transportation's Division of Parking Management, the underground, public parking garage is appropriately sized to meet the needs of the planned private redevelopment project and the current parking needs of the service area. Mandatory referral to Maryland-National Capital Park and Planning Commission (M-NCPPC) for the County's underground, public parking garage has been completed.

FISCAL NOTE

The County has completed a General Development Agreement (GDA) that obligates the developer to construct the parking garage and title it to the County as a condominium on a turn key basis in exchange for fee simple title to the County land. The only costs to the County are estimated to involve review of the garage design and construction inspection to ensure the facility is constructed in accordance with County standards.

OTHER DISCLOSURES

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

APPROPRIATION AND EXPENDITURE DATA	COORDINATION	MAP	
Date First Appropriation			
FY	(\$000)		
First Cost Estimate			
Current Scope	FY11		240
Last FY's Cost Estimate			240
Appropriation Request	FY13		0
Appropriation Request Est.	FY14		0
Supplemental Appropriation Request			0
Transfer			0
Cumulative Appropriation			90
Expenditures / Encumbrances			0
Unencumbered Balance			90
Partial Closeout Thru	FY10		0
New Partial Closeout	FY11		0
Total Partial Closeout			0

Annual Sidewalk Program -- No. 506747

Category
Subcategory
Administering Agency
Planning Area

Transportation
Pedestrian Facilities/Bikeways
Transportation
Countywide

Date Last Modified
Required Adequate Public Facility
Relocation Impact
Status

January 10, 2012
No
None.
On-going

EXPENDITURE SCHEDULE (\$000)

Cost Element	Total	Thru FY11	Est. FY12	Total 6 Years	FY13	FY14	FY15	FY16	FY17	FY18	Beyond 6 Years
Planning, Design, and Supervision	4,499	1,673	0	2,826	471	471	471	471	471	471	0
Land	65	23	6	36	6	6	6	6	6	6	0
Site Improvements and Utilities	159	0	75	84	14	14	14	14	14	14	0
Construction	14,301	0	3,609	10,692	1,724	1,774	1,774	1,774	1,823	1,823	0
Other	0	0	0	0	0	0	0	0	0	0	0
Total	19,024	1,696	3,690	13,638	2,215	2,265	2,265	2,265	2,314	2,314	*

FUNDING SCHEDULE (\$000)

	Total	FY11	FY12	Total 6 Years	FY13	FY14	FY15	FY16	FY17	FY18	Beyond 6 Years
G.O. Bonds	18,690	1,696	3,356	13,638	2,215	2,265	2,265	2,265	2,314	2,314	0
State Aid	334	0	334	0	0	0	0	0	0	0	0
Total	19,024	1,696	3,690	13,638	2,215	2,265	2,265	2,265	2,314	2,314	0

DESCRIPTION

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

COST CHANGE

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

JUSTIFICATION

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

OTHER

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

OTHER DISCLOSURES

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

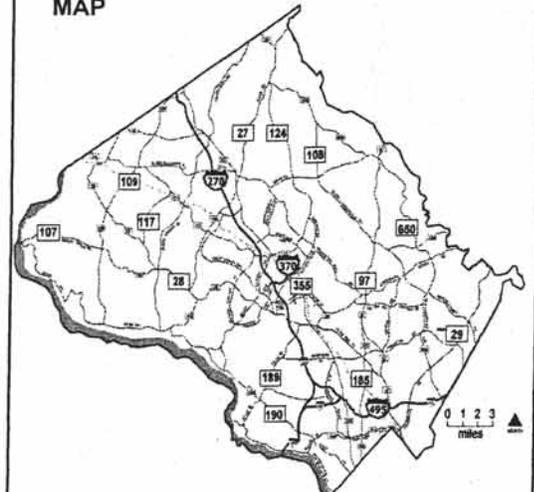
APPROPRIATION AND EXPENDITURE DATA

Date First Appropriation	FY67	(\$000)
First Cost Estimate	FY13	19,024
Current Scope		
Last FY's Cost Estimate		14,886
Appropriation Request	FY13	2,115
Appropriation Request Est.	FY14	2,265
Supplemental Appropriation Request		0
Transfer		0
Cumulative Appropriation		5,486
Expenditures / Encumbrances		1,737
Unencumbered Balance		3,749
Partial Closeout Thru	FY10	28,037
New Partial Closeout	FY11	0
Total Partial Closeout		28,037

COORDINATION

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

MAP



Bethesda Bikeway and Pedestrian Facilities -- No. 500119

Category
Subcategory
Administering Agency
Planning Area

Transportation
Pedestrian Facilities/Bikeways
Transportation
Bethesda-Chevy Chase

Date Last Modified
Required Adequate Public Facility
Relocation Impact
Status

January 07, 2012
Yes
None.
On-going

EXPENDITURE SCHEDULE (\$000)

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

FUNDING SCHEDULE (\$000)

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

DESCRIPTION

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

ESTIMATED SCHEDULE

This project is on hold for construction of the Bethesda Lot 31 Parking Garage (No. 500932). The construction costs and estimated schedule for the remaining projects (Bethesda Avenue and Willow Lane bike facilities) will be updated upon completion of the parking garage.

COST CHANGE

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

JUSTIFICATION

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

Bethesda Central Business District Sector Plan, July 1994.

OTHER

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

OTHER DISCLOSURES

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

APPROPRIATION AND EXPENDITURE DATA

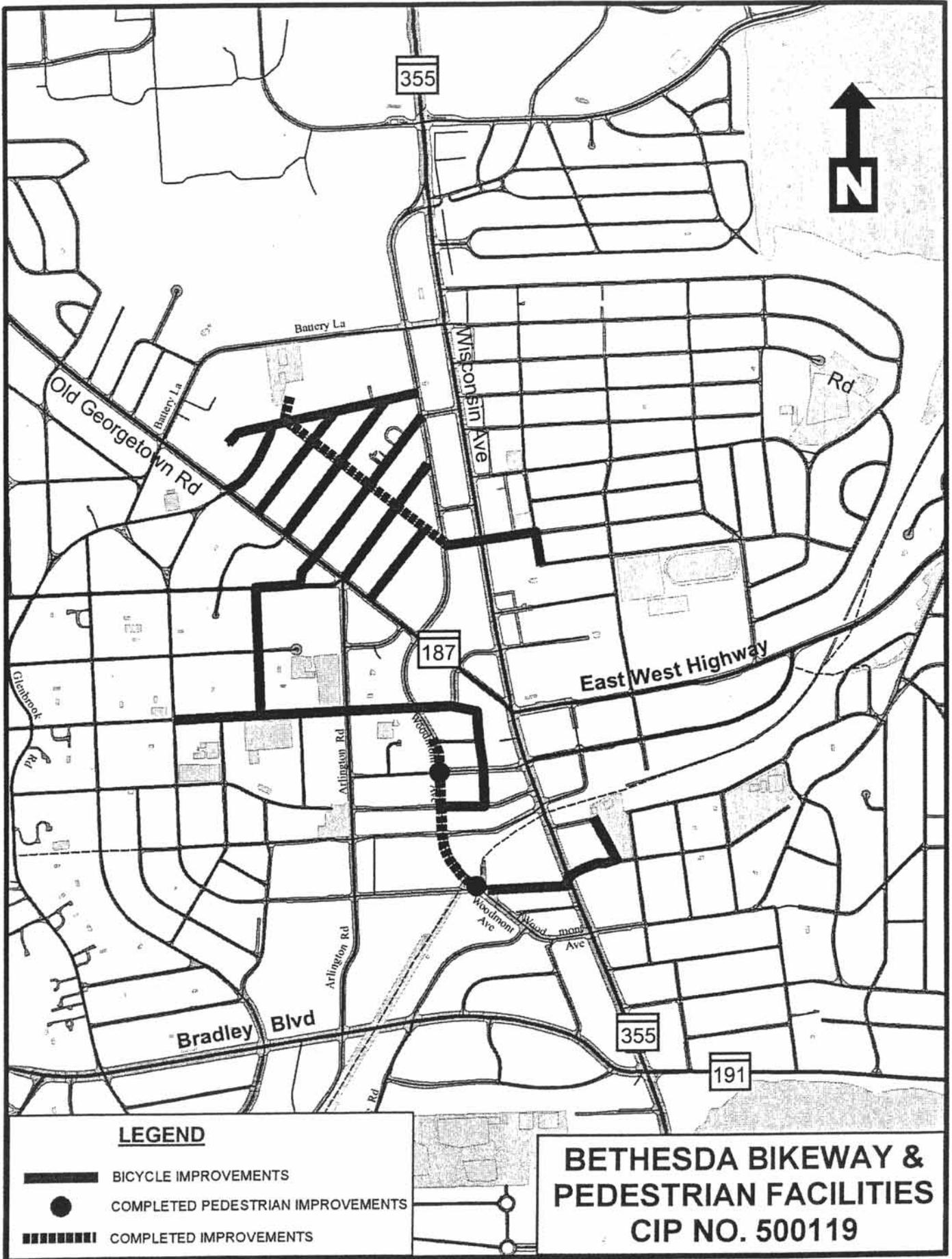
Date First Appropriation	FY04	(\$000)
First Cost Estimate	FY01	3,366
Last FY's Cost Estimate		3,420
Appropriation Request	FY13	0
Appropriation Request Est.	FY14	0
Supplemental Appropriation Request		0
Transfer		0
Cumulative Appropriation		3,420
Expenditures / Encumbrances		2,473
Unencumbered Balance		947
Partial Closeout Thru	FY10	0
New Partial Closeout	FY11	0
Total Partial Closeout		0

COORDINATION

Bethesda Chevy Chase Regional Services Center (BCC)
Bethesda Urban Partnership
Montgomery Bicycle Action Group
Maryland-National Capital Park and Planning Commission
Maryland State Highway Administration
Bethesda CBD Streetscaping
Hard Surface Trail Design and Construction
Resurfacing Park Roads - Bridges
Maryland Mass Transit Administration
Washington Metropolitan Area Transit Authority

MAP

See Map on Next Page



Dale Drive Sidewalk -- No. 500904

Category
Subcategory
Administering Agency
Planning Area

Transportation
Pedestrian Facilities/Bikeways
Transportation
Silver Spring

Date Last Modified
Required Adequate Public Facility
Relocation Impact
Status

January 10, 2012
No
None.
Final Design Stage

EXPENDITURE SCHEDULE (\$000)

Cost Element	Total	Thru FY11	Est. FY12	Total 6 Years	FY13	FY14	FY15	FY16	FY17	FY18	Beyond 6 Years
Planning, Design, and Supervision	643	355	175	113	113	0	0	0	0	0	0
Land	468	137	331	0	0	0	0	0	0	0	0
Site Improvements and Utilities	210	0	210	0	0	0	0	0	0	0	0
Construction	4,049	7	2,112	1,930	1,930	0	0	0	0	0	0
Other	0	0	0	0	0	0	0	0	0	0	0
Total	5,370	499	2,828	2,043	2,043	0	0	0	0	0	0

FUNDING SCHEDULE (\$000)

G.O. Bonds	4,465	499	1,923	2,043	2,043	0	0	0	0	0	0
Intergovernmental	905	0	905	0	0	0	0	0	0	0	0
Total	5,370	499	2,828	2,043	2,043	0	0	0	0	0	0

OPERATING BUDGET IMPACT (\$000)

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

DESCRIPTION

This project provides for right-of-way acquisition and construction of a sidewalk over 1,900 feet in length along the north side of Dale Drive from Mansfield Road to Hartford Avenue in Silver Spring. The sidewalk is estimated to be 5 feet wide. The retaining walls will be approximately 360 linear feet long with height varying from 3 to 11 feet. This project also requires the construction of a storm drain system and will provide for utility relocations for gas (1,900 feet), sewer (1,300 feet), and water mains as well as the corresponding house connections. Pedestrian crossing improvements will be made at the Dale Drive/Mansfield Road intersection to allow safe access to Nolte Park.

ESTIMATED SCHEDULE

Construction started in Fall of 2011 and will be completed within 15 months.

JUSTIFICATION

This project was a part of the Transportation Improvements for New Schools (TINS) program, which provides transportation improvements to Montgomery County Public Schools (MCPS). The TINS program constructed sections of the sidewalk along Dale Drive from Wayne Avenue to Piney Branch Road.

This project increases pedestrian safety by providing a connection to existing sidewalks along Dale Drive between Mansfield Road and Hartford Avenue and facilitates safe pedestrian access to the Sligo Creek Elementary School, Silver Spring International Middle School, public transportation, and Sligo Creek Park. This project will also benefit pedestrians that travel to downtown Silver Spring.

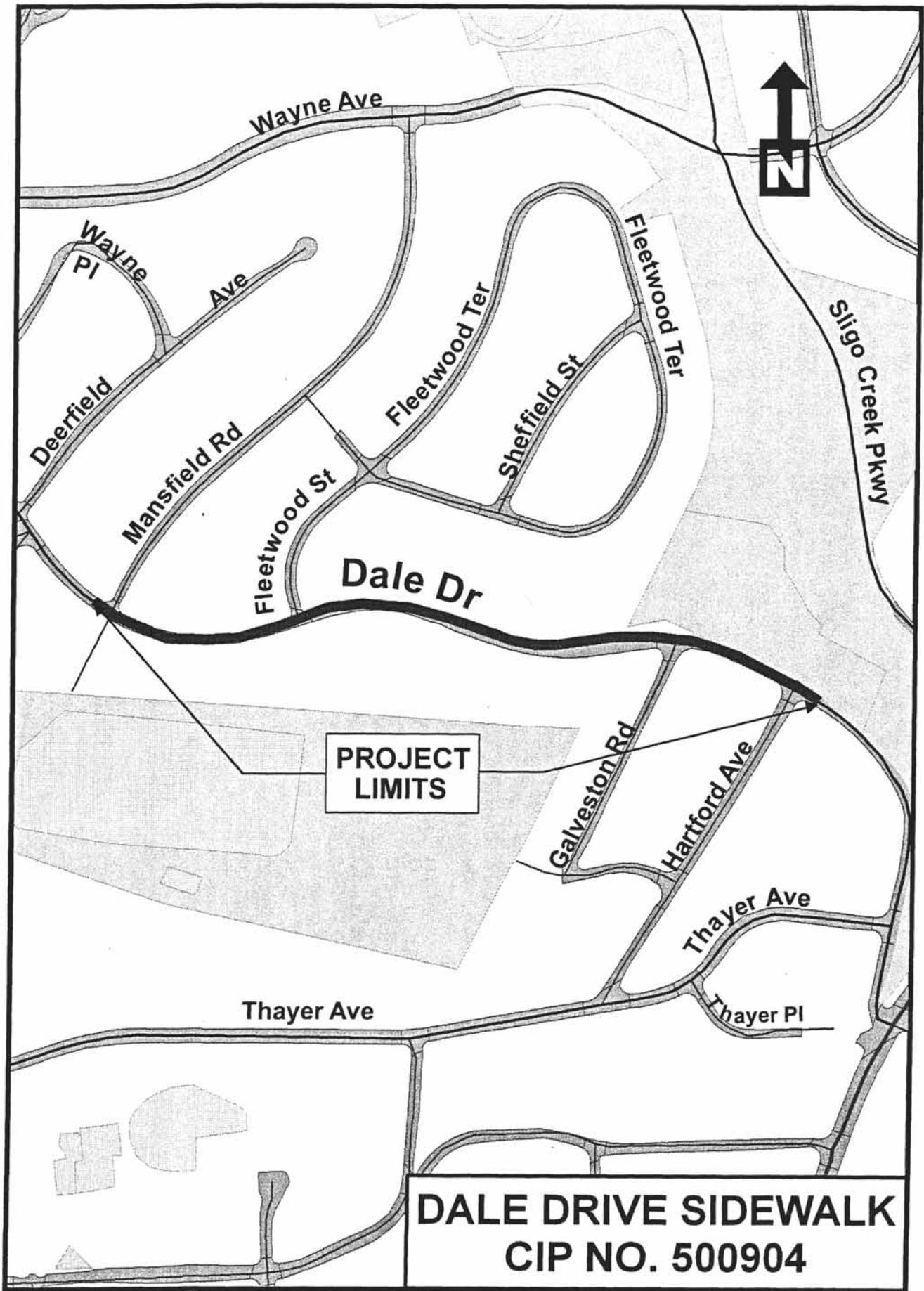
FISCAL NOTE

Intergovernmental revenue represents WSSC's share of the water and sewer utility relocation costs.

OTHER DISCLOSURES

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

APPROPRIATION AND EXPENDITURE DATA	COORDINATION	MAP																																										
<table border="1" style="width: 100%; border-collapse: collapse;"> <tr> <td>Date First Appropriation</td> <td style="text-align: center;">FY09</td> <td style="text-align: right;">(\$000)</td> </tr> <tr> <td>First Cost Estimate</td> <td style="text-align: center;">FY09</td> <td style="text-align: right;">5,370</td> </tr> <tr> <td>Current Scope</td> <td></td> <td style="text-align: right;">5,369</td> </tr> <tr> <td>Last FY's Cost Estimate</td> <td></td> <td style="text-align: right;">0</td> </tr> <tr> <td>Appropriation Request</td> <td style="text-align: center;">FY13</td> <td style="text-align: right;">0</td> </tr> <tr> <td>Appropriation Request Est.</td> <td style="text-align: center;">FY14</td> <td style="text-align: right;">0</td> </tr> <tr> <td>Supplemental Appropriation Request</td> <td></td> <td style="text-align: right;">0</td> </tr> <tr> <td>Transfer</td> <td></td> <td style="text-align: right;">0</td> </tr> <tr> <td>Cumulative Appropriation</td> <td></td> <td style="text-align: right;">5,370</td> </tr> <tr> <td>Expenditures / Encumbrances</td> <td></td> <td style="text-align: right;">584</td> </tr> <tr> <td>Unencumbered Balance</td> <td></td> <td style="text-align: right;">4,786</td> </tr> <tr> <td>Partial Closeout Thru</td> <td style="text-align: center;">FY10</td> <td style="text-align: right;">0</td> </tr> <tr> <td>New Partial Closeout</td> <td style="text-align: center;">FY11</td> <td style="text-align: right;">0</td> </tr> <tr> <td>Total Partial Closeout</td> <td></td> <td style="text-align: right;">0</td> </tr> </table>	Date First Appropriation	FY09	(\$000)	First Cost Estimate	FY09	5,370	Current Scope		5,369	Last FY's Cost Estimate		0	Appropriation Request	FY13	0	Appropriation Request Est.	FY14	0	Supplemental Appropriation Request		0	Transfer		0	Cumulative Appropriation		5,370	Expenditures / Encumbrances		584	Unencumbered Balance		4,786	Partial Closeout Thru	FY10	0	New Partial Closeout	FY11	0	Total Partial Closeout		0	<p>Maryland-National Capital Park and Planning Commission Montgomery County Public Schools Department of Permitting Services Washington Suburban Sanitary Commission PEPCO Verizon Washington Gas & Light Co. Transportation Improvements for Schools</p>	<p>See Map on Next Page</p>
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Partial Closeout Thru	FY10	0																																										
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Total Partial Closeout		0																																										



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

Category
Subcategory
Administering Agency
Planning Area

Transportation
Pedestrian Facilities/Bikeways
Transportation
Potomac-Travilah

Date Last Modified
Required Adequate Public Facility
Relocation Impact
Status

January 10, 2012
No
None.
Final Design Stage

EXPENDITURE SCHEDULE (\$000)

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

FUNDING SCHEDULE (\$000)

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

DESCRIPTION

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

COST CHANGE

Increase due to inflation and overhead charges.

JUSTIFICATION

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

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

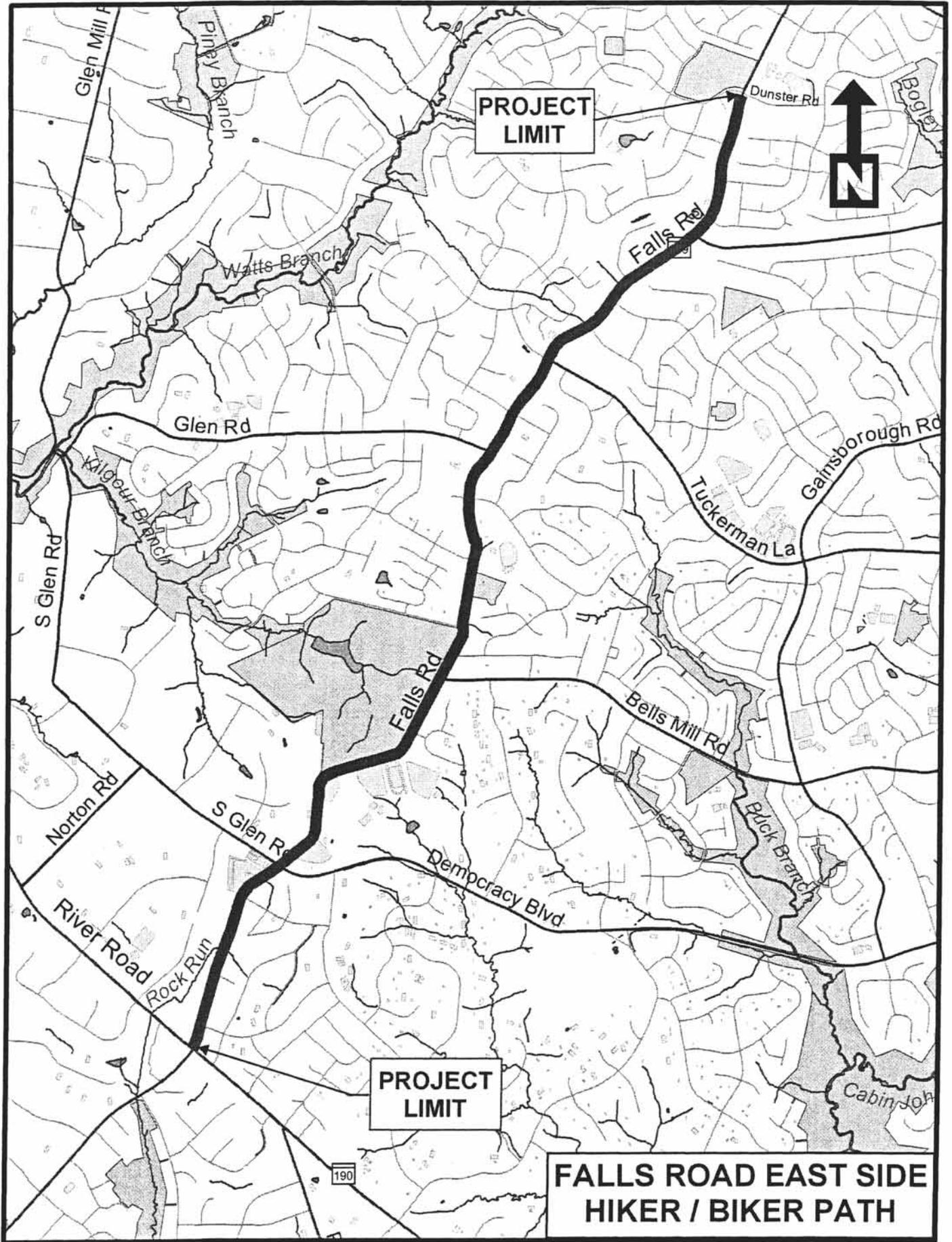
FISCAL NOTE

Project deferred to beyond 6 years due to fiscal capacity. Intergovernmental revenue represents the Washington Suburban Sanitary Commission's (WSSC) portion of the water and sewer relocation costs. Federal Transportation Enhancement Funds will be pursued after property acquisition has been completed.

OTHER DISCLOSURES

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

APPROPRIATION AND EXPENDITURE DATA	COORDINATION	MAP																																																			
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Date First Appropriation	FY	(\$000)																																																			
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Cumulative Appropriation		0																																																			
Expenditures / Encumbrances		0																																																			
Unencumbered Balance		0																																																			
Partial Closeout Thru	FY10	0																																																			
New Partial Closeout	FY11	0																																																			
Total Partial Closeout		0																																																			



Flower Avenue Sidewalk -- No. 501206

Category
Subcategory
Administering Agency
Planning Area

Transportation
Pedestrian Facilities/Bikeways
Transportation
Takoma Park

Date Last Modified
Required Adequate Public Facility
Relocation Impact
Status

January 06, 2012
No
None.
N/A

EXPENDITURE SCHEDULE (\$000)

Cost Element	Total	Thru FY11	Est. FY12	Total 6 Years	FY13	FY14	FY15	FY16	FY17	FY18	Beyond 6 Years
Planning, Design, and Supervision	0	0	0	0	0	0	0	0	0	0	0
Land	0	0	0	0	0	0	0	0	0	0	0
Site Improvements and Utilities	0	0	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0	0
Other	200	0	0	200	0	0	0	70	130	0	0
Total	200	0	0	200	0	0	0	70	130	0	0

FUNDING SCHEDULE (\$000)

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

DESCRIPTION

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

JUSTIFICATION

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

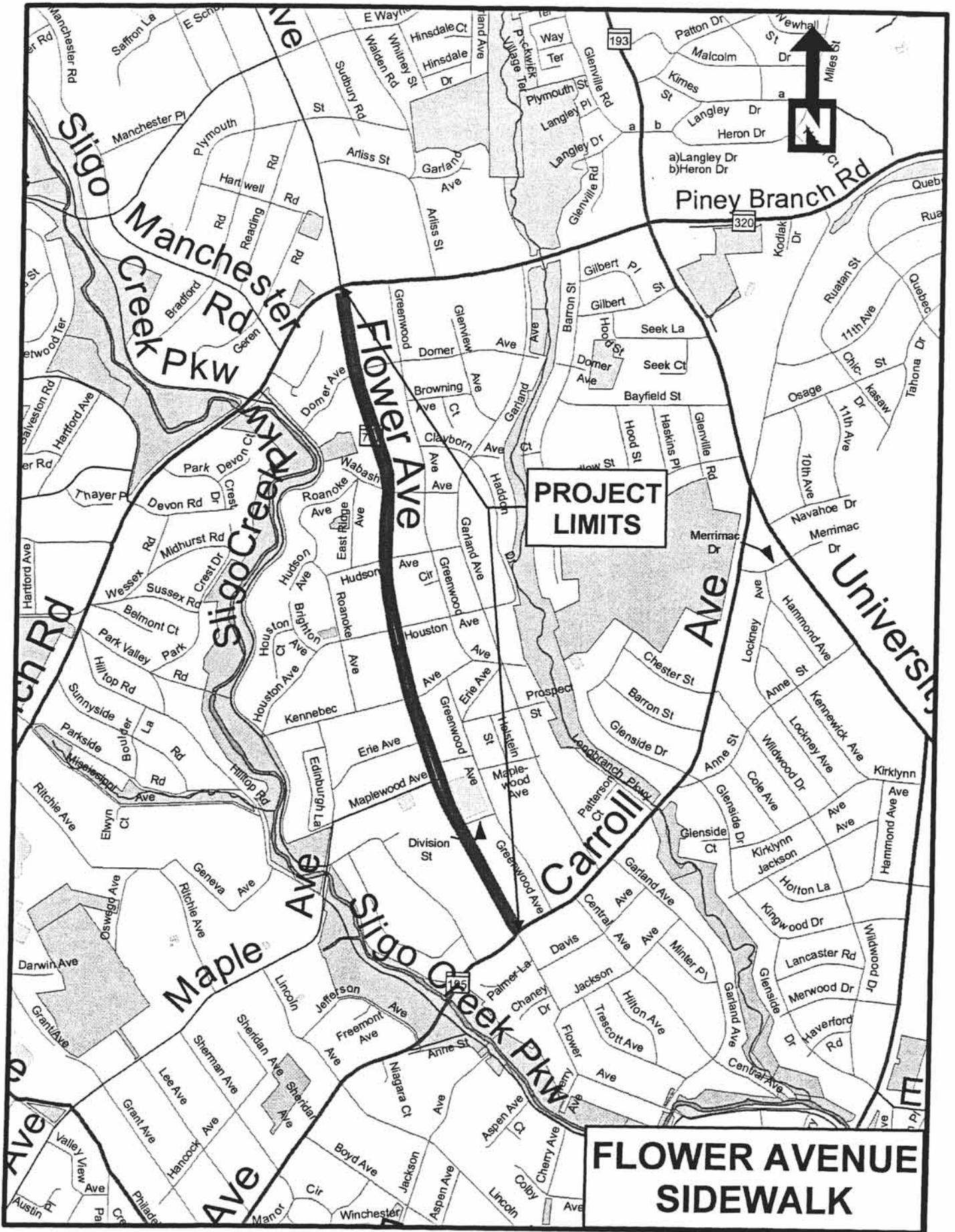
OTHER

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

FISCAL NOTE

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

APPROPRIATION AND EXPENDITURE DATA	COORDINATION	MAP																																																			
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Date First Appropriation	FY	(\$000)																																																			
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Unencumbered Balance		0																																																			
Partial Closeout Thru	FY10	0																																																			
New Partial Closeout	FY11	0																																																			
Total Partial Closeout		0																																																			



**FLOWER AVENUE
SIDEWALK**

Frederick Road Bike Path -- No. 501118

Category
Subcategory
Administering Agency
Planning Area

Transportation
Pedestrian Facilities/Bikeways
Transportation
Germantown

Date Last Modified
Required Adequate Public Facility
Relocation Impact
Status

January 06, 2012
No
None.
Preliminary Design Stage

EXPENDITURE SCHEDULE (\$000)

Cost Element	Total	Thru FY11	Est. FY12	Total 6 Years	FY13	FY14	FY15	FY16	FY17	FY18	Beyond 6 Years
Planning, Design, and Supervision	732	120	582	30	30	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	250	0	0	250	250	0	0	0	0	0	0
Other	0	0	0	0	0	0	0	0	0	0	0
Total	982	120	582	280	280	0	0	0	0	0	0

FUNDING SCHEDULE (\$000)

G.O. Bonds	732	120	582	30	30	0	0	0	0	0	0
State Aid	250	0	0	250	250	0	0	0	0	0	0
Total	982	120	582	280	280	0	0	0	0	0	0

OPERATING BUDGET IMPACT (\$000)

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

DESCRIPTION

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

ESTIMATED SCHEDULE

The segment of sidewalk from Shawnee Lane to Wims Road and a bike path connecting to an existing bike path along MD 355 will be constructed in the Spring of 2013.

COST CHANGE

Increase due to the addition of construction costs.

JUSTIFICATION

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

FISCAL NOTE

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

OTHER DISCLOSURES

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

APPROPRIATION AND EXPENDITURE DATA

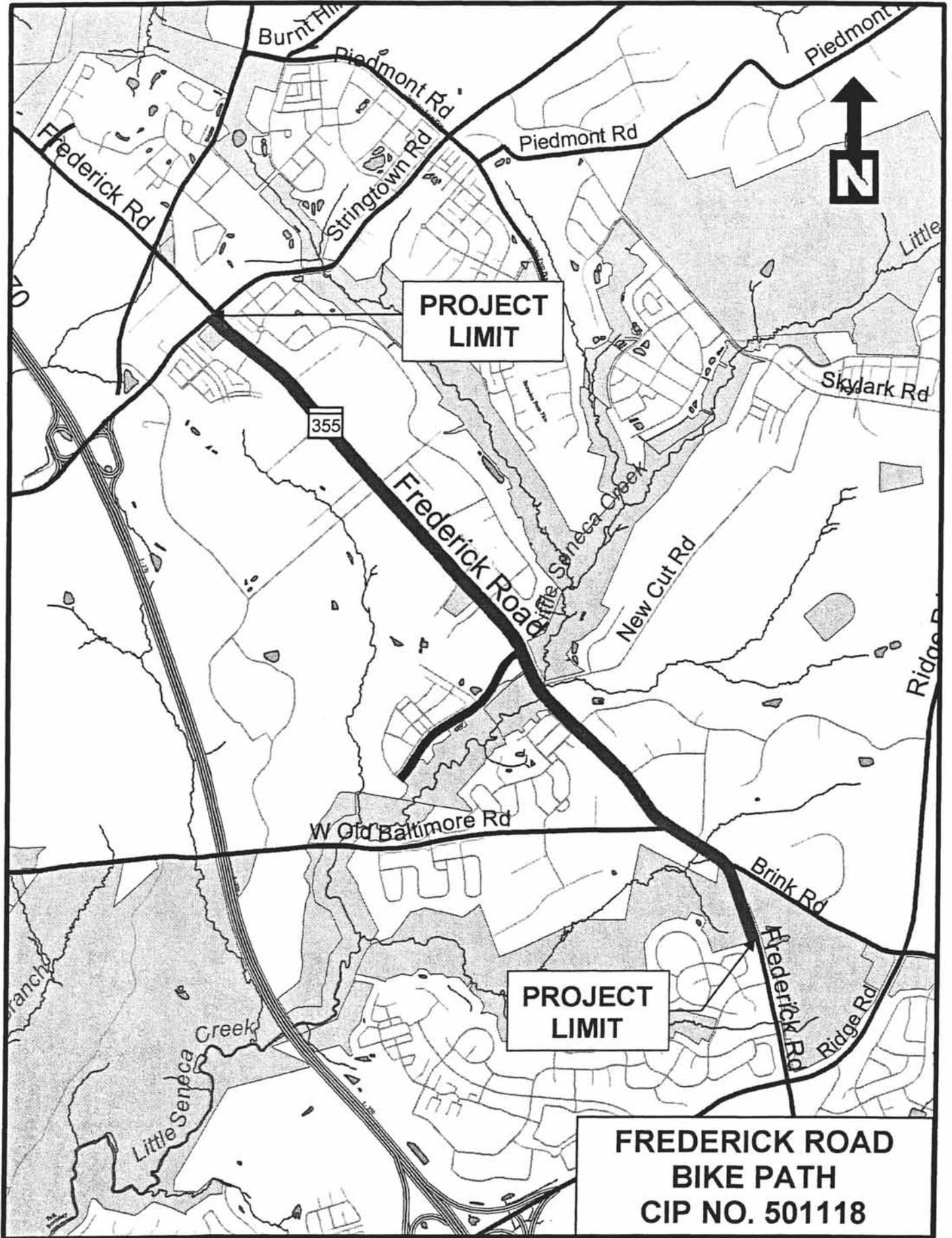
Date First Appropriation	FY11	(\$000)
First Cost Estimate	FY13	982
Current Scope		
Last FY's Cost Estimate		702
Appropriation Request	FY13	280
Appropriation Request Est.	FY14	0
Supplemental Appropriation Request		0
Transfer		0
Cumulative Appropriation		702
Expenditures / Encumbrances		627
Unencumbered Balance		75
Partial Closeout Thru	FY10	0
New Partial Closeout	FY11	0
Total Partial Closeout		0

COORDINATION

Maryland State Highway Administration
Maryland-National Capital Park and Planning
Commission
Utility Companies

MAP

See Map on Next Page



Greentree Road Sidewalk -- No. 500506

Category
Subcategory
Administering Agency
Planning Area

Transportation
Pedestrian Facilities/Bikeways
Transportation
Bethesda-Chevy Chase

Date Last Modified
Required Adequate Public Facility
Relocation Impact
Status

January 07, 2012
No
None.
Final Design Stage

EXPENDITURE SCHEDULE (\$000)

Cost Element	Total	Thru FY11	Est. FY12	Total 6 Years	FY13	FY14	FY15	FY16	FY17	FY18	Beyond 6 Years
Planning, Design, and Supervision	744	369	148	227	135	92	0	0	0	0	0
Land	144	40	104	0	0	0	0	0	0	0	0
Site Improvements and Utilities	336	0	0	336	150	186	0	0	0	0	0
Construction	2,255	0	0	2,255	1,619	636	0	0	0	0	0
Other	7	0	7	0	0	0	0	0	0	0	0
Total	3,486	409	259	2,818	1,904	914	0	0	0	0	0

FUNDING SCHEDULE (\$000)

G.O. Bonds	3,486	409	259	2,818	1,904	914	0	0	0	0	0
Total	3,486	409	259	2,818	1,904	914	0	0	0	0	0

OPERATING BUDGET IMPACT (\$000)

Maintenance				24	0	0	6	6	6	6	6
Energy				24	0	0	6	6	6	6	6
Net Impact				48	0	0	12	12	12	12	12

DESCRIPTION

This project provides for approximately 6,400 linear feet of five-foot wide concrete sidewalk along the north side of Greentree Road, curb and gutter, residential sidewalk ramps, and expansion of existing drainage system from Old Georgetown Road (MD 187) to Fernwood Road. The proposed sidewalk will provide access to public transportation on Old Georgetown Road, a church and a nursing home on Greentree Road, National Institutes of Health (NIH), Suburban Hospital, Bradley Hills Elementary School, Wyngate Elementary School, North Bethesda Middle School, The Woods Academy, Ayrlawn Park, Fernwood Park, McCrills Gardens, and Bradley Park.

ESTIMATED SCHEDULE

Design is estimated to be complete in the Winter of 2011-2012. Construction is estimated to start in the Summer of 2012 and will take approximately 18 months to complete.

JUSTIFICATION

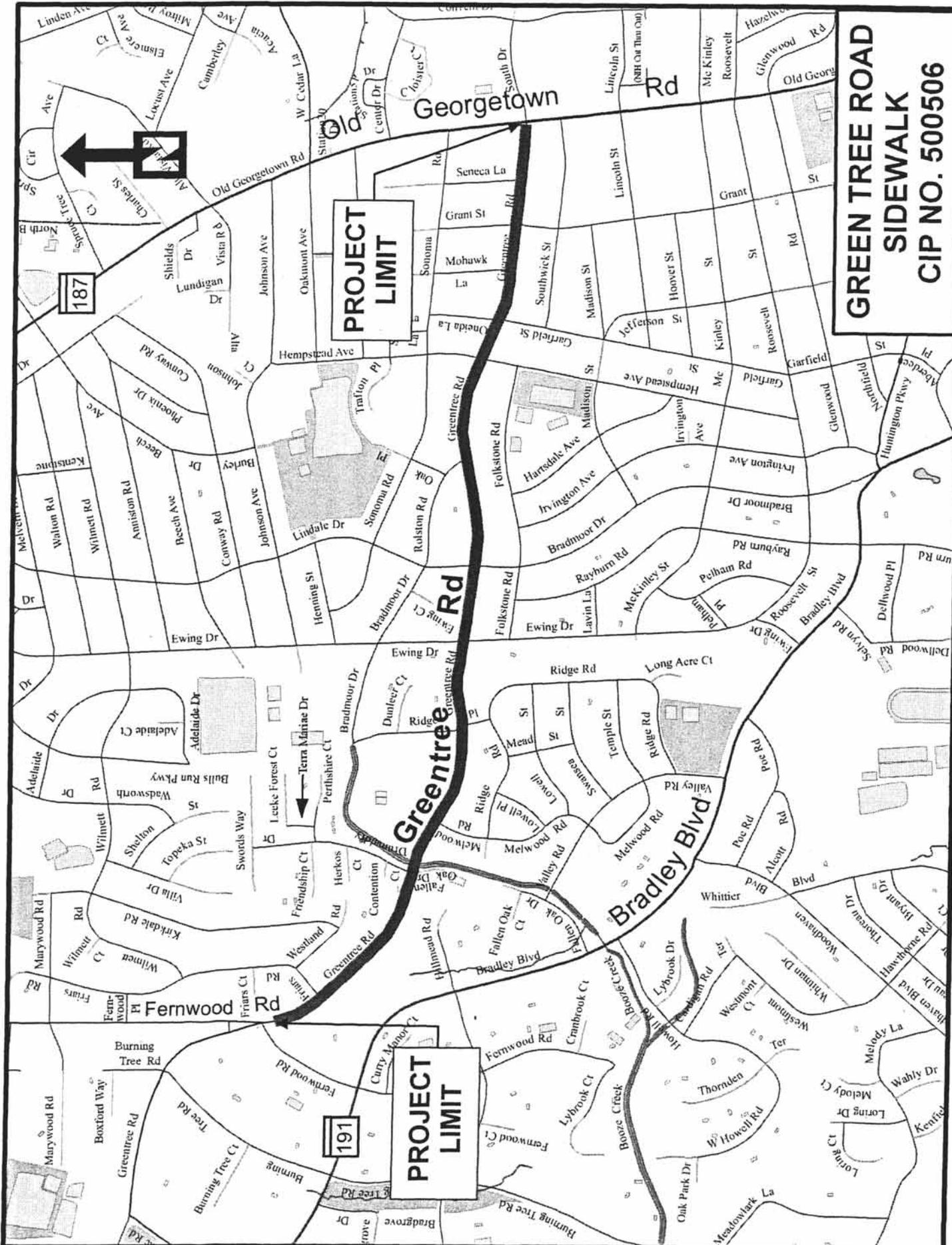
Property owners have contacted the Department of Transportation to request a sidewalk to eliminate the unsafe condition of pedestrians walking along the edge of the road to access NIH and businesses on Old Georgetown Road. This road is a primary traffic connector from Old Georgetown Road to the developed areas west of Old Georgetown Road and has a number of side street connections with Bradley Boulevard. The sidewalk will provide a needed safe path for pedestrians in the community, and the storm drain system is needed to accommodate the curb and gutter constructed as part of the sidewalk. The storm drain system will also improve the drainage along Greentree Road, particularly along the older, narrower segment, which lacks adequate drainage.

Montgomery County Department of Transportation prepared a Transportation Facility Planning study entitled "Greentree Road Sidewalk, Phase 1 - Facility Planning Study, Purpose and Needs Statement" dated July 7, 2003, which is consistent with the Bethesda-Chevy Chase Master Plan.

OTHER DISCLOSURES

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

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



**GREEN TREE ROAD
SIDEWALK
CIP NO. 500506**

MacArthur Blvd Bikeway Improvements -- No. 500718

Category
Subcategory
Administering Agency
Planning Area

Transportation
Pedestrian Facilities/Bikeways
Transportation
Potomac-Travilah

Date Last Modified
Required Adequate Public Facility
Relocation Impact
Status

January 07, 2012
No
None.
Final Design Stage

EXPENDITURE SCHEDULE (\$000)

Cost Element	Total	Thru FY11	Est. FY12	Total 6 Years	FY13	FY14	FY15	FY16	FY17	FY18	Beyond 6 Years
Planning, Design, and Supervision	2,845	691	285	1,869	456	1,216	197	0	0	0	0
Land	216	33	183	0	0	0	0	0	0	0	0
Site Improvements and Utilities	260	0	0	260	260	0	0	0	0	0	0
Construction	5,389	0	0	5,389	1,329	3,394	666	0	0	0	0
Other	0	0	0	0	0	0	0	0	0	0	0
Total	8,710	724	468	7,518	2,045	4,610	863	0	0	0	0

FUNDING SCHEDULE (\$000)

G.O. Bonds	8,710	724	468	7,518	2,045	4,610	863	0	0	0	0
Total	8,710	724	468	7,518	2,045	4,610	863	0	0	0	0

OPERATING BUDGET IMPACT (\$000)

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

DESCRIPTION

This project provides for bikeway improvements along 13,800 feet of MacArthur Boulevard, from I-495 to Oberlin Avenue. To encourage alternate modes of travel and enhance pedestrian safety, the pavement will be widened to provide 2-3 foot shoulders to accommodate the needs of on-road commuter and experienced bicyclists. The existing shared-use path will be upgraded to current standards to promote usage and enhance safety for all users. This project will also provide for spot improvements to MacArthur Boulevard to enhance safety for pedestrians, cyclists and motorists.

ESTIMATED SCHEDULE

The design phase is to be completed in the Winter of 2011-2012. Construction will start in the Spring of 2012 and will be completed within 18 months.

JUSTIFICATION

This project improves safety and accessibility for pedestrians and bicyclists of all experience levels and enhances connectivity with other bikeways in the vicinity. In addition, spot improvements will improve deficiencies and immediate safety on MacArthur Boulevard.

The Department of Transportation (DOT) prepared a Transportation Facility Planning Study document entitled "MacArthur Boulevard Bike Path/Lane Improvements-Project Prospectus" in February 2004, which is consistent with the October 2004 Potomac Subregion Master Plan and the 1978 Master Plan Bikeways.

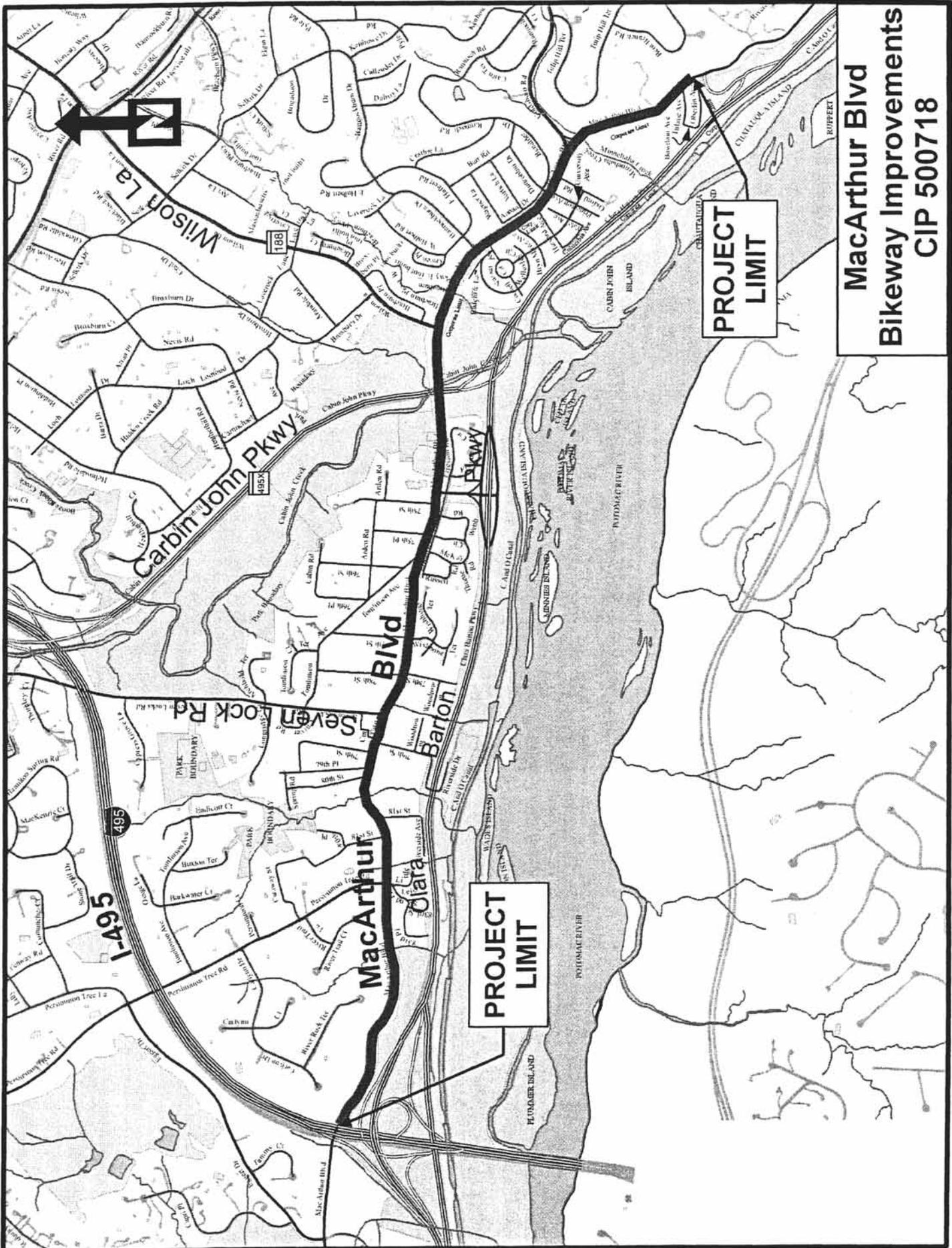
OTHER

Preliminary design costs were funded under the Facility Planning: Transportation (No. 509337).

OTHER DISCLOSURES

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

APPROPRIATION AND EXPENDITURE DATA	COORDINATION	MAP																																										
<table border="1" style="width: 100%; border-collapse: collapse;"> <tr> <td>Date First Appropriation</td> <td style="text-align: center;">FY07</td> <td style="text-align: right;">(\$000)</td> </tr> <tr> <td>First Cost Estimate</td> <td style="text-align: center;">FY09</td> <td style="text-align: right;">8,710</td> </tr> <tr> <td>Current Scope</td> <td></td> <td style="text-align: right;">8,710</td> </tr> <tr> <td>Last FY's Cost Estimate</td> <td></td> <td style="text-align: right;">8,710</td> </tr> <tr> <td>Appropriation Request</td> <td style="text-align: center;">FY13</td> <td style="text-align: right;">0</td> </tr> <tr> <td>Appropriation Request Est.</td> <td style="text-align: center;">FY14</td> <td style="text-align: right;">0</td> </tr> <tr> <td>Supplemental Appropriation Request</td> <td></td> <td style="text-align: right;">0</td> </tr> <tr> <td>Transfer</td> <td></td> <td style="text-align: right;">0</td> </tr> <tr> <td>Cumulative Appropriation</td> <td></td> <td style="text-align: right;">8,710</td> </tr> <tr> <td>Expenditures / Encumbrances</td> <td></td> <td style="text-align: right;">728</td> </tr> <tr> <td>Unencumbered Balance</td> <td></td> <td style="text-align: right;">7,982</td> </tr> <tr> <td>Partial Closeout Thru</td> <td style="text-align: center;">FY10</td> <td style="text-align: right;">0</td> </tr> <tr> <td>New Partial Closeout</td> <td style="text-align: center;">FY11</td> <td style="text-align: right;">0</td> </tr> <tr> <td>Total Partial Closeout</td> <td></td> <td style="text-align: right;">0</td> </tr> </table>	Date First Appropriation	FY07	(\$000)	First Cost Estimate	FY09	8,710	Current Scope		8,710	Last FY's Cost Estimate		8,710	Appropriation Request	FY13	0	Appropriation Request Est.	FY14	0	Supplemental Appropriation Request		0	Transfer		0	Cumulative Appropriation		8,710	Expenditures / Encumbrances		728	Unencumbered Balance		7,982	Partial Closeout Thru	FY10	0	New Partial Closeout	FY11	0	Total Partial Closeout		0	<p>United States Army Corps of Engineers Maryland-National Capital Park and Planning Commission National Park Service Department of Permitting Services Utility Companies Town of Glen Echo Facility Planning: Transportation</p>	<p>See Map on Next Page</p>
Date First Appropriation	FY07	(\$000)																																										
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Total Partial Closeout		0																																										



**MacArthur Blvd
Bikeway Improvements
CIP 500718**

**PROJECT
LIMIT**

**PROJECT
LIMIT**

MD 355 Crossing (BRAC) -- No. 501209

Category
Subcategory
Administering Agency
Planning Area

Transportation
Pedestrian Facilities/Bikeways
Transportation
Bethesda-Chevy Chase

Date Last Modified
Required Adequate Public Facility
Relocation Impact
Status

January 10, 2012
No
None.
Preliminary Design Stage

EXPENDITURE SCHEDULE (\$000)

Cost Element	Total	Thru FY11	Est. FY12	Total 6 Years	FY13	FY14	FY15	FY16	FY17	FY18	Beyond 6 Years
Planning, Design, and Supervision	11,854	0	2,500	9,354	4,319	1,500	2,035	1,500	0	0	0
Land	0	0	0	0	0	0	0	0	0	0	0
Site Improvements and Utilities	14,750	0	0	14,750	0	7,184	6,681	885	0	0	0
Construction	41,570	0	0	41,570	0	17,780	20,690	3,100	0	0	0
Other	0	0	0	0	0	0	0	0	0	0	0
Total	68,174	0	2,500	65,674	4,319	26,464	29,406	5,485	0	0	0

FUNDING SCHEDULE (\$000)

Federal Aid	68,174	0	2,500	65,674	4,319	26,464	29,406	5,485	0	0	0
Total	68,174	0	2,500	65,674	4,319	26,464	29,406	5,485	0	0	0

DESCRIPTION

This design-build project provides for right-of-way negotiations, utility relocations, and the design and construction of a multimodal grade separated connection between the Walter Reed National Military Medical Center (WRNMMC) and the Medical Center Metro Rail station. The project consists of two major elements: (1) a shallow pedestrian and bicycle underpass below MD 355/Rockville Pike just south of the South Wood Road/South Drive intersection; access to the underpass will be provided by elevators, escalators and stairs; and (2) a bank of three high speed elevators on the eastern side of MD 355 that will provide a direct connection from the WRNMMC to the existing Metro station mezzanine, about 120 feet below the elevation of MD 355. Canopies will cover the stairs and escalators. The project also includes extension of the southbound MD 355 left turn lane in the existing median to provide additional queuing for vehicles turning into the WRNMMC hospital entrance at South Wood Road; expansion of the curb radius at the northwestern corner of MD 355/South Drive to improve bus access to the Metrorail station; and stormwater management. The scope of the work is included in the NEPA document prepared by the County Department of Transportation (DOT) and approved by the Federal Highway Administration.

ESTIMATED SCHEDULE

This project is expected to start design FY12 and complete construction in FY16.

JUSTIFICATION

This project is needed to improve the mobility, traffic operations, and safety for all facility users within the project area by reducing existing conflicts between pedestrians and vehicles. Currently, transit users, pedestrians, and bicyclists crossing MD 355 between WRNMMC, the Medical Center Metrorail Station, and the National Institutes of Health (NIH) must compete for traffic signal time and space with very high traffic volumes along the 6 lanes of MD 355 and with the traffic turning to and from South Wood Road and from South Drive onto MD 355. With the implementation of the 2005 Base Realignment and Closure Act (BRAC), the existing conflicts will increase as the number of visitors to the Hospital is expected to double from the current 500,000 visitors per year to 1,000,000 visitors per year. It is also expected that a majority of visitors will rely on public transportation which requires them to cross MD 355 since parking availability at the site has been significantly reduced.

OTHER

This project is design-build where a single contractor will perform both design and construction of the project, resulting in cost and time savings.

FISCAL NOTE

This project is funded entirely with Federal Aid.

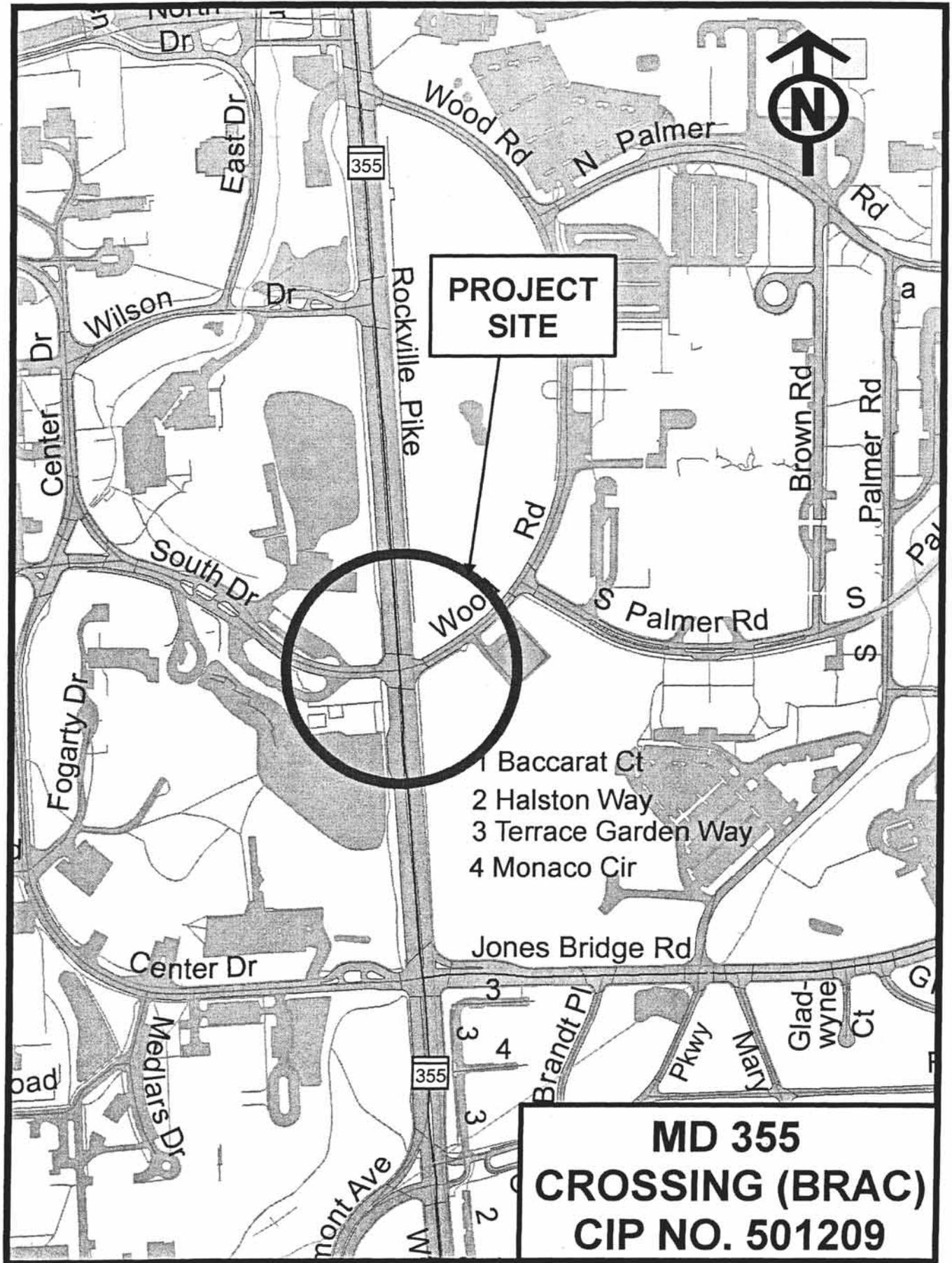
Preliminary design and environmental analysis (NEPA Study) funding was included in the State Transportation Participation project (500722) in the amount of \$880,000.

The additional FY13 appropriation in the amount of \$40 million is for a competitive Federal Grant under the U.S. Office of Economic Adjustment (OEA).

OTHER DISCLOSURES

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

APPROPRIATION AND EXPENDITURE DATA	COORDINATION	MAP																																										
<table border="1" style="width: 100%; border-collapse: collapse;"> <tr> <td>Date First Appropriation</td> <td style="text-align: center;">FY12</td> <td style="text-align: right;">(\$000)</td> </tr> <tr> <td>First Cost Estimate</td> <td style="text-align: center;">FY12</td> <td style="text-align: right;">68,174</td> </tr> <tr> <td>Current Scope</td> <td></td> <td></td> </tr> <tr> <td>Last FY's Cost Estimate</td> <td></td> <td style="text-align: right;">0</td> </tr> <tr> <td>Appropriation Request</td> <td style="text-align: center;">FY13</td> <td style="text-align: right;">40,000</td> </tr> <tr> <td>Appropriation Request Est.</td> <td style="text-align: center;">FY14</td> <td style="text-align: right;">0</td> </tr> <tr> <td>Supplemental Appropriation Request</td> <td></td> <td style="text-align: right;">28,174</td> </tr> <tr> <td>Transfer</td> <td></td> <td style="text-align: right;">0</td> </tr> <tr> <td>Cumulative Appropriation</td> <td></td> <td style="text-align: right;">0</td> </tr> <tr> <td>Expenditures / Encumbrances</td> <td></td> <td style="text-align: right;">0</td> </tr> <tr> <td>Unencumbered Balance</td> <td></td> <td style="text-align: right;">0</td> </tr> <tr> <td>Partial Closeout Thru</td> <td style="text-align: center;">FY10</td> <td style="text-align: right;">0</td> </tr> <tr> <td>New Partial Closeout</td> <td style="text-align: center;">FY11</td> <td style="text-align: right;">0</td> </tr> <tr> <td>Total Partial Closeout</td> <td></td> <td style="text-align: right;">0</td> </tr> </table>	Date First Appropriation	FY12	(\$000)	First Cost Estimate	FY12	68,174	Current Scope			Last FY's Cost Estimate		0	Appropriation Request	FY13	40,000	Appropriation Request Est.	FY14	0	Supplemental Appropriation Request		28,174	Transfer		0	Cumulative Appropriation		0	Expenditures / Encumbrances		0	Unencumbered Balance		0	Partial Closeout Thru	FY10	0	New Partial Closeout	FY11	0	Total Partial Closeout		0	<p>Maryland-National Capital Park & Planning Commission Maryland State Highway Administration Maryland Department of the Environment Maryland Department of Planning/Maryland Historical Trust Washington Metropolitan Area Transit Authority Federal Highway Administration Naval Support Activity Bethesda National Institutes of Health</p>	<p>See Map on Next Page</p>
Date First Appropriation	FY12	(\$000)																																										
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Cumulative Appropriation		0																																										
Expenditures / Encumbrances		0																																										
Unencumbered Balance		0																																										
Partial Closeout Thru	FY10	0																																										
New Partial Closeout	FY11	0																																										
Total Partial Closeout		0																																										



MD 355 Sidewalk (Hyattstown) -- No. 501104

Category
Subcategory
Administering Agency
Planning Area

Transportation
Pedestrian Facilities/Bikeways
Transportation
Clarksburg

Date Last Modified
Required Adequate Public Facility
Relocation Impact
Status

January 10, 2012
No
None.
Preliminary Design Stage

EXPENDITURE SCHEDULE (\$000)

Cost Element	Total	Thru FY11	Est. FY12	Total 6 Years	FY13	FY14	FY15	FY16	FY17	FY18	Beyond 6 Years
Planning, Design, and Supervision	813	97	507	209	10	199	0	0	0	0	0
Land	102	2	0	100	100	0	0	0	0	0	0
Site Improvements and Utilities	324	0	108	216	56	160	0	0	0	0	0
Construction	732	0	0	732	0	732	0	0	0	0	0
Other	0	0	0	0	0	0	0	0	0	0	0
Total	1,971	99	615	1,257	166	1,091	0	0	0	0	0

FUNDING SCHEDULE (\$000)

G.O. Bonds	1,966	99	615	1,252	166	1,086	0	0	0	0	0
Intergovernmental	5	0	0	5	0	5	0	0	0	0	0
Total	1,971	99	615	1,257	166	1,091	0	0	0	0	0

OPERATING BUDGET IMPACT (\$000)

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

DESCRIPTION

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

ESTIMATED SCHEDULE

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

COST CHANGE

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

JUSTIFICATION

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

OTHER

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

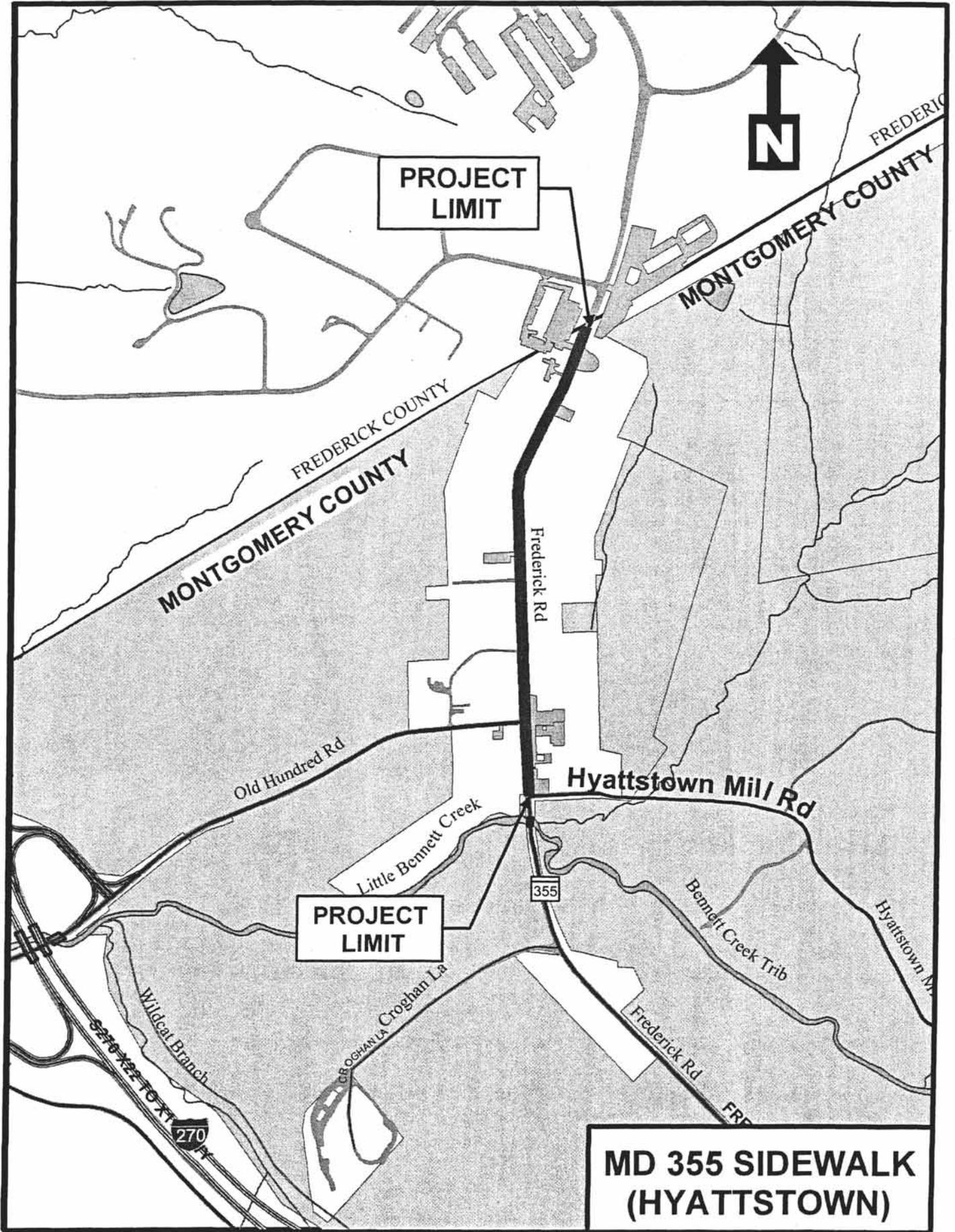
FISCAL NOTE

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

OTHER DISCLOSURES

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

APPROPRIATION AND EXPENDITURE DATA	COORDINATION	MAP												
<table border="1"> <tr> <td>Date First Appropriation</td> <td>FY11</td> <td>(\$000)</td> </tr> <tr> <td>First Cost Estimate</td> <td>FY13</td> <td>1,971</td> </tr> <tr> <td>Current Scope</td> <td></td> <td></td> </tr> <tr> <td>Last FY's Cost Estimate</td> <td></td> <td>714</td> </tr> </table>	Date First Appropriation	FY11	(\$000)	First Cost Estimate	FY13	1,971	Current Scope			Last FY's Cost Estimate		714	Maryland Department of the Environment Montgomery County Department of Permitting Services Maryland-National Capital Park and Planning Commission Maryland State Highway Administration Maryland Historical Trust Utility Companies Upcounty Regional Services Center	See Map on Next Page
Date First Appropriation	FY11	(\$000)												
First Cost Estimate	FY13	1,971												
Current Scope														
Last FY's Cost Estimate		714												
<table border="1"> <tr> <td>Appropriation Request</td> <td>FY13</td> <td>166</td> </tr> <tr> <td>Appropriation Request Est.</td> <td>FY14</td> <td>1,091</td> </tr> <tr> <td>Supplemental Appropriation Request</td> <td></td> <td>0</td> </tr> <tr> <td>Transfer</td> <td></td> <td>0</td> </tr> </table>	Appropriation Request	FY13	166	Appropriation Request Est.	FY14	1,091	Supplemental Appropriation Request		0	Transfer		0		
Appropriation Request	FY13	166												
Appropriation Request Est.	FY14	1,091												
Supplemental Appropriation Request		0												
Transfer		0												
<table border="1"> <tr> <td>Cumulative Appropriation</td> <td>714</td> </tr> <tr> <td>Expenditures / Encumbrances</td> <td>120</td> </tr> <tr> <td>Unencumbered Balance</td> <td>594</td> </tr> </table>	Cumulative Appropriation	714	Expenditures / Encumbrances	120	Unencumbered Balance	594								
Cumulative Appropriation	714													
Expenditures / Encumbrances	120													
Unencumbered Balance	594													
<table border="1"> <tr> <td>Partial Closeout Thru</td> <td>FY10</td> <td>0</td> </tr> <tr> <td>New Partial Closeout</td> <td>FY11</td> <td>0</td> </tr> <tr> <td>Total Partial Closeout</td> <td></td> <td>0</td> </tr> </table>	Partial Closeout Thru	FY10	0	New Partial Closeout	FY11	0	Total Partial Closeout		0					
Partial Closeout Thru	FY10	0												
New Partial Closeout	FY11	0												
Total Partial Closeout		0												



**MD 355 SIDEWALK
(HYATTSTOWN)**

Metropolitan Branch Trail -- No. 501110

Category
Subcategory
Administering Agency
Planning Area

Transportation
Pedestrian Facilities/Bikeways
Transportation
Silver Spring

Date Last Modified
Required Adequate Public Facility
Relocation Impact
Status

January 10, 2012
No
None.
Preliminary Design Stage

EXPENDITURE SCHEDULE (\$000)

Cost Element	Total	Thru FY11	Est. FY12	Total 6 Years	FY13	FY14	FY15	FY16	FY17	FY18	Beyond 6 Years
Planning, Design, and Supervision	2,683	418	630	0	0	0	0	0	0	0	1,635
Land	3,783	8	0	0	0	0	0	0	0	0	3,775
Site Improvements and Utilities	586	0	0	0	0	0	0	0	0	0	586
Construction	2,947	0	0	0	0	0	0	0	0	0	2,947
Other	0	0	0	0	0	0	0	0	0	0	0
Total	9,999	426	630	0	0	0	0	0	0	0	8,943

FUNDING SCHEDULE (\$000)

G.O. Bonds	9,999	426	630	0	0	0	0	0	0	0	8,943
Total	9,999	426	630	0	8,943						

DESCRIPTION

This project provides for completing preliminary engineering and final engineering necessary to obtain CSX and WMATA approvals for the 0.62 mile segment of this trail in Montgomery County between the end of the existing trail in Takoma Park and the Silver Spring Transit Center. The trail will be designed 8 - 10 feet in width. This project also includes the land acquisition, site improvements, utility relocations and construction of the project from the Silver Spring Transit Center to Georgia Avenue at its intersection with Sligo Avenue (Phase I). The trail design east of Georgia Avenue to the existing end of the trail in Takoma Park (Phase II) will utilize the Philadelphia Avenue and Fenton Street rights-of-way.

COST CHANGE

Cost decrease due to adoption of alternative cost-effective design.

JUSTIFICATION

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

Plans & Studies: Silver Spring Central Business District Sector Plan.

OTHER

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

FISCAL NOTE

Project deferred to beyond six years due to fiscal capacity. Federal Transportation Enhancement Funds will be pursued after property acquisition is complete.

OTHER DISCLOSURES

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

APPROPRIATION AND EXPENDITURE DATA

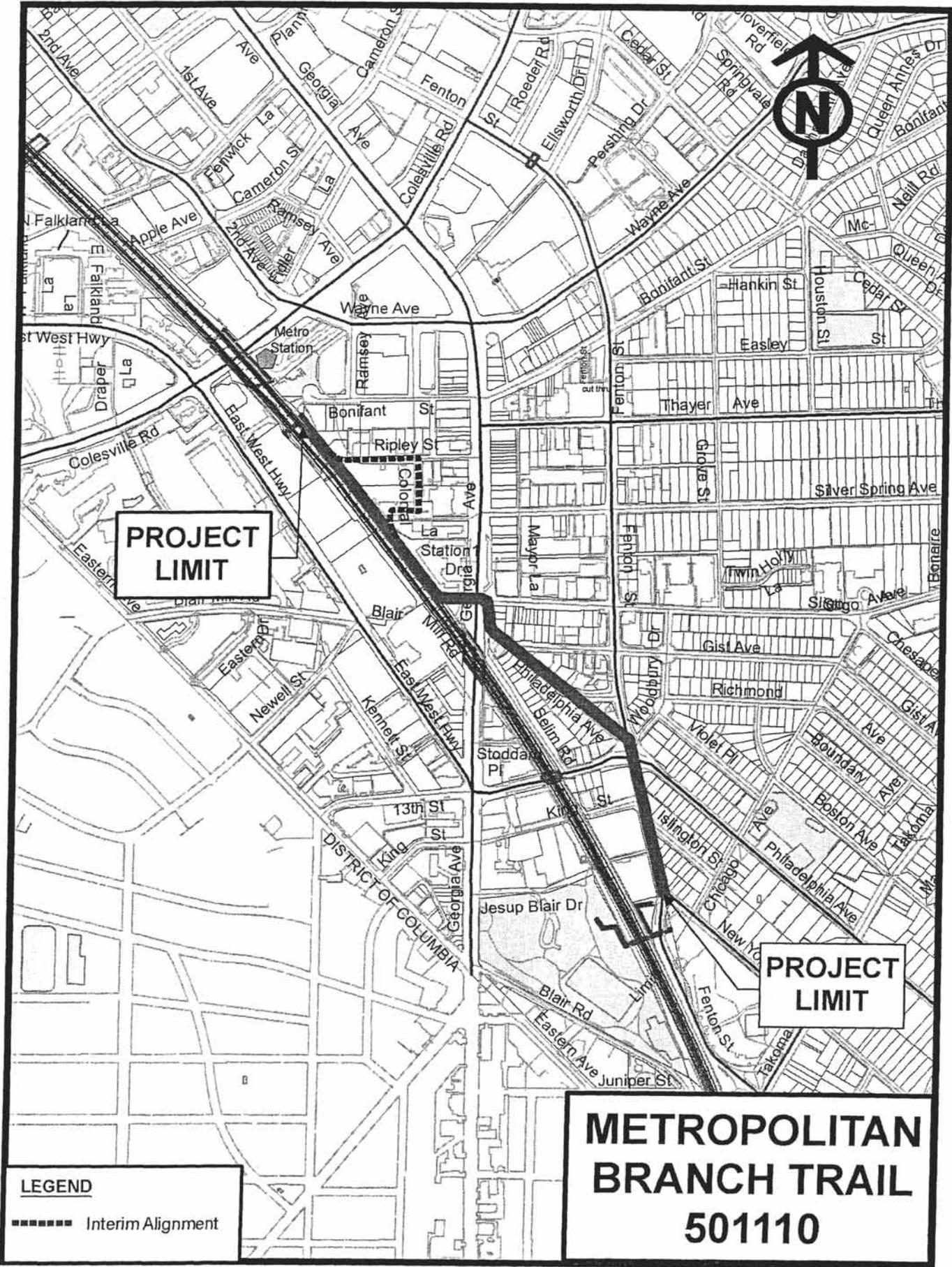
Date First Appropriation	FY11	(\$000)
First Cost Estimate	FY13	9,999
Current Scope		
Last FY's Cost Estimate		12,140
Appropriation Request	FY13	-700
Appropriation Request Est.	FY14	0
Supplemental Appropriation Request		0
Transfer		0
Cumulative Appropriation		1,780
Expenditures / Encumbrances		1,615
Unencumbered Balance		165
Partial Closeout Thru	FY10	0
New Partial Closeout	FY11	0
Total Partial Closeout		0

COORDINATION

Washington Metropolitan Area Transit Authority
CSX-Transportation
Maryland State Highway Administration
Montgomery College
Maryland Historical Trust
Purple Line Project
Maryland-National Capital Park and Planning Commission
Montgomery County Department of Health and Human Services

MAP

See Map on Next Page



LEGEND

----- Interim Alignment

**METROPOLITAN
BRANCH TRAIL
501110**

Needwood Road Bikepath -- No. 501304

Category
Subcategory
Administering Agency
Planning Area

Transportation
Pedestrian Facilities/Bikeways
Transportation
Shady Grove Vicinity

Date Last Modified
Required Adequate Public Facility
Relocation Impact
Status

January 10, 2012
Yes
None.
Planning Stage

EXPENDITURE SCHEDULE (\$000)

Cost Element	Total	Thru FY11	Est. FY12	Total 6 Years	FY13	FY14	FY15	FY16	FY17	FY18	Beyond 6 Years
Planning, Design, and Supervision	400	0	0	400	320	80	0	0	0	0	0
Land	0	0	0	0	0	0	0	0	0	0	0
Site Improvements and Utilities	0	0	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0	0
Other	0	0	0	0	0	0	0	0	0	0	0
Total	400	0	0	400	320	80	0	0	0	0	0

FUNDING SCHEDULE (\$000)

G.O. Bonds	400	0	0	400	320	80	0	0	0	0	0
Total	400	0	0	400	320	80	0	0	0	0	0

DESCRIPTION

This project provides for the design of a new 8-foot wide shared use path along the south side of Needwood Road, a distance of approximately 0.8 miles, between Equestrian Lane and Muncaster Mill Road (MD 115) in order to provide a safe and continuous pedestrian and bike connection to the Shady Grove Metro Station, Colonel Zadok Magruder High School, the ICC Shared Use Path, Rock Creek Trail, future North Branch Trail, and Rock Creek Regional Park (Lake Needwood). The project will also include the design of the crossing of Muncaster Mill Road at Needwood Road intersection and a new 6-foot sidewalk along the east side of Muncaster Mill Road, a distance of approximately 450 feet, from Needwood Road to Colonel Zadok Magruder High School.

ESTIMATED SCHEDULE

The design is estimated to start in the Summer of 2012 and be completed in 18 months.

JUSTIFICATION

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

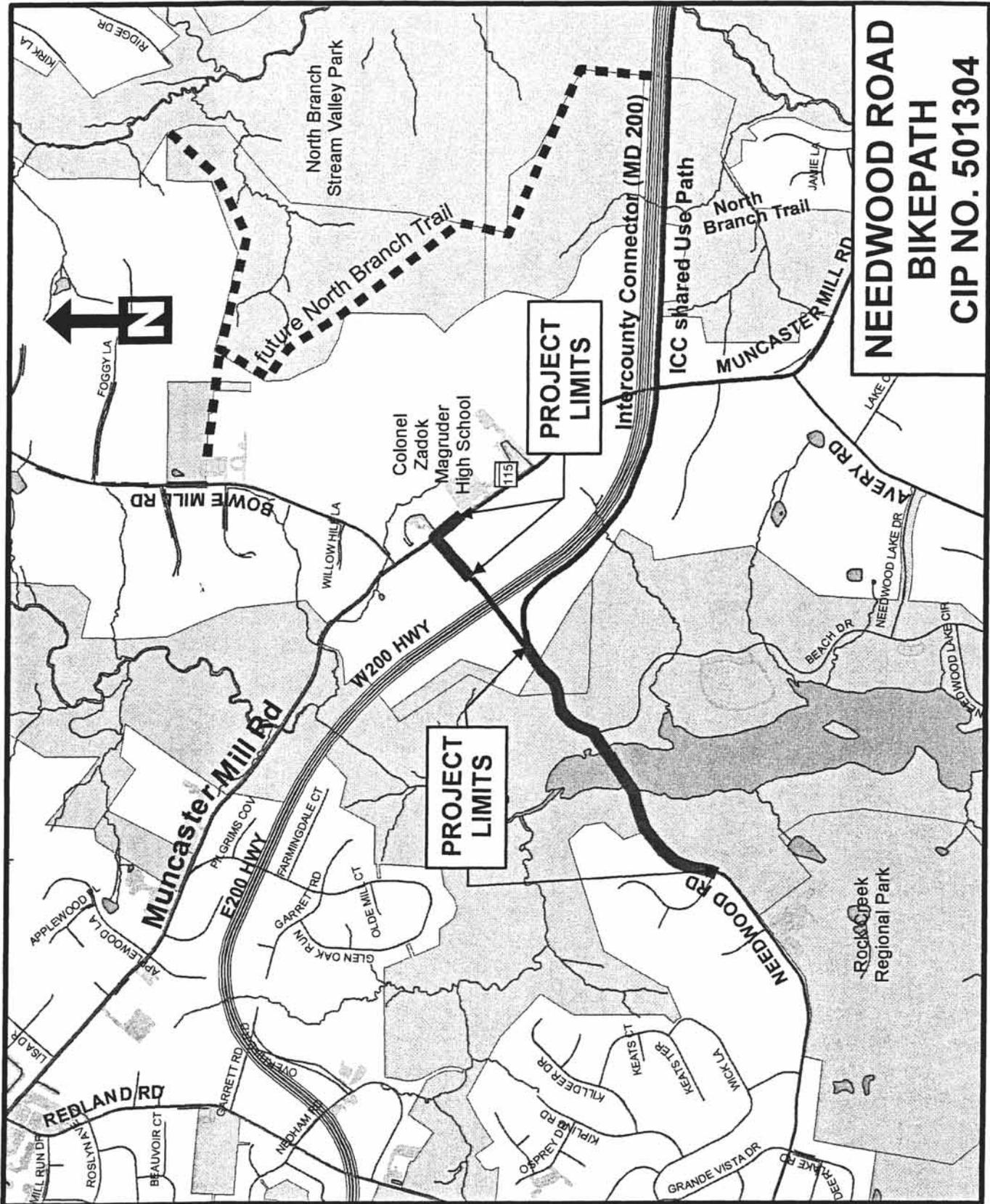
FISCAL NOTE

The estimated cost of the project, including design, land acquisition, site improvements, utility relocation, and construction, is in the range of \$2.5-\$3.0 million. Funds for this project were originally programmed in Annual Bikeway Program (No. 507596).

OTHER DISCLOSURES

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

APPROPRIATION AND EXPENDITURE DATA	COORDINATION	MAP																																																			
<table border="1" style="width: 100%; border-collapse: collapse;"> <tr> <td>Date First Appropriation</td> <td style="text-align: center;">FY13</td> <td style="text-align: right;">(\$000)</td> </tr> <tr> <td>First Cost Estimate</td> <td style="text-align: center;">FY13</td> <td style="text-align: right;">400</td> </tr> <tr> <td>Current Scope</td> <td></td> <td></td> </tr> <tr> <td>Last FY's Cost Estimate</td> <td></td> <td style="text-align: right;">0</td> </tr> <tr> <td colspan="3"> </td> </tr> <tr> <td>Appropriation Request</td> <td style="text-align: center;">FY13</td> <td style="text-align: right;">400</td> </tr> <tr> <td>Appropriation Request Est.</td> <td style="text-align: center;">FY14</td> <td style="text-align: right;">0</td> </tr> <tr> <td>Supplemental Appropriation Request</td> <td></td> <td style="text-align: right;">0</td> </tr> <tr> <td>Transfer</td> <td></td> <td style="text-align: right;">0</td> </tr> <tr> <td colspan="3"> </td> </tr> <tr> <td>Cumulative Appropriation</td> <td></td> <td style="text-align: right;">0</td> </tr> <tr> <td>Expenditures / Encumbrances</td> <td></td> <td style="text-align: right;">0</td> </tr> <tr> <td>Unencumbered Balance</td> <td></td> <td style="text-align: right;">0</td> </tr> <tr> <td colspan="3"> </td> </tr> <tr> <td>Partial Closeout Thru</td> <td style="text-align: center;">FY10</td> <td style="text-align: right;">0</td> </tr> <tr> <td>New Partial Closeout</td> <td style="text-align: center;">FY11</td> <td style="text-align: right;">0</td> </tr> <tr> <td>Total Partial Closeout</td> <td></td> <td style="text-align: right;">0</td> </tr> </table>	Date First Appropriation	FY13	(\$000)	First Cost Estimate	FY13	400	Current Scope			Last FY's Cost Estimate		0				Appropriation Request	FY13	400	Appropriation Request Est.	FY14	0	Supplemental Appropriation Request		0	Transfer		0				Cumulative Appropriation		0	Expenditures / Encumbrances		0	Unencumbered Balance		0				Partial Closeout Thru	FY10	0	New Partial Closeout	FY11	0	Total Partial Closeout		0	<p>Maryland State Highway Administration Maryland-National Capital Park and Planning Commission</p>	<p>See Map on Next Page</p>
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**NEEDWOOD ROAD
BIKEPATH
CIP NO. 501304**

Silver Spring Green Trail -- No. 509975

Category
Subcategory
Administering Agency
Planning Area

Transportation
Pedestrian Facilities/Bikeways
Transportation
Silver Spring

Date Last Modified
Required Adequate Public Facility
Relocation Impact
Status

January 10, 2012
No
None.
Preliminary Design Stage

EXPENDITURE SCHEDULE (\$000)

Cost Element	Total	Thru FY11	Est. FY12	Total 6 Years	FY13	FY14	FY15	FY16	FY17	FY18	Beyond 6 Years
Planning, Design, and Supervision	1,668	1,170	4	0	0	0	0	0	0	0	494
Land	1,250	7	172	0	0	0	0	0	0	0	1,071
Site Improvements and Utilities	63	5	0	0	0	0	0	0	0	0	58
Construction	4,657	0	0	0	0	0	0	0	0	0	4,657
Other	1	1	0	0	0	0	0	0	0	0	0
Total	7,639	1,183	176	0	0	0	0	0	0	0	6,280

FUNDING SCHEDULE (\$000)

Current Revenue: General	265	265	0	0	0	0	0	0	0	0	0
Enhancement	484	0	0	0	0	0	0	0	0	0	484
G.O. Bonds	6,048	76	176	0	0	0	0	0	0	0	5,796
PAYGO	842	842	0	0	0	0	0	0	0	0	0
Total	7,639	1,183	176	0	6,280						

DESCRIPTION

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

ESTIMATED SCHEDULE

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

COST CHANGE

Increase due to inflation.

JUSTIFICATION

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

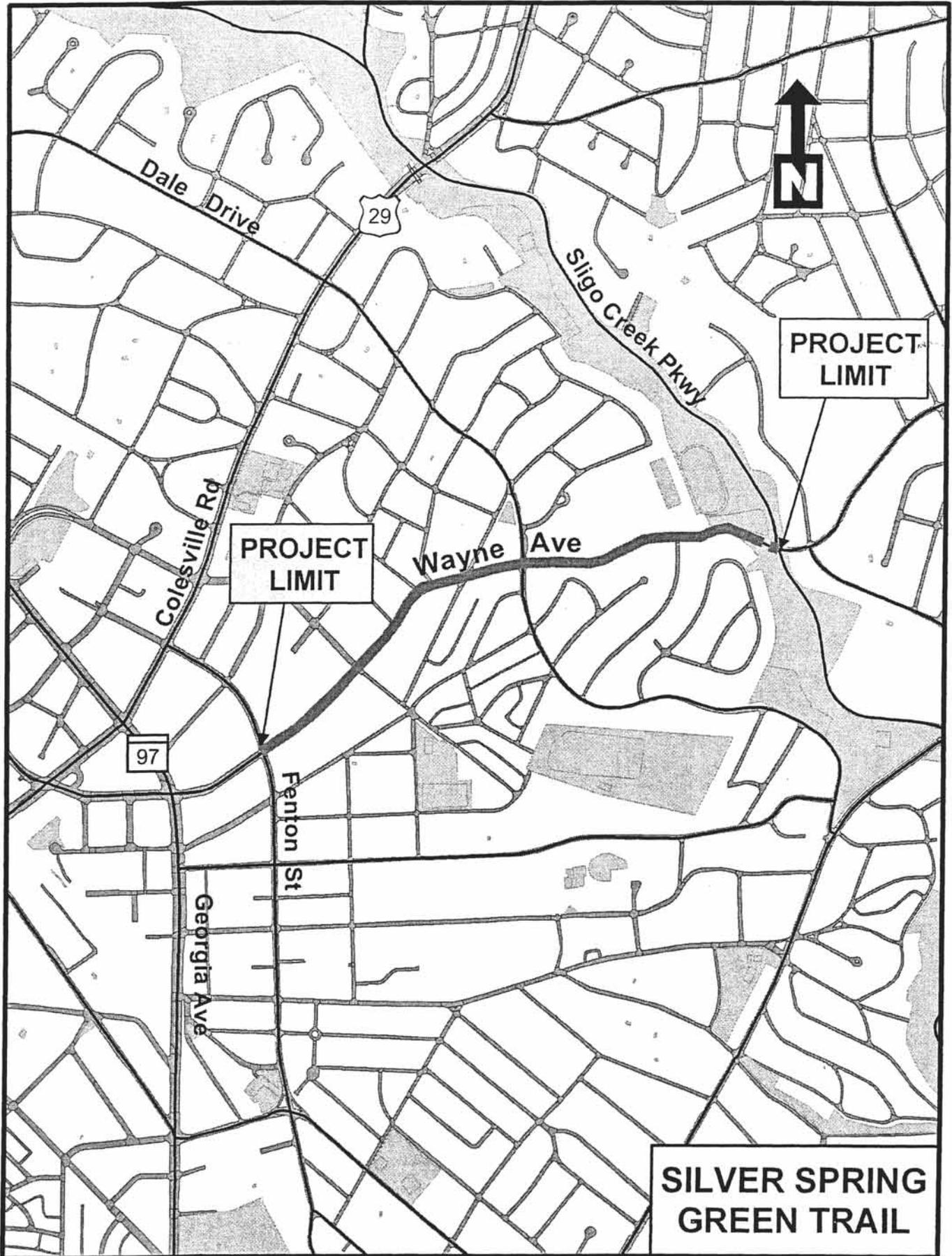
FISCAL NOTE

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

OTHER DISCLOSURES

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

APPROPRIATION AND EXPENDITURE DATA	COORDINATION	MAP																																										
<table border="1" style="width: 100%; border-collapse: collapse;"> <tr> <td>Date First Appropriation</td> <td style="text-align: center;">FY99</td> <td style="text-align: right;">(\$000)</td> </tr> <tr> <td>First Cost Estimate</td> <td style="text-align: center;">FY99</td> <td style="text-align: right;">6,060</td> </tr> <tr> <td>Current Scope</td> <td></td> <td style="text-align: right;">6,334</td> </tr> <tr> <td>Last FY's Cost Estimate</td> <td></td> <td style="text-align: right;">0</td> </tr> <tr> <td>Appropriation Request</td> <td style="text-align: center;">FY13</td> <td style="text-align: right;">0</td> </tr> <tr> <td>Appropriation Request Est.</td> <td style="text-align: center;">FY14</td> <td style="text-align: right;">0</td> </tr> <tr> <td>Supplemental Appropriation Request</td> <td></td> <td style="text-align: right;">0</td> </tr> <tr> <td>Transfer</td> <td></td> <td style="text-align: right;">0</td> </tr> <tr> <td>Cumulative Appropriation</td> <td></td> <td style="text-align: right;">1,359</td> </tr> <tr> <td>Expenditures / Encumbrances</td> <td></td> <td style="text-align: right;">1,209</td> </tr> <tr> <td>Unencumbered Balance</td> <td></td> <td style="text-align: right;">150</td> </tr> <tr> <td>Partial Closeout Thru</td> <td style="text-align: center;">FY10</td> <td style="text-align: right;">0</td> </tr> <tr> <td>New Partial Closeout</td> <td style="text-align: center;">FY11</td> <td style="text-align: right;">0</td> </tr> <tr> <td>Total Partial Closeout</td> <td></td> <td style="text-align: right;">0</td> </tr> </table>	Date First Appropriation	FY99	(\$000)	First Cost Estimate	FY99	6,060	Current Scope		6,334	Last FY's Cost Estimate		0	Appropriation Request	FY13	0	Appropriation Request Est.	FY14	0	Supplemental Appropriation Request		0	Transfer		0	Cumulative Appropriation		1,359	Expenditures / Encumbrances		1,209	Unencumbered Balance		150	Partial Closeout Thru	FY10	0	New Partial Closeout	FY11	0	Total Partial Closeout		0	<p>Maryland-National Capital Park and Planning Commission Maryland State Highway Administration Washington Metropolitan Area Transit Authority Utility Companies Silver Spring Chamber of Commerce Silver Spring Transportation Management District Maryland Transit Administration</p>	<p>See Map on Next Page</p>
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Roads

PROGRAM DESCRIPTION AND OBJECTIVES

The objective of the Roads Program is to alleviate congestion within key transportation corridors of the County and improve roadway capacity, safety, circulation, and accessibility throughout the County. Additional capacity and congestion relief is provided through new construction, realignments, upgrades, or by providing missing transportation links; implementation of the infrastructure needed to support master planned growth; and the improvement of traffic flow and circulation. Roadway improvements also allow commercial and residential development plans to proceed, allowing construction of housing and economic development to meet the growing population and jobs needed in the County. An adequate transportation network allows business growth to provide employment opportunities and accommodates public and quasi-public facilities which respond to the demands of citizens for services and safe access to schools. In addition to providing traffic capacity, the roads program provides funding for: pedestrian facilities and bikeways alongside new roadways; advance reforestation, highway noise abatement structures, stormwater management structures, and other mitigation measures to protect the environment; landscaping to improve appearance to highway users and surrounding properties; and on-site reforestation to improve appearance, contribute to a cleaner environment, and buffer affected communities. The program also provides funding for planning and preliminary engineering design of future new and reconstruction roadway projects. The Roads Program also includes funding for planning and preliminary engineering design of future mass transit facilities projects. Additional mass transit facilities are necessary to encourage mass transit use as a means of relieving congestion on the County's roadways.

HIGHLIGHTS

- Provide planning funds for intersection and roadway improvements on Seminary Road to enhance traffic flow and improve vehicular and pedestrian safety.
- Provide funding for roadway improvements along East Gude Drive from Crabbs Branch Way to Southlawn Lane to increase roadway capacity and enhance vehicular and pedestrian safety.
- Provide funds for roadway improvements in the Clarksburg area to increase capacity and reduce traffic congestion in this growing area of the County.

PROGRAM CONTACTS

Contact Holger Serrano of the Department of Transportation at 240.777.7235 or Naem Mia of the Office of Management and Budget at 240.777.2782 for more information regarding this department's capital budget.

CAPITAL PROGRAM REVIEW

The FY13-18 Roads Capital Improvement Program includes 3 new and 22 ongoing projects totaling \$358.8 million over the next 6 years. This represents a \$17.2 million, or 5 percent increase, from the Amended FY11-16 CIP of \$341.6 million.

TRANSPORTATION IMPACT TAXES

The County Council amended the Transportation Impact Tax structure and rates effective December 1, 2007. The amended Impact Taxes are levied at four different rate schedules: (1) the majority of the County which is classified as the "General" impact tax area; (2) designated Metro station areas; (3) Clarksburg Impact Tax District; (4) and six designated MARC station areas. While the new rates may generate increased revenues, the FY13-18 Transportation CIP does not assume additional Impact Tax revenues because historically, Impact Tax collections have lagged significantly behind projections. Impact Taxes for FY13-18 were programmed based on current projections, adjusted to reflect the effects of Bill 26-11 which allows developers to defer Impact Tax payments until the time of final inspection.

STATE ROAD PROGRAM

In addition to the County Roads, Bridges, Traffic Improvements, and Public Works programs included in the County CIP, the State's Consolidated Transportation Program (CTP) represents a significant investment in improving and maintaining the roadway network in Montgomery County. The State's Draft Consolidated Transportation Program is released each October. Final action on the Statewide CTP is taken by the General Assembly. State roads in Montgomery County are identified by numbers (e.g., MD 650 is New Hampshire Avenue). State projects scheduled in Montgomery County in the Draft FY 2012-2017 CTP include: 6 construction projects and 13 development and evaluation projects impacting interstate highways and primary and secondary roads.

Construction Projects:

Road Nature of Work

I-495: Replace deck on bridge 15137 over the Northwest Branch

InterCounty Connector:

MD 200: Construct a new East-West multi-modal highway in Montgomery and Prince George's Counties between I-270 and I-95/US 1. (Fully opened to traffic in Montgomery County in November 2011).

MD 97: Georgia Avenue: Construct interchange improvements at Randolph Road.

MD 185: Connecticut Avenue: Construct road widening and intersection improvements on MD 185 at Jones Bridge Road (Phases 1 & 2). (BRAC Intersection Improvements).

MD 355: Rockville Pike: Relocate utilities on MD 355 at Cedar Lane and Jones Bridge Road (Phases 1 & 2). Construct Dynamic Lane Controls and intersection improvements on MD 355 at Jones Bridge Road (BRAC Intersection Improvements).

MD 355: Rockville Pike: Construct intersection improvements on MD 355 at Cedar Lane (Phases 1 thru 4) and at Jones Bridge Road. (BRAC Intersection Improvements).

MD 187: Old Georgetown Road: Construct intersection improvements at Cedar Lane (BRAC Intersection Improvements).

Development and Evaluation Projects:

I-270: Eisenhower Highway, and US 15, Frederick Freeway: Multi-modal corridor study to consider highway and transit improvements in the I-270/US 15 Corridor in Montgomery and Frederick Counties from Shady Grove Road to North of Biggs Ford Road (27.9 miles).

* I-270: Watkins Mill Road Extended: Study to construct a new interchange at Watkins Mill Road Extended.

I-495/I-95: Corridor Transportation Study: Study to determine the feasibility of providing managed lanes from the American Legion Bridge to the Woodrow Wilson Bridge (42.2 miles).

US 29: Columbia Pike: Construct an interchange at Musgrove/Fairland Road.

US 29: Columbia Pike: Construct interchanges at Stewart Lane, Tech Road, Greencastle Road, and Blackburn Road.

MD 28/198: Norbeck/Spencerville Road: Study to construct capacity improvements in the MD 28 and MD 198 corridors in Montgomery and Prince George's Counties (10.5 miles).

* MD 97: Georgia Avenue: Construct interchange improvements at MD 28/Norbeck Road.

* MD 97: Brookeville Bypass: Study to construct a two-lane highway from MD 97 south of Brookeville to MD 97 north of Brookeville.

MD 97: Georgia Avenue: Montgomery Hills Study to evaluate safety and accessibility issues on MD 97 from Forest Glen Road to 16th Street.

MD 117: Clopper Road: Construct intersection capacity improvements from west of Game Preserve Road to I-270 (1.73 miles).

* MD 124: Woodfield Road: Reconstruct MD 124 from Midcounty Highway to south of Airpark Road and north of Fieldcrest Road to Warfield Road (2.3 miles).

* MD 355: Rockville Pike: Design a CSX Railroad grade separated crossing and a four lane road from the interchange improvements at MD 355 to Parklawn Drive.

* MD 586: Veirs Mill Road: Bus Rapid Transit Study along MD586 between Rockville and Wheaton Metro stations to evaluate various roadway treatments, facilities and signalization options to support Bus Rapid Transit.

*: Projects for which Montgomery County is contributing financial support.

The Draft FY 2012-2017 CTP includes \$174.3 million for the Construction Program and \$59.4 million for the Development and Evaluation Program, which is similar to Montgomery County's Facility Planning process. In addition, the CTP includes \$72 million for 48 system preservation projects including road resurfacing and reconstruction; intersection improvements; and bridge repair and reconstruction.

GROWTH POLICY CONSIDERATIONS

In an effort to coordinate development activity with the implementation of the Transportation Program, County law establishes the Subdivision Staging Policy (formerly Growth Policy) and the Adequate Public Facilities Ordinance (APFO). The Subdivision Staging Policy correlates public facilities such as transportation infrastructure and schools with private development so that development cannot outpace the construction of the infrastructure needed to support it. The APFO tests for the adequacy of road and transit facilities using tools called the Local Area Transportation Review (LATR) and the Policy Area Transportation Review (PATR).

LATR sets standards for traffic congestion at intersections throughout the County and tests individual subdivisions to determine if the new development will cause congestion at any of these intersections to exceed the standard. To be counted for transportation capacity under LATR, a road must

be programmed for completion within four years in a State, County, or municipal capital program.

PATR uses an area-wide transportation test called the Policy Area Mobility Review (PAMR) to evaluate the relative arterial mobility (RAM), which is the ratio of the average congested speed to the average free-flow speed, and the relative transit mobility (RTM), which is the ratio of the average transit commute speed to the average congested speed. Overall transportation adequacy will be defined by the relationship between the RAM and RTM.

The County Council is expected to overhaul the policy during its review in 2012. A public hearing was held by County Council, in which various groups and organizations offered alternatives to PAMR. The Executive Branch recommended the Transportation Policy Area Review (TPAR) as an alternative to PAMR for the transportation adequacy test. Currently, the M-NCPPC is refining the Executive's proposal for presentation and approval by the County Council in 2012.

The six-year Roads, Bridges, and Traffic Improvements Program, combined with the State CTP and roads built by developers as conditions for approval, is expected to improve the County's road and related development capacity, while increasing safety by widening roads and intersections and engineering them to modern standards.

REQUIRED ADEQUATE PUBLIC FACILITIES DESIGNATION

Each Project Description Form (PDF) in the Transportation Program contains an area at the top titled, "Required Adequate Public Facilities." If this area contains a "YES," the project has been counted toward the Montgomery County Planning Board's approval of specific developments. The area indicates only previous approvals and does not indicate any future approvals that may take place.

STORMWATER MANAGEMENT COORDINATION

The County is required to obtain a National Pollutant Discharge Elimination System (NPDES) Permit and develop a storm water management program to prevent harmful pollutants from being washed or dumped into the Municipal Separate Storm Sewer Systems (MS4). The DOT is assisting the Department of Environmental Protection (DEP) in implementing the MS4 Permit by 1) constructing Storm Water Management (SWM) retrofit programs which have been developed through DEP's MS4 planning studies, 2) providing opportunities for curb bump-outs and road narrowing where feasible to permit implementation of Low-Impact Development (LID) SWM provisions within the right-of-way, 3) seeking DEP guidance on prioritization of storm drain outfall repairs, 4) coordinating with DEP on

storm drain projects developed in the Storm Drain General and Facility Planning Storm Drain programs to identify opportunities for enhancements which would assist in meeting the requirements of the MS4 permit, and 5) establishing quarterly meetings with DEP and DOT staff looking for additional areas of cooperation in meeting the MS4 permit requirements.

Bethesda CBD Streetscape -- No. 500102

Category
Subcategory
Administering Agency
Planning Area

Transportation
Roads
Transportation
Bethesda-Chevy Chase

Date Last Modified
Required Adequate Public Facility
Relocation Impact
Status

January 09, 2012
Yes
None.
Preliminary Design Stage

EXPENDITURE SCHEDULE (\$000)

Cost Element	Total	Thru FY11	Est. FY12	Total 6 Years	FY13	FY14	FY15	FY16	FY17	FY18	Beyond 6 Years
Planning, Design, and Supervision	2,562	391	707	1,447	0	0	0	60	897	490	17
Land	0	0	0	0	0	0	0	0	0	0	0
Site Improvements and Utilities	1,196	0	0	0	0	0	0	0	0	0	1,196
Construction	5,062	0	0	3,712	0	0	0	0	1,461	2,251	1,350
Other	0	0	0	0	0	0	0	0	0	0	0
Total	8,820	391	707	5,159	0	0	0	60	2,358	2,741	2,563

FUNDING SCHEDULE (\$000)

G.O. Bonds	8,820	391	707	5,159	0	0	0	60	2,358	2,741	2,563
Total	8,820	391	707	5,159	0	0	0	60	2,358	2,741	2,563

DESCRIPTION

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

ESTIMATED SCHEDULE

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

COST CHANGE

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

JUSTIFICATION

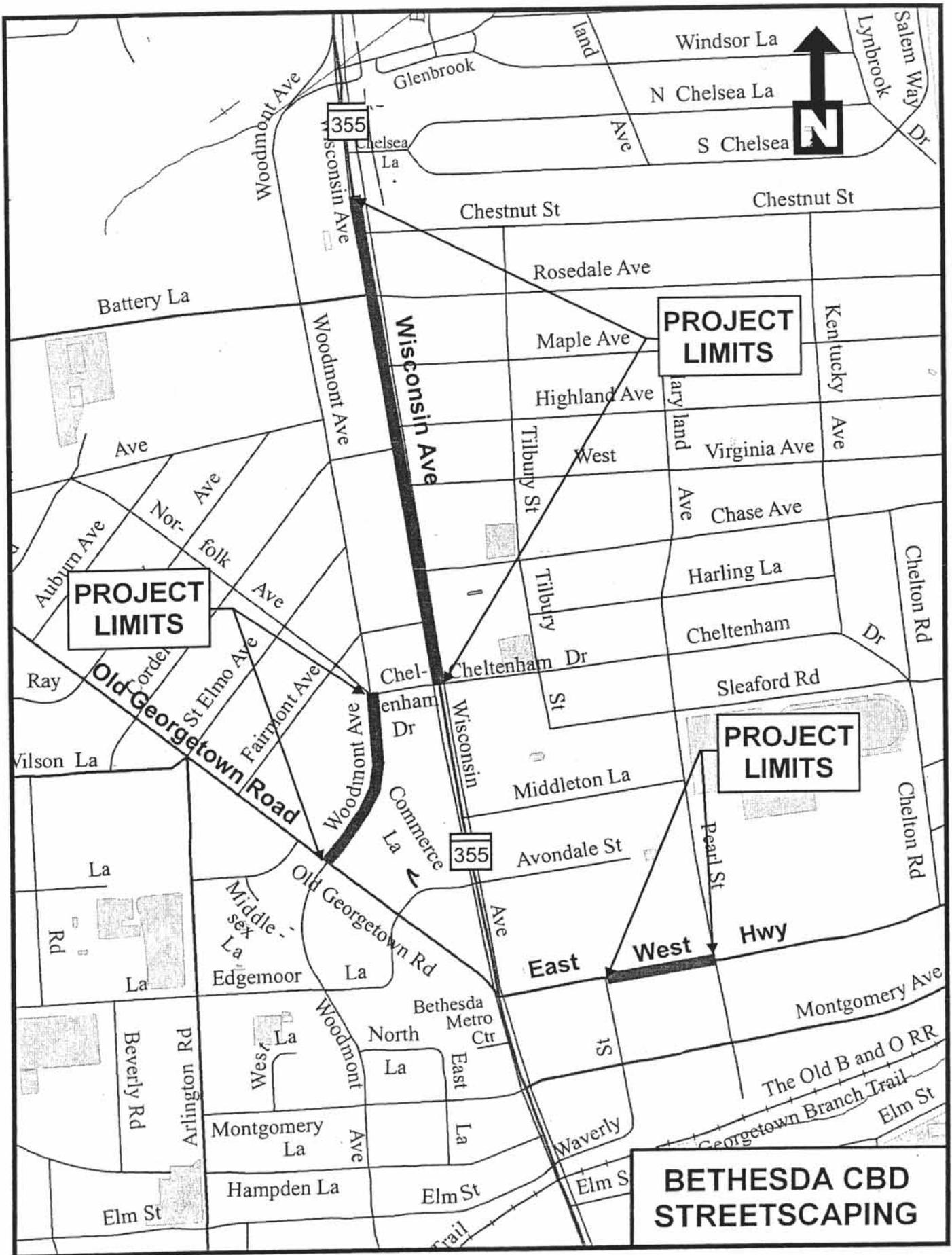
Staging of the Bethesda CBD Sector Plan recommends implementation of transportation improvements and facilities identified in Stage I prior to moving to Stage II.

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

OTHER DISCLOSURES

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

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



Burtonsville Access Road -- No. 500500

Category
Subcategory
Administering Agency
Planning Area

Transportation
Roads
Transportation
Fairland-Beltsville

Date Last Modified
Required Adequate Public Facility
Relocation Impact
Status

January 06, 2012
No
None.
Final Design Stage

EXPENDITURE SCHEDULE (\$000)

Cost Element	Total	Thru FY11	Est. FY12	Total 6 Years	FY13	FY14	FY15	FY16	FY17	FY18	Beyond 6 Years
Planning, Design, and Supervision	1,525	418	0	0	0	0	0	0	0	0	1,107
Land	1,954	92	0	642	0	0	0	0	0	642	1,220
Site Improvements and Utilities	62	12	0	0	0	0	0	0	0	0	50
Construction	4,119	0	0	0	0	0	0	0	0	0	4,119
Other	0	0	0	0	0	0	0	0	0	0	0
Total	7,660	522	0	642	0	0	0	0	0	642	6,496

FUNDING SCHEDULE (\$000)

G.O. Bonds	7,580	474	0	642	0	0	0	0	0	642	6,464
Intergovernmental	80	48	0	0	0	0	0	0	0	0	32
Total	7,660	522	0	642	0	0	0	0	0	642	6,496

DESCRIPTION

This project provides a new roadway between Spencerville Road (MD 198) and the School Access Road in Burtonsville. This roadway will consist of two 12-foot lanes, closed section, for a length of approximately 1,400 linear feet. The project also includes an eight-foot parking lane, curb and gutter, five-foot sidewalks, landscaping, and street lighting.

CAPACITY

The roadway and intersection capacities for year 2025 Average Daily Traffic (ADT) for MD 198 is projected to be 40,700 vehicles per day.

ESTIMATED SCHEDULE

Project delayed to allow for coordination with the Maryland State Highway Administration (MSHA) and their plans for modifications to MD 198.

COST CHANGE

Decrease due to reduced property acquisition costs offset by inflation and overhead charges.

JUSTIFICATION

This project implements the recommendations of the Fairland Master Plan. The proposed modifications to MD 198 (US 29 to Old Columbia Pike), which the Maryland State Highway Administration (SHA) will undertake to correct the high incidence of accidents and improve capacity of the road, will eliminate access off MD 198 to the businesses along the north side of MD 198. The proposed roadway will provide rear access to businesses and will create a more unified and pedestrian-friendly downtown Burtonsville.

Project has been developed based on a planning study for Burtonsville Access Road and as called for by the Fairland Master Plan.

OTHER

Final design is complete but due to the postponement of this project and the change in stormwater management requirements in the project area, a full redesign will be necessary.

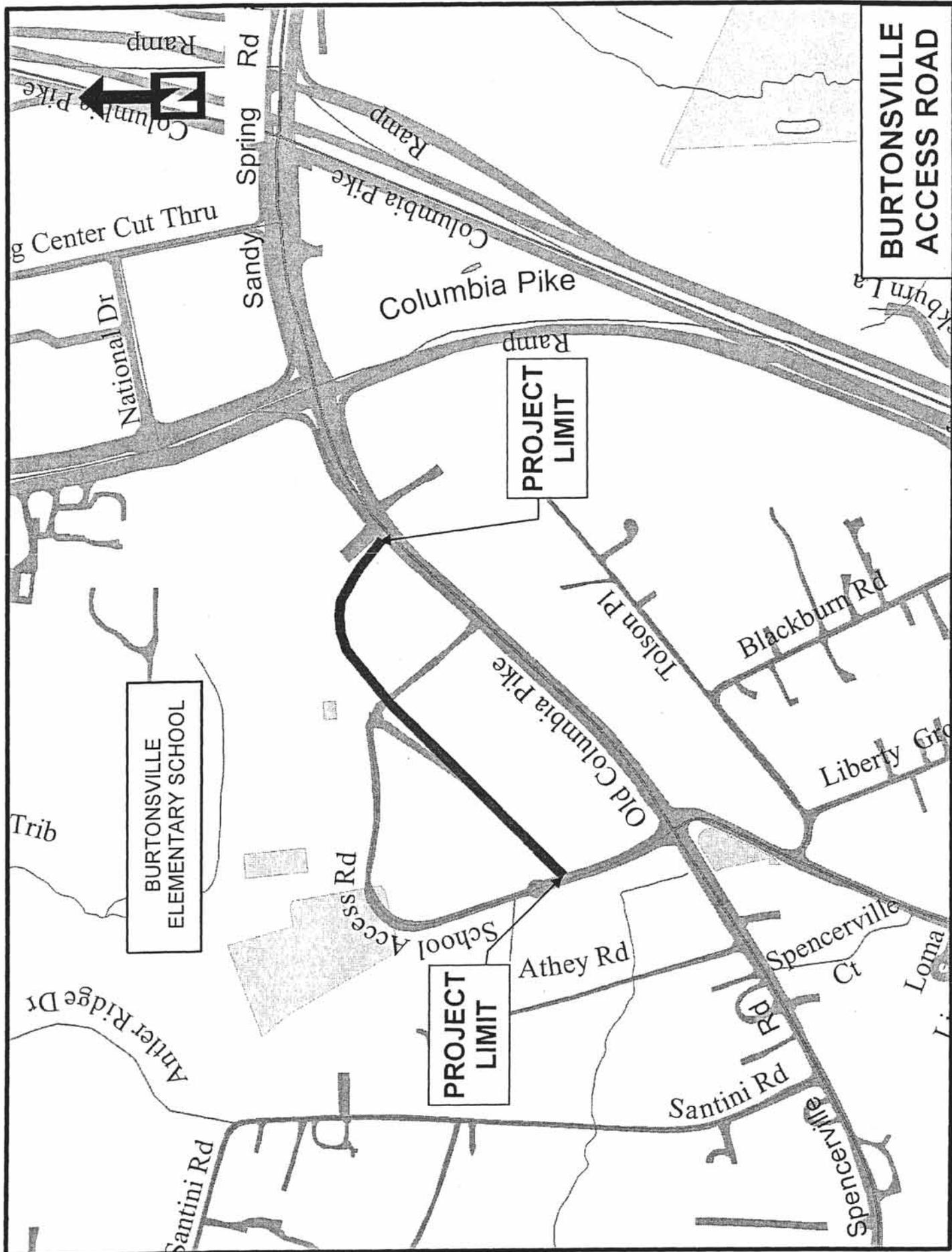
FISCAL NOTE

Intergovernmental revenue represents Washington Suburban Sanitary Commissions (WSSC) share of water and sewer relocation costs.

OTHER DISCLOSURES

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

APPROPRIATION AND EXPENDITURE DATA	COORDINATION	MAP												
<table border="1" style="width: 100%; border-collapse: collapse;"> <tr> <td>Date First Appropriation</td> <td style="text-align: center;">FY05</td> <td style="text-align: right;">(\$000)</td> </tr> <tr> <td>First Cost Estimate</td> <td style="text-align: center;">FY13</td> <td style="text-align: right;">7,660</td> </tr> <tr> <td>Current Scope</td> <td></td> <td></td> </tr> <tr> <td>Last FY's Cost Estimate</td> <td></td> <td style="text-align: right;">7,969</td> </tr> </table>	Date First Appropriation	FY05	(\$000)	First Cost Estimate	FY13	7,660	Current Scope			Last FY's Cost Estimate		7,969	<p>Maryland-National Capital Park and Planning Commission Maryland State Highway Administration (MSHA) Montgomery County Public Schools Facility Planning: Transportation Department of Public Libraries Department of Transportation Department Technology Services Department of Permitting Services Washington Suburban Sanitary Commission Washington Gas Pepco Verizon Developer</p>	<p>See Map on Next Page</p>
Date First Appropriation	FY05	(\$000)												
First Cost Estimate	FY13	7,660												
Current Scope														
Last FY's Cost Estimate		7,969												
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Appropriation Request	FY13	0												
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Supplemental Appropriation Request		0												
Transfer		0												
<table border="1" style="width: 100%; border-collapse: collapse;"> <tr> <td>Cumulative Appropriation</td> <td style="text-align: right;">522</td> </tr> <tr> <td>Expenditures / Encumbrances</td> <td style="text-align: right;">522</td> </tr> <tr> <td>Unencumbered Balance</td> <td style="text-align: right;">0</td> </tr> </table>	Cumulative Appropriation	522	Expenditures / Encumbrances	522	Unencumbered Balance	0								
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Expenditures / Encumbrances	522													
Unencumbered Balance	0													
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Partial Closeout Thru	FY10	0												
New Partial Closeout	FY11	0												
Total Partial Closeout		0												



Century Boulevard -- No. 501115

Category
Subcategory
Administering Agency
Planning Area

**Transportation
Roads
Transportation
Germantown**

Date Last Modified
Required Adequate Public Facility
Relocation Impact
Status

January 06, 2012
No
None.
Final Design Stage

EXPENDITURE SCHEDULE (\$000)

Cost Element	Total	Thru FY11	Est. FY12	Total 6 Years	FY13	FY14	FY15	FY16	FY17	FY18	Beyond 6 Years
Planning, Design, and Supervision	1,439	33	172	1,234	285	949	0	0	0	0	0
Land	820	80	740	0	0	0	0	0	0	0	0
Site Improvements and Utilities	227	0	207	20	20	0	0	0	0	0	0
Construction	13,351	0	0	13,351	2,068	11,283	0	0	0	0	0
Other	0	0	0	0	0	0	0	0	0	0	0
Total	15,837	113	1,119	14,605	2,373	12,232	0	0	0	0	0

FUNDING SCHEDULE (\$000)

Contributions	4,000	0	0	4,000	500	0	700	700	1,400	700	0
G.O. Bonds	11,837	113	1,119	10,605	1,873	12,232	-700	-700	-1,400	-700	0
Total	15,837	113	1,119	14,605	2,373	12,232	0	0	0	0	0

OPERATING BUDGET IMPACT (\$000)

Maintenance	56	0	0	14	14	14	14	14	14
Energy	56	0	0	14	14	14	14	14	14
Net Impact	112	0	0	28	28	28	28	28	28

DESCRIPTION

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

ESTIMATED SCHEDULE

The design phase will be completed in the Winter of 2011 (in FY12), right -of-way will be completed by the Summer of 2012 (in FY13), and construction will start in the summer of 2012 (in FY13) and be completed within 15 months.

COST CHANGE

Cost increase due to inflation, the final design changes to the culvert box, the addition of retaining walls to minimize impacts to utilities, and overhead charges.

JUSTIFICATION

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

OTHER

This project was initially funded under the County's Subdivision Road Participation Program. This project is now a stand alone project in FY11.

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

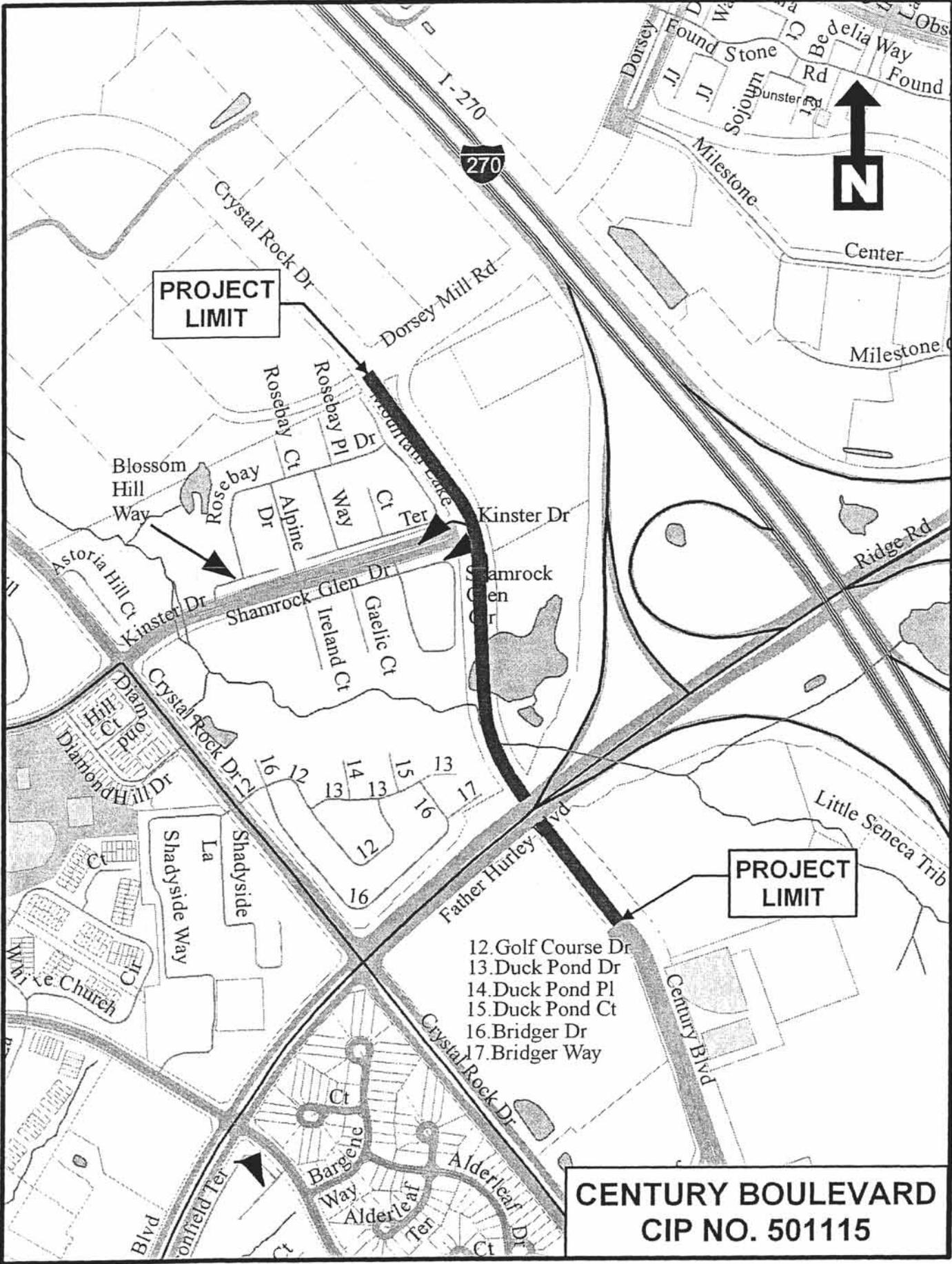
FISCAL NOTE

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

OTHER DISCLOSURES

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

APPROPRIATION AND EXPENDITURE DATA	COORDINATION	MAP												
<table border="1" style="width: 100%; border-collapse: collapse;"> <tr> <td>Date First Appropriation</td> <td style="text-align: center;">FY11</td> <td style="text-align: right;">(\$000)</td> </tr> <tr> <td>First Cost Estimate</td> <td style="text-align: center;">FY11</td> <td style="text-align: right;">15,837</td> </tr> <tr> <td>Current Scope</td> <td></td> <td></td> </tr> <tr> <td>Last FY's Cost Estimate</td> <td></td> <td style="text-align: right;">13,312</td> </tr> </table>	Date First Appropriation	FY11	(\$000)	First Cost Estimate	FY11	15,837	Current Scope			Last FY's Cost Estimate		13,312	<p>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</p>	<p>See Map on Next Page</p>
Date First Appropriation	FY11	(\$000)												
First Cost Estimate	FY11	15,837												
Current Scope														
Last FY's Cost Estimate		13,312												
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Supplemental Appropriation Request		0												
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Cumulative Appropriation	13,312													
Expenditures / Encumbrances	134													
Unencumbered Balance	13,178													
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Partial Closeout Thru	FY10	0												
New Partial Closeout	FY11	0												
Total Partial Closeout		0												



Chapman Avenue Extended -- No. 500719

Category
Subcategory
Administering Agency
Planning Area

Transportation
Roads
Transportation
North Bethesda-Garrett Park

Date Last Modified
Required Adequate Public Facility
Relocation Impact
Status

January 06, 2012
No
None.
Final Design Stage

EXPENDITURE SCHEDULE (\$000)

Cost Element	Total	Thru FY11	Est. FY12	Total 6 Years	FY13	FY14	FY15	FY16	FY17	FY18	Beyond 6 Years
Planning, Design, and Supervision	1,516	523	50	943	90	70	50	733	0	0	0
Land	14,400	6,416	4,434	3,550	3,027	523	0	0	0	0	0
Site Improvements and Utilities	2,064	19	0	2,045	0	1,200	845	0	0	0	0
Construction	3,383	0	300	3,083	0	0	133	2,950	0	0	0
Other	0	0	0	0	0	0	0	0	0	0	0
Total	21,363	6,958	4,784	9,621	3,117	1,793	1,028	3,683	0	0	0

FUNDING SCHEDULE (\$000)

G.O. Bonds	16,918	6,796	3,893	6,229	1,694	0	852	3,683	0	0	0
Impact Tax	4,401	162	891	3,348	1,423	1,793	132	0	0	0	0
Intergovernmental	44	0	0	44	0	0	44	0	0	0	0
Total	21,363	6,958	4,784	9,621	3,117	1,793	1,028	3,683	0	0	0

OPERATING BUDGET IMPACT (\$000)

Maintenance				6	0	0	0	0	3	3
Energy				6	0	0	0	0	3	3
Net Impact				12	0	0	0	0	6	6

DESCRIPTION

This project provides for the extension of Chapman Avenue from Randolph Road to Old Georgetown Road. Within the proposed 70-foot closed section right-of-way will be: 5-foot sidewalks on both sides, landscaping panels of varying widths up to eight feet on each side of the road, streetlights, storm drainage, and stormwater management. Existing utilities will be moved underground.

ESTIMATED SCHEDULE

Final design was completed in Spring 2010, right-of-way acquisition to be completed in Fall 2012, utility relocations to be completed by Summer 2014, and construction will start in Summer 2014 and will end Summer 2015.

COST CHANGE

Cost increase due to inflation, overhead charges, and increased land acquisition costs due to zoning changes.

JUSTIFICATION

This project is needed to meet traffic and safety demands of existing and future land uses in the White Flint area. Extensive office, retail, and residential development are planned for this area. This project supports the master plan, which recommends new local roadway links to relieve congestion on Rockville Pike. Traffic congestion is expected to increase with newly proposed development. This segment of roadway will provide for continuity, connectivity, and access for pedestrians and vehicles by linking retail centers with employment and residential development in the vicinity. This project will complete the last link in the Chapman Avenue/Citadel Avenue roadway corridor.

The Department of Transportation (DOT) completed Facility Planning Phase I in FY05 and Facility Planning Phase II in FY07. The Project is consistent with the approved 1992 North Bethesda Garrett Park Master Plan.

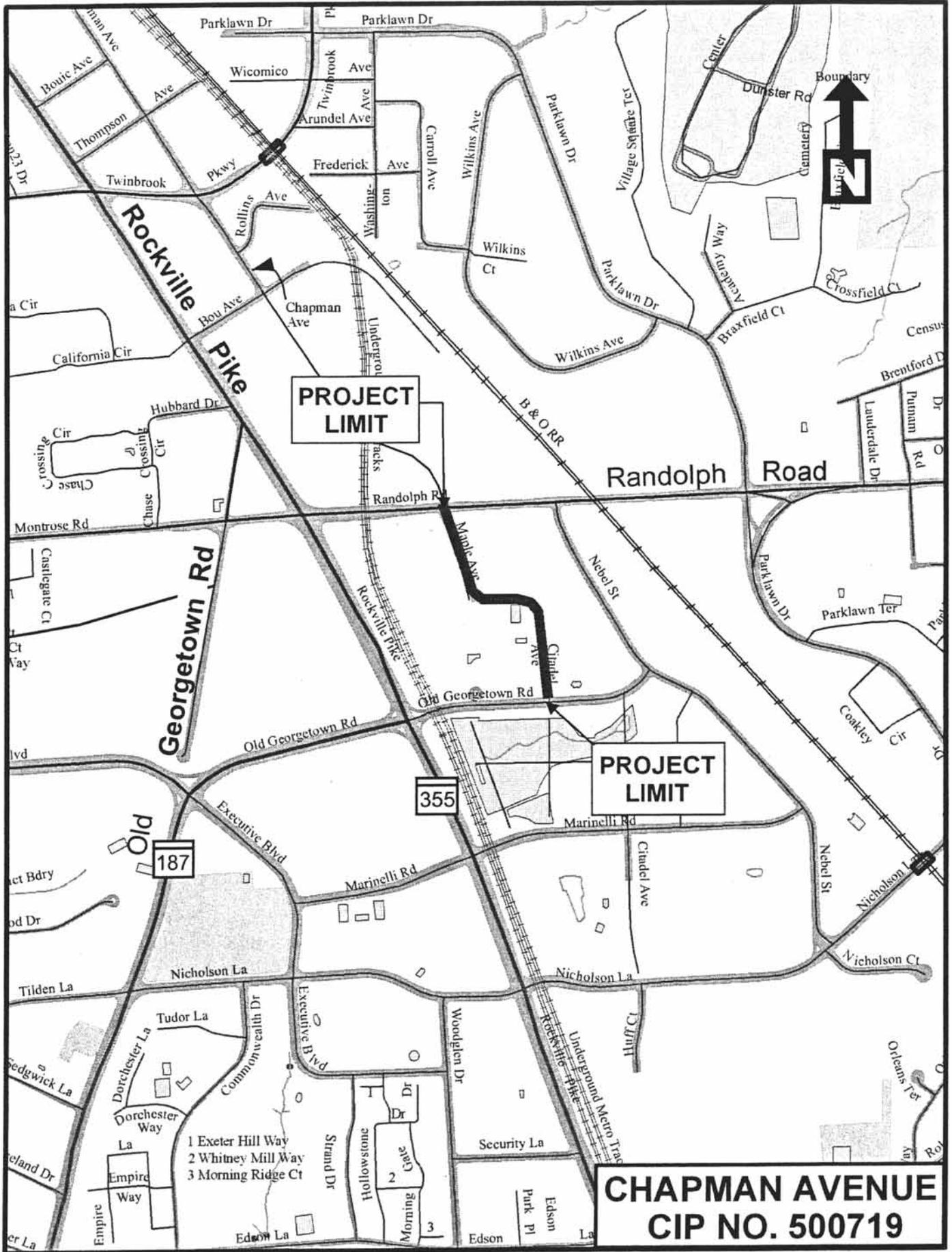
FISCAL NOTE

Intergovernmental funding included a WSSC contribution based on the Memorandum of Understanding between DOT and WSSC dated November 30, 1984. Reduce Impact Taxes in FY12 and offset with GO Bonds. Expenditure schedule reflects fiscal capacity.

OTHER DISCLOSURES

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

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



CHAPMAN AVENUE
CIP NO. 500719

Clarksburg Transportation Connections -- No. 501315

Category
Subcategory
Administering Agency
Planning Area

Transportation
Roads
Transportation
Clarksburg

Date Last Modified
Required Adequate Public Facility
Relocation Impact
Status

January 11, 2012
No
None.
On-going

EXPENDITURE SCHEDULE (\$000)

Cost Element	Total	Thru FY11	Est. FY12	Total 6 Years	FY13	FY14	FY15	FY16	FY17	FY18	Beyond 6 Years
Planning, Design, and Supervision	0	0	0	0	0	0	0	0	0	0	0
Land	0	0	0	0	0	0	0	0	0	0	0
Site Improvements and Utilities	0	0	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0	0
Other	15,000	0	0	7,000	0	0	1,000	2,000	2,000	2,000	8,000
Total	15,000	0	0	7,000	0	0	1,000	2,000	2,000	2,000	8,000

FUNDING SCHEDULE (\$000)

G.O. Bonds	15,000	0	0	7,000	0	0	1,000	2,000	2,000	2,000	8,000
Total	15,000	0	0	7,000	0	0	1,000	2,000	2,000	2,000	8,000

DESCRIPTION

This project provides for the County contribution to the design, partial land acquisition, and construction of the 2,400-foot long section of Snowden Farm Parkway from 300 feet north of Morning Star Drive to Ridge Road (MD 27); the 3,400-foot section of Little Seneca Parkway from Snowden Farm Parkway to Frederick Road (MD 355); and the intersection of Brink Road at MD 355. Both Parkways will include: four-lane divided roadways, an 8-foot bikeway along the north/west sides, and a 5-foot sidewalk along the south/east sides within 120 foot right-of-ways. The Brink Road intersection will include improvements to the intersection as required by the Planning Board's opinion in the approval of the Clarksburg Village and Greenway Village Subdivisions. The project will also include street lighting, stormwater management, landscaping and reforestation. Appropriate auxiliary lanes and traffic signals will also be provided.

JUSTIFICATION

These roads will provide congestion relief to the Clarksburg area by providing direct tie-ins to MD 355 and MD 27 and thus better access to I-270.

OTHER

This project will be constructed by developer(s). The County's contribution will allow these roadways to be build along with the other portions of these roadways to provide the completed connections to the State Roadways.

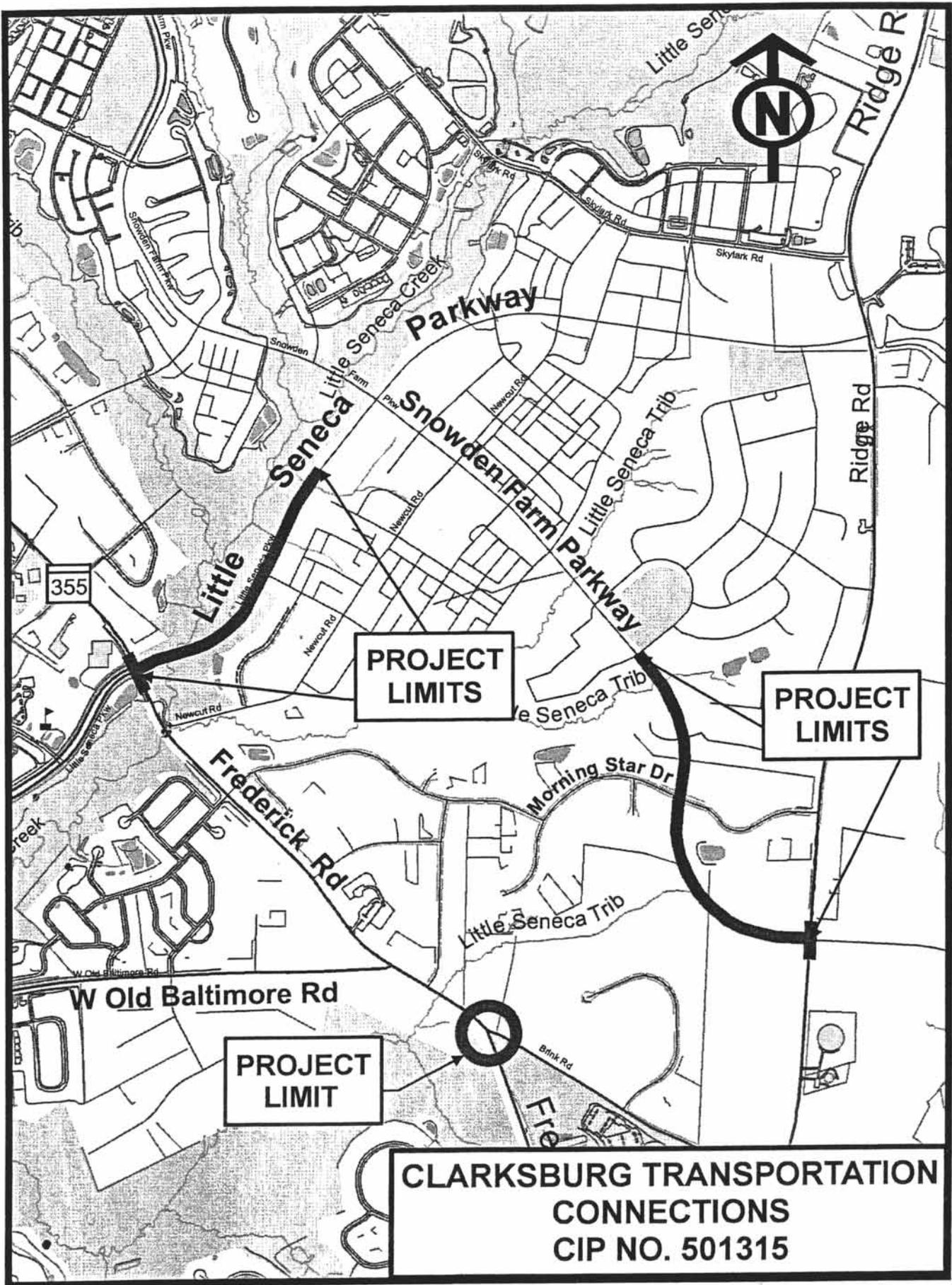
FISCAL NOTE

A Memorandum of Agreement will be created among the County and Developer(s) outlining the shared fiscal responsibility for the design, right-of-way acquisition, construction and maintenance of this project. The County will assume ownership and maintenance of the roadways. The adjacent developers will dedicate their properties to the County for the roadways, and other private properties will be acquired through the County's land acquisition process.

OTHER DISCLOSURES

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

APPROPRIATION AND EXPENDITURE DATA	COORDINATION	MAP												
<table border="1" style="width: 100%; border-collapse: collapse;"> <tr> <td>Date First Appropriation</td> <td style="text-align: center;">FY09</td> <td style="text-align: right;">(\$000)</td> </tr> <tr> <td>First Cost Estimate</td> <td></td> <td></td> </tr> <tr> <td>Current Scope</td> <td style="text-align: center;">FY13</td> <td style="text-align: right;">15,000</td> </tr> <tr> <td>Last FY's Cost Estimate</td> <td></td> <td style="text-align: right;">0</td> </tr> </table>	Date First Appropriation	FY09	(\$000)	First Cost Estimate			Current Scope	FY13	15,000	Last FY's Cost Estimate		0	Department of Transportation Department of Finance Upcounty Regional Services Center Offices of the County Executive Developers Clarksburg Historic District Department of Permitting Services State Highway Administration	See Map on Next Page
Date First Appropriation	FY09	(\$000)												
First Cost Estimate														
Current Scope	FY13	15,000												
Last FY's Cost Estimate		0												
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Partial Closeout Thru	FY10	0												
New Partial Closeout	FY11	0												
Total Partial Closeout		0												



Dedicated but Unmaintained County Roads -- No. 501117

Category
Subcategory
Administering Agency
Planning Area

Transportation
Roads
Transportation
Countywide

Date Last Modified
Required Adequate Public Facility
Relocation Impact
Status

January 06, 2012
No
None.
Planning Stage

EXPENDITURE SCHEDULE (\$000)

Cost Element	Total	Thru FY11	Est. FY12	Total 6 Years	FY13	FY14	FY15	FY16	FY17	FY18	Beyond 6 Years
Planning, Design, and Supervision	269	43	0	226	67	60	85	14	0	0	0
Land	52	4	0	48	0	35	13	0	0	0	0
Site Improvements and Utilities	20	0	0	20	20	0	0	0	0	0	0
Construction	649	0	0	649	0	0	487	162	0	0	0
Other	0	0	0	0	0	0	0	0	0	0	0
Total	990	47	0	943	87	95	585	176	0	0	0

FUNDING SCHEDULE (\$000)

G.O. Bonds	990	47	0	943	87	95	585	176	0	0	0
Total	990	47	0	943	87	95	585	176	0	0	0

OPERATING BUDGET IMPACT (\$000)

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

DESCRIPTION

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

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

ESTIMATED SCHEDULE

Design for improvements to Fawsett Road will be completed in the Fall of 2013 and construction will be completed in the Fall of 2015.

COST CHANGE

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

JUSTIFICATION

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

FISCAL NOTE

Construction costs will be added once candidate projects are assessed, ranked, and preliminary design is complete.

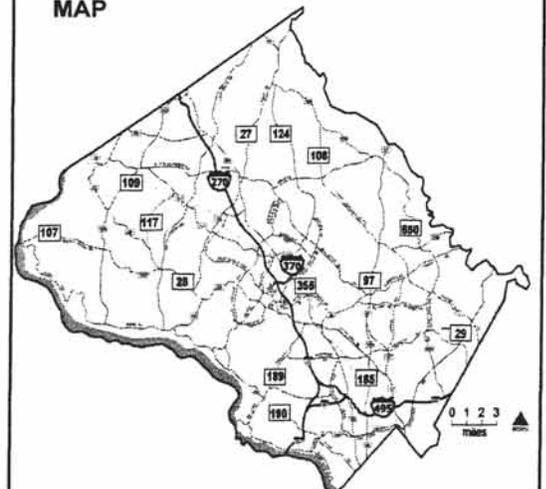
APPROPRIATION AND EXPENDITURE DATA

Date First Appropriation	FY11	(\$000)
First Cost Estimate	FY13	990
Current Scope		
Last FY's Cost Estimate		100
Appropriation Request	FY13	890
Appropriation Request Est.	FY14	0
Supplemental Appropriation Request		0
Transfer		0
Cumulative Appropriation		100
Expenditures / Encumbrances		63
Unencumbered Balance		37
Partial Closeout Thru	FY10	0
New Partial Closeout	FY11	0
Total Partial Closeout		0

COORDINATION

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

MAP



East Gude Drive Roadway Improvements -- No. 501309

Category
Subcategory
Administering Agency
Planning Area

Transportation
Roads
Transportation
Shady Grove Vicinity

Date Last Modified
Required Adequate Public Facility
Relocation Impact
Status

January 06, 2012
No
None.
Final Design Stage

EXPENDITURE SCHEDULE (\$000)

Cost Element	Total	Thru FY11	Est. FY12	Total 6 Years	FY13	FY14	FY15	FY16	FY17	FY18	Beyond 6 Years
Planning, Design, and Supervision	1,396	0	0	1,396	775	296	125	100	100	0	0
Land	229	0	0	229	0	0	229	0	0	0	0
Site Improvements and Utilities	415	0	0	415	0	0	86	100	229	0	0
Construction	3,987	0	0	3,987	0	0	0	1,505	2,482	0	0
Other	0	0	0	0	0	0	0	0	0	0	0
Total	6,027	0	0	6,027	775	296	440	1,705	2,811	0	0

FUNDING SCHEDULE (\$000)

G.O. Bonds	3,587	0	0	3,587	775	296	0	705	1,811	0	0
Impact Tax	2,440	0	0	2,440	0	0	440	1,000	1,000	0	0
Total	6,027	0	0	6,027	775	296	440	1,705	2,811	0	0

OPERATING BUDGET IMPACT (\$000)

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

DESCRIPTION

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

CAPACITY

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

ESTIMATED SCHEDULE

The design is estimated to start in FY13 and construction to be completed by FY17.

JUSTIFICATION

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

2004 Upper Rock Creek Area Master Plan

2006 Shady Grove Sector Plan

2005 Countywide Bikeways Functional Master Plan

City of Rockville Comprehensive Master Plan

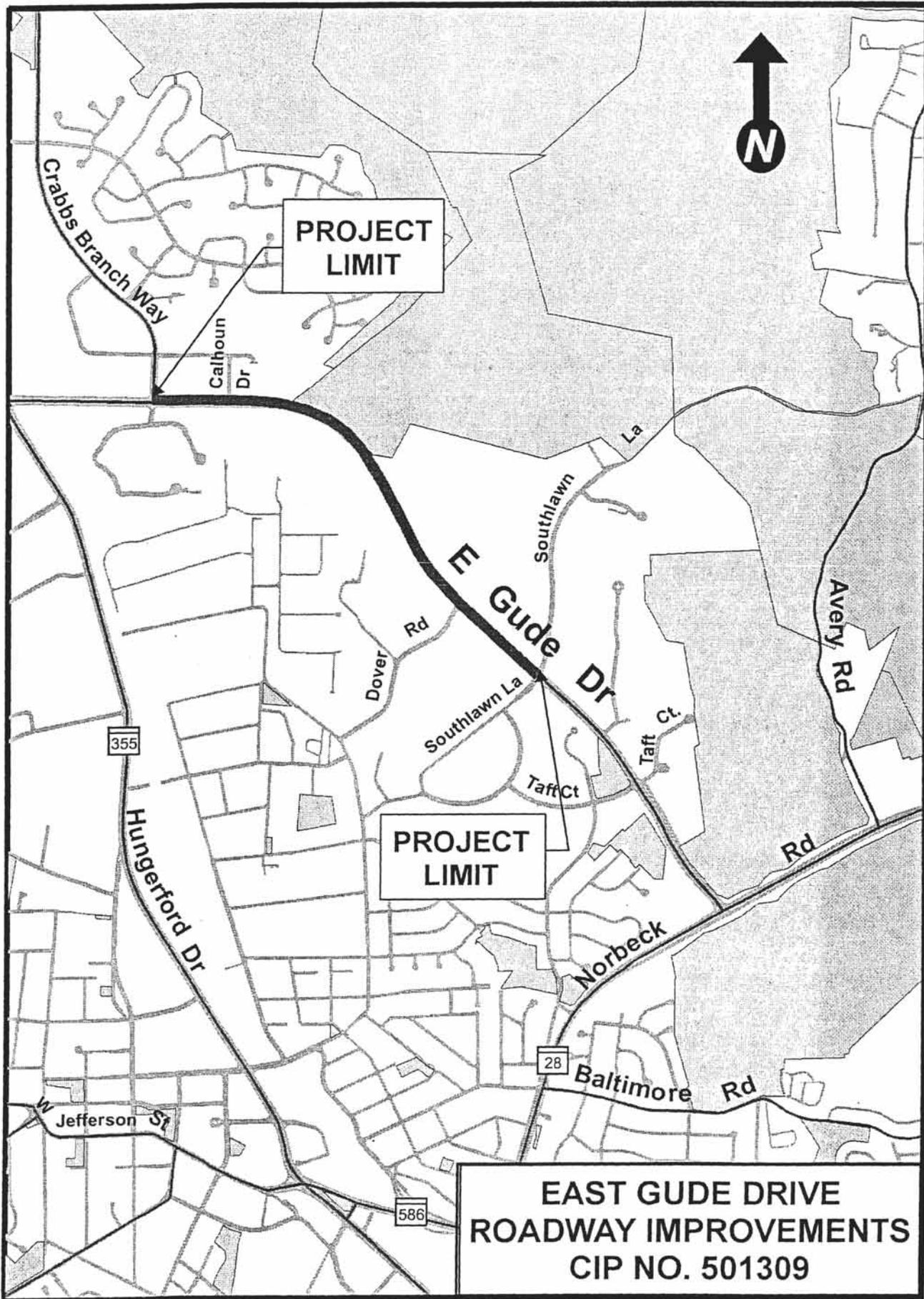
OTHER

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

OTHER DISCLOSURES

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

APPROPRIATION AND EXPENDITURE DATA	COORDINATION	MAP
Date First Appropriation	Maryland-National Capital Park and Planning Commission Utility Companies Department of Permitting Services City of Rockville	See Map on Next Page
FY13 (\$000)		
First Cost Estimate		
FY13 6,027		
Current Scope		
Last FY's Cost Estimate		
0		
Appropriation Request		
FY13 1,071		
Appropriation Request Est.		
FY14 0		
Supplemental Appropriation Request		
0		
Transfer		
0		
Cumulative Appropriation		
0		
Expenditures / Encumbrances		
0		
Unencumbered Balance		
0		
Partial Closeout Thru		
FY10 0		
New Partial Closeout		
FY11 0		
Total Partial Closeout		
0		



Facility Planning-Transportation -- No. 509337

Category
Subcategory
Administering Agency
Planning Area

**Transportation
Roads
Transportation
Countywide**

Date Last Modified
Required Adequate Public Facility
Relocation Impact
Status

January 07, 2012
No
None.
On-going

EXPENDITURE SCHEDULE (\$000)

Cost Element	Total	Thru FY11	Est. FY12	Total 6 Years	FY13	FY14	FY15	FY16	FY17	FY18	Beyond 6 Years
Planning, Design, and Supervision	55,837	36,009	2,228	17,600	3,040	3,150	2,840	2,790	2,850	2,930	0
Land	455	455	0	0	0	0	0	0	0	0	0
Site Improvements and Utilities	128	128	0	0	0	0	0	0	0	0	0
Construction	54	54	0	0	0	0	0	0	0	0	0
Other	49	49	0	0	0	0	0	0	0	0	0
Total	56,523	36,695	2,228	17,600	3,040	3,150	2,840	2,790	2,850	2,930	*

FUNDING SCHEDULE (\$000)

Contributions	4	4	0	0	0	0	0	0	0	0	0
Current Revenue: General	45,535	30,624	1,403	13,508	1,885	1,539	2,183	2,121	2,850	2,930	0
Impact Tax	1,895	1,553	342	0	0	0	0	0	0	0	0
Intergovernmental	785	764	21	0	0	0	0	0	0	0	0
Land Sale	2,099	1,849	250	0	0	0	0	0	0	0	0
Mass Transit Fund	4,471	1,826	212	2,433	438	669	657	669	0	0	0
Recordation Tax Premium	1,659	0	0	1,659	717	942	0	0	0	0	0
State Aid	75	75	0	0	0	0	0	0	0	0	0
Total	56,523	36,695	2,228	17,600	3,040	3,150	2,840	2,790	2,850	2,930	0

DESCRIPTION

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

COST CHANGE

Cost increase due to the addition of FY17 and FY18 to this ongoing project as well as overhead charges.

JUSTIFICATION

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

OTHER

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

FISCAL NOTE

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

OTHER DISCLOSURES

- A pedestrian impact analysis will be performed during design or is in progress.
- The Executive asserts that this project conforms to the requirements of relevant local plans, as required by the Maryland Economic Growth, Resource Protection and Planning Act.
- * Expenditures will continue indefinitely.

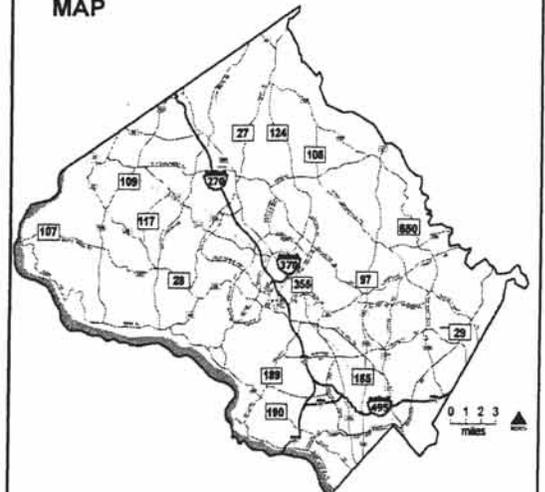
APPROPRIATION AND EXPENDITURE DATA

Date First Appropriation	FY93	(\$000)
First Cost Estimate	FY13	56,523
Current Scope		
Last FY's Cost Estimate		55,658
Appropriation Request	FY13	3,596
Appropriation Request Est.	FY14	1,690
Supplemental Appropriation Request		0
Transfer		0
Cumulative Appropriation		40,627
Expenditures / Encumbrances		37,577
Unencumbered Balance		3,050
Partial Closeout Thru	FY10	0
New Partial Closeout	FY11	0
Total Partial Closeout		0

COORDINATION

Maryland-National Park and Planning Commission
Maryland State Highway Administration
Maryland Department of the Environment
Maryland Department of Natural Resources
U.S. Army Corps of Engineers
Department of Permitting Services
Utilities
Municipalities
Affected communities
Commission on Aging
Commission on People with Disabilities
Montgomery County Pedestrian Safety Advisory Committee

MAP



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

Studies Underway or to Start in FY13-14:

Road/Bridge Projects

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

Sidewalk/Bikeway Projects

Bradley Boulevard Bikeway (Wilson La – Goldsboro Rd)
Dale Drive Sidewalk (MD97 – US29)
Franklin Avenue Sidewalk (US29 – MD193)
Goldsboro Road Bikeway (MacArthur Blvd – River Rd)
MacArthur Blvd Bikeway Improvements Segment 3
(Oberlin Ave – DC Line)
NIH Circulation & North Bethesda Trail Extension
Oak Drive/MD27 Sidewalk
Seven Locks Road Sidewalk/Bikeway (Montrose Rd –
Bradley Blvd)
Sixteenth Street Sidewalk (Lyttonsville Rd – Spring St)
Tuckerman Lane Sidewalk (Gainsborough Rd – Old
Georgetown Rd)

Mass Transit Projects

Clarksburg Transit Center
Rapid Transit Task Force
Germantown Transit Center Expansion
Lakeforest Transit Center Modernization
Milestone Transit Center Expansion
New Transit Center/Park-and-Ride
Upcounty Park-and-Ride Expansion

Candidate Studies to Start in FY15-18:

Road/Bridge Projects

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

Sidewalk/Bikeway Projects

Capitol View Ave/Metropolitan Ave (MD192)
Sidewalk/Bikeway (Forest Glen Rd-Ferndale St)
Fairland Road Sidewalk (Randolph Rd – Old Columbia
Pike)
Falls Road Sidewalk-West Side (River Rd – Dunster Rd)
MacArthur Blvd Bikeway Improvements Segment 1
(Stable La – I-495)
Sandy Spring Bikeway (MD108 – MD182 – Norwood
Rd)
Wisconsin Ave (MD355) Bike Path (Bradley La- Oliver
St)

Mass Transit Projects

Hillandale Bus Layover

Other Candidate Studies Proposed after FY18:

Road/Bridge Projects

N/A

Sidewalk/Bikeway Projects

Clopper Road (MD117) Dual Bikeway (Festival Way-
Slidell Rd)
Dufief Mill Road Sidewalk (MD28 – Travilah Rd)

Mass Transit Projects

Olney Longwood Park-and-Ride
University Boulevard BRT

Goshen Road South -- No. 501107

Category
Subcategory
Administering Agency
Planning Area

Transportation
Roads
Transportation
Gaithersburg Vicinity

Date Last Modified
Required Adequate Public Facility
Relocation Impact
Status

January 06, 2012
No
None.
Preliminary Design Stage

EXPENDITURE SCHEDULE (\$000)

Cost Element	Total	Thru FY11	Est. FY12	Total 6 Years	FY13	FY14	FY15	FY16	FY17	FY18	Beyond 6 Years
Planning, Design, and Supervision	12,493	831	2,729	7,471	1,560	2,135	382	188	1,102	2,104	1,462
Land	16,981	0	0	16,981	0	0	3,968	3,962	6,638	2,413	0
Site Improvements and Utilities	16,556	0	0	11,056	0	0	0	0	2,520	8,536	5,500
Construction	82,600	0	0	35,960	0	0	0	0	10,095	25,865	46,640
Other	0	0	0	0	0	0	0	0	0	0	0
Total	128,630	831	2,729	71,468	1,560	2,135	4,350	4,150	20,355	38,918	53,602

FUNDING SCHEDULE (\$000)

G.O. Bonds	111,942	831	2,729	58,313	1,560	2,135	4,350	3,144	17,349	29,775	50,069
Impact Tax	8,205	0	0	8,205	0	0	0	1,006	3,006	4,193	0
Intergovernmental	3,533	0	0	0	0	0	0	0	0	0	3,533
Recordation Tax Premium	4,950	0	0	4,950	0	0	0	0	0	4,950	0
Total	128,630	831	2,729	71,468	1,560	2,135	4,350	4,150	20,355	38,918	53,602

DESCRIPTION

This project provides for the design of roadway improvements along Goshen Road from south of Girard Street to 1000 feet North of Warfield Road, a distance of approximately 3.5 miles. The improvements will widen Goshen Road from the existing 2-lane open section to a 4-lane divided, closed section roadway using 12-foot inside lanes, 11-foot outside lanes, 18-foot median, and 5-foot on-road bike lanes. A five foot concrete sidewalk and an 8-foot bituminous hiker/biker path along the east and west side of the road, respectively, are also proposed along with storm drain improvements, street lighting and landscaping. The project also entails construction of approximately 6000 linear feet of retaining wall.

CAPACITY

The Average Daily Traffic (ADT) on Goshen Road for the year 2025 is forecasted to be about 26,000.

ESTIMATED SCHEDULE

Final design started in FY11 and will conclude in Fall 2014. Property acquisition will start in Summer 2014 and take approximately 36 months to complete. Utility relocations will start in Summer 2014. Construction will start in Spring 2018 and will be completed in 2020.

COST CHANGE

Increase due to more accurate design and overhead charges. Land acquisition delayed due to fiscal constraints.

JUSTIFICATION

This project is needed to reduce existing and future congestion and improve pedestrian and vehicular safety. Based on projected traffic volumes (year 2025), all intersections along Goshen Road will operate at an unacceptable level-of-service if the road remains in its current condition. The proposed project will provide congestion relief and create improved roadway network efficiency, provide for alternate modes of transportation, and will significantly improve pedestrian safety by constructing a sidewalk and a hiker/biker path.

The Gaithersburg Vicinity Master Plan (January 1985; Amended May 1988; Amended July 1990) identifies Goshen Road as a major highway slated for improvement to 4/6 lanes.

OTHER

A more accurate cost estimate will be prepared upon completion of Final Design.

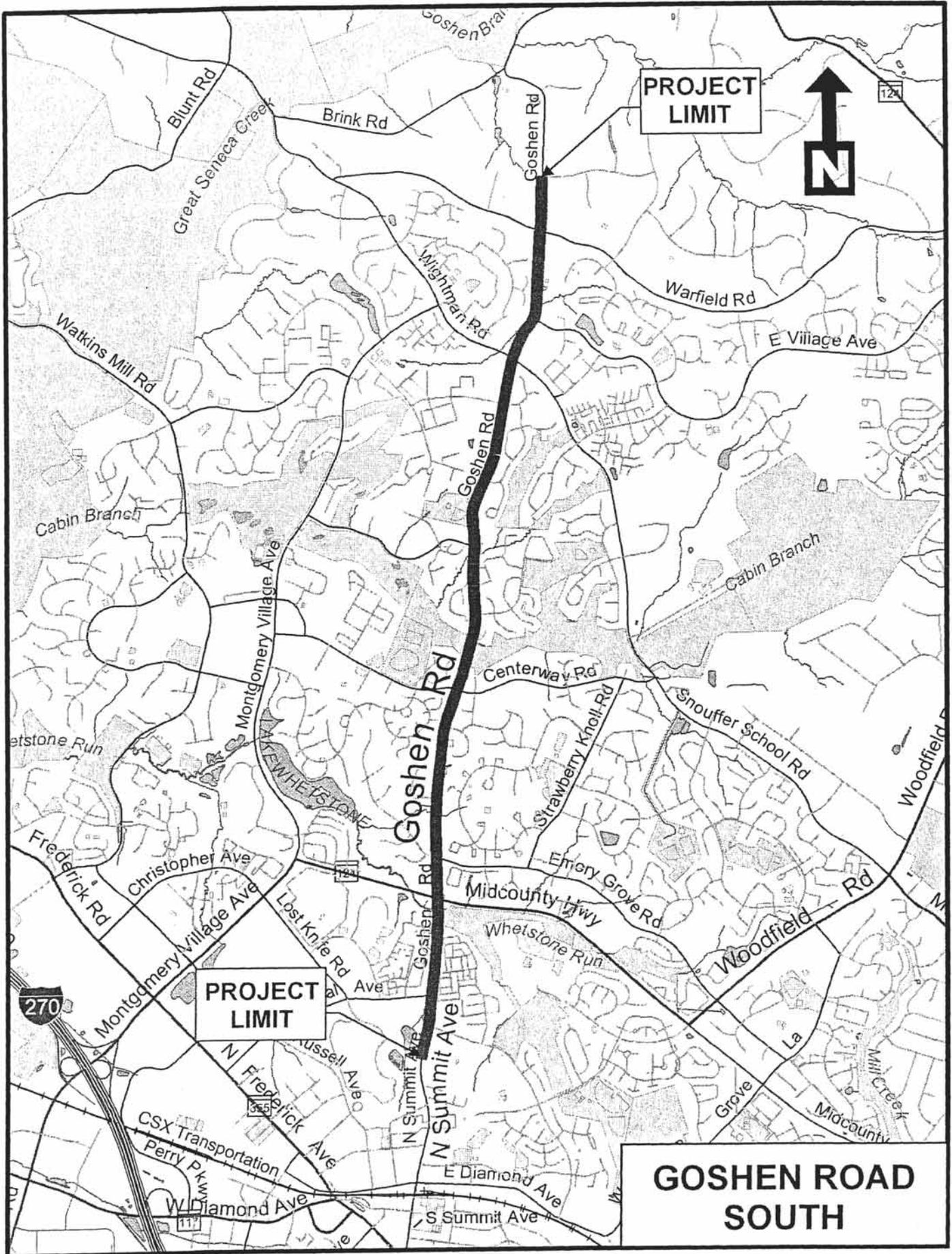
FISCAL NOTE

Intergovernmental revenue is from the Washington Suburban Sanitary Commission (WSSC) for its agreed share of water and sewer relocation costs.

OTHER DISCLOSURES

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

APPROPRIATION AND EXPENDITURE DATA	COORDINATION	MAP
Date First Appropriation	Maryland-National Capital Park and Planning Commission (MNCPPC) Maryland State Highway Administration (MSHA) Utility Companies Department of Permitting Services City of Gaithersburg Facility Planning Transportation- No. 509337	See Map on Next Page
First Cost Estimate		
Current Scope		
Last FY's Cost Estimate		
Appropriation Request		
Appropriation Request Est.		
Supplemental Appropriation Request		
Transfer		
Cumulative Appropriation		
Expenditures / Encumbrances		
Unencumbered Balance		
Partial Closeout Thru		
New Partial Closeout		
Total Partial Closeout		



Highway Noise Abatement -- No. 500338

Category
Subcategory
Administering Agency
Planning Area

Transportation
Roads
Transportation
Countywide

Date Last Modified
Required Adequate Public Facility
Relocation Impact
Status

January 06, 2012
No
None.
On-going

EXPENDITURE SCHEDULE (\$000)

Cost Element	Total	Thru FY11	Est. FY12	Total 6 Years	FY13	FY14	FY15	FY16	FY17	FY18	Beyond 6 Years
Planning, Design, and Supervision	1,315	946	169	200	0	0	0	0	100	100	0
Land	28	28	0	0	0	0	0	0	0	0	0
Site Improvements and Utilities	0	0	0	0	0	0	0	0	0	0	0
Construction	1,736	1,736	0	0	0	0	0	0	0	0	0
Other	7	7	0	0	0	0	0	0	0	0	0
Total	3,086	2,717	169	200	0	0	0	0	100	100	0

FUNDING SCHEDULE (\$000)

G.O. Bonds	3,086	2,717	169	200	0	0	0	0	100	100	0
Total	3,086	2,717	169	200	0	0	0	0	100	100	0

DESCRIPTION

This project provides funds for the study and prioritization of noise abatement measures along publicly owned and maintained roads in Montgomery County, except freeways. Once the need and priority of the abatement measures are established, funding is provided for their design and construction.

ESTIMATED SCHEDULE

Project is on hold until FY17 due to fiscal capacity.

COST CHANGE

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

JUSTIFICATION

Residents regularly request noise abatement measures along County and State roads. The purpose of this project is to respond to these requests in accordance with the Transportation Noise Abatement Policy. Requests would result in noise studies that would determine the need, whether the requested location meets the noise criteria for abatement measures, determination of its priority, and future design and construction. The Highway Noise Abatement Policy was developed by the Noise Abatement Task Force in 2001. The Policy establishes criteria for evaluating the need for noise abatement along publicly maintained roads.

OTHER

This project was conceived through participation on the Noise Abatement Task Force that developed a policy and criteria for evaluating the need and appropriateness of requests for noise abatement along publicly maintained roads in Montgomery County. The project allows for the implementation of the policy established through this Task Force by providing funds for the study and prioritization of requests and the implementation of noise abatement measures.

FISCAL NOTE

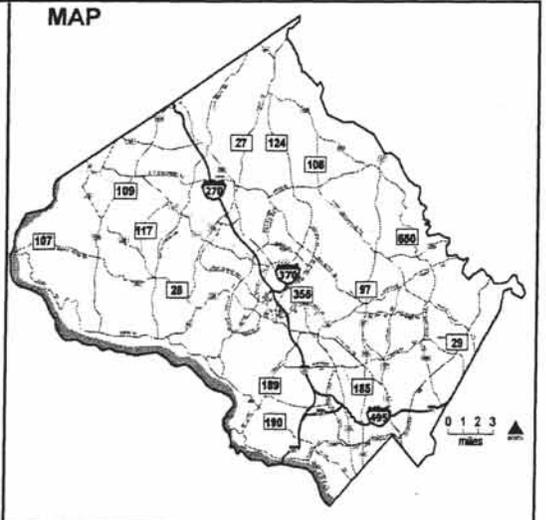
There may be contributions from impacted and benefited property owners in the future as specified in the Policy. In FY12, \$21,000 was transferred to the Advance Reforestation project (No. 500112).

OTHER DISCLOSURES

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

APPROPRIATION AND EXPENDITURE DATA		
Date First Appropriation	FY03	(\$000)
First Cost Estimate	FY13	3,086
Current Scope		2,907
Last FY's Cost Estimate		2,907
Appropriation Request	FY13	0
Appropriation Request Est.	FY14	0
Supplemental Appropriation Request		0
Transfer		-21
Cumulative Appropriation		2,907
Expenditures / Encumbrances		2,727
Unencumbered Balance		180
Partial Closeout Thru	FY10	0
New Partial Closeout	FY11	0
Total Partial Closeout		0

COORDINATION
Maryland-National Capital Park and Planning Commission
Department of Environmental Protection
Department of Permitting Services
Maryland State Highway Administration



Montrose Parkway East -- No. 500717

Category
Subcategory
Administering Agency
Planning Area

Transportation
Roads
Transportation
North Bethesda-Garrett Park

Date Last Modified
Required Adequate Public Facility
Relocation Impact
Status

January 06, 2012
No
None.
Final Design Stage

EXPENDITURE SCHEDULE (\$000)

Cost Element	Total	Thru FY11	Est. FY12	Total 6 Years	FY13	FY14	FY15	FY16	FY17	FY18	Beyond 6 Years
Planning, Design, and Supervision	6,812	2,890	0	3,922	320	2,000	537	465	600	0	0
Land	10,258	2,096	6,338	1,824	1,824	0	0	0	0	0	0
Site Improvements and Utilities	3,140	0	0	3,140	0	0	0	3,140	0	0	0
Construction	35,778	11	40	35,727	0	0	11,368	9,310	15,049	0	0
Other	0	0	0	0	0	0	0	0	0	0	0
Total	55,988	4,997	6,378	44,613	2,144	2,000	11,905	12,915	15,649	0	0

FUNDING SCHEDULE (\$000)

EDAET	504	504	0	0	0	0	0	0	0	0	0
G.O. Bonds	37,759	3,776	6,378	27,605	895	204	8,999	6,655	10,852	0	0
Impact Tax	7,224	717	0	6,507	1,249	1,796	2,823	639	0	0	0
Intergovernmental	83	0	0	83	0	0	83	0	0	0	0
Recordation Tax Premium	10,418	0	0	10,418	0	0	0	5,621	4,797	0	0
Total	55,988	4,997	6,378	44,613	2,144	2,000	11,905	12,915	15,649	0	0

OPERATING BUDGET IMPACT (\$000)

Maintenance				52	0	0	0	0	0	0	52
Energy				52	0	0	0	0	0	0	52
Net Impact				104	0	0	0	0	0	0	104

DESCRIPTION

This project provides for a new four-lane divided parkway as recommended in the North Bethesda/Garrett Park (PA30) and Aspen Hill (PA27) Master Plans. The roadway will be a closed section with 11-foot wide lanes, a 10-foot wide bikepath on the north side, and 5-foot wide sidewalk on the south side. The project includes a 350-foot bridge over Rock Creek. The roadway limits are between Parklawn Drive on the west and Veirs Mill Road/Parklawn Drive intersection on the east including at grade tie-ins to Parklawn Drive and Veirs Mill Road. Appropriate stormwater management facilities and landscaping will be included.

CAPACITY

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

ESTIMATED SCHEDULE

The design and right-of-way acquisition phase is expected to be complete in the Spring of 2013. Construction is expected to start in FY15 and will be completed in approximately 3 years.

COST CHANGE

Cost decrease due to the elimination of the segment between MD 355 and Parklawn Drive from this project offset by inflation and overhead charges.

JUSTIFICATION

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

OTHER

Design of this project will take into consideration the master planned Veirs Mill Road Bus Rapid Transit (BRT) service. Consistent with the County's master plan, trucks with more than four wheels are prohibited from Montrose Parkway East between Parklawn Drive and Veirs Mill Road, except for trucks allowed for the Parkway's maintenance and in emergency situations.

FISCAL NOTE

\$9 million for the design of the segment between MD 355/Montrose interchange and Parklawn Drive is in the State Transportation Participation project (CIP 500722). Intergovernmental revenue represents Washington Suburban Sanitary Commission's (WSSC) share of the water and sewer relocation costs.

Reduce Impact Taxes in FY12 and offset with GO Bonds.

Expenditure schedule reflects fiscal capacity.

OTHER DISCLOSURES

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

APPROPRIATION AND EXPENDITURE DATA

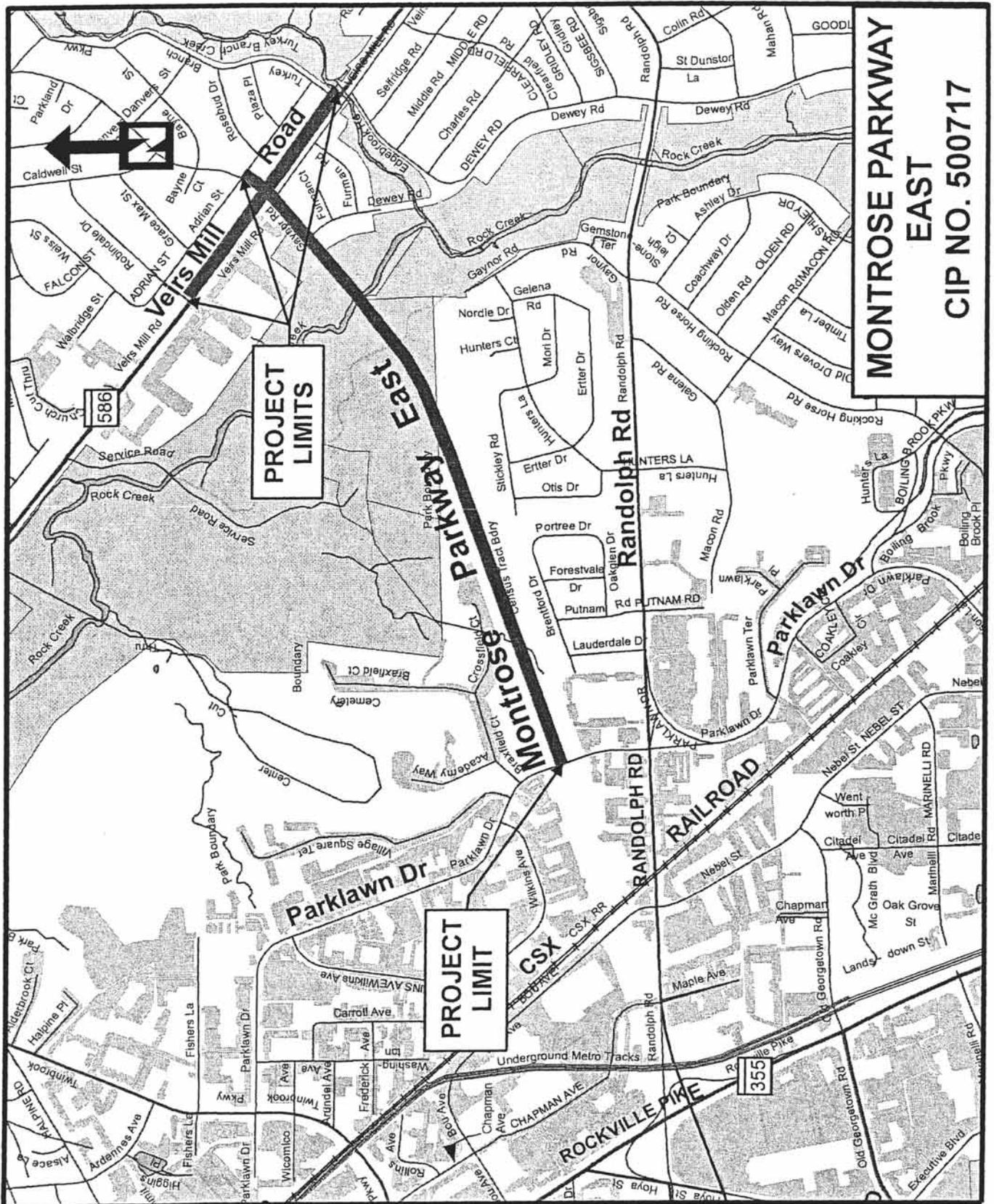
Date First Appropriation	FY07	(\$000)
First Cost Estimate	FY13	55,988
Current Scope		
Last FY's Cost Estimate		119,495
Appropriation Request	FY13	624
Appropriation Request Est.	FY14	2,000
Supplemental Appropriation Request		0
Transfer		0
Cumulative Appropriation		12,895
Expenditures / Encumbrances		5,701
Unencumbered Balance		7,194
Partial Closeout Thru	FY10	0
New Partial Closeout	FY11	0
Total Partial Closeout		0

COORDINATION

Department of Fire and Rescue Services
Department of Transportation
Department of Permitting Services
Maryland-National Capital Park and Planning Commission
Maryland State Highway Administration
Maryland Department of Environment
Washington Suburban Sanitary Commission
Washington Gas
PEPCO
Verizon
State Transportation Participation Project No. 500722
Special Capital Projects Legislation [Bill No. 16-08] was adopted by Council June 10, 2008.

MAP

See Map on Next Page



**MONTROSE PARKWAY
EAST
CIP NO. 500717**

**PROJECT
LIMITS**

**PROJECT
LIMIT**

Platt Ridge Drive Extended -- No. 501200

Category
Subcategory
Administering Agency
Planning Area

Transportation
Roads
Transportation
Bethesda-Chevy Chase

Date Last Modified
Required Adequate Public Facility
Relocation Impact
Status

January 06, 2012
No
None.
Planning Stage

EXPENDITURE SCHEDULE (\$000)

Cost Element	Total	Thru FY11	Est. FY12	Total 6 Years	FY13	FY14	FY15	FY16	FY17	FY18	Beyond 6 Years
Planning, Design, and Supervision	620	0	170	450	210	240	0	0	0	0	0
Land	0	0	0	0	0	0	0	0	0	0	0
Site Improvements and Utilities	30	0	0	30	0	30	0	0	0	0	0
Construction	3,050	0	0	3,050	0	3,050	0	0	0	0	0
Other	0	0	0	0	0	0	0	0	0	0	0
Total	3,700	0	170	3,530	210	3,320	0	0	0	0	0

FUNDING SCHEDULE (\$000)

G.O. Bonds	3,639	0	170	3,469	210	3,259	0	0	0	0	0
Intergovernmental	61	0	0	61	0	61	0	0	0	0	0
Total	3,700	0	170	3,530	210	3,320	0	0	0	0	0

OPERATING BUDGET IMPACT (\$000)

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

DESCRIPTION

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

CAPACITY

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

ESTIMATED SCHEDULE

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

JUSTIFICATION

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

OTHER

Right-of-way for this project will be dedicated to the public by the MNCPPC or purchased through ALARF funding.

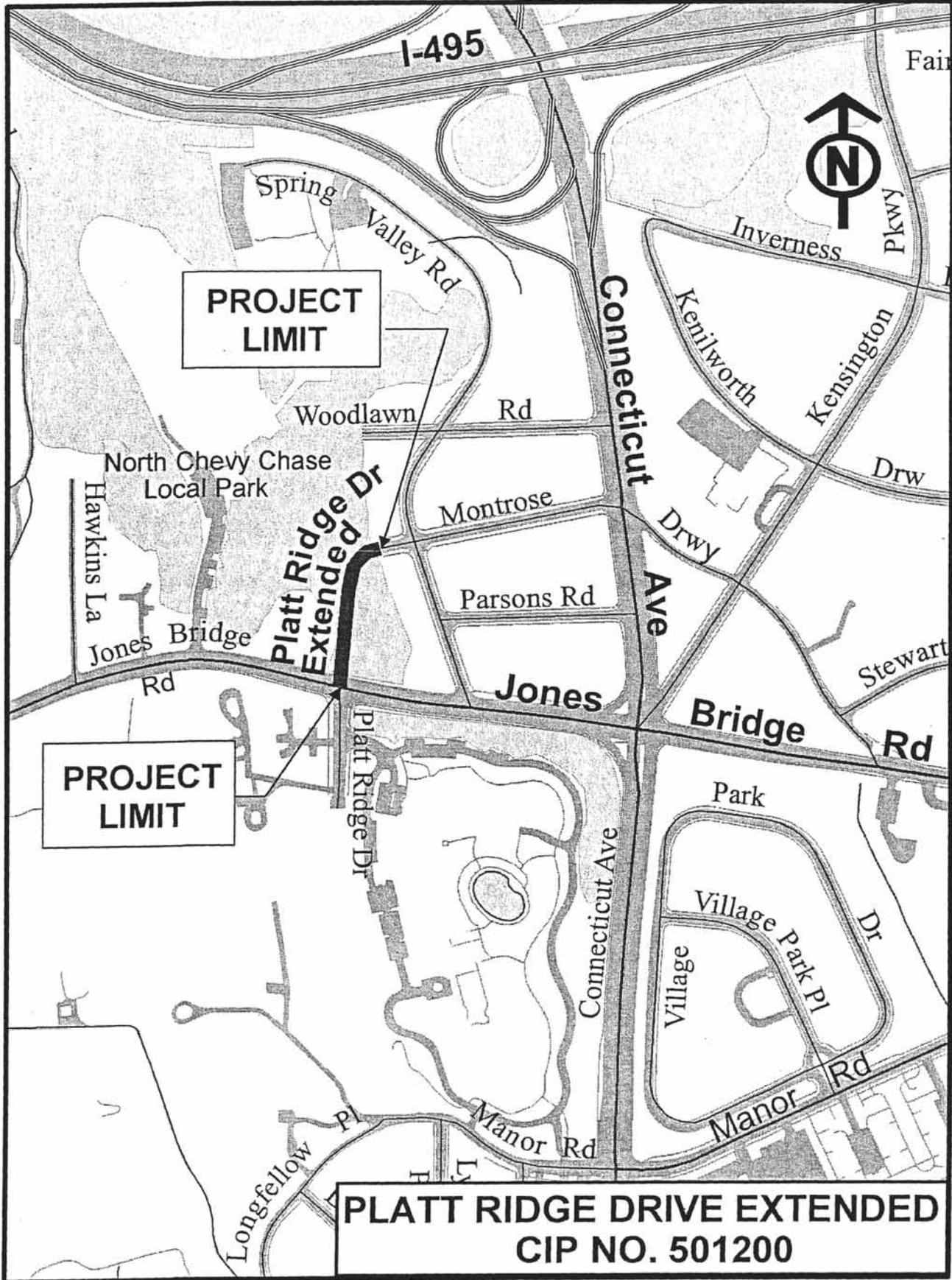
FISCAL NOTE

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

OTHER DISCLOSURES

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

APPROPRIATION AND EXPENDITURE DATA	COORDINATION	MAP												
<table border="1"> <tr> <td>Date First Appropriation</td> <td>FY12</td> <td>(\$000)</td> </tr> <tr> <td>First Cost Estimate</td> <td>FY12</td> <td>3,700</td> </tr> <tr> <td>Current Scope</td> <td></td> <td></td> </tr> <tr> <td>Last FY's Cost Estimate</td> <td></td> <td>3,700</td> </tr> </table>	Date First Appropriation	FY12	(\$000)	First Cost Estimate	FY12	3,700	Current Scope			Last FY's Cost Estimate		3,700	Maryland-National Capital Park & Planning Commission Maryland State Highway Administration Washington Suburban Sanitary Commission Department of Transportation Department of Permitting Services Department of Environmental Protection	See Map on Next Page
Date First Appropriation	FY12	(\$000)												
First Cost Estimate	FY12	3,700												
Current Scope														
Last FY's Cost Estimate		3,700												
<table border="1"> <tr> <td>Appropriation Request</td> <td>FY13</td> <td>3,320</td> </tr> <tr> <td>Appropriation Request Est.</td> <td>FY14</td> <td>0</td> </tr> <tr> <td>Supplemental Appropriation Request</td> <td></td> <td>0</td> </tr> <tr> <td>Transfer</td> <td></td> <td>0</td> </tr> </table>	Appropriation Request	FY13	3,320	Appropriation Request Est.	FY14	0	Supplemental Appropriation Request		0	Transfer		0		
Appropriation Request	FY13	3,320												
Appropriation Request Est.	FY14	0												
Supplemental Appropriation Request		0												
Transfer		0												
<table border="1"> <tr> <td>Cumulative Appropriation</td> <td>380</td> </tr> <tr> <td>Expenditures / Encumbrances</td> <td>0</td> </tr> <tr> <td>Unencumbered Balance</td> <td>380</td> </tr> </table>	Cumulative Appropriation	380	Expenditures / Encumbrances	0	Unencumbered Balance	380								
Cumulative Appropriation	380													
Expenditures / Encumbrances	0													
Unencumbered Balance	380													
<table border="1"> <tr> <td>Partial Closeout Thru</td> <td>FY10</td> <td>0</td> </tr> <tr> <td>New Partial Closeout</td> <td>FY11</td> <td>0</td> </tr> <tr> <td>Total Partial Closeout</td> <td></td> <td>0</td> </tr> </table>	Partial Closeout Thru	FY10	0	New Partial Closeout	FY11	0	Total Partial Closeout		0					
Partial Closeout Thru	FY10	0												
New Partial Closeout	FY11	0												
Total Partial Closeout		0												



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

Public Facilities Roads -- No. 507310

Category
Subcategory
Administering Agency
Planning Area

Transportation
Roads
Transportation
Countywide

Date Last Modified
Required Adequate Public Facility
Relocation Impact
Status

January 06, 2012
No
None.
On-going

EXPENDITURE SCHEDULE (\$000)

Cost Element	Total	Thru FY11	Est. FY12	Total 6 Years	FY13	FY14	FY15	FY16	FY17	FY18	Beyond 6 Years
Planning, Design, and Supervision	389	44	0	345	0	69	69	69	69	69	0
Land	423	0	393	30	0	6	6	6	6	6	0
Site Improvements and Utilities	755	0	475	280	0	56	56	56	56	56	0
Construction	2,344	0	1,459	885	0	177	177	177	177	177	0
Other	0	0	0	0	0	0	0	0	0	0	0
Total	3,911	44	2,327	1,540	0	308	308	308	308	308	*

FUNDING SCHEDULE (\$000)

G.O. Bonds	3,911	44	2,327	1,540	0	308	308	308	308	308	0
Total	3,911	44	2,327	1,540	0	308	308	308	308	308	0

OPERATING BUDGET IMPACT (\$000)

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

DESCRIPTION

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

COST CHANGE

Cost increase due to the addition of FY17 and FY18 to this ongoing projects and overhead costs.

OTHER

Individual Subproject Expenditure Schedule:

PROJECTS	FY12	FY13	FY14	STATUS
Subprojects in Clarksburg (TBD)	\$2,327	\$0	\$0	TBD
Other (TBD)	\$0	\$0	\$308	Ongoing
TOTAL	\$2,327	\$0	\$308	

FISCAL NOTE

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

OTHER DISCLOSURES

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

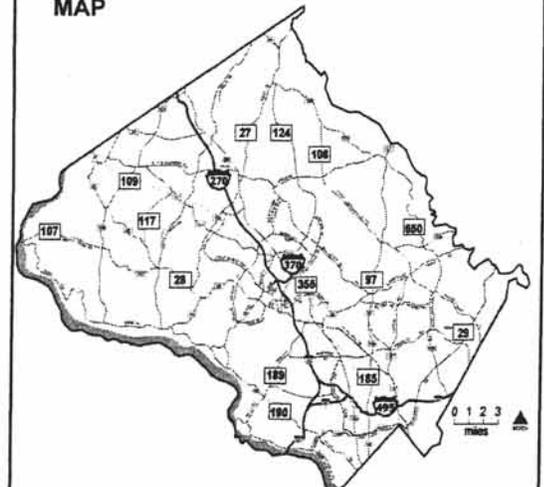
APPROPRIATION AND EXPENDITURE DATA

Date First Appropriation	FY73	(\$000)
First Cost Estimate	FY13	3,911
Current Scope		
Last FY's Cost Estimate		3,571
Appropriation Request	FY13	0
Appropriation Request Est.	FY14	308
Supplemental Appropriation Request		0
Transfer		0
Cumulative Appropriation		2,371
Expenditures / Encumbrances		197
Unencumbered Balance		2,174
Partial Closeout Thru	FY10	10,379
New Partial Closeout	FY11	0
Total Partial Closeout		10,379

COORDINATION

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

MAP



Seminary Road Intersection Improvement -- No. 501307

Category
Subcategory
Administering Agency
Planning Area

Transportation
Roads
Transportation
Silver Spring

Date Last Modified
Required Adequate Public Facility
Relocation Impact
Status

January 06, 2012
No
None.
Preliminary Design Stage

EXPENDITURE SCHEDULE (\$000)

Cost Element	Total	Thru FY11	Est. FY12	Total 6 Years	FY13	FY14	FY15	FY16	FY17	FY18	Beyond 6 Years
Planning, Design, and Supervision	1,449	0	0	1,238	466	244	248	280	0	0	211
Land	589	0	0	589	0	264	325	0	0	0	0
Site Improvements and Utilities	647	0	0	0	0	0	0	0	0	0	647
Construction	4,255	0	0	0	0	0	0	0	0	0	4,255
Other	0	0	0	0	0	0	0	0	0	0	0
Total	6,940	0	0	1,827	466	508	573	280	0	0	5,113

FUNDING SCHEDULE (\$000)

G.O. Bonds	6,915	0	0	1,802	466	508	573	255	0	0	5,113
Intergovernmental	25	0	0	25	0	0	0	25	0	0	0
Total	6,940	0	0	1,827	466	508	573	280	0	0	5,113

DESCRIPTION

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

CAPACITY

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

ESTIMATED SCHEDULE

Final design is to be completed in the Fall of 2013. Construction will start after FY18 and take approximately 13 months to complete.

JUSTIFICATION

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

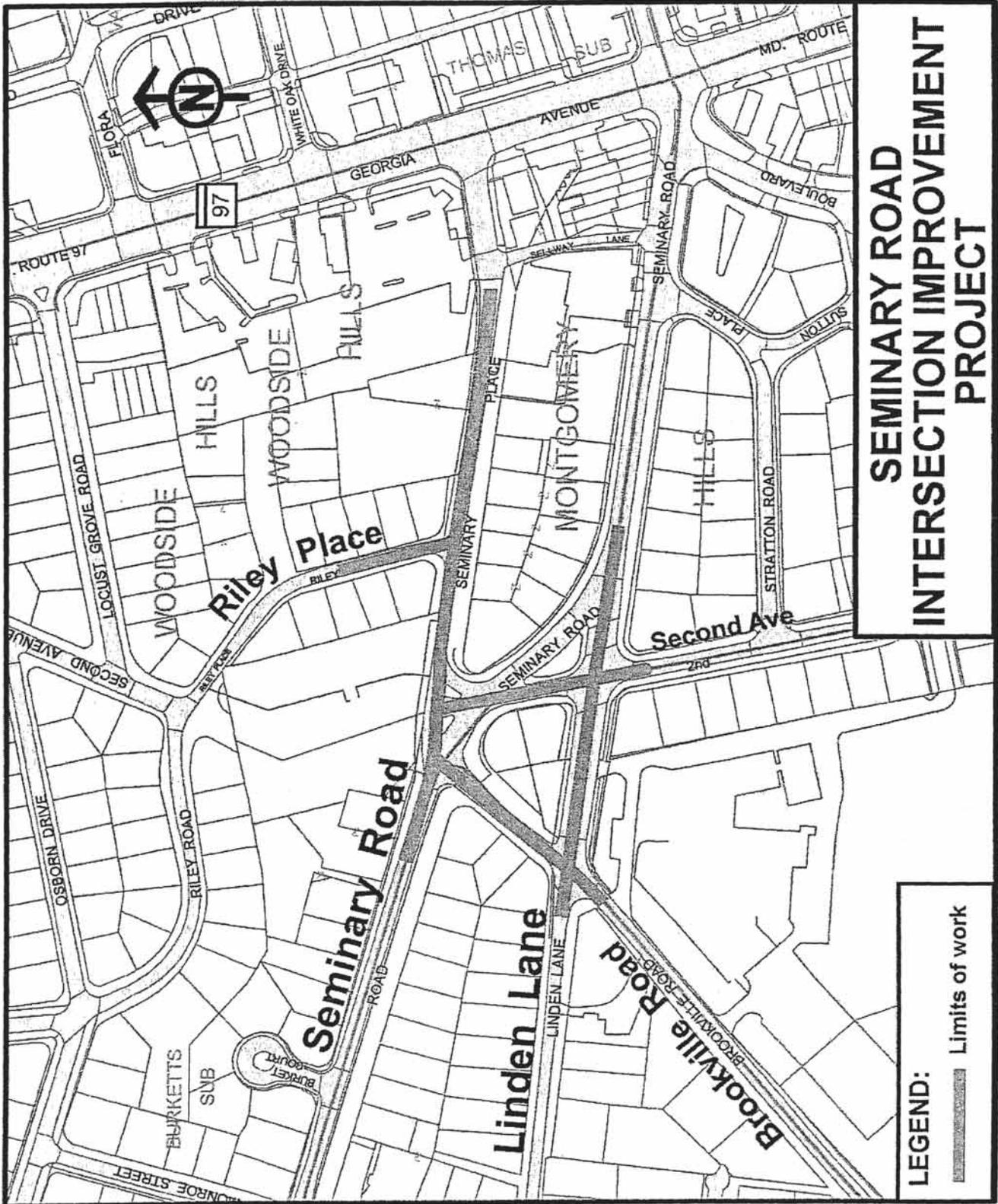
FISCAL NOTE

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

OTHER DISCLOSURES

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

APPROPRIATION AND EXPENDITURE DATA	COORDINATION	MAP												
<table border="1" style="width: 100%; border-collapse: collapse;"> <tr> <td>Date First Appropriation</td> <td style="text-align: center;">FY13</td> <td style="text-align: right;">(\$000)</td> </tr> <tr> <td>First Cost Estimate</td> <td style="text-align: center;">FY13</td> <td style="text-align: right;">6,940</td> </tr> <tr> <td>Current Scope</td> <td></td> <td></td> </tr> <tr> <td>Last FY's Cost Estimate</td> <td></td> <td style="text-align: right;">0</td> </tr> </table>	Date First Appropriation	FY13	(\$000)	First Cost Estimate	FY13	6,940	Current Scope			Last FY's Cost Estimate		0	Washington Suburban Sanitary Commission Department of Permitting Services PEPCO Verizon Washington Gas Maryland - National Capital Park and Planning Commission	See Map on Next Page
Date First Appropriation	FY13	(\$000)												
First Cost Estimate	FY13	6,940												
Current Scope														
Last FY's Cost Estimate		0												
<table border="1" style="width: 100%; border-collapse: collapse;"> <tr> <td>Appropriation Request</td> <td style="text-align: center;">FY13</td> <td style="text-align: right;">710</td> </tr> <tr> <td>Appropriation Request Est.</td> <td style="text-align: center;">FY14</td> <td style="text-align: right;">589</td> </tr> <tr> <td>Supplemental Appropriation Request</td> <td></td> <td style="text-align: right;">0</td> </tr> <tr> <td>Transfer</td> <td></td> <td style="text-align: right;">0</td> </tr> </table>	Appropriation Request	FY13	710	Appropriation Request Est.	FY14	589	Supplemental Appropriation Request		0	Transfer		0		
Appropriation Request	FY13	710												
Appropriation Request Est.	FY14	589												
Supplemental Appropriation Request		0												
Transfer		0												
<table border="1" style="width: 100%; border-collapse: collapse;"> <tr> <td>Cumulative Appropriation</td> <td style="text-align: right;">0</td> </tr> <tr> <td>Expenditures / Encumbrances</td> <td style="text-align: right;">0</td> </tr> <tr> <td>Unencumbered Balance</td> <td style="text-align: right;">0</td> </tr> </table>	Cumulative Appropriation	0	Expenditures / Encumbrances	0	Unencumbered Balance	0								
Cumulative Appropriation	0													
Expenditures / Encumbrances	0													
Unencumbered Balance	0													
<table border="1" style="width: 100%; border-collapse: collapse;"> <tr> <td>Partial Closeout Thru</td> <td style="text-align: center;">FY10</td> <td style="text-align: right;">0</td> </tr> <tr> <td>New Partial Closeout</td> <td style="text-align: center;">FY11</td> <td style="text-align: right;">0</td> </tr> <tr> <td>Total Partial Closeout</td> <td></td> <td style="text-align: right;">0</td> </tr> </table>	Partial Closeout Thru	FY10	0	New Partial Closeout	FY11	0	Total Partial Closeout		0					
Partial Closeout Thru	FY10	0												
New Partial Closeout	FY11	0												
Total Partial Closeout		0												



Snouffer School Road -- No. 501109

Category
Subcategory
Administering Agency
Planning Area

Transportation
Roads
Transportation
Gaithersburg Vicinity

Date Last Modified
Required Adequate Public Facility
Relocation Impact
Status

January 06, 2012
No
None.
Final Design Stage

EXPENDITURE SCHEDULE (\$000)

Cost Element	Total	Thru FY11	Est. FY12	Total 6 Years	FY13	FY14	FY15	FY16	FY17	FY18	Beyond 6 Years
Planning, Design, and Supervision	4,005	401	1,102	2,502	568	412	137	730	555	100	0
Land	1,983	0	0	1,983	1,132	758	93	0	0	0	0
Site Improvements and Utilities	3,550	0	0	3,550	0	0	730	2,820	0	0	0
Construction	14,172	0	0	14,172	0	0	0	3,000	9,272	1,900	0
Other	0	0	0	0	0	0	0	0	0	0	0
Total	23,710	401	1,102	22,207	1,700	1,170	960	6,550	9,827	2,000	0

FUNDING SCHEDULE (\$000)

G.O. Bonds	20,295	401	1,102	18,792	1,700	1,170	795	4,550	8,577	2,000	0
Impact Tax	2,165	0	0	2,165	0	0	165	2,000	0	0	0
Intergovernmental	1,250	0	0	1,250	0	0	0	0	1,250	0	0
Total	23,710	401	1,102	22,207	1,700	1,170	960	6,550	9,827	2,000	0

DESCRIPTION

This project provides for the design, land acquisition, and construction of 5,850 linear feet of roadway widening along Snouffer School Road between Sweet Autumn Drive and Centerway Road. The roadway typical section consists of two through lanes in each direction, a continuous center turn lane and 5.5-foot bike lanes in each direction with an 8-foot shared use path on the north side and a 5-foot sidewalk on the south side within a 90' right-of-way. The typical section was previously approved by the Council's Transportation, Infrastructure, Energy and Environment Committee. The project will require approximately 1.44 acres of land acquisition and will include street lights, storm drainage, stormwater management, and landscaping. Utility relocations include water, sewer, gas, and approximately 77 PEPCO poles. The Maryland State Highway Administration (MSHA) MD 124 Phase II project will widen the approximate 900 linear foot segment on Snouffer School Road between Sweet Autumn Drive and Woodfield Road.

The County's Smart Growth Initiative site at the Webb Tract includes the Montgomery County Public Schools (MCPS) Food Distribution Facility and the Public Safety Training Academy relocation. The Snouffer School Road North CIP (No. 501109) will widen the 3,400 linear foot segment of Snouffer School Road between Centerway Road and Ridge Heights Drive to provide improved access to the planned multi-agency service park at the Webb Tract.

CAPACITY

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

ESTIMATED SCHEDULE

Final design will be completed in the Winter of 2013, land acquisition will be completed in the Winter of 2014, utility relocations will be completed in the Spring of 2016, and construction will begin in the Fall of 2015 and be completed in approximately 24 months.

JUSTIFICATION

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

OTHER

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

FISCAL NOTE

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

OTHER DISCLOSURES

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

APPROPRIATION AND EXPENDITURE DATA

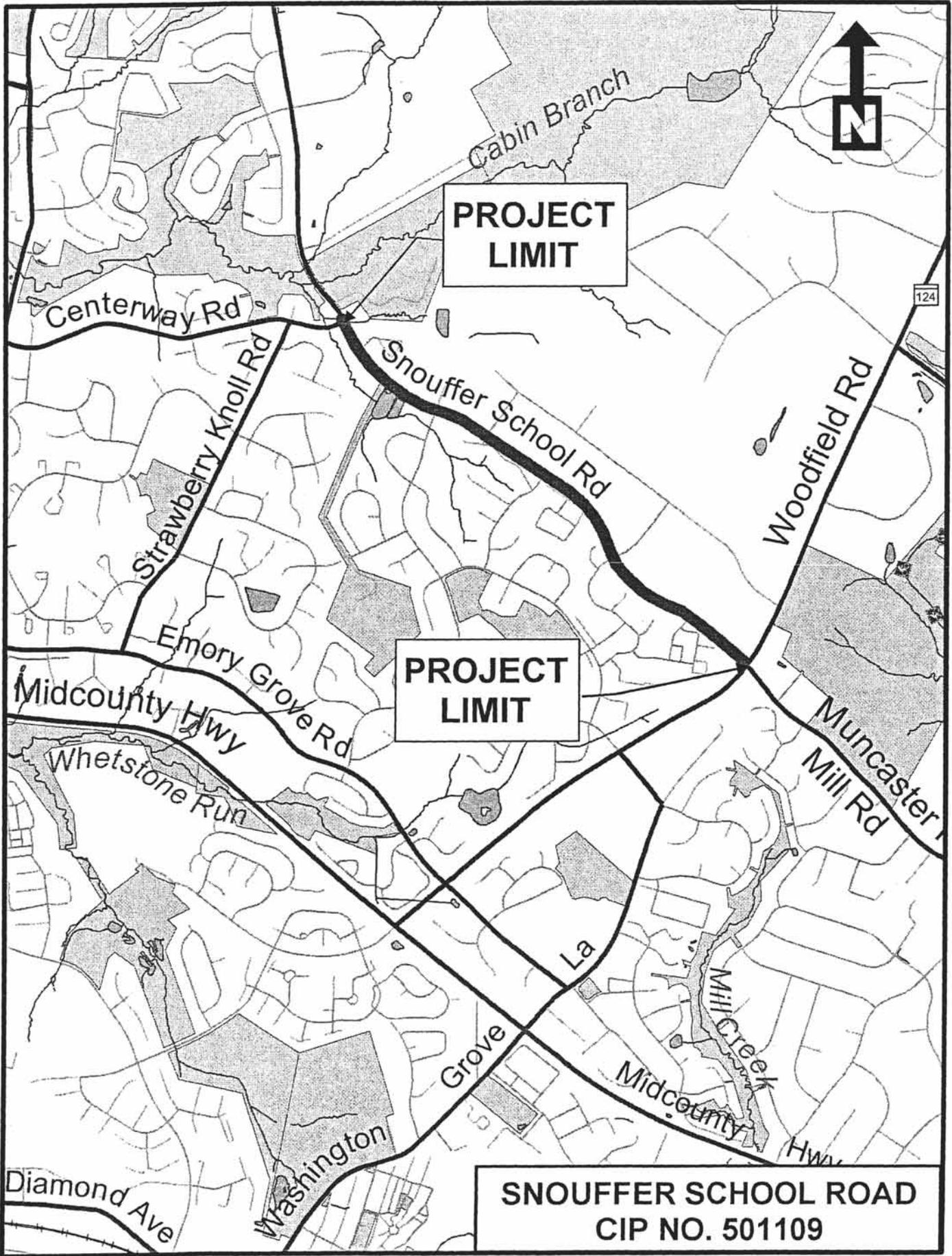
Date First Appropriation	FY11	(\$000)
First Cost Estimate	FY11	23,710
Current Scope		
Last FY's Cost Estimate		23,710
Appropriation Request	FY13	1,129
Appropriation Request Est.	FY14	1,145
Supplemental Appropriation Request		0
Transfer		0
Cumulative Appropriation		2,099
Expenditures / Encumbrances		1,293
Unencumbered Balance		806
Partial Closeout Thru	FY10	0
New Partial Closeout	FY11	0
Total Partial Closeout		0

COORDINATION

Washington Suburban Sanitary Commission
Department of Permitting Services
PEPCO
Verizon
Washington Gas
Department of General Services

MAP

See Map on Next Page



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

Category
Subcategory
Administering Agency
Planning Area

Transportation
Roads
Transportation
Gaithersburg Vicinity

Date Last Modified
Required Adequate Public Facility
Relocation Impact
Status

January 06, 2012
No
None.
Preliminary Design Stage

EXPENDITURE SCHEDULE (\$000)

Cost Element	Total	Thru FY11	Est. FY12	Total 6 Years	FY13	FY14	FY15	FY16	FY17	FY18	Beyond 6 Years
Planning, Design, and Supervision	3,039	0	669	2,370	658	588	630	494	0	0	0
Land	105	0	0	105	105	0	0	0	0	0	0
Site Improvements and Utilities	916	0	0	916	0	0	0	916	0	0	0
Construction	16,620	0	0	16,620	0	0	9,310	7,310	0	0	0
Other	0	0	0	0	0	0	0	0	0	0	0
Total	20,680	0	669	20,011	763	588	9,940	8,720	0	0	0

FUNDING SCHEDULE (\$000)

G.O. Bonds	19,390	0	0	0	0	0	0	0	0	0	19,390
Interim Finance	1,290	0	669	20,011	763	588	9,940	8,720	0	0	-19,390
Total	20,680	0	669	20,011	763	588	9,940	8,720	0	0	0

OPERATING BUDGET IMPACT (\$000)

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

DESCRIPTION

This project provides for the design, land acquisition, and construction of 3,400 linear feet of roadway widening and resurfacing along Snouffer School Road between Centerway Road and Ridge Heights Drive and a new traffic signal at Alliston Hollow Way. The closed-section roadway typical section consists of two through lanes in each direction separated by a raised median, an 8-foot shared use path on the northern side and a 5-foot sidewalk on the southern side within a 100 foot right-of-way. The project will include a bridge for the northbound traffic lanes and replacement of the existing bridge for the southbound traffic lane over Cabin Branch, street lights, storm drainage, stormwater management, landscaping, and utility relocations.

CAPACITY

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

ESTIMATED SCHEDULE

Final design is to be completed in the Winter of 2014, utility relocations are anticipated to be complete in the Winter of 2014, and construction will begin in the Fall of 2014, and take approximately 18 months.

COST CHANGE

Cost increase due to the need to replace the existing bridge over Cabin Branch in its entirety, inflation, and overhead charges.

JUSTIFICATION

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

OTHER

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

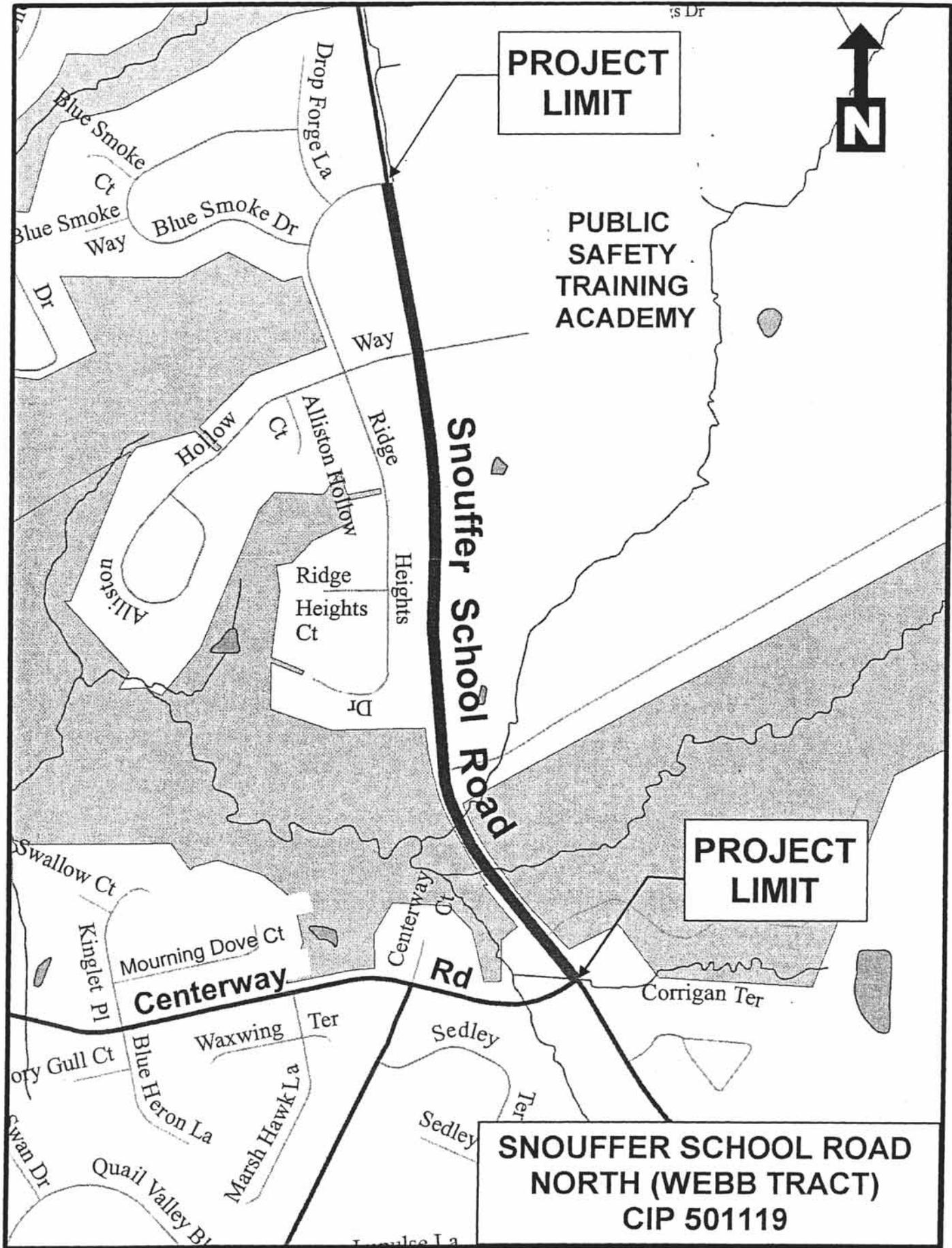
FISCAL NOTE

Interim financing will be used in the short term, with permanent funding sources to include G.O. Bonds. These improvements will be constructed as a design/build, therefore the entire project needs to be programmed.

OTHER DISCLOSURES

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

APPROPRIATION AND EXPENDITURE DATA	COORDINATION	MAP												
<table border="1" style="width: 100%; border-collapse: collapse;"> <tr> <td>Date First Appropriation</td> <td style="text-align: center;">FY11</td> <td style="text-align: right;">(\$000)</td> </tr> <tr> <td>First Cost Estimate</td> <td style="text-align: center;">FY13</td> <td style="text-align: right;">20,680</td> </tr> <tr> <td>Current Scope</td> <td></td> <td style="text-align: right;">16,800</td> </tr> <tr> <td>Last FY's Cost Estimate</td> <td></td> <td style="text-align: right;">16,800</td> </tr> </table>	Date First Appropriation	FY11	(\$000)	First Cost Estimate	FY13	20,680	Current Scope		16,800	Last FY's Cost Estimate		16,800	<p>Snouffer School Road CIP Project No. 501109 Public Services Training Academy Relocation CIP No. 471102 Washington Suburban Sanitary Commission M-NCPPC Department of Permitting Services Department of General Services Maryland Department of the Environment</p>	<p>See Map on Next Page</p>
Date First Appropriation	FY11	(\$000)												
First Cost Estimate	FY13	20,680												
Current Scope		16,800												
Last FY's Cost Estimate		16,800												
<table border="1" style="width: 100%; border-collapse: collapse;"> <tr> <td>Appropriation Request</td> <td style="text-align: center;">FY13</td> <td style="text-align: right;">19,390</td> </tr> <tr> <td>Appropriation Request Est.</td> <td style="text-align: center;">FY14</td> <td style="text-align: right;">0</td> </tr> <tr> <td>Supplemental Appropriation Request</td> <td></td> <td style="text-align: right;">0</td> </tr> <tr> <td>Transfer</td> <td></td> <td style="text-align: right;">0</td> </tr> </table>	Appropriation Request	FY13	19,390	Appropriation Request Est.	FY14	0	Supplemental Appropriation Request		0	Transfer		0		
Appropriation Request	FY13	19,390												
Appropriation Request Est.	FY14	0												
Supplemental Appropriation Request		0												
Transfer		0												
<table border="1" style="width: 100%; border-collapse: collapse;"> <tr> <td>Cumulative Appropriation</td> <td style="text-align: right;">1,290</td> </tr> <tr> <td>Expenditures / Encumbrances</td> <td style="text-align: right;">886</td> </tr> <tr> <td>Unencumbered Balance</td> <td style="text-align: right;">424</td> </tr> </table>	Cumulative Appropriation	1,290	Expenditures / Encumbrances	886	Unencumbered Balance	424								
Cumulative Appropriation	1,290													
Expenditures / Encumbrances	886													
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<table border="1" style="width: 100%; border-collapse: collapse;"> <tr> <td>Partial Closeout Thru</td> <td style="text-align: center;">FY10</td> <td style="text-align: right;">0</td> </tr> <tr> <td>New Partial Closeout</td> <td style="text-align: center;">FY11</td> <td style="text-align: right;">0</td> </tr> <tr> <td>Total Partial Closeout</td> <td></td> <td style="text-align: right;">0</td> </tr> </table>	Partial Closeout Thru	FY10	0	New Partial Closeout	FY11	0	Total Partial Closeout		0					
Partial Closeout Thru	FY10	0												
New Partial Closeout	FY11	0												
Total Partial Closeout		0												



**PROJECT
LIMIT**

**PUBLIC
SAFETY
TRAINING
ACADEMY**

**PROJECT
LIMIT**

**SNOUFFER SCHOOL ROAD
NORTH (WEBB TRACT)
CIP 50119**

State Transportation Participation -- No. 500722

Category
Subcategory
Administering Agency
Planning Area

Transportation
Roads
Transportation
Countywide

Date Last Modified
Required Adequate Public Facility
Relocation Impact
Status

January 09, 2012
Yes
None.
On-going

EXPENDITURE SCHEDULE (\$000)

Cost Element	Total	Thru FY11	Est. FY12	Total 6 Years	FY13	FY14	FY15	FY16	FY17	FY18	Beyond 6 Years
Planning, Design, and Supervision	3,532	2,032	0	1,500	1,000	500	0	0	0	0	0
Land	1	1	0	0	0	0	0	0	0	0	0
Site Improvements and Utilities	0	0	0	0	0	0	0	0	0	0	0
Construction	11,249	11,248	1	0	0	0	0	0	0	0	0
Other	70,693	22,789	20,050	25,431	16,681	6,750	0	0	2,000	0	2,423
Total	85,475	36,070	20,051	26,931	17,681	7,250	0	0	2,000	0	2,423

FUNDING SCHEDULE (\$000)

G.O. Bonds	3,881	1,000	0	458	0	458	0	0	0	0	2,423
Impact Tax	610	610	0	0	0	0	0	0	0	0	0
Revenue Bonds: Liquor Fund	64,521	19,997	20,051	24,473	17,681	6,792	0	0	0	0	0
State Aid	16,463	14,463	0	2,000	0	0	0	0	2,000	0	0
Total	85,475	36,070	20,051	26,931	17,681	7,250	0	0	2,000	0	2,423

DESCRIPTION

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

JUSTIFICATION

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

OTHER

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

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

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

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

The project also includes:

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

FY12 MOUs have been completed for:

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

FISCAL NOTE

The funding schedule aligns with current MOU agreements with the State.

APPROPRIATION AND EXPENDITURE DATA

Date First Appropriation	FY07	(\$000)
First Cost Estimate		
Current Scope	FY11	85,475
Last FY's Cost Estimate		85,475

Appropriation Request	FY13	0
Appropriation Request Est.	FY14	0
Supplemental Appropriation Request		0
Transfer		0

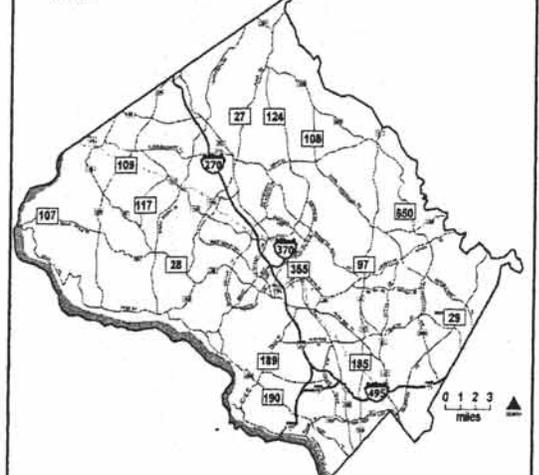
Cumulative Appropriation	81,052
Expenditures / Encumbrances	36,323
Unencumbered Balance	44,729

Partial Closeout Thru	FY10	0
New Partial Closeout	FY11	0
Total Partial Closeout		0

COORDINATION

Maryland State Highway Administration
Developers
Maryland-National Capital Park and Planning Commission
Montgomery County Fire and Rescue Service
Washington Metropolitan Area Transit Authority

MAP



Subdivision Roads Participation -- No. 508000

Category
Subcategory
Administering Agency
Planning Area

Transportation
Roads
Transportation
Countywide

Date Last Modified
Required Adequate Public Facility
Relocation Impact
Status

January 06, 2012
Yes
None.
On-going

EXPENDITURE SCHEDULE (\$000)

Cost Element	Total	Thru FY11	Est. FY12	Total 6 Years	FY13	FY14	FY15	FY16	FY17	FY18	Beyond 6 Years
Planning, Design, and Supervision	1,151	442	0	709	223	166	200	40	40	40	0
Land	3,067	35	695	2,337	910	1,159	88	60	60	60	0
Site Improvements and Utilities	766	0	170	596	316	36	244	0	0	0	0
Construction	3,514	2	536	2,976	275	1,275	1,426	0	0	0	0
Other	0	0	0	0	0	0	0	0	0	0	0
Total	8,498	479	1,401	6,618	1,724	2,636	1,958	100	100	100	*

FUNDING SCHEDULE (\$000)

Contributions	500	0	0	500	500	0	0	0	0	0	0
G.O. Bonds	7,963	479	1,401	6,083	1,189	2,636	1,958	100	100	100	0
Impact Tax	0	0	0	0	0	0	0	0	0	0	0
Intergovernmental	35	0	0	35	35	0	0	0	0	0	0
Total	8,498	479	1,401	6,618	1,724	2,636	1,958	100	100	100	0

OPERATING BUDGET IMPACT (\$000)

Maintenance				68	8	12	12	12	12	12
Energy				68	8	12	12	12	12	12
Net Impact				136	16	24	24	24	24	24

DESCRIPTION

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

COST CHANGE

Cost increase due to updated cost estimates, overhead charges, and the addition of FY17 and FY18 to this ongoing project.

JUSTIFICATION

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

OTHER

See individual sub-project expenditure schedule below.

Subproject	FY12	FY13	FY14	FY15	FY16	Status
Clarksburg- MD 355 to Snowden Farm Pkwy	\$20	\$1,191	\$2,211	\$940	\$0	Final Design Stage
Clarksburg - Towncenter Connector Road	\$124	\$533	\$425	\$918	\$0	Preliminary Design Stage
To be Determined	\$0	\$0	\$0	\$100	\$100	Ongoing
Totals	\$144	\$1,724	\$2,636	\$1,958	\$100	

FISCAL NOTE

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

The Developer is to contribute \$500,000 to the construction of the Clarksburg Town Center Connector Road and appropriation will be requested when the MOU is signed. The Intergovernmental revenues represent the Washington Suburban Sanitary Commission (WSSC) share of the water and sewer relocation costs for Piney Meetinghouse Road.

OTHER DISCLOSURES

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

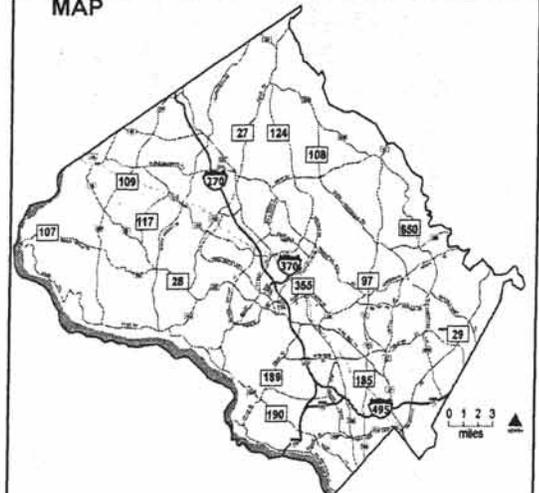
APPROPRIATION AND EXPENDITURE DATA

Date First Appropriation	FY80	(\$000)
First Cost Estimate	FY13	8,498
Current Scope		
Last FY's Cost Estimate		6,517
Appropriation Request	FY13	0
Appropriation Request Est.	FY14	1,186
Supplemental Appropriation Request		0
Transfer		0
Cumulative Appropriation		5,054
Expenditures / Encumbrances		602
Unencumbered Balance		4,452
Partial Closeout Thru	FY10	13,376
New Partial Closeout	FY11	0
Total Partial Closeout		13,376

COORDINATION

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

MAP



Thompson Road Connection -- No. 500912

Category
Subcategory
Administering Agency
Planning Area

**Transportation
Roads
Transportation
Cloverly-Norwood**

Date Last Modified
Required Adequate Public Facility
Relocation Impact
Status

January 06, 2012
No
None.
Final Design Stage

EXPENDITURE SCHEDULE (\$000)

Cost Element	Total	Thru FY11	Est. FY12	Total 6 Years	FY13	FY14	FY15	FY16	FY17	FY18	Beyond 6 Years
Planning, Design, and Supervision	284	133	0	151	151	0	0	0	0	0	0
Land	32	19	0	13	13	0	0	0	0	0	0
Site Improvements and Utilities	149	0	0	149	149	0	0	0	0	0	0
Construction	315	0	0	315	315	0	0	0	0	0	0
Other	0	0	0	0	0	0	0	0	0	0	0
Total	780	152	0	628	628	0	0	0	0	0	0

FUNDING SCHEDULE (\$000)

G.O. Bonds	780	152	0	628	628	0	0	0	0	0	0
Total	780	152	0	628	628	0	0	0	0	0	0

OPERATING BUDGET IMPACT (\$000)

Maintenance				5	0	1	1	1	1	1	1
Energy				5	0	1	1	1	1	1	1
Net Impact				10	0	2	2	2	2	2	2

DESCRIPTION

This project provides funds for the final design and construction of a 300-foot section of Rainbow Drive from its current terminus to an intersection with Thompson Road. The project proposes a two-lane, open-section, primary roadway with pavement 24-foot wide and a 5-foot wide concrete sidewalk along the south side. The existing right-of-way width along most of the length is 70 feet. This project also provides for the reconfiguration of an adjacent Montgomery County Public School (MCPS) bus lot and a new driveway at the Briggs Chaney Middle School. Streetlights, storm drainage, stormwater management, and landscaping with street trees are also included as part of this project.

ESTIMATED SCHEDULE

Design is estimated to be complete in the Summer of 2012. Construction will begin in the Spring of 2013 for a period of three months.

COST CHANGE

Cost increase due to the bus lot reconfiguration, a new driveway at the Briggs Chaney Middle School, and overhead charges.

JUSTIFICATION

This project will provide a connection for area residents and Briggs Chaney Middle School to Thompson Road as well as provide additional access for emergency responders to the Middle School and residents along Rainbow Drive. The Cloverly Master Plan, adopted in July 1997, recommends retaining the planned connection of Rainbow Drive to Thompson Road from the 1981 Eastern Montgomery County Master Plan. Facility Planning for this project was completed in FY08 in the Facility Planning: Transportation project. The Briggs Chaney Middle School has only one driveway to the bus parking lot and the addition of a new driveway will improve safety and bus circulation.

OTHER

Project construction schedule is delayed partially due to Special Protection Area permitting requirements. Council Resolution No. 13-981 places three conditions that must be met before this connection is constructed: 1. The connection project, whenever it is programmed, must be designed and budgeted to include traffic calming devices, such as circle(s) and traffic hump(s). 2. The connection is not to occur sooner than when Norbeck Road Extended project is open to traffic. 3. The connection is not to occur prior to completion of a County-initiated study of cut-through traffic on the primary and secondary residential street system within the areas bounded by Spencerville, Peach Orchard, Briggs Chaney, and Good Hope Roads including Rainbow Drive and Thompson Road, and implementation of the measures identified to address cut-through traffic. All of these conditions have been met.

FISCAL NOTE

In FY12, \$4,000 was transferred to this project from Father Hurley Boulevard Extended (No. 500516).

OTHER DISCLOSURES

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

APPROPRIATION AND EXPENDITURE DATA

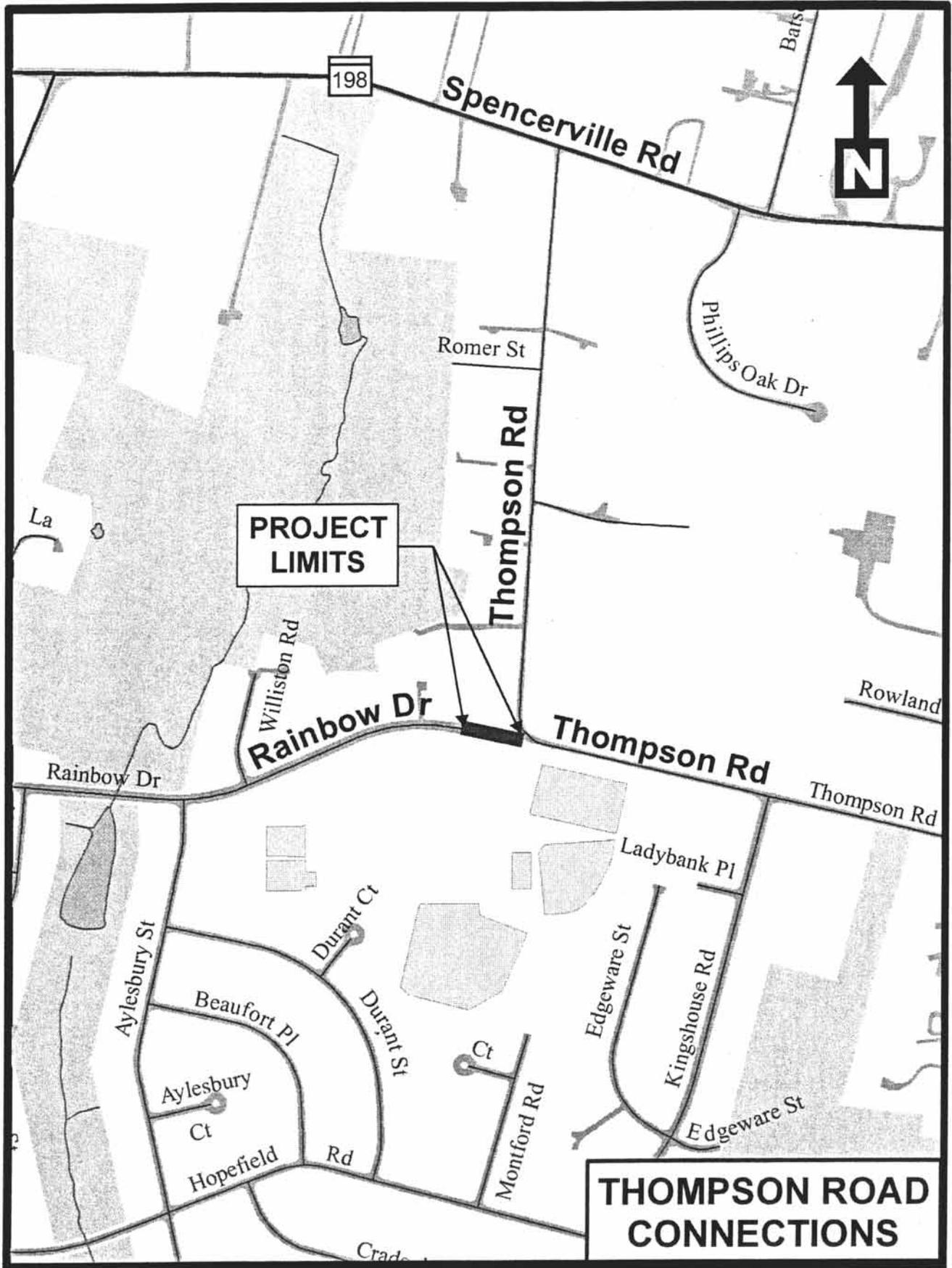
Date First Appropriation	FY09	(\$000)
First Cost Estimate	FY13	780
Current Scope		
Last FY's Cost Estimate		504
Appropriation Request	FY13	628
Appropriation Request Est.	FY14	0
Supplemental Appropriation Request		0
Transfer		4
Cumulative Appropriation		147
Expenditures / Encumbrances		147
Unencumbered Balance		0
Partial Closeout Thru	FY10	0
New Partial Closeout	FY11	0
Total Partial Closeout		0

COORDINATION

Montgomery County Public Schools
Briggs Chaney Middle School
Maryland National Capital Park and Planning Commission
PEPCO
Verizon
Montgomery County Department of Permitting Services
Washington Gas and Light
Washington Suburban Sanitary Commission
Department of Environmental Protection
Facility Planning: Transportation

MAP

See Map on Next Page



Transportation Improvements For Schools -- No. 509036

Category
Subcategory
Administering Agency
Planning Area

Transportation
Roads
Transportation
Countywide

Date Last Modified
Required Adequate Public Facility
Relocation Impact
Status

January 06, 2012
No
None.
On-going

EXPENDITURE SCHEDULE (\$000)

Cost Element	Total	Thru FY11	Est. FY12	Total 6 Years	FY13	FY14	FY15	FY16	FY17	FY18	Beyond 6 Years
Planning, Design, and Supervision	560	151	31	378	60	60	60	60	69	69	0
Land	0	0	0	0	0	0	0	0	0	0	0
Site Improvements and Utilities	400	0	250	150	25	25	25	25	25	25	0
Construction	987	1	296	690	115	115	115	115	115	115	0
Other	0	-1	1	0	0	0	0	0	0	0	0
Total	1,947	151	578	1,218	200	200	200	200	209	209	*

FUNDING SCHEDULE (\$000)

G.O. Bonds	1,947	151	578	1,218	200	200	200	200	209	209	0
Total	1,947	151	578	1,218	200	200	200	200	209	209	0

DESCRIPTION

This project provides for transportation improvements such as intersection modifications, sidewalks, traffic signals, streetlights, etc., necessary for safe pedestrian and vehicular circulation for schools identified in the Montgomery County Public Schools (MCPS) Capital Program. One aspect of this project will focus on improving pedestrian walkability by creating a safer walking environment, utilizing selected engineering technologies, and ensuring ADA compliance.

COST CHANGE

Increase due to the addition of FY17 and FY18 to this ongoing project and overhead charges.

JUSTIFICATION

This project is the result of a task force which includes representatives from the County Executive, County Council, MCPS, Maryland-National Capital Park and Planning Commission (M-NCPPC), and the Maryland State Highway Administration (MSHA). The construction of schools in the County must be supported by off-site transportation improvements to provide safe access. An individual study has been undertaken to identify requirements related to each new school.

OTHER

Projects included in this program are subject to Council-approved changes in the MCPS program. Safety assessments and studies are conducted at 6-10 schools per year as part of the Safe Routes to Schools Program funded in the Department of Transportation's (DOT) operating budget. Recommendations from those studies can result in the need for capital improvements that are beyond the scope of the operating budget.

Current/Planned Projects: Wyngate Elementary School, Farmland Elementary School, Blake High School, Travilah Elementary School, and Washington Grove Elementary School.

OTHER DISCLOSURES

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

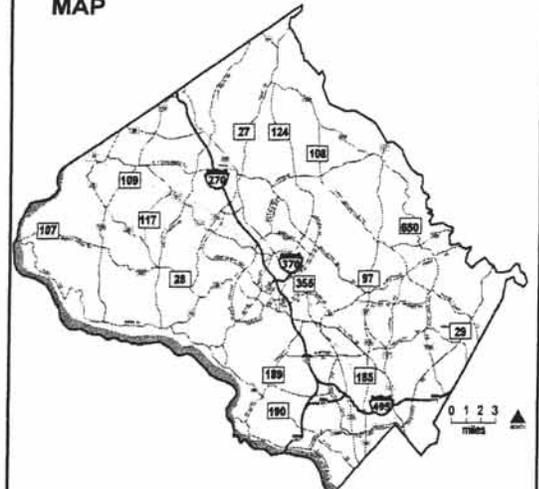
APPROPRIATION AND EXPENDITURE DATA

Date First Appropriation	FY89	(\$000)
First Cost Estimate	FY13	1,947
Current Scope		
Last FY's Cost Estimate		1,529
Appropriation Request	FY13	200
Appropriation Request Est.	FY14	200
Supplemental Appropriation Request		0
Transfer		0
Cumulative Appropriation		729
Expenditures / Encumbrances		264
Unencumbered Balance		465
Partial Closeout Thru	FY10	4,538
New Partial Closeout	FY11	0
Total Partial Closeout		4,538

COORDINATION

Montgomery County Public Schools
Maryland-National Capital Park and Planning Commission
Department of Permitting Services
Maryland State Highway Administration
Montgomery County Pedestrian Safety Advisory Committee

MAP



Travilah Road -- No. 500101

Category
Subcategory
Administering Agency
Planning Area

Transportation
Roads
Transportation
Potomac-Travilah

Date Last Modified
Required Adequate Public Facility
Relocation Impact
Status

January 06, 2012
No
None.
On-going

EXPENDITURE SCHEDULE (\$000)

Cost Element	Total	Thru FY11	Est. FY12	Total 6 Years	FY13	FY14	FY15	FY16	FY17	FY18	Beyond 6 Years
Planning, Design, and Supervision	2,414	1,994	300	120	120	0	0	0	0	0	0
Land	5,154	5,081	73	0	0	0	0	0	0	0	0
Site Improvements and Utilities	459	449	10	0	0	0	0	0	0	0	0
Construction	5,562	5,010	100	452	452	0	0	0	0	0	0
Other	12	12	0	0	0	0	0	0	0	0	0
Total	13,601	12,546	483	572	572	0	0	0	0	0	0

FUNDING SCHEDULE (\$000)

Contributions	89	89	0	0	0	0	0	0	0	0	0
G.O. Bonds	5,940	4,905	463	572	572	0	0	0	0	0	0
Intergovernmental	20	0	20	0	0	0	0	0	0	0	0
PAYGO	7,552	7,552	0	0	0	0	0	0	0	0	0
Total	13,601	12,546	483	572	572	0	0	0	0	0	0

OPERATING BUDGET IMPACT (\$000)

Maintenance				35	0	7	7	7	7	7
Energy				35	0	7	7	7	7	7
Net Impact				70	0	14	14	14	14	14

DESCRIPTION

This project provides funds for the design, land acquisition, and construction of the 14,400-foot section of Travilah Road between Darnestown Road and Dufief Mill Road. The improvements will be constructed in two phases: Phase I (completed): construction of a closed-section roadway from Darnestown Road to Nolan Drive, with a pavement width that will transition to 24 feet at a point 400 feet west of Nolan Drive; widening the pavement to 24 feet between Nolan Drive and Lake Winds Way; a left-turn lane on Travilah Road at the Piney Meetinghouse Road intersection; widening the pavement to 22 feet from Lake Winds Way to Dufief Mill Road; an 8-foot wide paved bike way along the northern side of the roadway from Darnestown Road to Dufief Mill Road; a 4-foot wide grass shoulder and a drainage ditch along the northern side of the roadway from a point 400 feet west of Nolan Drive to Dufief Mill Road; vertical alignment revisions at the Mount Prospect Drive intersection and a location 400 feet west of Welland Terrace; streetlights along the southern side of the roadway and lighting along the bike way; landscaping along the northern side of the roadway; and a right-turn lane into Piney Meetinghouse Road. The Phase II improvements will fill in the missing sections of sidewalk, approximately 1,850 feet along the east side of Travilah Road between Piney Meetinghouse Road and Darnestown Road. In addition, 900 feet of bikeway will be constructed along the south side of Darnestown Road from Travilah Road to Great Seneca Highway. This will connect with the bikeway on the west side of Travilah Road, which was constructed in Phase I.

CAPACITY

The 1997 and design year 2010 average daily traffic volumes are 7,400 and 11,000 vehicles, respectively.

ESTIMATED SCHEDULE

Construction of the final phase will start in FY13 and is expected to be completed within 4 months.

COST CHANGE

Cost increase due to additional land acquisition costs, inflation, and overhead charges.

JUSTIFICATION

Travilah Road between Nolan Drive and Dufief Mill Road is an open-section roadway which lacks shoulders and adequate roadside drainage; pavement width varies from 20 to 22 feet, leaving inconsistent roadway cross-sections and isolated segments of sidewalk. Thirty-seven reported traffic accidents occurred on this section of the road over a 3-year period, and localized roadway flooding occurs during rainstorms. The project will improve vehicular safety, roadside drainage efficiency, and provide bikeway and pedestrian connectivity.

OTHER

Preliminary design costs were funded from the Facility Planning: Transportation project. Phase II will be constructed in stages as development occurs along the south side of the roadway. The County will participate with developers in the construction of Phase II improvements during the development of adjacent subdivisions.

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

APPROPRIATION AND EXPENDITURE DATA

Date First Appropriation	FY01	(\$000)
First Cost Estimate		
Current Scope	FY11	12,136
Last FY's Cost Estimate		12,989

Appropriation Request	FY13	312
Appropriation Request Est.	FY14	0
Supplemental Appropriation Request		0
Transfer		0

Cumulative Appropriation	13,289
Expenditures / Encumbrances	12,109
Unencumbered Balance	1,180

Partial Closeout Thru	FY10	0
New Partial Closeout	FY11	0
Total Partial Closeout		0

COORDINATION

Maryland-National Capital Park and Planning Commission
PEPCO
Verizon
Department of Permitting Services
Washington Gas and Light
Washington Suburban Sanitary Commission
Department of Environmental Protection
Maryland Department of the Environment
U. S. Army Corps of Engineers
Facility Planning: Transportation

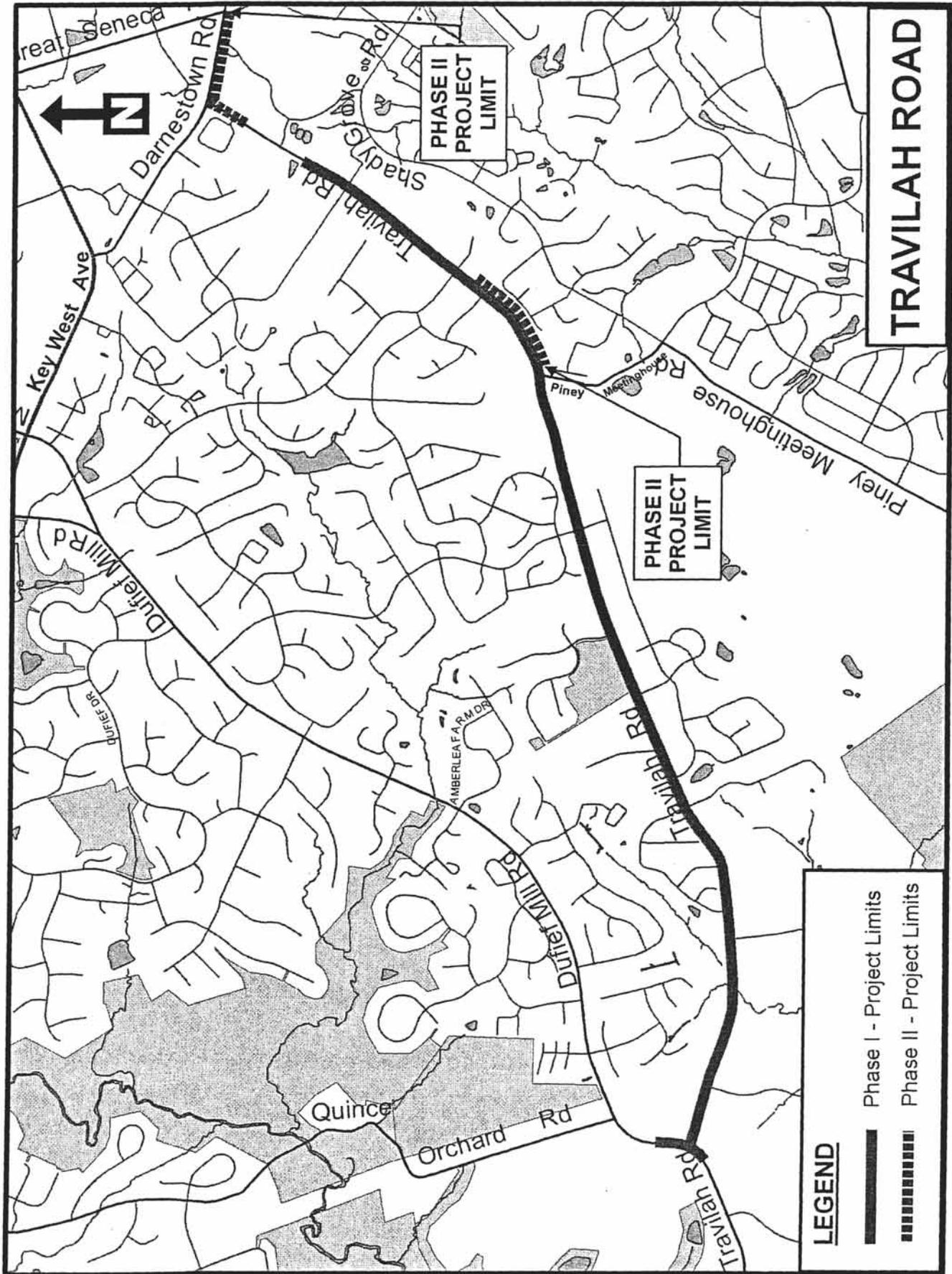
MAP

See Map on Next Page

Travilah Road -- No. 500101 (continued)

OTHER DISCLOSURES

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



Wapakoneta Road Improvements -- No. 501101

Category
Subcategory
Administering Agency
Planning Area

Transportation
Roads
Transportation
Bethesda-Chevy Chase

Date Last Modified
Required Adequate Public Facility
Relocation Impact
Status

January 07, 2012
No
None.
Preliminary Design Stage

EXPENDITURE SCHEDULE (\$000)

Cost Element	Total	Thru FY11	Est. FY12	Total 6 Years	FY13	FY14	FY15	FY16	FY17	FY18	Beyond 6 Years
Planning, Design, and Supervision	417	0	0	417	255	35	127	0	0	0	0
Land	328	0	0	328	0	328	0	0	0	0	0
Site Improvements and Utilities	10	0	0	10	0	0	10	0	0	0	0
Construction	808	0	0	808	0	0	808	0	0	0	0
Other	0	0	0	0	0	0	0	0	0	0	0
Total	1,563	0	0	1,563	255	363	945	0	0	0	0

FUNDING SCHEDULE (\$000)

G.O. Bonds	1,533	0	0	1,533	255	363	915	0	0	0	0
Intergovernmental	30	0	0	30	0	0	30	0	0	0	0
Total	1,563	0	0	1,563	255	363	945	0	0	0	0

OPERATING BUDGET IMPACT (\$000)

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

DESCRIPTION

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

ESTIMATED SCHEDULE

Design will start in the Summer of 2012 and conclude in the Fall of 2013. Property acquisition will start in the Spring of 2013 and conclude by Spring 2014. Construction is expected to start by the Winter of 2014 and be completed by Summer of 2015.

COST CHANGE

Cost increase due to inflation and overhead charges.

JUSTIFICATION

A number of the properties experience severe flooding of their dwellings during rain storms; the lack of a drainage system or roadside ditches also causes erosion of shoulders and inundation of the roadway in this older community. The residents of this segment of Wapakoneta Road have submitted a petition requesting installation of curb and gutters, storm drain improvements, and reconstruction of the road. This project is to alleviate erosion of road shoulders and inundation of the roadways and private properties along the west side of the street. The installation of the proposed storm drain improvements will be followed by the reconstruction/resurfacing of the pavement section. The project would benefit all 22 residences in this part of Wapakoneta Road by reducing flooding.

A review of impacts of pedestrians, bicycles and ADA (Americans with Disabilities Act of 1991) is being performed and addressed by this project. Traffic signals, streetlights, crosswalks, bus stops, ADA ramps, bikeways, and other pertinent issues are being considered in the design of the project to ensure pedestrian safety.

OTHER

Intergovernmental represents WSSC's share of utility relocation costs.

OTHER DISCLOSURES

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

APPROPRIATION AND EXPENDITURE DATA

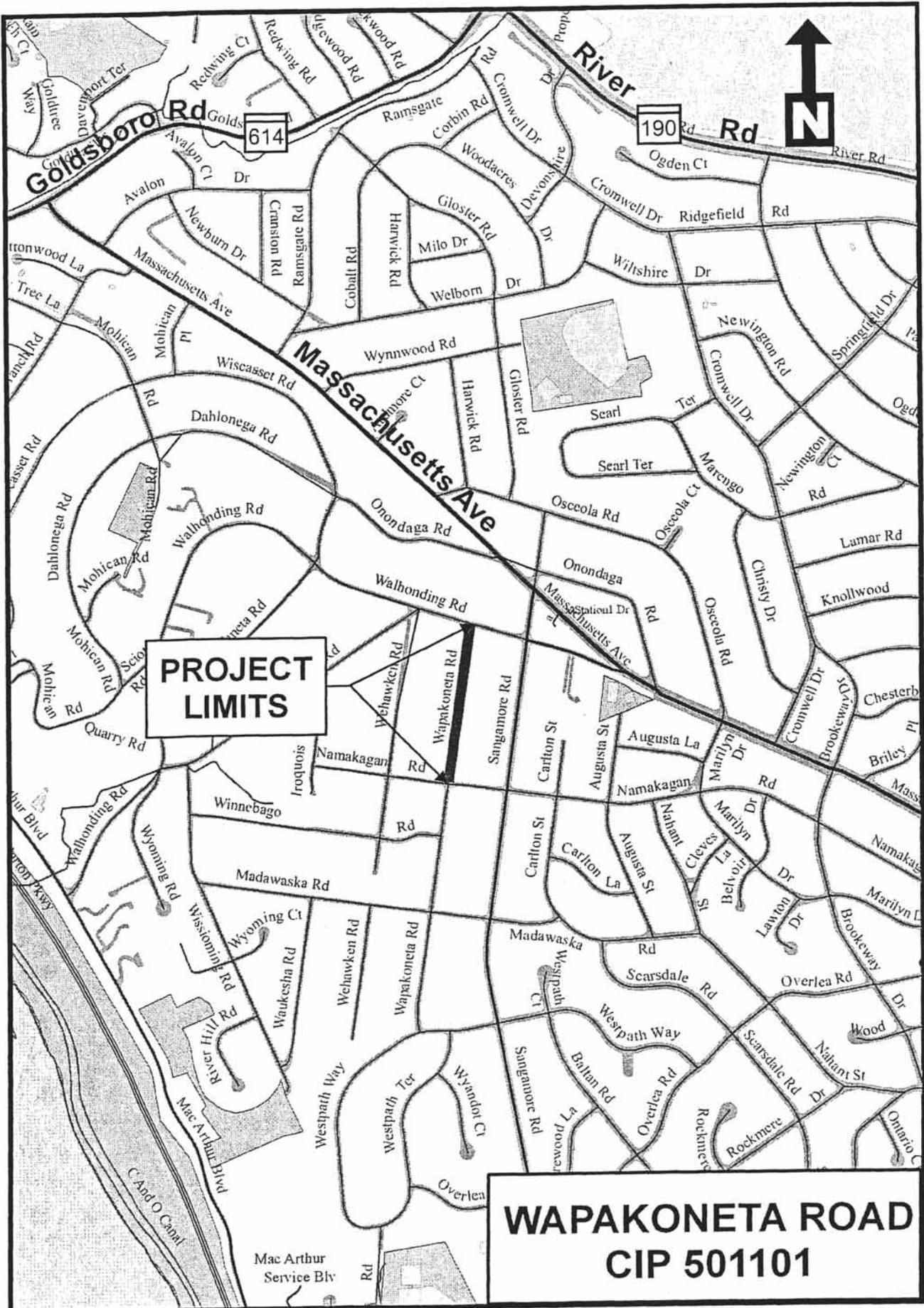
Date First Appropriation	FY13	(\$000)
First Cost Estimate	FY11	1,425
Current Scope		
Last FY's Cost Estimate		0
Appropriation Request	FY13	255
Appropriation Request Est.	FY14	1,308
Supplemental Appropriation Request		0
Transfer		0
Cumulative Appropriation		0
Expenditures / Encumbrances		0
Unencumbered Balance		0
Partial Closeout Thru	FY10	0
New Partial Closeout	FY11	0
Total Partial Closeout		0

COORDINATION

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

MAP

. See Map on Next Page



**PROJECT
LIMITS**

**WAPAKONETA ROAD
CIP 501101**

White Flint District East: Transportation -- No. 501204

Category
Subcategory
Administering Agency
Planning Area

Transportation
Roads
Transportation
North Bethesda-Garrett Park

Date Last Modified
Required Adequate Public Facility
Relocation Impact
Status

January 09, 2012
No
None.
Planning Stage

EXPENDITURE SCHEDULE (\$000)

Cost Element	Total	Thru FY11	Est. FY12	Total 6 Years	FY13	FY14	FY15	FY16	FY17	FY18	Beyond 6 Years
Planning, Design, and Supervision	6,360	0	1,200	3,400	1,000	1,050	650	700	0	0	1,760
Land	0	0	0	0	0	0	0	0	0	0	0
Site Improvements and Utilities	5,860	0	0	3,520	0	100	0	3,420	0	0	2,340
Construction	17,180	0	0	3,000	0	3,000	0	0	0	0	14,180
Other	0	0	0	0	0	0	0	0	0	0	0
Total	29,400	0	1,200	9,920	1,000	4,150	650	4,120	0	0	18,280

FUNDING SCHEDULE (\$000)

White Flint - Special Tax District	29,400	0	1,200	9,920	1,000	4,150	650	4,120	0	0	18,280
Total	29,400	0	1,200	9,920	1,000	4,150	650	4,120	0	0	18,280

DESCRIPTION

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

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

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

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

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

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

ESTIMATED SCHEDULE

Design is expected to commence on all road projects in the Summer of 2011 (FY12) and to conclude in the Spring of 2013 (FY13). Design for the bridge across the White Flint Metro Station will be completed in the Spring of 2013 (FY13) and go to construction in the Summer of 2013 (FY14).

JUSTIFICATION

The vision for the White Flint District is for a more urban core with a walkable street grid, sidewalks, bikeways, trails, paths, public use space, parks and recreational facilities, mixed-use development, and enhanced streetscape to improve the areas for pedestrian circulation and transit oriented development around the Metro station. These road improvements, along with other District roads proposed to be constructed by developers will fulfill the strategic program plan for a more effective and efficient transportation system. The proposed improvements are in conformance with the White Flint Sector Plan Resolution 16-1300 adopted March 23, 2010.

OTHER

Expenditure schedule provided below:

	FY12	FY13	FY14	FY15	FY16	FY17	FY18	Total
Executive Blvd Ext East (B-7)	\$250	\$250	\$250	\$250	\$1,000	\$0	\$0	\$9,800
Executive Blvd Ext East (B-7)	\$150	\$150	\$200	\$200	\$1,570	\$0	\$0	\$6,900
Nebel St (B-5)	\$200	\$200	\$200	\$200	\$1,550	\$0	\$0	\$8,200
MacGrath Blvd Bridge over WMATA	\$600	\$400	\$3,500	\$0	\$0	\$0	\$0	\$4,500
TOTALS	\$1,200	\$1,000	\$4,150	\$650	\$4,120	\$0	\$0	\$29,400

FISCAL NOTE

Funding Sources:

APPROPRIATION AND EXPENDITURE DATA	COORDINATION	MAP
Date First Appropriation FY12 (\$000)	M-NCPPC	See Map on Next Page
First Cost Estimate	White Flint Sector Plan	
Current Scope FY12 29,400	WMATA	
Last FY's Cost Estimate 29,400	City of Rockville	
Appropriation Request FY13 0	Maryland State Highway Administration	
Appropriation Request Est. FY14 0	Federal Agencies including Nuclear Regulatory Commission	
Supplemental Appropriation Request 0	Developers	
Transfer 0	Department of Environmental Protection	
Cumulative Appropriation 2,200	Department of Permitting Services	
Expenditures / Encumbrances 673		
Unencumbered Balance 1,527		
Partial Closeout Thru FY10 0		
New Partial Closeout FY11 0		
Total Partial Closeout 0		

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

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

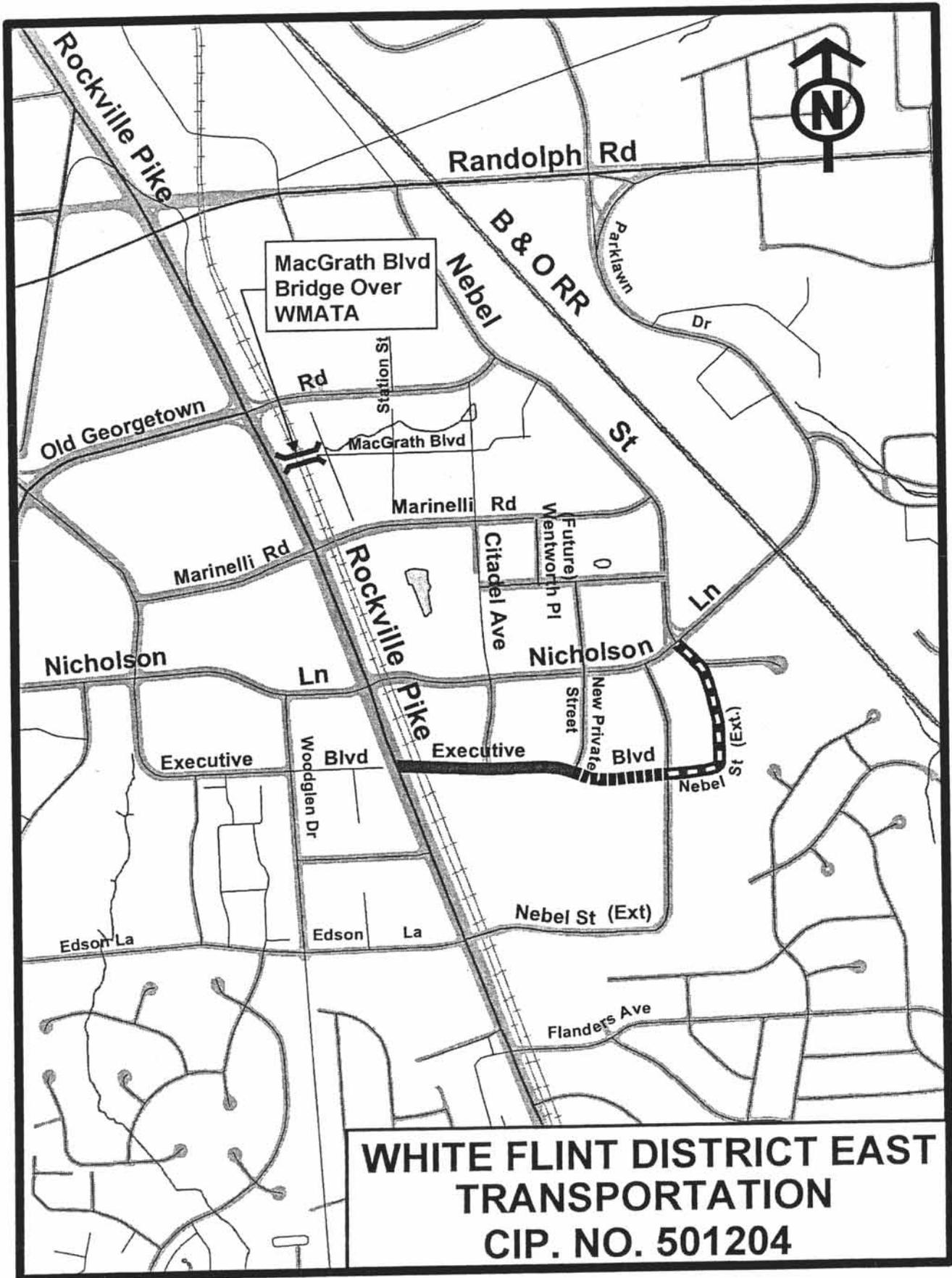
Cost Estimation:

Project cost estimates are in FY12 dollars and have been projected with very limited definition of the project scope of work and without any engineering design having been performed. Construction cost estimates are based on concepts, projected from unit length costs of similar prior projects and are not based on quantity estimates or engineering designs. Final construction costs will be determined after the preliminary engineering (35%) phase.

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

OTHER DISCLOSURES

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



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

White Flint District West: Transportation -- No. 501116

Category
Subcategory
Administering Agency
Planning Area

Transportation
Roads
Transportation
North Bethesda-Garrett Park

Date Last Modified
Required Adequate Public Facility
Relocation Impact
Status

January 04, 2012
No
None.
Preliminary Design Stage

EXPENDITURE SCHEDULE (\$000)

Cost Element	Total	Thru FY11	Est. FY12	Total 6 Years	FY13	FY14	FY15	FY16	FY17	FY18	Beyond 6 Years
Planning, Design, and Supervision	14,064	189	1,711	11,474	500	2,900	2,950	3,535	1,589	0	690
Land	11,000	0	0	1,000	600	0	200	200	0	0	10,000
Site Improvements and Utilities	3,162	0	0	2,351	0	0	0	1,741	610	0	811
Construction	70,381	0	0	69,539	0	0	0	6,069	4,681	58,789	842
Other	35	0	35	0	0	0	0	0	0	0	0
Total	98,642	189	1,746	84,364	1,100	2,900	3,150	11,545	6,880	58,789	12,343

FUNDING SCHEDULE (\$000)

Current Revenue: General	0	189	-189	0	0	0	0	0	0	0	0
White Flint - Special Tax District	98,642	0	1,935	84,364	1,100	2,900	3,150	11,545	6,880	58,789	12,343
Total	98,642	189	1,746	84,364	1,100	2,900	3,150	11,545	6,880	58,789	12,343

DESCRIPTION

This project provides for completing preliminary engineering, to 35% plans, and initial land acquisition for one new road, one relocated road, improvements to three existing roads, and one new bikeway in the White Flint District area for Stage 1. Various improvements to the roads will include new traffic lanes, shared-use paths, the undergrounding of overhead utility lines, other utility relocations and streetscaping.

The proposed projects for preliminary engineering are as follows:

1. Main Street/Market Street (B-10)-Old Georgetown Rd. (MD 187) to Rockville Pike (MD 355) -New 2 lane 1,700 foot roadway (\$500k PDS + \$217k Land).
2. Main Street/Market Street (LB-1)-Old Georgetown Rd. (MD 187) to Rockville Pike (MD 355) - 1,700 feet of bikeway (\$100k PDS).
3. Executive Blvd. Extended (B-15)-Marinelli Rd. to Old Georgetown Rd. (MD 187) -New 900 feet of 4 lane roadway (\$520k PDS + \$200k Land).
4. Rockville Pike (MD 355) (M-6)-Flanders Avenue to Hubbard Drive - 6,300 feet of 6-8 lane roadway (\$9.6m PDS + \$412k Land).
5. Old Georgetown Rd. (MD 187) (M-4)-Nicholson Ln./Tilden Ln. to Executive Blvd. - 1,600 feet of 6 lane roadway (\$700k PDS + \$200k Land).
6. Hoya St. (formerly 'Old' Old Georgetown Rd.) (M-4A)-Executive Blvd. to Montrose Parkway - 1,100 feet of 4 lane roadway (\$615k PDS).

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

The proposed projects for construction are:

1. Main Street/Market Street (B-10)-Old Georgetown Rd. (MD 187) to Woodglen Rd. (MD 355)- New 2 lane 1,700 foot roadway (\$5,008,000).
2. Main Street/Market Street (LB-1)-Old Georgetown Rd. (MD 187) to Woodglen Rd. (MD 355) -Construct 1,700 feet of bikeway (\$1,738,000).
3. Executive Blvd. Extended (B-15)-Marinelli Rd. to Old Georgetown Rd. (MD 187)-New 900 feet of 4 lane roadway (\$23,536,000).
4. Rockville Pike (MD 355) (M-6)-Flanders Avenue to Hubbard Drive- Reconstruct 6,300 feet of 6-8 lane roadway (\$68,113,000).

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

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

ESTIMATED SCHEDULE

Design began on all projects with the exception of the Rockville Pike segment and will conclude in the Spring of 2013. Some property acquisition may occur in 2012-2013 (FY13). Design of the Rockville Pike section will begin in the Fall of 2013 (FY14) and be complete in the Spring of 2016 (FY16). Some property acquisition may occur on this section in 2015 (FY15) and 2016 (FY16).

COST CHANGE

Cost increase due to moving expenditures into FY17 and FY18 from beyond the 6 years.

JUSTIFICATION

The vision for the White Flint District is for a more urban core with a walkable street grid, sidewalks, bikeways, trails, paths, public use space, parks and recreational facilities, mixed-use development, and enhanced streetscape to improve the areas for pedestrian circulation and transit oriented development around the Metro station. These road improvements, along with other District roads proposed to be constructed by developers will fulfill the strategic program

APPROPRIATION AND EXPENDITURE DATA	COORDINATION	MAP
Date First Appropriation FY11 (\$000)	WMATA City of Rockville MSHA	See Map on Next Page
First Cost Estimate FY12 98,642	Town of Garrett Park Neighborhood Civic Associations Developers	
Current Scope FY12 98,642		
Last FY's Cost Estimate 98,642		
Appropriation Request FY13 0		
Appropriation Request Est. FY14 0		
Supplemental Appropriation Request 0		
Transfer 0		
Cumulative Appropriation 2,435		
Expenditures / Encumbrances 272		
Unencumbered Balance 2,163		
Partial Closeout Thru FY10 0		
New Partial Closeout FY11 0		
Total Partial Closeout 0		

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

plan for a more effective and efficient transportation system. The proposed improvements are in conformance with the White Flint Sector Plan Resolution 16-1300 adopted March 23, 2010.

OTHER

The expenditure schedule for the proposed projects is as follows:

	FY11	FY12	FY13	FY14	FY15	FY16	FY17	FY18	Beyond	TOTAL
Main St/ Market St (B-10)	\$0	\$400	\$200	\$250	\$200	\$1,606	\$2,177	\$0	\$0	\$4,833
Main St/ Market St (LB-1)	\$0	\$0	\$0	\$50	\$50	\$1,513	\$0	\$0	\$0	\$1,613
Executive Blvd (B-15)	\$0	\$200	\$450	\$400	\$500	\$5,926	\$3,631	\$0	\$12,343	\$23,450
Old Georgetown Rd (M-4A)	\$0	\$450	\$350	\$0	\$0	\$0	\$0	\$0	\$0	\$800
Rockville Pike MD 355 (M-6)	\$0	\$0	\$0	\$2,200	\$2,400	\$2,500	\$1,072	\$58,789	\$0	\$66,961
Hoya St (M-4A)	\$0	\$500	\$100	\$0	\$0	\$0	\$0	\$0	\$0	\$600
Analysis & Studies	\$35	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$35
TOTAL	\$35	\$1,550	\$1,100	\$2,900	\$3,150	\$11,545	\$6,880	\$58,789	\$12,343	\$98,292

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

FISCAL NOTE

Funding Sources:

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

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

Programming:

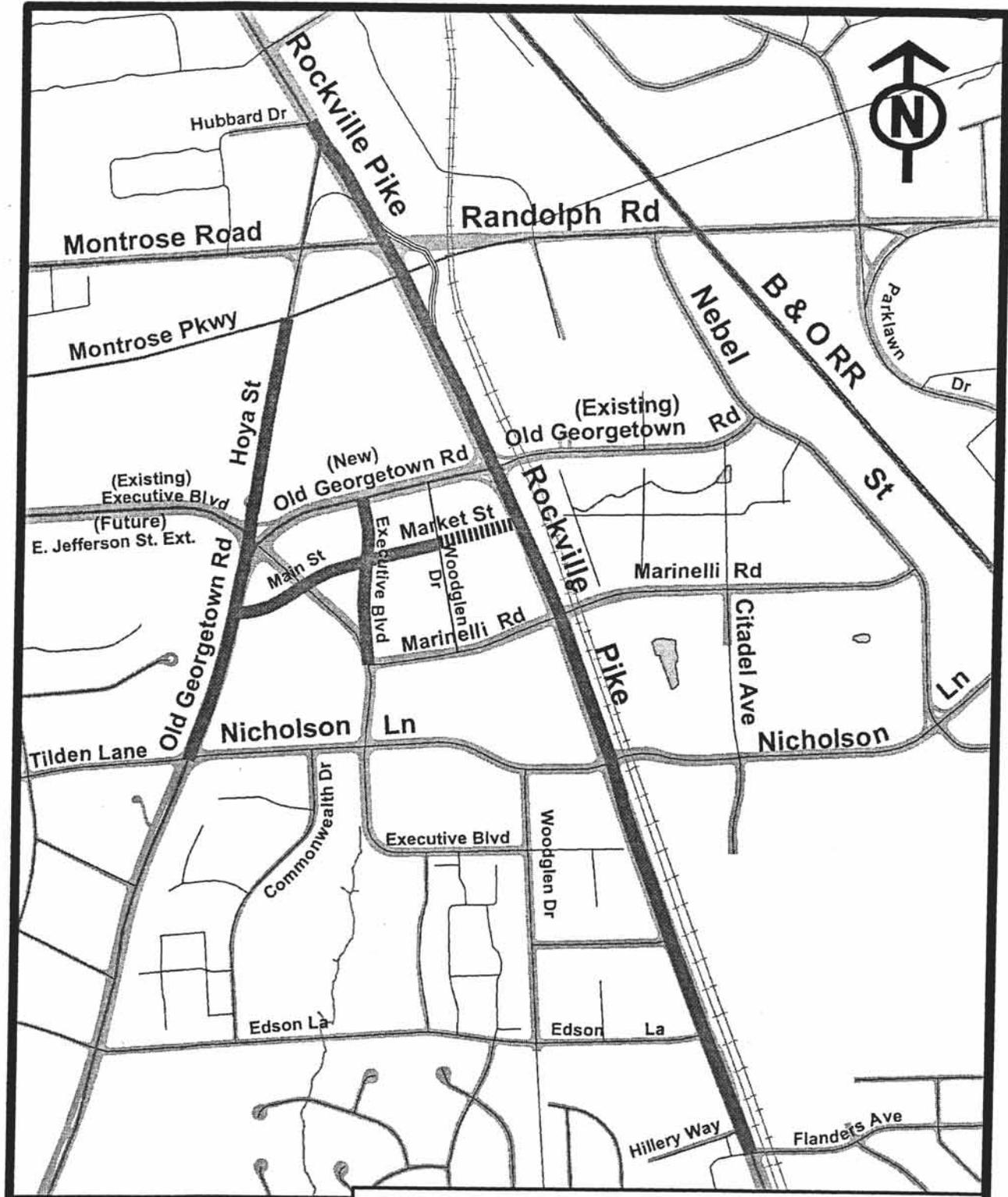
As each of the infrastructure items to be designed under this Project reach the 35% design level and are programmed for construction in a stand-alone PDF, the details of the financing plan and any repayment plan in accordance with the implementation strategy will be determined and reflected in the individual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

Cost Estimation:

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

OTHER DISCLOSURES

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



LEGEND

	35% Design only
	Final Design & Construction

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

Traffic Improvements

PROGRAM DESCRIPTION AND OBJECTIVES

The objective of the Traffic Improvements Program is to mitigate traffic congestion, improve traffic flow on the County's roadway network through congestion mitigation projects, intersection improvements, Advanced Transportation Management System (ATMS) technologies, and efficient traffic signal operation. These ongoing projects increase the ability to safely and efficiently move people and goods throughout Montgomery County and may help defer the need to expand existing infrastructure.

Two projects in the Traffic Improvements Capital Program, Neighborhood Traffic Calming and Streetlighting, are components of the Renew Montgomery Program. Renew Montgomery is a comprehensive program which coordinates DOT services to improve the infrastructure of older neighborhoods to assure effective, safe, and attractive vehicular and pedestrian access.

HIGHLIGHTS

- Continue efforts to modernize central traffic signal control system to provide additional capabilities and tools to optimize traffic flow.
- Continue efforts to provide guardrails and streetlights.
- Continue efforts to provide pedestrian and traffic safety improvements.

PROGRAM CONTACTS

Contact Emil Wolanin of the Department of Transportation at 240.777.8788 or Adam Damin of the Office of Management and Budget at 240.777.2794 for more information regarding this department's capital budget.

CAPITAL PROGRAM OVERVIEW

The Recommended FY13-18 Traffic Improvements Capital Program includes 11 ongoing projects totaling \$81.6 million in the six-year period. This represents a decrease of \$10.7 million, or 11.6 percent from the \$92.3 million included in the FY11-16 amended program. The decrease is primarily attributed to the completion of the Silver Spring Traffic Improvements, and Phase I and Phase IIA of the Traffic Signal System Modernization project.

Advanced Transportation Management System -- No. 509399

Category
Subcategory
Administering Agency
Planning Area

Transportation
Traffic Improvements
Transportation
Countywide

Date Last Modified
Required Adequate Public Facility
Relocation Impact
Status

January 09, 2012
No
None.
On-going

EXPENDITURE SCHEDULE (\$000)

Cost Element	Total	Thru FY11	Est. FY12	Total 6 Years	FY13	FY14	FY15	FY16	FY17	FY18	Beyond 6 Years
Planning, Design, and Supervision	9,176	8,114	0	1,062	177	177	177	177	177	177	0
Land	1	1	0	0	0	0	0	0	0	0	0
Site Improvements and Utilities	39,323	24,606	3,731	10,986	1,831	1,831	1,831	1,831	1,831	1,831	0
Construction	53	53	0	0	0	0	0	0	0	0	0
Other	7,144	6,551	593	0	0	0	0	0	0	0	0
Total	55,697	39,325	4,324	12,048	2,008	2,008	2,008	2,008	2,008	2,008	*

FUNDING SCHEDULE (\$000)

Cable TV	2,241	2,241	0	0	0	0	0	0	0	0	0
Contributions	95	95	0	0	0	0	0	0	0	0	0
Current Revenue: General	20,302	7,394	3,860	9,048	1,508	1,508	1,508	1,508	1,508	1,508	0
Federal Aid	2,968	2,504	464	0	0	0	0	0	0	0	0
G.O. Bonds	8,396	8,396	0	0	0	0	0	0	0	0	0
Mass Transit Fund	9,064	6,064	0	3,000	500	500	500	500	500	500	0
PAYGO	2,226	2,226	0	0	0	0	0	0	0	0	0
State Aid	9,905	9,905	0	0	0	0	0	0	0	0	0
Transportation Improvement Credit	500	500	0	0	0	0	0	0	0	0	0
Total	55,697	39,325	4,324	12,048	2,008	2,008	2,008	2,008	2,008	2,008	0

OPERATING BUDGET IMPACT (\$000)

Maintenance				3,051	366	428	488	547	589	633
Energy				225	25	30	35	40	45	50
Program-Staff				750	50	100	100	150	150	200
Program-Other				54	6	6	9	9	12	12
Net Impact				4,080	447	564	632	746	796	895
WorkYears					1.0	2.0	2.0	3.0	3.0	4.0

DESCRIPTION

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

COST CHANGE

Increase due to the addition of \$500,000 per year in FY13-18 for the Automated Transit Information System (ATIS) "Signs of the Times" for Ride On; and the addition of FY17-18 and indirect overhead costs to this ongoing level of effort project.

JUSTIFICATION

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

This project was initiated in response to a growing demand to enhance options and amenities within the County's transportation network. Real time bus arrival information allows the public to make informed decisions concerning their mode of transportation as well as increased satisfaction in public transit. Real time information is increasingly becoming a common feature of transit systems across the country, especially within the Washington Metropolitan Area. Federal Transit Administration (FTA) studies have shown that the implementation of an effective real-time information system is essential in order to reap the benefits from the capital investment of a Computer Aided Dispatch/Automatic Vehicle Location System (CAD/AVL) system. The highest benefits are achieved from increased transit ridership, more frequent travel by current riders, and the additional travel of new riders. Other benefits include:

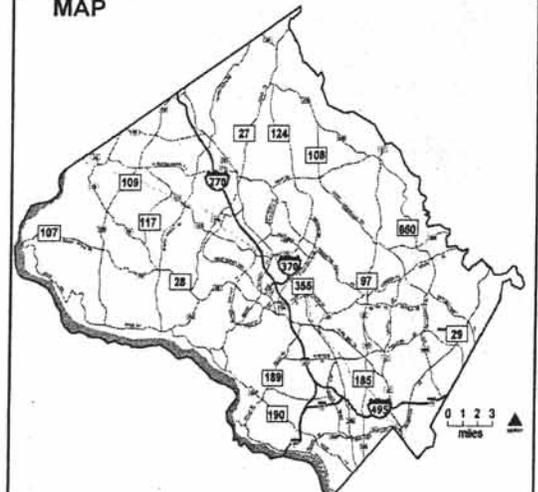
APPROPRIATION AND EXPENDITURE DATA

Date First Appropriation	FY93	(\$000)
First Cost Estimate		
Current Scope	FY13	55,697
Last FY's Cost Estimate		49,649
Appropriation Request	FY13	2,008
Appropriation Request Est.	FY14	2,008
Supplemental Appropriation Request		0
Transfer		0
Cumulative Appropriation		43,649
Expenditures / Encumbrances		40,364
Unencumbered Balance		3,285
Partial Closeout Thru	FY10	0
New Partial Closeout	FY11	0
Total Partial Closeout		0

COORDINATION

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

MAP



Advanced Transportation Management System -- No. 509399 (continued)

- o Improvement of customer service
- o Increase in customer satisfaction and convenience
- o Improvement of transit visibility
- o Provision of critical information during emergencies

OTHER

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

OTHER DISCLOSURES

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

Guardrail Projects -- No. 508113

Category
Subcategory
Administering Agency
Planning Area

Transportation
Traffic Improvements
Transportation
Countywide

Date Last Modified
Required Adequate Public Facility
Relocation Impact
Status

January 04, 2012
No
None.
On-going

EXPENDITURE SCHEDULE (\$000)

Cost Element	Total	Thru FY11	Est. FY12	Total 6 Years	FY13	FY14	FY15	FY16	FY17	FY18	Beyond 6 Years
Planning, Design, and Supervision	540	30	70	440	70	70	75	75	75	75	0
Land	0	0	0	0	0	0	0	0	0	0	0
Site Improvements and Utilities	1,714	112	202	1,400	195	240	200	235	235	295	0
Construction	0	0	0	0	0	0	0	0	0	0	0
Other	3	0	3	0	0	0	0	0	0	0	0
Total	2,257	142	275	1,840	265	310	275	310	310	370	*

FUNDING SCHEDULE (\$000)

G.O. Bonds	2,257	142	275	1,840	265	310	275	310	310	370	0
Total	2,257	142	275	1,840	265	310	275	310	310	370	0

DESCRIPTION

This project provides for: 1) installation of guardrail where they are determined to be required; 2) upgrading identified deficient and/or noncompliant end treatments to meet current Maryland State Highway Administration (MSHA) standards; 3) establishment of a 25-year lifecycle replacement program; and 4) replacement of guardrail damaged beyond repair in crashes.

COST CHANGE

Increase due to the enhanced level of effort in FY13-14 and the addition of FY17-18 to this on-going level of effort project.

JUSTIFICATION

Guardrails reduce the severity of run-off-the-road accidents, prevent collisions with fixed objects and protect embankments. Damaged or missing guardrails and deficient end treatments present a hazard to motorists, cyclists, and pedestrians. Guardrails have a finite service life and must be replaced at the end of this service life or when damaged in order to continue to provide safety benefits for all users. The March 2010, "Report of the Infrastructure Maintenance Task Force," confirmed this and identified the need for guardrail lifecycle replacement.

The existing tapered and buried guardrail end treatments provide a ramp for errant vehicles and do not meet current MSHA standards. A study was completed to identify these substandard or deficient end treatments and to replace them to meet modern crash attenuation standards.

OTHER DISCLOSURES

- * Expenditures will continue indefinitely.

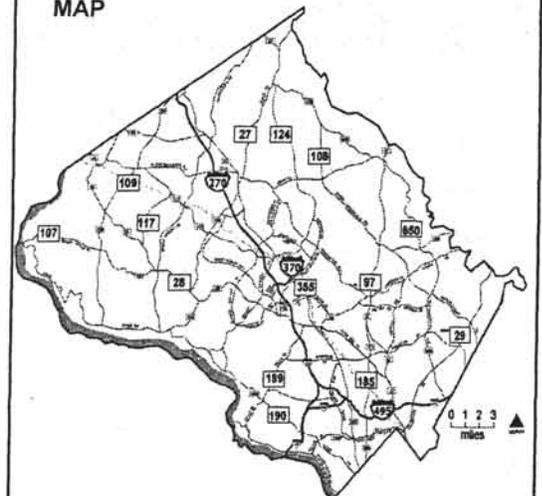
APPROPRIATION AND EXPENDITURE DATA

Date First Appropriation	FY81	(\$000)
First Cost Estimate	FY13	2,257
Last FY's Cost Estimate		1,457
Appropriation Request	FY13	265
Appropriation Request Est.	FY14	310
Supplemental Appropriation Request		0
Transfer		0
Cumulative Appropriation		417
Expenditures / Encumbrances		167
Unencumbered Balance		250
Partial Closeout Thru	FY10	3,744
New Partial Closeout	FY11	0
Total Partial Closeout		3,744

COORDINATION

Federal Highway Administration
Maryland State Highway Administration
Montgomery County Public Schools

MAP



Intersection and Spot Improvements -- No. 507017

Category
Subcategory
Administering Agency
Planning Area

Transportation
Traffic Improvements
Transportation
Countywide

Date Last Modified
Required Adequate Public Facility
Relocation Impact
Status

January 09, 2012
No
None.
On-going

EXPENDITURE SCHEDULE (\$000)

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

FUNDING SCHEDULE (\$000)

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

DESCRIPTION

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

COST CHANGE

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

JUSTIFICATION

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

OTHER

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

Among projects to be constructed in FY12 and beyond are: East Gude Drive at Southlawn Lane, Sam Eig Highway from Great Seneca Highway to Diamondback Road, Wightman Road at Montgomery Village Avenue, Middlebrook Road at Great Seneca Highway, Midcounty Highway at Washington Grove Lane, Research Boulevard at Shady Grove Road, Cedar/Summit between Saul and Knowles Avenue, Riffleford Road at Darnestown Road, Lockwood Drive from just east of the Silver Spring Transit Center to April Lane, Longdraft Road between Great Seneca Highway and Clopper Road, Shady Grove at Epsilon, Parklawn Drive at Randolph Road, Briggs Chaney Road between Nees Lane and Lear Lane, Franklin Avenue between MD193 and Flower Avenue, Wisteria Drive between Great Seneca Highway and Waring Station Drive, Oldchester Road at Landen Lane, and several small undesignated subprojects.

FISCAL NOTE

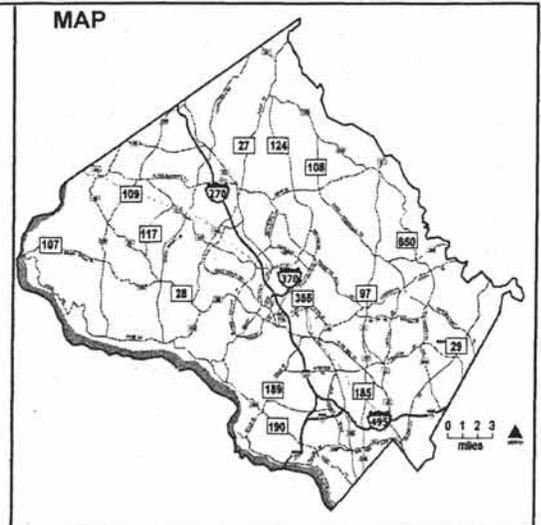
Expenditures include \$500,000 per year (\$250,000 in FY11) for corridor and intersection modifications in support of strategy No. 4 of the County Executive's Pedestrian Safety Initiative.

OTHER DISCLOSURES

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

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

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



Neighborhood Traffic Calming -- No. 509523

Category
Subcategory
Administering Agency
Planning Area

Transportation
Traffic Improvements
Transportation
Countywide

Date Last Modified
Required Adequate Public Facility
Relocation Impact
Status

January 06, 2012
No
None.
On-going

EXPENDITURE SCHEDULE (\$000)

Cost Element	Total	Thru FY11	Est. FY12	Total 6 Years	FY13	FY14	FY15	FY16	FY17	FY18	Beyond 6 Years
Planning, Design, and Supervision	592	139	9	444	74	74	74	74	74	74	0
Land	8	8	0	0	0	0	0	0	0	0	0
Site Improvements and Utilities	1,971	0	555	1,416	236	236	236	236	236	236	0
Construction	100	100	0	0	0	0	0	0	0	0	0
Other	0	0	0	0	0	0	0	0	0	0	0
Total	2,671	247	564	1,860	310	310	310	310	310	310	*

FUNDING SCHEDULE (\$000)

G.O. Bonds	2,671	247	564	1,860	310	310	310	310	310	310	0
Total	2,671	247	564	1,860	310	310	310	310	310	310	0

DESCRIPTION

This project provides for the planning, design, and construction of physical traffic control features in residential neighborhoods. Traffic calming features such as traffic circles and islands, curb extensions, speed humps, physical and painted lane narrowing devices, etc., are used to maintain and improve the safety and livability of residential neighborhoods by addressing issues of aggressive driving and excessive speeds and volumes.

COST CHANGE

Increase due to the addition of FY17-18 to this on-going level of effort project.

JUSTIFICATION

Montgomery County has developed justification criteria, implementation procedures, and construction standards for administering traffic calming improvements along neighborhood streets that are consistent with those recommended and/or adopted by the Federal Highway Administration, the Institute of Transportation Engineers, and the Maryland Traffic Engineers Council. Neighborhood traffic control has received steadily increasing emphasis, and the speeding and unsafe driving practices by motorists on residential streets in our neighborhoods continues to generate numerous requests for traffic calming measures by residents. The neighborhood traffic calming project enables the Department of Transportation (DOT) to evaluate requests for traffic calming actions, develop and design appropriate traffic calming measures and fund the implementation of a variety of physical as well as control type traffic calming tools to encourage safer driving behavior in neighborhoods. These measures include the installation of speed humps, traffic circles, etc.

Engineering investigations and the analysis of community support are conducted on a per-request basis to determine if the installation of traffic calming features on a street is warranted and appropriate.

OTHER

Projects originate with requests from citizens' associations, other neighborhood organizations, and/or public officials. Projects are constructed primarily by the Traffic Engineering and Operations Division, using contractors and/or in-house crews.

Approximately 50 streets or neighborhoods are under study/review for future traffic calming projects each year.

OTHER DISCLOSURES

- * Expenditures will continue indefinitely.

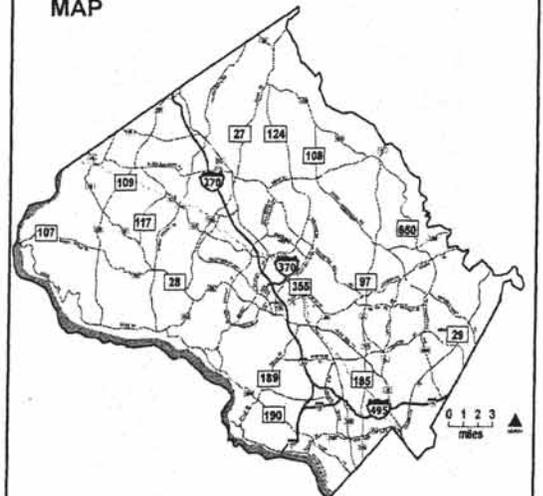
APPROPRIATION AND EXPENDITURE DATA

Date First Appropriation	FY95	(\$000)
First Cost Estimate	FY13	2,671
Current Scope		2,051
Last FY's Cost Estimate		0
Transfer		0
Appropriation Request	FY13	310
Appropriation Request Est.	FY14	310
Supplemental Appropriation Request		0
Cumulative Appropriation		811
Expenditures / Encumbrances		491
Unencumbered Balance		320
Partial Closeout Thru	FY10	5,993
New Partial Closeout	FY11	0
Total Partial Closeout		5,993

COORDINATION

Citizens' Associations
Fire and Rescue Service
Intersection and Spot Improvements Project
Montgomery County Pedestrian Safety
Advisory Committee
Maryland-National Capital Park and Planning
Commission

MAP



Pedestrian Safety Program -- No. 500333

Category
Subcategory
Administering Agency
Planning Area

Transportation
Traffic Improvements
Transportation
Countywide

Date Last Modified
Required Adequate Public Facility
Relocation Impact
Status

January 06, 2012
No
None.
On-going

EXPENDITURE SCHEDULE (\$000)

Cost Element	Total	Thru FY11	Est. FY12	Total 6 Years	FY13	FY14	FY15	FY16	FY17	FY18	Beyond 6 Years
Planning, Design, and Supervision	2,761	2,069	0	692	100	100	100	100	146	146	0
Land	0	0	0	0	0	0	0	0	0	0	0
Site Improvements and Utilities	2,815	996	319	1,500	250	250	250	250	250	250	0
Construction	10,646	219	2,782	7,645	1,400	1,315	1,150	1,150	1,250	1,380	0
Other	90	90	0	0	0	0	0	0	0	0	0
Total	16,312	3,374	3,101	9,837	1,750	1,665	1,500	1,500	1,646	1,776	*

FUNDING SCHEDULE (\$000)

Current Revenue: General	7,825	2,075	650	5,100	850	850	850	850	850	850	0
G.O. Bonds	7,803	615	2,451	4,737	900	815	650	650	796	926	0
PAYGO	584	584	0	0	0	0	0	0	0	0	0
State Aid	100	100	0	0	0	0	0	0	0	0	0
Total	16,312	3,374	3,101	9,837	1,750	1,665	1,500	1,500	1,646	1,776	0

DESCRIPTION

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

COST CHANGE

Cost increase due primarily to the addition of increased FY17-18 funding and indirect overhead costs to this on-going level of effort project.

JUSTIFICATION

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

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

OTHER

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

FISCAL NOTE

Indirect overhead charges will be absorbed through FY16 resulting in a reduced level of effort.

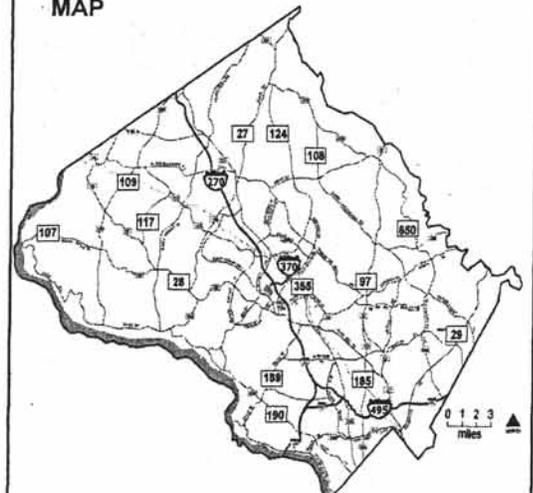
APPROPRIATION AND EXPENDITURE DATA

Date First Appropriation	FY03	(\$000)
First Cost Estimate	FY13	16,312
Current Scope		
Last FY's Cost Estimate		12,875
Appropriation Request	FY13	1,750
Appropriation Request Est.	FY14	1,665
Supplemental Appropriation Request		0
Transfer		0
Cumulative Appropriation		6,475
Expenditures / Encumbrances		3,610
Unencumbered Balance		2,865
Partial Closeout Thru	FY10	0
New Partial Closeout	FY11	0
Total Partial Closeout		0

COORDINATION

Washington Metropolitan Area Transit Authority
Maryland-National Capital Park and Planning Commission
Mass Transit Administration
Maryland State Highway Administration
Wheaton Central Business District
Wheaton Regional Services Center
Commission on Aging
Commission on People with Disabilities
Montgomery County Pedestrian Safety Advisory Committee
Citizen's Advisory Boards
Various CIP Projects

MAP



Pedestrian Safety Program -- No. 500333 (continued)

OTHER DISCLOSURES

- A pedestrian impact analysis will be performed during design or is in progress.
- The Executive asserts that this project conforms to the requirements of relevant local plans, as required by the Maryland Economic Growth, Resource Protection and Planning Act.
- * Expenditures will continue indefinitely.

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

Category
Subcategory
Administering Agency
Planning Area

Transportation
Traffic Improvements
Transportation
Gaithersburg Vicinity

Date Last Modified
Required Adequate Public Facility
Relocation Impact
Status

January 06, 2012
No
None.
Final Design Stage

EXPENDITURE SCHEDULE (\$000)

Cost Element	Total	Thru FY11	Est. FY12	Total 6 Years	FY13	FY14	FY15	FY16	FY17	FY18	Beyond 6 Years
Planning, Design, and Supervision	1,590	1,458	33	99	99	0	0	0	0	0	0
Land	358	224	134	0	0	0	0	0	0	0	0
Site Improvements and Utilities	210	195	15	0	0	0	0	0	0	0	0
Construction	3,981	3,359	103	519	519	0	0	0	0	0	0
Other	4	4	0	0	0	0	0	0	0	0	0
Total	6,143	5,240	285	618	618	0	0	0	0	0	0

FUNDING SCHEDULE (\$000)

Development Approval Payment	606	474	100	32	32	0	0	0	0	0	0
G.O. Bonds	5,362	4,766	10	586	586	0	0	0	0	0	0
Intergovernmental	175	0	175	0	0	0	0	0	0	0	0
Total	6,143	5,240	285	618	618	0	0	0	0	0	0

OPERATING BUDGET IMPACT (\$000)

Maintenance				25	0	5	5	5	5	5
Energy				25	0	5	5	5	5	5
Net Impact				50	0	10	10	10	10	10

DESCRIPTION

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

CAPACITY

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

ESTIMATED SCHEDULE

Design of the shared use bike path on the south side of Needwood Road will be completed in the spring of 2012. Construction of the bike path is estimated to be completed in the spring of 2013.

JUSTIFICATION

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

FISCAL NOTE

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

OTHER DISCLOSURES

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

APPROPRIATION AND EXPENDITURE DATA

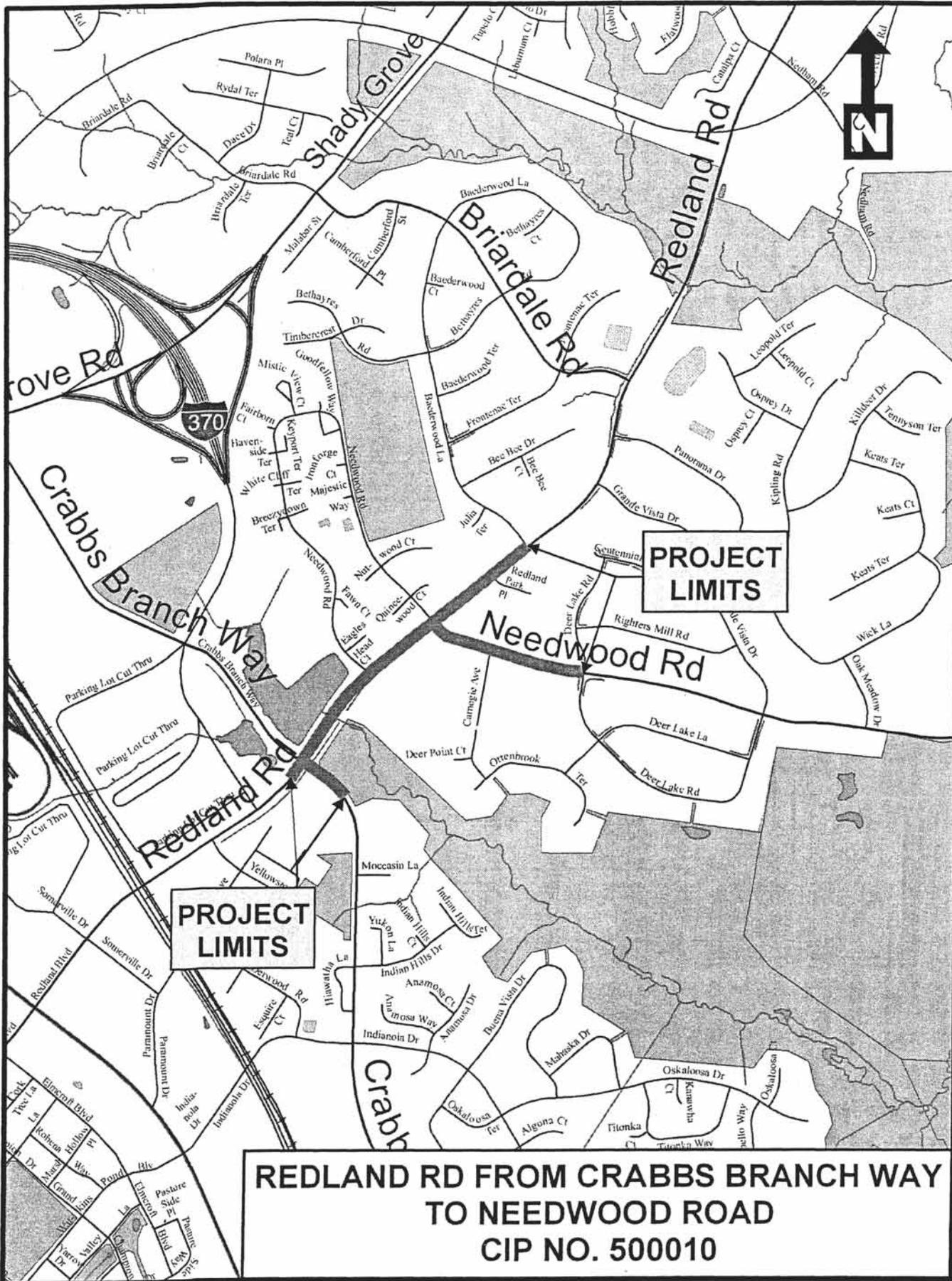
Date First Appropriation	FY00	(\$000)
First Cost Estimate	FY11	6,143
Current Scope		
Last FY's Cost Estimate		6,143
Appropriation Request	FY13	0
Appropriation Request Est.	FY14	0
Supplemental Appropriation Request		0
Transfer		0
Cumulative Appropriation		6,143
Expenditures / Encumbrances		5,266
Unencumbered Balance		877
Partial Closeout Thru	FY10	0
New Partial Closeout	FY11	0
Total Partial Closeout		0

COORDINATION

Intersection and Spot Improvements Project
Department of Environmental Protection
Department of Permitting Services
Maryland-National Capital Park and Planning Commission
Potomac Electric Power Company
Verizon
Comcast
Washington Suburban Sanitary Commission
Maryland Department of the Environment

MAP

See Map on Next Page



**REDLAND RD FROM CRABBS BRANCH WAY
TO NEEDWOOD ROAD
CIP NO. 50010**

Streetlighting -- No. 507055

Category
Subcategory
Administering Agency
Planning Area

Transportation
Traffic Improvements
Transportation
Countywide

Date Last Modified
Required Adequate Public Facility
Relocation Impact
Status

January 06, 2012
No
None.
On-going

EXPENDITURE SCHEDULE (\$000)

Cost Element	Total	Thru FY11	Est. FY12	Total 6 Years	FY13	FY14	FY15	FY16	FY17	FY18	Beyond 6 Years
Planning, Design, and Supervision	2,208	320	463	1,425	200	200	220	250	265	290	0
Land	0	0	0	0	0	0	0	0	0	0	0
Site Improvements and Utilities	6,161	662	719	4,780	810	810	620	705	715	1,120	0
Construction	0	0	0	0	0	0	0	0	0	0	0
Other	6	0	6	0	0	0	0	0	0	0	0
Total	8,375	982	1,188	6,205	1,010	1,010	840	955	980	1,410	*

FUNDING SCHEDULE (\$000)

G.O. Bonds	8,375	982	1,188	6,205	1,010	1,010	840	955	980	1,410	0
Total	8,375	982	1,188	6,205	1,010	1,010	840	955	980	1,410	0

OPERATING BUDGET IMPACT (\$000)

Maintenance				90	4	8	12	17	22	27
Energy				308	14	28	42	58	74	92
Net Impact				398	18	36	54	75	96	119

DESCRIPTION

This project provides for the installation and upgrading of streetlights countywide with an emphasis on residential fill in areas, high crime areas, pedestrian generator locations, and high accident locations. This project also provides for the replacement of streetlights that are knocked down, damaged, or have reached the end of service life. Streetlights that pose safety concerns and are no longer functioning to the specifications of original installation are also replaced under this project.

COST CHANGE

Increase due to incremental addition of funds for life cycle replacement beginning in FY 13-18 and implementation of large-scale in-fill lighting projects beginning in FY13; increase also due to the addition of increased FY17-18 funding and indirect overhead costs to this on-going level of effort project.

JUSTIFICATION

County resolution dated June 25, 1968, requires Montgomery County to provide for the installation of streetlights in those subdivisions that were platted prior to February 1, 1969, when the installation of streetlights was not a requirement of subdivision development. This project provides funds for these streetlight installations, as well as for lighting of the public right-of-way when the existing lighting is substandard to the extent that public safety is compromised.

New streetlight plans are developed in conformance with established County streetlight standards and are normally implemented under contract with the pertinent local utility company. The March 2010, "Report of the Infrastructure Maintenance Task Force," identified streetlighting in need of lifecycle replacement.

OTHER DISCLOSURES

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

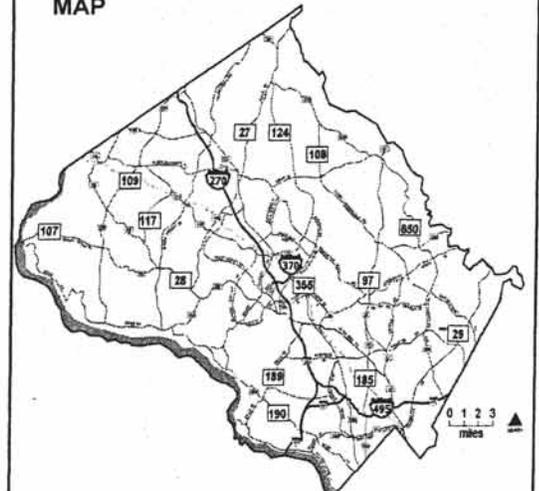
APPROPRIATION AND EXPENDITURE DATA

Date First Appropriation	FY70	(\$000)
First Cost Estimate	FY13	8,375
Current Scope		
Last FY's Cost Estimate		5,172
Appropriation Request	FY13	1,008
Appropriation Request Est.	FY14	1,010
Supplemental Appropriation Request		0
Transfer		0
Cumulative Appropriation		2,172
Expenditures / Encumbrances		1,193
Unencumbered Balance		979
Partial Closeout Thru	FY10	15,219
New Partial Closeout	FY11	0
Total Partial Closeout		15,219

COORDINATION

Baltimore Gas and Electric Company
Potomac Edison
Verizon
Cable TV Montgomery
Maryland State Highway Administration
PEPCO
Washington Gas and Light
Washington Suburban Sanitary Commission
Pedestrian Safety Advisory Committee
Citizen's Advisory Boards
Maryland-National Capital Park and Planning Commission

MAP



Traffic Signal System Modernization -- No. 500704

Category
Subcategory
Administering Agency
Planning Area

Transportation
Traffic Improvements
Transportation
Countywide

Date Last Modified
Required Adequate Public Facility
Relocation Impact
Status

January 08, 2012
No
None.
Under Construction

EXPENDITURE SCHEDULE (\$000)

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

FUNDING SCHEDULE (\$000)

Current Revenue: General	1,625	355	1,270	0	0	0	0	0	0	0	0
G.O. Bonds	14,309	4,454	9,855	0	0	0	0	0	0	0	0
Recordation Tax Premium	7,963	5,047	144	2,772	1,660	1,112	0	0	0	0	0
State Aid	12,000	2,000	2,000	8,000	2,000	2,000	2,000	2,000	0	0	0
Total	35,897	11,856	13,269	10,772	3,660	3,112	2,000	2,000	0	0	0

OPERATING BUDGET IMPACT (\$000)

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

DESCRIPTION

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

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

ESTIMATED SCHEDULE

Phase I - complete, FY07-08
Phase IIA - in progress, FY09-12
Phase IIB - FY13-16

JUSTIFICATION

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

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

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

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

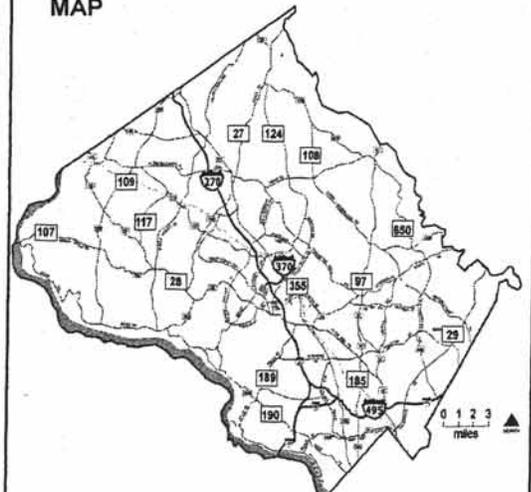
APPROPRIATION AND EXPENDITURE DATA

Date First Appropriation	FY07	(\$000)
First Cost Estimate	FY12	35,897
Current Scope		
Last FY's Cost Estimate		35,897
Appropriation Request	FY13	3,660
Appropriation Request Est.	FY14	3,112
Supplemental Appropriation Request		0
Transfer		0
Cumulative Appropriation		25,125
Expenditures / Encumbrances		12,784
Unencumbered Balance		12,341
Partial Closeout Thru	FY10	0
New Partial Closeout	FY11	0
Total Partial Closeout		0

COORDINATION

Advanced Transportation Management System
Fibernet
Traffic Signals Project
Department of Technology Services
Maryland State Highway Administration

MAP



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

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

FISCAL NOTE

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

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

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

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

OTHER DISCLOSURES

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

Traffic Signals -- No. 507154

Category
Subcategory
Administering Agency
Planning Area

Transportation
Traffic Improvements
Transportation
Countywide

Date Last Modified
Required Adequate Public Facility
Relocation Impact
Status

January 06, 2012
No
None.
On-going

EXPENDITURE SCHEDULE (\$000)

Cost Element	Total	Thru FY11	Est. FY12	Total 6 Years	FY13	FY14	FY15	FY16	FY17	FY18	Beyond 6 Years
Planning, Design, and Supervision	6,813	1,533	0	5,280	780	780	780	780	1,080	1,080	0
Land	0	0	0	0	0	0	0	0	0	0	0
Site Improvements and Utilities	32,473	3,028	5,632	23,813	4,445	4,445	3,445	3,445	3,895	4,138	0
Construction	26	26	0	0	0	0	0	0	0	0	0
Other	78	0	78	0	0	0	0	0	0	0	0
Total	39,390	4,587	5,710	29,093	5,225	5,225	4,225	4,225	4,975	5,218	*

FUNDING SCHEDULE (\$000)

G.O. Bonds	39,390	4,587	5,710	29,093	5,225	5,225	4,225	4,225	4,975	5,218	0
Total	39,390	4,587	5,710	29,093	5,225	5,225	4,225	4,225	4,975	5,218	0

OPERATING BUDGET IMPACT (\$000)

Maintenance				252	12	24	36	48	60	72
Energy				504	24	48	72	96	120	144
Program-Staff				450	50	50	50	100	100	100
Net Impact				1,206	86	122	158	244	280	316
WorkYears					0.0	1.0	1.0	1.0	2.0	2.0

DESCRIPTION

This project provides for the design, construction, and maintenance of vehicular and pedestrian traffic signals and signal systems including: new and existing signals; reconstruction/replacement of aged and obsolete signals and components; auxiliary signs; accessible pedestrian signals (APS); upgrades of the County's centrally-controlled computerized traffic signal system; communications and interconnect into the signal system.

COST CHANGE

Increase due to the implementation of the Accessible Pedestrian Signal (APS) retrofit program element beginning in FY 13-14 and continuing in FY18; increase also due to the addition of FY17-18 and indirect overhead costs to this on-going level of effort project.

JUSTIFICATION

The growth in County population and vehicular registrations continues to produce increasing traffic volumes. As a result, congestion levels and the number of accidents increase. This requires a continued investment in the traffic signal system to: increase intersection safety; accommodate changes in traffic patterns and roadway geometry; reduce intersection delays, energy consumption, and air pollution; and provide coordinated movement on arterial routes through effective traffic management and control, utilizing modern traffic signal technologies.

Studies include: The December 2007 "Pedestrian Safety Initiative" and the March 2010, "Report of the Infrastructure Maintenance Task Force" which identified traffic signals in need of lifecycle replacement.

OTHER

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

FISCAL NOTE

As of FY97, \$700,000 per year is redirected to the Fibernet project and is to continue through the implementation of Fibernet.

OTHER DISCLOSURES

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

APPROPRIATION AND EXPENDITURE DATA

Date First Appropriation	FY71	(\$000)
First Cost Estimate		
Current Scope	FY13	39,390
Last FY's Cost Estimate		27,197

Appropriation Request	FY13	5,225
Appropriation Request Est.	FY14	5,225
Supplemental Appropriation Request		0
Transfer		0

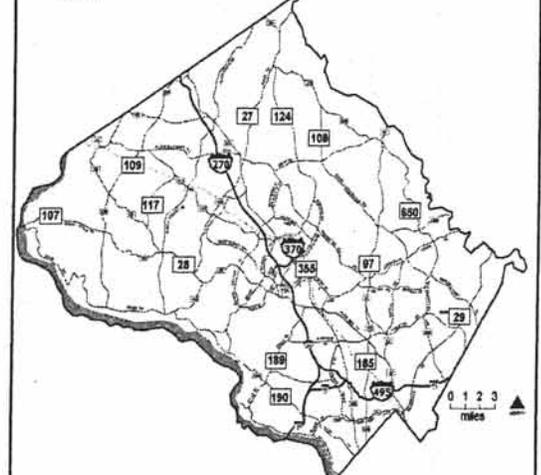
Cumulative Appropriation	10,297
Expenditures / Encumbrances	5,497
Unencumbered Balance	4,800

Partial Closeout Thru	FY10	74,276
New Partial Closeout	FY11	0
Total Partial Closeout		74,276

COORDINATION

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

MAP



White Flint Traffic Analysis and Mitigation -- No. 501202

Category
Subcategory
Administering Agency
Planning Area

Transportation
Traffic Improvements
Transportation
North Bethesda-Garrett Park

Date Last Modified
Required Adequate Public Facility
Relocation Impact
Status

January 09, 2012
No
None.
Planning Stage

EXPENDITURE SCHEDULE (\$000)

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

FUNDING SCHEDULE (\$000)

Current Revenue: General	838	0	342	496	253	81	81	81	0	0	0
Impact Tax	685	0	117	568	167	167	167	67	0	0	0
Total	1,523	0	459	1,064	420	248	248	148	0	0	0

DESCRIPTION

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

These components include:

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

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

ESTIMATED SCHEDULE

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

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

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

COST CHANGE

Increase due to the addition of overhead charges.

JUSTIFICATION

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

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

Component C: The plan also recognized that capacity improvements alone would not be sufficient to manage the increased traffic resulting from the higher densities within the Sector Plan area. The Sector Plan states: "The following prerequisite must be met during Phase 1 before moving to Phase 2: Achieve

APPROPRIATION AND EXPENDITURE DATA

Date First Appropriation	FY12	(\$000)
First Cost Estimate	FY13	1,523
Current Scope		
Last FY's Cost Estimate		1,503
Appropriation Request	FY13	420
Appropriation Request Est.	FY14	248
Supplemental Appropriation Request		0
Transfer		0
Cumulative Appropriation		459
Expenditures / Encumbrances		0
Unencumbered Balance		459
Partial Closeout Thru	FY10	0
New Partial Closeout	FY11	0
Total Partial Closeout		0

COORDINATION

Maryland-National Capital Park and Planning Commission
Maryland State Highway Administration
U.S. Army Corps of Engineers
Montgomery County Department of Permitting Services
Montgomery County Department of Environmental Protection
Montgomery County Pedestrian and Traffic Safety Advisory Committee
Citizen's Advisory Boards
Neighborhood Homeowner's Associations
Utility Companies
Civic Associations
White Flint Transportation Management District (TMD)

MAP

See Map on Next Page

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

thirty-four percent non-auto driver mode share for the Sector Plan area". Increasing the modal split within the White Flint Sector Plan boundary is an integral component to the overall success of the Plan's vision. Transit, pedestrian, bicycle access, safety studies, and TDM planning and implementation efforts are required to facilitate White Flint's transition from a highly automobile oriented environment to a more transit, pedestrian, and bicycle friendly environment. A monitoring mechanism for the modal split will also be developed.

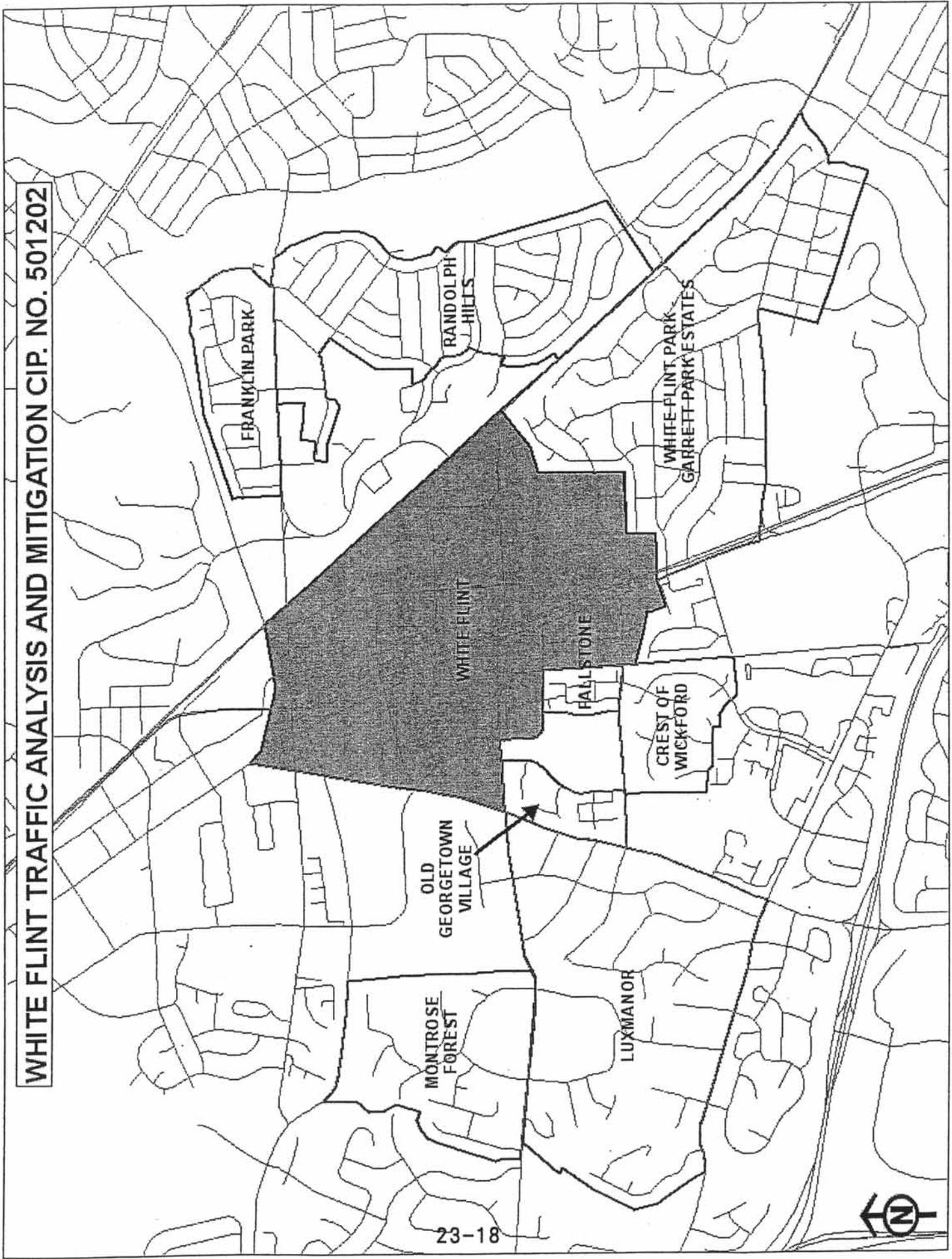
FISCAL NOTE

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

OTHER DISCLOSURES

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

WHITE FLINT TRAFFIC ANALYSIS AND MITIGATION CIP. NO. 501202



MONTROSE FOREST

OLD GEORGETOWN VILLAGE

FALL STONE

CREST OF WICKFORD

WHITE FLINT PARK GARRETT PARK ESTATES

RANDOLPH HILLS

FRANKLIN PARK

WHITE FLINT

LUXMANOR



Expenditure Detail by Category, Sub-Category, and Project (\$000s)

Transportation

24-2

Project		Total	Thru FY11	Rem. FY12	6 Year Total	FY13	FY14	FY15	FY16	FY17	FY18	Beyond 6-yrs.	Approp.
Bridges													
509132	Bridge Design	14,632	9,881	749	4,002	1,182	1,070	646	380	359	365	0	1,247
500313	Bridge Preservation Program	8,779	4,810	925	3,044	504	504	504	504	514	514	0	1,008
509753	Bridge Renovation	5,890	547	1,143	4,200	700	700	700	700	700	700	0	1,400
*500503	Brink Road Bridge (M-63) over Goshen Branch	2,277	2,198	79	0	0	0	0	0	0	0	0	0
*500803	Burning Tree Road Bridge No. M-112	1,283	1,087	196	0	0	0	0	0	0	0	0	0
*501105	Cedar Lane Bridge (M0074)	5,112	1,562	3,550	0	0	0	0	0	0	0	0	0
*500900	Clarksburg Road Bridge No. M-009B	1,632	1,470	162	0	0	0	0	0	0	0	0	0
*500901	East Gude Drive Westbound Bridge No. M-131-4	2,983	501	2,482	0	0	0	0	0	0	0	0	0
501302	Gold Mine Road Bridge M-0096	2,513	0	0	2,513	440	1,583	490	0	0	0	0	2,513
*500105	Goshen Road Bridge No. M-061B	2,431	2,374	57	0	0	0	0	0	0	0	0	0
*500106	Mouth of the Monocacy Road Bridge No. M-135	2,197	2,041	156	0	0	0	0	0	0	0	0	0
*500504	Nicholson Lane Bridge No. M-113	3,745	3,562	183	0	0	0	0	0	0	0	0	0
*500202	Wayne Avenue Bridge No. M-162	1,327	1,327	0	0	0	0	0	0	0	0	0	0
*500505	White Ground Road Bridge No. M-138	1,556	265	1,291	0	0	0	0	0	0	0	0	0
501301	Whites Ferry Road Bridges No.M-0187B and M-0189B	2,480	0	0	2,480	870	1,610	0	0	0	0	0	2,480
Sub-Category Total		58,837	31,625	10,973	16,239	3,696	5,467	2,340	1,584	1,573	1,579	0	8,648
Highway Maintenance													
*501003	ARRA Highway Improvements	6,744	2,173	4,571	0	0	0	0	0	0	0	0	0
*509928	Brookville Service Park	17,913	15,452	2,461	0	0	0	0	0	0	0	0	0
500709	Colesville Depot	10,414	298	534	9,582	2,000	4,331	3,251	0	0	0	0	9,582
500522	North County Maintenance Depot	16,087	15,850	237	0	0	0	0	0	0	0	0	0
501106	Permanent Patching: Residential/Rural Roads	30,900	2,818	3,182	24,900	5,000	4,400	2,500	4,000	5,000	4,000	0	5,000
500914	Residential and Rural Road Rehabilitation	62,197	6,744	5,653	49,800	7,500	6,500	7,700	9,200	9,200	9,700	0	7,500
500720	Resurfacing Park Roads and Bridge Improvements	6,960	2,385	975	3,600	600	600	600	600	600	600	0	600
500511	Resurfacing: Residential/Rural Roads	91,441	30,837	9,160	51,444	7,300	7,344	6,000	6,000	12,500	12,300	0	7,300
508527	Resurfacing: Primary/Arterial	59,220	6,784	8,436	44,000	8,000	8,000	7,000	7,000	7,000	7,000	0	8,000
*509927	Seven Locks Technical Center Phase II	13,095	13,089	6	0	0	0	0	0	0	0	0	0
508182	Sidewalk & Infrastructure Revitalization	56,471	7,209	6,462	42,800	6,800	6,800	6,300	6,300	8,300	8,300	0	6,800
500700	Street Tree Preservation	31,400	4,870	1,530	25,000	3,000	4,000	4,000	4,000	5,000	5,000	0	3,000
Sub-Category Total		402,842	108,509	43,207	251,126	40,200	41,975	37,351	37,100	47,600	46,900	0	47,782

* Pending Close Out or Close Out

Expenditure Detail by Category, Sub-Category, and Project (\$000s)

Transportation

Project	Total	Thru FY11	Rem. FY12	6 Year Total	FY13	FY14	FY15	FY16	FY17	FY18	Beyond 6-yrs.	Approp.	
Mass Transit													
500929	Bethesda Metro Station South Entrance	60,000	707	5,393	240	40	40	40	40	40	40	53,660	-9,960
507658	Bus Stop Improvements	9,442	1,776	3,159	3,871	601	681	651	651	636	651	636	601
500933	Equipment Maintenance and Operations Center (EMOC)	134,410	36,644	72,677	25,089	25,089	0	0	0	0	0	0	0
361109	MCPS & M-NCPPC Maintenance Facilities Relocation	69,039	0	0	69,039	0	1,994	2,570	33,072	31,403	0	0	0
500714	Montgomery Mall Transit Center	1,342	14	0	1,328	0	1,314	14	0	0	0	0	0
*500723	Northern Damascus Park and Ride Lot	684	384	300	0	0	0	0	0	0	0	0	0
500821	Ride On Bus Fleet	129,850	29,624	20,686	79,540	15,031	21,030	13,748	9,819	6,562	13,350	0	14,605
*509974	Silver Spring Transit Center	98,846	72,263	26,583	0	0	0	0	0	0	0	0	0
*500715	Takoma/Langley Park Transit Center	2,500	0	2,500	0	0	0	0	0	0	0	0	0
500534	Transit Park and Ride Lot Renovations	5,502	226	68	2,890	360	620	430	365	585	530	2,318	0
*500602	White Oak Transit Center	2,476	2,456	20	0	0	0	0	0	0	0	0	0
Sub-Category Total		514,091	144,094	131,386	181,997	41,121	25,679	17,453	43,947	39,226	14,571	56,614	5,246
Parking													
500932	Bethesda Lot 31 Parking Garage	62,915	2,457	17,195	43,263	26,614	16,383	266	0	0	0	0	-25,904
501313	Facility Planning Parking: Bethesda PLD	540	0	0	540	90	90	90	90	90	90	0	90
501314	Facility Planning Parking: Silver Spring PLD	540	0	0	540	90	90	90	90	90	90	0	90
501312	Facility Planning Parking: Wheaton PLD	270	0	0	270	45	45	45	45	45	45	0	45
*509525	Facility Planning: Parking	2,909	2,695	214	0	0	0	0	0	0	0	0	0
508255	Pkg Beth Fac Renovations	7,818	824	3,994	3,000	500	500	500	500	500	500	0	500
*500328	Pkg Bethesda Elevator Modernization	1,272	1,247	25	0	0	0	0	0	0	0	0	0
508250	Pkg Sil Spg Fac Renovations	28,507	1,236	11,611	15,660	2,610	2,610	2,610	2,610	2,610	2,610	0	2,610
*509327	Pkg Sil Spr Elevator Modernization	2,641	2,127	514	0	0	0	0	0	0	0	0	0
509709	Pkg Wheaton Fac Renovations	1,419	636	111	672	112	112	112	112	112	112	0	112
*501004	Silver Spring Lot 16 Parking Garage	2,592	1,218	1,374	0	0	0	0	0	0	0	0	0
501111	Silver Spring Lot 3 Parking Garage	240	0	0	240	20	70	100	50	0	0	0	0
Sub-Category Total		111,663	12,440	35,038	64,185	30,081	19,900	3,813	3,497	3,447	3,447	0	-22,457
Pedestrian Facilities/Bikeways													
509325	ADA Compliance: Transportation	13,987	863	2,266	7,856	1,300	1,300	1,300	1,300	1,328	1,328	3,002	1,300
507596	Annual Bikeway Program	4,238	475	703	3,060	500	500	500	500	530	530	0	500
506747	Annual Sidewalk Program	19,024	1,696	3,690	13,638	2,215	2,265	2,265	2,265	2,314	2,314	0	2,115

* Pending Close Out or Close Out

Expenditure Detail by Category, Sub-Category, and Project (\$000s)

Transportation

24-4

Project	Total	Thru FY11	Rem. FY12	6 Year Total	FY13	FY14	FY15	FY16	FY17	FY18	Beyond 6-yrs.	Approp.
500119 Bethesda Bikeway and Pedestrian Facilities	3,520	2,444	0	1,076	0	0	320	756	0	0	0	0
*501000 BRAC Bicycle and Pedestrian Facilities	5,400	1,693	3,707	0	0	0	0	0	0	0	0	0
500904 Dale Drive Sidewalk	5,370	499	2,828	2,043	2,043	0	0	0	0	0	0	0
500905 Falls Road East Side Hiker/ Biker Path	22,340	0	0	0	0	0	0	0	0	0	22,340	0
501206 Flower Avenue Sidewalk	200	0	0	200	0	0	0	70	130	0	0	0
*509976 Forest Glen Pedestrian Bridge	7,709	7,325	384	0	0	0	0	0	0	0	0	0
501118 Frederick Road Bike Path	982	120	582	280	280	0	0	0	0	0	0	280
500506 Greentree Road Sidewalk	3,486	409	259	2,818	1,904	914	0	0	0	0	0	0
500718 MacArthur Blvd Bikeway Improvements	8,710	724	468	7,518	2,045	4,610	863	0	0	0	0	0
*500400 Matthew Henson Trail	5,142	5,025	117	0	0	0	0	0	0	0	0	0
*500703 MD 108 Sidewalk	974	901	73	0	0	0	0	0	0	0	0	0
501209 MD 355 Crossing (BRAC)	68,174	0	2,500	65,674	4,319	26,464	29,406	5,485	0	0	0	40,000
501104 MD 355 Sidewalk (Hyattstown)	1,971	99	615	1,257	166	1,091	0	0	0	0	0	166
501110 Metropolitan Branch Trail	9,999	426	630	0	0	0	0	0	0	0	8,943	-700
501304 Needwood Road Bikepath	400	0	0	400	320	80	0	0	0	0	0	400
*509922 North Bethesda Trail	1,470	1,076	394	0	0	0	0	0	0	0	0	0
*509587 North Bethesda Trail Bridges	5,072	4,978	94	0	0	0	0	0	0	0	0	0
*500600 Shady Grove Access Bike Path	2,740	760	1,980	0	0	0	0	0	0	0	0	0
509975 Silver Spring Green Trail	7,639	1,183	176	0	0	0	0	0	0	0	6,280	0
*509997 U.S. 29 Sidewalks	5,576	5,576	0	0	0	0	0	0	0	0	0	0
Sub-Category Total	204,123	36,272	21,466	105,820	15,092	37,224	34,654	10,376	4,302	4,172	40,565	44,061
Roads												
500112 Advance Reforestation	1,109	987	122	0	0	0	0	0	0	0	0	0
500102 Bethesda CBD Streetscape	8,820	391	707	5,159	0	0	0	60	2,358	2,741	2,563	0
*509942 Briggs Chaney Road East of US 29	6,442	6,328	114	0	0	0	0	0	0	0	0	0
500500 Burtonsville Access Road	7,660	522	0	642	0	0	0	0	0	642	6,496	0
501115 Century Boulevard	15,837	113	1,119	14,605	2,373	12,232	0	0	0	0	0	2,525
500719 Chapman Avenue Extended	21,363	6,958	4,784	9,621	3,117	1,793	1,028	3,683	0	0	0	2,454
*500310 Citadel Avenue Extended	5,407	3,824	1,583	0	0	0	0	0	0	0	0	0
*500423 Clarksburg Town Center Development District: Roads	9,500	0	9,500	0	0	0	0	0	0	0	0	0
501315 Clarksburg Transportation Connections	15,000	0	0	7,000	0	0	1,000	2,000	2,000	2,000	8,000	0
501117 Dedicated but Unmaintained County Roads	990	47	0	943	87	95	585	176	0	0	0	890
501309 East Gude Drive Roadway Improvements	6,027	0	0	6,027	775	296	440	1,705	2,811	0	0	1,071

* Pending Close Out or Close Out

Expenditure Detail by Category, Sub-Category, and Project (\$000s)

Transportation

24-5

Project	Total	Thru FY11	Rem. FY12	6 Year Total	FY13	FY14	FY15	FY16	FY17	FY18	Beyond 6-yrs.	Approp.
509337 Facility Planning-Transportation	56,523	36,695	2,228	17,600	3,040	3,150	2,840	2,790	2,850	2,930	0	3,596
*500402 Fairland Road Improvement	10,945	10,861	84	0	0	0	0	0	0	0	0	0
*500516 Father Hurley Blvd. Extended	22,158	13,466	8,692	0	0	0	0	0	0	0	0	0
*509954 Germantown Road Extended	6,152	6,072	80	0	0	0	0	0	0	0	0	0
501107 Goshen Road South	128,630	831	2,729	71,468	1,560	2,135	4,350	4,150	20,355	38,918	53,602	560
500338 Highway Noise Abatement	3,086	2,717	169	200	0	0	0	0	100	100	0	0
500717 Montrose Parkway East	55,988	4,997	6,378	44,613	2,144	2,000	11,905	12,915	15,649	0	0	624
*500311 Montrose Parkway West	81,228	78,352	2,876	0	0	0	0	0	0	0	0	0
*500528 Montrose Road Extended (Land Acquisition)	2,716	0	2,716	0	0	0	0	0	0	0	0	0
*500401 Nebel Street Extended	13,931	6,281	7,650	0	0	0	0	0	0	0	0	0
*509321 Norbeck Road Extended	27,685	27,596	89	0	0	0	0	0	0	0	0	0
*509953 Old Columbia Pike Phase 1, 2, & 3	3,488	3,277	211	0	0	0	0	0	0	0	0	0
*500508 Park Lane	1,636	1,633	3	0	0	0	0	0	0	0	0	0
501200 Platt Ridge Drive Extended	3,700	0	170	3,530	210	3,320	0	0	0	0	0	3,320
507310 Public Facilities Roads	3,911	44	2,327	1,540	0	308	308	308	308	308	0	0
*500502 Quince Orchard Road	4,276	3,792	484	0	0	0	0	0	0	0	0	0
*500910 Randolph Road from Rock Creek to Charles Road	273	101	172	0	0	0	0	0	0	0	0	0
*509274 Robey Road	8,147	7,875	272	0	0	0	0	0	0	0	0	0
*500434 Rockville Town Center	12,000	12,000	0	0	0	0	0	0	0	0	0	0
501307 Seminary Road Intersection Improvement	6,940	0	0	1,827	466	508	573	280	0	0	5,113	710
501109 Snouffer School Road	23,710	401	1,102	22,207	1,700	1,170	960	6,550	9,827	2,000	0	1,129
501119 Snouffer School Road North (Webb Tract)	20,680	0	669	20,011	763	588	9,940	8,720	0	0	0	19,390
*509706 State Highway Noise Abatement	6,249	5,615	634	0	0	0	0	0	0	0	0	0
500722 State Transportation Participation	85,475	36,070	20,051	26,931	17,681	7,250	0	0	2,000	0	2,423	0
*501208 Stringtown Road	450	0	450	0	0	0	0	0	0	0	0	0
*500403 Stringtown Road Extended	8,810	7,680	1,130	0	0	0	0	0	0	0	0	0
508000 Subdivision Roads Participation	8,498	479	1,401	6,618	1,724	2,636	1,958	100	100	100	0	0
500912 Thompson Road Connection	780	152	0	628	628	0	0	0	0	0	0	628
509036 Transportation Improvements For Schools	1,947	151	578	1,218	200	200	200	200	209	209	0	200
500101 Travilah Road	13,601	12,546	483	572	572	0	0	0	0	0	0	312
*509944 Valley Park Drive	3,090	3,053	37	0	0	0	0	0	0	0	0	0
501101 Wapakoneta Road Improvements	1,563	0	0	1,563	255	363	945	0	0	0	0	255
*500724 Watkins Mill Road Extended	7,672	3,290	4,382	0	0	0	0	0	0	0	0	0

* Pending Close Out or Close Out

Expenditure Detail by Category, Sub-Category, and Project (\$000s)

Transportation

Project	Total	Thru FY11	Rem. FY12	6 Year Total	FY13	FY14	FY15	FY16	FY17	FY18	Beyond 6-yrs.	Approp.
501204 White Flint District East: Transportation	29,400	0	1,200	9,920	1,000	4,150	650	4,120	0	0	18,280	0
501116 White Flint District West: Transportation	98,642	189	1,746	84,364	1,100	2,900	3,150	11,545	6,880	58,789	12,343	0
*500151 Woodfield Road Extended	13,842	10,991	2,851	0	0	0	0	0	0	0	0	0
Sub-Category Total	875,977	316,377	91,973	358,807	39,395	45,094	40,832	59,302	65,447	108,737	108,820	37,664
Traffic Improvements												
509399 Advanced Transportation Management System	55,697	39,325	4,324	12,048	2,008	2,008	2,008	2,008	2,008	2,008	0	2,008
*501002 ARRA Traffic Improvements	1,746	1,513	233	0	0	0	0	0	0	0	0	0
*509995 Conference Center Intersection Improvements	1,390	842	548	0	0	0	0	0	0	0	0	0
508113 Guardrail Projects	2,257	142	275	1,840	265	310	275	310	310	370	0	265
507017 Intersection and Spot Improvements	10,126	1,221	2,069	6,836	1,150	1,150	1,000	1,000	1,232	1,304	0	1,150
*500140 Jones Bridge Rd @ Rockville Pike	885	202	683	0	0	0	0	0	0	0	0	0
509523 Neighborhood Traffic Calming	2,671	247	564	1,860	310	310	310	310	310	310	0	310
*500920 Pedestrian Lighting Participation - MSHA Projects	820	542	278	0	0	0	0	0	0	0	0	0
500333 Pedestrian Safety Program	16,312	3,374	3,101	9,837	1,750	1,665	1,500	1,500	1,646	1,776	0	1,750
500010 Redland Rd from Crabbs Branch Way - Baederwood La	6,143	5,240	285	618	618	0	0	0	0	0	0	0
*508716 Silver Spring Traffic Improvements	2,219	153	2,066	0	0	0	0	0	0	0	0	0
500512 Streetlight Enhancements-CBD/Town Center	3,430	1,365	605	1,460	210	250	250	250	250	250	0	210
507055 Streetlighting	8,375	982	1,188	6,205	1,010	1,010	840	955	980	1,410	0	1,008
500704 Traffic Signal System Modernization	35,897	11,856	13,269	10,772	3,660	3,112	2,000	2,000	0	0	0	3,660
507154 Traffic Signals	39,390	4,587	5,710	29,093	5,225	5,225	4,225	4,225	4,975	5,218	0	5,225
501202 White Flint Traffic Analysis and Mitigation	1,523	0	459	1,064	420	248	248	148	0	0	0	420
*501001 Wisteria Drive Streetlighting	800	510	290	0	0	0	0	0	0	0	0	0
Sub-Category Total	189,681	72,101	35,947	81,633	16,626	15,288	12,656	12,706	11,711	12,646	0	16,006
Category Total	2,357,214	721,418	369,990	1,059,807	186,211	190,627	149,099	168,512	173,306	192,052	205,999	136,950

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* Pending Close Out or Close Out

Expenditure Detail by Category, Sub-Category, and Project (\$000s)

WMATA

Project	Total	Thru FY11	Rem. FY12	6 Year Total	FY13	FY14	FY15	FY16	FY17	FY18	Beyond 6-yrs.	Approp.
<i>Mass Transit</i>												
*500552 Glenmont Metro Parking Expansion	24,729	1,702	23,027	0	0	0	0	0	0	0	0	0
*500725 Silver Spring Metrorail Station South Entrance	400	400	0	0	0	0	0	0	0	0	0	0
Sub-Category Total	25,129	2,102	23,027	0	0	0	0	0	0	0	0	0
Category Total	25,129	2,102	23,027	0	0	0	0	0	0	0	0	0

24-7

Funding Summary by Category, Sub-Category and Revenue Source (\$000s)

WMATA

Funding Source	Total	Thru FY11	Rem. FY12	6 Year Total	FY13	FY14	FY15	FY16	FY17	FY18	Beyond 6 Years
<i>Mass Transit</i>											
Current Revenue: WMATA Surcharge	4,885	0	4,885	0	0	0	0	0	0	0	0
G.O. Bonds	2,498	0	2,498	0	0	0	0	0	0	0	0
PAYGO	402	402	0	0	0	0	0	0	0	0	0
Revenue Bonds	7,375	1,700	5,675	0	0	0	0	0	0	0	0
Revenue Bonds: Liquor Fund	9,969	0	9,969	0	0	0	0	0	0	0	0
Sub-Category Total	25,129	2,102	23,027	0	0	0	0	0	0	0	0
Category Total	25,129	2,102	23,027	0	0	0	0	0	0	0	0

24-8

Funding Summary by Category, Sub-Category and Revenue Source (\$000s)

Transportation

Funding Source	Total	Thru FY11	Rem. FY12	6 Year Total	FY13	FY14	FY15	FY16	FY17	FY18	Beyond 6 Years
<i>Bridges</i>											
Contributions	170	170	0	0	0	0	0	0	0	0	0
Federal Aid	13,639	6,281	5,628	1,730	242	1,194	294	0	0	0	0
G.O. Bonds	41,643	24,276	4,470	12,897	3,227	3,796	1,819	1,357	1,346	1,352	0
Intergovernmental	137	95	42	0	0	0	0	0	0	0	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	2,893	448	833	1,612	227	477	227	227	227	227	0
Sub-Category Total	58,837	31,625	10,973	16,239	3,696	5,467	2,340	1,584	1,573	1,579	0
<i>Highway Maintenance</i>											
Contributions	5,071	1,409	662	3,000	500	500	500	500	500	500	0
Current Revenue: General	31,301	4,721	1,580	25,000	3,000	4,000	4,000	4,000	5,000	5,000	0
Fed Stimulus (State Allocation)	6,744	2,173	4,571	0	0	0	0	0	0	0	0
G.O. Bonds	348,530	97,931	32,044	218,555	34,885	34,719	32,851	32,600	42,100	41,400	0
Land Sale	458	458	0	0	0	0	0	0	0	0	0
PAYGO	1,617	1,617	0	0	0	0	0	0	0	0	0
Recordation Tax Premium	9,121	200	4,350	4,571	1,815	2,756	0	0	0	0	0
Sub-Category Total	402,842	108,509	43,207	251,126	40,200	41,975	37,351	37,100	47,600	46,900	0
<i>Mass Transit</i>											
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
Current Revenue: General	0	0	0	0	0	0	0	0	0	0	0
Development Approval Payment	0	0	0	0	0	0	0	0	0	0	0
Fed Stimulus (State Allocation)	6,550	0	6,550	0	0	0	0	0	0	0	0
Federal Aid	74,461	41,159	20,636	12,666	4,666	1,600	1,600	1,600	1,600	1,600	0
G.O. Bonds	135,492	66,598	7,856	4,813	800	932	725	660	871	825	56,225
Impact Tax	1,802	0	1,802	0	0	0	0	0	0	0	0
Interim Finance	166,805	0	72,677	94,128	25,089	1,994	2,570	33,072	31,403	0	0
Land Sale	4,339	4,339	0	0	0	0	0	0	0	0	0
Mass Transit Fund	63,893	107	5,108	58,289	465	20,753	12,158	8,215	4,952	11,746	389
PAYGO	406	406	0	0	0	0	0	0	0	0	0
Revenue Bonds: Liquor Fund	5,000	0	5,000	0	0	0	0	0	0	0	0
Short-Term Financing	32,383	22,682	0	9,701	9,701	0	0	0	0	0	0
State Aid	21,529	7,847	11,282	2,400	400	400	400	400	400	400	0
Sub-Category Total	514,091	144,094	131,386	181,997	41,121	25,679	17,453	43,947	39,226	14,571	56,614
<i>Parking</i>											
Contributions	4,186	274	3,912	0	0	0	0	0	0	0	0
Current Revenue: General	388	388	0	0	0	0	0	0	0	0	0

24-9

Funding Summary by Category, Sub-Category and Revenue Source (\$000s)

Transportation

Funding Source	Total	Thru FY11	Rem. FY12	6 Year Total	FY13	FY14	FY15	FY16	FY17	FY18	Beyond 6 Years
Current Revenue: Parking - Bethesda	12,985	5,342	4,103	3,540	590	590	590	590	590	590	0
Current Revenue: Parking - Silver Spring	35,568	5,544	13,584	16,440	2,720	2,770	2,800	2,750	2,700	2,700	0
Current Revenue: Parking - Wheaton	1,990	892	156	942	157	157	157	157	157	157	0
Land Sale – Bethesda PLD	33,000	0	0	33,000	16,351	16,383	266	0	0	0	0
Revenue Bonds	23,546	0	13,283	10,263	10,263	0	0	0	0	0	0
Sub-Category Total	111,663	12,440	35,038	64,185	30,081	19,900	3,813	3,497	3,447	3,447	0
<i>Pedestrian Facilities/Bikeways</i>											
Contributions	51	51	0	0	0	0	0	0	0	0	0
Current Revenue: General	465	265	0	200	0	0	0	70	130	0	0
Enhancement	7,115	4,831	1,800	0	0	0	0	0	0	0	484
Federal Aid	68,924	750	2,500	65,674	4,319	26,464	29,406	5,485	0	0	0
G.O. Bonds	117,257	28,051	15,753	39,691	10,523	10,755	5,248	4,821	4,172	4,172	33,762
Impact Tax	6,387	9	134	0	0	0	0	0	0	0	6,244
Intergovernmental	1,266	248	938	5	0	5	0	0	0	0	75
ISTEA	0	0	0	0	0	0	0	0	0	0	0
Land Sale	175	175	0	0	0	0	0	0	0	0	0
Mass Transit Fund	0	0	0	0	0	0	0	0	0	0	0
PAYGO	842	842	0	0	0	0	0	0	0	0	0
State Aid	1,641	1,050	341	250	250	0	0	0	0	0	0
Sub-Category Total	204,123	36,272	21,466	105,820	15,092	37,224	34,654	10,376	4,302	4,172	40,565
<i>Roads</i>											
Contributions	7,598	3,063	35	4,500	1,000	0	700	700	1,400	700	0
Current Revenue: General	45,535	30,813	1,214	13,508	1,885	1,539	2,183	2,121	2,850	2,930	0
Development Approval Payment	3,690	3,936	-246	0	0	0	0	0	0	0	0
Development District	11,100	480	10,620	0	0	0	0	0	0	0	0
EDAET	5,710	7,619	-1,909	0	0	0	0	0	0	0	0
G.O. Bonds	471,614	165,513	55,701	156,378	12,104	23,864	19,835	21,136	42,264	37,175	94,022
Impact Tax	66,854	42,770	1,419	22,665	2,672	3,589	3,560	4,645	4,006	4,193	0
Intergovernmental	10,995	5,164	738	1,528	35	61	157	25	1,250	0	3,565
Interim Finance	1,290	0	669	20,011	763	588	9,940	8,720	0	0	-19,390
Investment Income	1,086	1,086	0	0	0	0	0	0	0	0	0
Land Sale	2,099	1,849	250	0	0	0	0	0	0	0	0
Mass Transit Fund	4,471	1,826	212	2,433	438	669	657	669	0	0	0
PAYGO	15,922	15,922	0	0	0	0	0	0	0	0	0
Recordation Tax Premium	17,027	0	0	17,027	717	942	0	5,621	4,797	4,950	0
Rental Income - Roads	5	5	0	0	0	0	0	0	0	0	0
Revenue Bonds: Liquor Fund	64,521	19,997	20,051	24,473	17,681	6,792	0	0	0	0	0
State Aid	17,793	15,709	84	2,000	0	0	0	0	2,000	0	0
Transportation Improvement Credit	625	625	0	0	0	0	0	0	0	0	0

24-10

Funding Summary by Category, Sub-Category and Revenue Source (\$000s)

Transportation

Funding Source	Total	Thru FY11	Rem. FY12	6 Year Total	FY13	FY14	FY15	FY16	FY17	FY18	Beyond 6 Years
Urban District - Bethesda	0	0	0	0	0	0	0	0	0	0	0
White Flint - Special Tax District	128,042	0	3,135	94,284	2,100	7,050	3,800	15,665	6,880	58,789	30,623
Sub-Category Total	875,977	316,377	91,973	358,807	39,395	45,094	40,832	59,302	65,447	108,737	108,820
<i>Traffic Improvements</i>											
Cable TV	2,241	2,241	0	0	0	0	0	0	0	0	0
Contributions	95	95	0	0	0	0	0	0	0	0	0
Current Revenue: General	34,090	9,824	6,622	17,644	3,111	2,939	2,939	2,939	2,858	2,858	0
Development Approval Payment	1,615	1,233	350	32	32	0	0	0	0	0	0
Fed Stimulus (State Allocation)	1,746	1,513	233	0	0	0	0	0	0	0	0
Federal Aid	2,968	2,504	464	0	0	0	0	0	0	0	0
G.O. Bonds	103,219	28,078	25,524	49,617	9,156	8,570	7,050	7,200	8,353	9,288	0
Impact Tax	685	0	117	568	167	167	167	67	0	0	0
Intergovernmental	198	0	198	0	0	0	0	0	0	0	0
Investment Income	47	47	0	0	0	0	0	0	0	0	0
Land Sale	0	0	0	0	0	0	0	0	0	0	0
Mass Transit Fund	9,064	6,064	0	3,000	500	500	500	500	500	500	0
PAYGO	2,810	2,810	0	0	0	0	0	0	0	0	0
Recordation Tax Premium	7,963	5,047	144	2,772	1,660	1,112	0	0	0	0	0
Revolving Fund - Current Revenue	0	0	0	0	0	0	0	0	0	0	0
State Aid	22,005	12,005	2,000	8,000	2,000	2,000	2,000	2,000	0	0	0
Transportation Improvement Credit	500	500	0	0	0	0	0	0	0	0	0
Urban District - Bethesda	435	140	295	0	0	0	0	0	0	0	0
Sub-Category Total	189,681	72,101	35,947	81,633	16,626	15,288	12,656	12,706	11,711	12,646	0
Category Total	2,357,338	721,418	370,114	1,059,807	186,211	190,627	149,099	168,512	173,306	192,052	205,999

24-11

Funding Summary by Category, Sub-Category and Revenue Source (\$000s)

WMATA

Funding Source	Total	Thru FY11	Rem. FY12	6 Year Total	FY13	FY14	FY15	FY16	FY17	FY18	Beyond 6 Years
<i>Mass Transit</i>											
Current Revenue: WMATA Surcharge	4,885	0	4,885	0	0	0	0	0	0	0	0
G.O. Bonds	2,498	0	2,498	0	0	0	0	0	0	0	0
PAYGO	402	402	0	0	0	0	0	0	0	0	0
Revenue Bonds	7,375	1,700	5,675	0	0	0	0	0	0	0	0
Revenue Bonds: Liquor Fund	9,969	0	9,969	0	0	0	0	0	0	0	0
Sub-Category Total	25,129	2,102	23,027	0	0	0	0	0	0	0	0
Category Total	25,129	2,102	23,027	0	0	0	0	0	0	0	0
CIP Total	25,129	2,102	23,027	0	0	0	0	0	0	0	0

24-12