



OFFICE OF THE COUNTY EXECUTIVE
ROCKVILLE, MARYLAND 20850

Isiah Leggett
County Executive

MEMORANDUM

April 21, 2016

TO: Nancy Floreen, President, County Council

FROM: Isiah Leggett, County Executive 

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

The Council has recently introduced Expedited Bill 15-16 that would increase the County's recordation tax from \$6.90/\$1,000 (.69%) to \$8.40/\$1,000 (.84%) and increase the incremental rate for transactions exceeding \$500,000 from \$3.10/\$1,000 (.31%) to \$4.60/\$1,000 (.46%). The maximum rate that could be paid for a transaction over \$500,000 would be \$13/\$1,000 (1.3%) under the proposed legislation which, at that level, would make Montgomery County's recordation tax the highest in Maryland.

I understand the Council's desire to identify additional revenue resources for the many worthy capital projects that are before you. However, I am concerned with the level of the proposed increase. First of all, increased recordation taxes could negatively impact our real estate market at a time when experts note its fragility. Adding additional closing costs to what are already some of the highest closing costs in the country could reduce demand for homes. Additionally, potential homebuyers will be adversely impacted as the cost of purchasing new homes will be affected; new homebuyers will have the most difficulty covering these additional costs. Furthermore, the recordation tax is one of our most economically sensitive revenues since it is subject to the volatility in the residential and commercial real estate markets. Depending on our historically high level of these revenues to continue well into the future may be unsustainable.

Finally, this increase should be viewed in the context of the recommended increase to property taxes. County taxpayers are already being asked to shoulder a property tax increase to fund the many vital programs and services funded through the operating budget – including debt service, which directly supports our capital program.

To the extent that the Council chooses to increase the recordation tax rates, I would urge you to devote any additional funds raised to addressing the capacity and building infrastructure needs of Montgomery County Public Schools.

Below are highlights of my recommended CIP amendments assuming current recordation tax rate funding.

Nancy Floreen, President, County Council

April 21, 2016

Page 2

Purple Line Related Projects

Significant progress has been made on the Purple Line and our related Montgomery County projects. Since my initial Capital Budget and CIP submission to you in January, the Maryland Transit Administration (MTA) has completed negotiations with the selected concessionaire and received approval from the Board of Public Works to move forward with this exciting public-private partnership transit and economic development project. The County Department of Transportation has successfully negotiated with MTA staff to reduce County project costs and to defer some County costs to provide a more affordable funding schedule. As a result, the Bethesda Metro Station South Entrance, the Capital Crescent Trail, the Purple Line, and the Silver Spring Green Trail project budgets have been updated to reflect the results of these negotiations. In addition, the Lyttonsville Place Bridge will be replaced as part of the state funded Purple Line project. As a result, cost savings in the County's bridge project can be reallocated to other projects.

In recent weeks, we have also made progress in reaching an agreement related to the Apex Building. Under this agreement, the Apex Building redevelopment will be done in such a way that we can achieve an improved Purple line station, improved pedestrian circulation and safety, and a tunnel under the new building for the Capital Crescent Trail that will improve future trail traffic flow and safety. This agreement is dependent on developer negotiations and agreement with the Purple Line concessionaire and MTA. Once those negotiations are completed and agreement is ratified between the developer and MTA, I will forward a CIP amendment to support these improvements.

In order to balance programmed expenditures with available resources in each year of the six year CIP, a number of other project amendments are also recommended. (See below and attached summary chart and modified Project Description Forms.) Fortunately, most of these amendments are of a minor nature.

Acceleration of Highway Maintenance Project Funding

In order to complete important road maintenance work and to alleviate budget pressure in the early years of the CIP, I am recommending that the \$9,315,000 remaining FY16 general obligation bond set-aside be allocated to accelerated FY16 highway maintenance in the Resurfacing: Residential/Rural Roads, Resurfacing: Primary/Arterial, and Residential and Rural Road Rehabilitation projects. Funding programmed in FY17 and FY18 has been reduced accordingly to reflect the acceleration.

Project Implementation Updates

The Frederick Road Bike Path project has experienced implementation delays that will result in a one year delay. Minor shifts in the funding schedules for the Metropolitan Branch Trail and the Public Safety Systems Modernization project are also reflected, but no delay in completion is anticipated. The Clarksburg Fire Station project assumes a minor delay of spending but is anticipated to be completed in FY21 instead of FY22.

Council Changes Reflected in Amendments

The following projects project changes already adopted by the County Council are also included in my April CIP amendments:

- Cost savings in the Child Care in Schools project
- Recognition of developer contributions in the Bethesda CBD Streetscape project
- Recreation Facility Modernization project funding switch
- Deferrals/reductions in the Future Fire Station, Rockville Fire Station 3 Renovation, and Highway Noise Abatement projects.

Minor Impacts to Project Schedules

Minor adjustments to the Montrose Parkway East, Goshen Road South, and Seminary Road Intersection projects are also included. Montrose Parkway East and Goshen Road South will continue to be completed in FY23. The Seminary Road project is still expected to be completed in FY20.

Noyes Library Project

For some time, staff from my office has worked collaboratively with representatives from the Noyes Foundation, Council staff, the Departments of Public Libraries and General Services, and the Offices of Management and Budget and County Attorney to develop a public-private partnership to upgrade facilities at Noyes Library. While we have not yet completed the Memorandum of Understanding needed to submit a budget amendment at this time, I have held fiscal capacity for the County's share of the project funding. I anticipate that I will soon be able to forward an amendment to you when the MOU is completed.

Cost Sharing – Community Grants

I am also recommending approval of the FY17 Arts and Humanities Facilities Grants as recommended to me by the Arts and Humanities Commission. These FY17 grants will allocate \$378,000 in the Cost Sharing project for the Glen Echo Park's Bumper Car Pavilion, Olney Theatre Center facilities, and high definition technology investments for Montgomery Community Television. A technical adjustment moving the Our House Community grant from the operating budget to the Cost Sharing project is also included.

Agricultural Land Preservation

Based on updated revenue estimates, a \$490,000 increase in FY17 Agricultural Transfer Tax is recommended to fund additional funding for purchasing easements.

Nancy Floreen, President, County Council

April 21, 2016

Page 4

Washington Suburban Sanitation Commission

The Washington Suburban Sanitation Commission recently transmitted revised Blue Plains projects and a new Potomac WFP Consent Decree Program project to Council. I am supportive of these projects which are needed to protect our environment and successfully manage our regional water and sewer system.

Other Technical Adjustments

Several Stormwater Management projects have been adjusted to align funding sources based on bond counsel guidance. No net change in funding is being made. Several other projects listed on the attached chart have been updated to reflect corrected actuals, beyond six year costs, and appropriation as well as funding switches.

I recommend that the County Council consider these adjustments in its remaining budget worksessions. As always Executive Branch staff are available to assist you in your review.

IL:jah

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

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

**FY17-22 RECOMMENDED FULL CIP
APRIL BUDGET AMENDMENTS SUMMARY (\$000S)
4/21/2016**

Circle #	PROJECT #	PROJECT NAME	EXPLANATION OF ADJUSTMENT	FY17-22 CHANGE	FUNDING SOURCES
FY16 SUPPLEMENTALS/AMENDMENT					
1	P500511	Resurfacing: Residential/Rural Roads	Accelerate funding from FY17 to FY16	(5,500)	GO Bonds
2	P508527	Resurfacing: Primary/Arterial	Accelerate funding from FY18 to FY16 and reflect FY18 funding switch	(1,500)	GO Bonds & Recordation Tax Premium
3	P500914	Residential and Rural Road Rehabilitation	Accelerate funding from FY17 and FY18 to FY16 and reflect FY18 funding switch	(2,315)	GO Bonds & Recordation Tax Premium
EXISTING PROJECTS - FY17-22 AMENDMENTS RELATED TO PURPLE LINE MTA NEGOTIATIONS					
4	P500929	Bethesda Metro South Station Entrance	Reflect MTA negotiations/concessionaire contract	50,620	GO Bonds & Liquor Bonds
5	P501316	Capital Crescent Trail	Reflect MTA negotiations/concessionaire contract and funding switch	(38,459)	GO Bonds & Impact Taxes
6	P501603	Purple Line	Reflect MTA negotiations/concessionaire contract	-	GO Bonds
7	P509975	Silver Spring Green Trail	Reflect MTA negotiations/concessionaire contract	(2,304)	GO Bonds
OTHER CIP AMENDMENTS					
8	P507658	Bus Stop Improvements	Add \$400,000 to Beyond 6 yrs costs	-	Mass Transit
9	P720601	Cost Sharing	Update project to reflect Arts Facility grants recommendations & technical corrections within existing project funding	-	Current Revenue: General
10	P788911	Ag Land Pres Easements	Increase funding for easement purchases based on updated revenue estimates	490	Agricultural Transfer Tax
EXISTING PROJECTS - FY17-22 CIP - PROJECT SAVINGS/IMPLEMENTATION DELAYS/MINOR SCHEDULE ADJUSTMENTS					
11	P340901	Public Safety System Modernization	Minor schedule adjustment	-	GO Bonds
12	P450300	Clarksburg Fire Station	Adjust schedule. Acceleration completion to FY21	-	GO Bonds
13	P451702	Future Fire Stations	Defer project to beyond FY23	(11,500)	GO Bonds
14	P450105	Rockville Fire Station 3 Renovation	Recognize implementation delay	-	Fire Consolidated
15	P501421	Lyttonsville Place Bridge	Recognize project savings. Bridge will be built by MTA as part of the Purple Line project. Related funding switch reflected in MCG Funding Reconciliation project	(100)	Recordation Tax
16	P501118	Frederick Road Bike Path	Recognize one year delay in implementation	-	GO Bonds
17	P501110	Metropolitan Branch Trail	Shift construction spending. No impact to final schedule	-	GO Bonds
18	P500102	Bethesda CBD Streetscape	Recognize savings due to increased developer contributions	(2,493)	GO Bonds
19	P500338	Highway Noise Abatement	Reduce program size due to underutilization	(550)	GO Bonds

**FY17-22 RECOMMENDED FULL CIP
APRIL BUDGET AMENDMENTS SUMMARY (\$000S)
4/21/2016**

Circle #	PROJECT #	PROJECT NAME	EXPLANATION OF ADJUSTMENT	FY17-22 CHANGE	FUNDING SOURCES
20	P649187	Child Care in Schools	Recognize project savings in Wheaton Woods & Brown Station Child Care Centers	(187)	GO Bonds
EXISTING PROJECTS - FY17-22 CIP ADJUSTMENTS TO BALANCE CIP					
21	P500717	Montrose Parkway East	Delay some land and construction funding. Also reflects funding switch	-	GO Bonds & Recordation Tax Premium
22	P501107	Goshen Road South	Delay some land purchases	-	GO Bonds
23	P501307	Seminary Road Intersection Improvements	Delay project less than one year with completion still planned for FY20	-	GO Bonds
EXISTING PROJECTS - FY15-20 - FUNDING SWITCHES, REALLOCATIONS, OTHER CHANGES					
24	P501404	MCG: Funding Reconciliation	Reflect FY16-22 funding switches related to project adjustments above	-	GO Bonds; Impact Taxes & Recordation Tax Premium
25	P720917	Recreation Facility Modernization	Replace GO Bonds with CR: General	-	GO Bonds & Current Revenue: General
26	P076510	MCPS Funding Reconciliation	Reflect FY17-22 funding switches related to project adjustments above	-	GO Bonds & Recordation Tax
27	P036510	Technology Modernization	Reflect FY17-22 funding switches related to project adjustments above	-	Current Revenue: General & Recordation Tax
28	P808726	SM Retrofit: Countywide	Reallocate FY16 and FY17 bond and cash funding sources between projects as advised by bond counsel. No net change to the Stormwater Management program.	-	Water Quality Protection Bonds & Water Quality Protection Charge
29	P809342	Watershed Restoration - Interagency	As above		As above
30	P800700	SM Facility Major Structural Repair	As above	-	As above
31	P800900	SM Retrofit - Government Facilities	As above	-	As above
32	P801300	SM Retrofit - Roads	As above	-	As above
33	P801301	SM Retrofit - Schools	As above	-	As above
34	P807359	Misc. Stream Valley Improvements	As above. In addition, collected but unprogrammed SWM Waiver fees have been programmed.	-	As above & SWM Waiver Fees
35	P809319	Facility Planning: SM	Correct FY17 and FY18 appropriation	-	Water Quality Protection Charge
36	P150701	Technology Modernization: MCG	Correct funding actuals and adjust FY16 funding accordingly		Contributions & Short-term Financing

**FY17-22 RECOMMENDED FULL CIP
APRIL BUDGET AMENDMENTS SUMMARY (\$000S)
4/21/2016**

Circle #	PROJECT #	PROJECT NAME	EXPLANATION OF ADJUSTMENT	FY17-22 CHANGE	FUNDING SOURCES
			WASHINGTON SUBURBAN SANITATION COMMISSION PROJECTS		
37	NEW	Potomac WFP Consent Decree Program	New project needed to achieve EPA compliance	27,250	WSSC Bonds
38	954811	BP WWTP: Liquid Train, Part 2	Blue Plains project adjustments	2,302	
39	954812	BP WWTP: Biosolids Mgt, Part2	Blue Plains project adjustments	1,017	
40	023805	BP WWTP: Plant-wide Projects	Blue Plains project adjustments	(1,889)	
41	083800	BP WWTP: Enhanced Nutrient Removal	Blue Plains project adjustments	15,348	
42	113804	BP: Pipelines & Appurtenances	Blue Plains project adjustments	2,676	

Resurfacing: Residential/Rural Roads (P500511)

Category
 Sub Category
 Administering Agency
 Planning Area

Transportation
 Highway Maintenance
 Transportation (AAGE30)
 Countywide

Date Last Modified: 4/21/16
 Required Adequate Public Facility: No
 Relocation Impact: None
 Status: Ongoing

Total	Thru FY15	Est FY16	Total 6 Years	FY 17	FY 18	FY 19	FY 20	FY 21	FY 22	Beyond 6 Yrs
-------	-----------	----------	---------------	-------	-------	-------	-------	-------	-------	--------------

EXPENDITURE SCHEDULE (\$000s)

Planning, Design and Supervision	8,281	74	2,807	5,400	585	465	975	1,125	1,125	1,125	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	122,337	75,827	15,910	30,600	3,315	2,635	5,525	6,375	6,375	6,375	0
Other	46	46	0	0	0	0	0	0	0	0	0
Total	130,664	75,947	18,717	36,000	3,900	3,100	6,500	7,500	7,500	7,500	0

FUNDING SCHEDULE (\$000s)

Current Revenue: General	309	309	0	0	0	0	0	0	0	0	0
G.O. Bonds	128,738	74,021	18,717	36,000	3,900	3,100	6,500	7,500	7,500	7,500	0
PAYGO	1,617	1,617	0	0	0	0	0	0	0	0	0
Total	130,664	75,947	18,717	36,000	3,900	3,100	6,500	7,500	7,500	7,500	0

APPROPRIATION AND EXPENDITURE DATA (000s)

Appropriation Request	FY 17	3,900
Appropriation Request Est.	FY 18	3,100
Supplemental Appropriation Request		0
Transfer		0
Cumulative Appropriation		94,667 89,164
Expenditure / Encumbrances		76,670
Unencumbered Balance		12,494

Date First Appropriation	FY 05
First Cost Estimate	
Current Scope	FY 17 130,664
Last FY's Cost Estimate	115,664
Partial Closeout Thru	0
New Partial Closeout	0
Total Partial Closeout	0

Description

This project provides for the permanent patching and resurfacing of rural and residential roadways using durable hot mix asphalt to restore long-term structural integrity to the aging rural and residential roadway infrastructure. The County maintains a combined total of 4,264 lane-miles of rural and residential roads. Preventative maintenance includes full-depth patching of distressed areas of pavement in combination with a new hot mix asphalt wearing surface of 1-inch to 2-inches depending on the levels of observed distress. A portion of this work will be performed by the county in-house paving crew.

Cost Change

Cost increase due to the addition of FY21-22 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.

Other

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

Fiscal Note

\$40M is the annual cost required to maintain the current Countywide Pavement Condition Index of 67 on residential and rural roads. Related CIP projects include Permanent Patching: Residential/Rural Roads (#501106) and Residential and Rural Road Rehabilitation (#500914). \$5.5 million shifted from FY17 to FY16

Disclosures

Expenditures will continue indefinitely.

Coordination

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

Resurfacing: Primary/Arterial (P508527)

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

Date Last Modified: 4/21/16
 Required Adequate Public Facility: No
 Relocation Impact: None
 Status: Ongoing

Total	Thru FY15	Est FY16	Total 6 Years	FY 17	FY 18	FY 19	FY 20	FY 21	FY 22	Beyond 6 Yrs
-------	-----------	----------	---------------	-------	-------	-------	-------	-------	-------	--------------

EXPENDITURE SCHEDULE (\$000s)

	Total	Thru FY15	Est FY16	Total 6 Years	FY 17	FY 18	FY 19	FY 20	FY 21	FY 22	Beyond 6 Yrs
Planning, Design and Supervision	6,050	0	2,046	4,004	615	338	712	915	712	712	0
Land	0	0	0	0	0	0	0	0	0	0	0
Site Improvements and Utilities	0	0	0	0	0	0	0	0	0	0	0
Construction	44,790	10,497	11,597	22,696	3,485	1,912	4,038	5,185	4,038	4,038	0
Other	0	0	0	0	0	0	0	0	0	0	0
Total	50,840	10,497	13,643	26,700	4,100	2,250	4,750	6,100	4,750	4,750	0

FUNDING SCHEDULE (\$000s)

	Total	Thru FY15	Est FY16	Total 6 Years	FY 17	FY 18	FY 19	FY 20	FY 21	FY 22	Beyond 6 Yrs
G.O. Bonds	33,948	10,487	12,467	11,014	1,000	0	14	500	4,750	4,750	0
Recordation Tax Premium	16,892	30	1,176	15,686	3,100	2,250	4,736	5,600	0	0	0
Total	50,840	10,497	13,643	26,700	4,100	2,250	4,750	6,100	4,750	4,750	0

APPROPRIATION AND EXPENDITURE DATA (000s)

Appropriation Request	FY 17	4,100
Appropriation Request Est.	FY 18	2,250
Supplemental Appropriation Request		0
Transfer		0
Cumulative Appropriation		24,140 22,640
Expenditure / Encumbrances		10,738
Unencumbered Balance		11,902

Date First Appropriation	FY 85
First Cost Estimate	
Current Scope	FY 17 50,840
Last FY's Cost Estimate	59,917
Partial Closeout Thru	115,571
New Partial Closeout	10,497
Total Partial Closeout	126,068

Description

The County maintains approximately 940 lane-miles of primary and arterial roadways. This project provides for the systematic milling, pavement repair, and bituminous concrete resurfacing of selected primary and arterial roads and revitalization of others. This project includes the Main Street Montgomery Program and provides for a systematic, full-service, and coordinated revitalization of the primary and arterial road infrastructure to ensure viability of the primary transportation network, and enhance safety and ease of use for all users. Mileage of primary/arterial roads has been adjusted to conform with the inventory maintained by the State Highway Administration. This inventory is updated annually.

Cost Change

Cost increase due to the addition of FY21-22 to this ongoing level-of-effort project partially offset by capitalization of prior year expenditures.

Justification

Primary and arterial roadways provide transport support for tens of thousands of trips each day. Primary and arterial roads connect diverse origins and destinations that include commercial, retail, industrial, residential, places of worship, recreation, and community facilities. The repair of the County's primary and arterial roadway infrastructure is critical to mobility throughout the County. In addition, the state of disrepair of the primary and arterial roadway system causes travel delays, increased traffic congestion, and compromises the safety and ease of travel along all primary and arterial roads for drivers, pedestrians, and bicyclists. Well maintained road surfaces increase safety and assist in the relief of traffic congestion. In FY09, the Department of Transportation instituted a contemporary pavement management system. This system provides for systematic physical condition surveys and subsequent ratings of all primary/arterial pavements as well as calculating the rating health of the primary roadway network as a whole. Physical condition inspections of the pavements will occur on a 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 and biking environment, utilizing selected engineering technologies, and ensuring Americans with Disabilities Act (ADA) compliance. Several existing CIP and operating funding sources will be focused in support of the Main Street Montgomery campaign. The design and planning stages, as well as final completion of the project will comply with the Department of Transportation (DOT), Maryland State Highway Administration (MSHA), Manual on Uniform Traffic Control Devices (MUTCD), American Association of State Highway Officials (AASHTO), and ADA standards.

Fiscal Note

\$8M is the annual requirement to maintain Countywide Pavement Condition Index of 71 for Primary/Arterial roads. \$1.5 million shifted from FY18 to FY16.

Resurfacing: Primary/Arterial (P508527)

Disclosures

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

Coordination

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

Residential and Rural Road Rehabilitation (P500914)

Category	Transportation	Date Last Modified	4/21/16
Sub Category	Highway Maintenance	Required Adequate Public Facility	No
Administering Agency	Transportation (AAGE30)	Relocation Impact	None
Planning Area	Countywide	Status	Ongoing

Total	Thru FY15	Est FY16	Total 6 Years	FY 17	FY 18	FY 19	FY 20	FY 21	FY 22	Beyond 6 Yrs
-------	-----------	----------	---------------	-------	-------	-------	-------	-------	-------	--------------

EXPENDITURE SCHEDULE (\$000s)

	Total	Thru FY15	Est FY16	Total 6 Years	FY 17	FY 18	FY 19	FY 20	FY 21	FY 22	Beyond 6 Yrs
Planning, Design and Supervision	6,977	9	1,975	4,993	645	388	990	990	990	990	0
Land	0	0	0	0	0	0	0	0	0	0	0
Site Improvements and Utilities	0	0	0	0	0	0	0	0	0	0	0
Construction	72,511	33,019	11,200	28,292	3,655	2,197	5,610	5,610	5,610	5,610	0
Other	9	9	0	0	0	0	0	0	0	0	0
Total	79,497	33,037	13,175	33,285	4,300	2,585	6,600	6,600	6,600	6,600	0

FUNDING SCHEDULE (\$000s)

	Total	Thru FY15	Est FY16	Total 6 Years	FY 17	FY 18	FY 19	FY 20	FY 21	FY 22	Beyond 6 Yrs
G.O. Bonds	64,481	25,506	13,175	25,800	766	0	6,600	5,234	6,600	6,600	0
Recordation Tax Premium	15,016	7,531	0	7,485	3,534	2,585	0	1,366	0	0	0
Total	79,497	33,037	13,175	33,285	4,300	2,585	6,600	6,600	6,600	6,600	0

APPROPRIATION AND EXPENDITURE DATA (000s)

Appropriation Request	FY 17	4,300
Appropriation Request Est.	FY 18	2,585
Supplemental Appropriation Request		0
Transfer		0
Cumulative Appropriation		46,212 43,897
Expenditure / Encumbrances		33,606
Unencumbered Balance		10,291

Date First Appropriation	FY 09
First Cost Estimate	
Current Scope	FY 17 79,497
Last FY's Cost Estimate	68,297
Partial Closeout Thru	0
New Partial Closeout	0
Total Partial Closeout	0

Description

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

Cost Change

Cost increase due to the addition of FY21-22 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 2015 pavement condition survey indicated that 308 lane-miles (or 7 percent) of residential pavement have fallen into the lowest possible category and are in need of structural reconstruction. Typically, pavements rated in this category require between 15-20 percent permanent patching per lane-mile. Physical condition inspections of residential pavements will occur on a 2-3 year cycle.

Other

Hot mix asphalt pavements have a finite life of approximately 20 years based upon a number of factors including but not limited to: original construction materials, means and methods, underlying soil conditions, drainage, daily traffic volume, other loading such as construction traffic and heavy truck traffic, age, and maintenance history. A well maintained residential road carrying low to moderate traffic levels is likely to provide a service life of 20 years or more. Conversely, lack of programmed maintenance will shorten the service life of residential roads considerably, in many cases to less than 15 years before rehabilitation is needed.

Fiscal Note

\$40M is the annual cost required to maintain the current Countywide Pavement Condition Index of 67 on residential and rural roads. Related CIP projects include Permanent Patching: Residential/Rural Roads (#501106) and Residential and Rural Road Rehabilitation (#500914). \$2.015M shifted from F18 to FY16. \$300K shifted from FY17 to FY16.

Disclosures

A pedestrian impact analysis has been completed for this project.

Residential and Rural Road Rehabilitation (P500914)

Expenditures will continue indefinitely.

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

Bethesda Metro Station South Entrance (P500929)

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

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

	Total	Thru FY15	Est FY16	Total 6 Years	FY 17	FY 18	FY 19	FY 20	FY 21	FY 22	Beyond 6 Yrs
--	-------	-----------	----------	---------------	-------	-------	-------	-------	-------	-------	--------------

EXPENDITURE SCHEDULE (\$000s)

Planning, Design and Supervision	2,171	1,621	0	500	50	125	125	100	50	50	50
Land	0	0	0	0	0	0	0	0	0	0	0
Site Improvements and Utilities	13,444	0	0	13,444	5,254	5,186	336	1,334	1,027	307	0
Construction	94,587	0	0	94,502	19,912	22,837	28,881	17,601	3,665	1,606	85
Other	0	0	0	0	-6,000	-6,000	-6,000	6,000	6,000	6,000	0
Total	110,202	1,621	0	108,446	19,216	22,148	23,342	25,035	10,742	7,963	135

FUNDING SCHEDULE (\$000s)

G.O. Bonds	104,407	0	0	104,272	15,042	22,148	23,342	25,035	10,742	7,963	135
PAYGO	795	795	0	0	0	0	0	0	0	0	0
Revenue Bonds: Liquor Fund	5,000	826	0	4,174	4,174	0	0	0	0	0	0
Total	110,202	1,621	0	108,446	19,216	22,148	23,342	25,035	10,742	7,963	135

APPROPRIATION AND EXPENDITURE DATA (000s)

Appropriation Request	FY 17	4,737
Appropriation Request Est.	FY 18	22,148
Supplemental Appropriation Request		0
Transfer		0
Cumulative Appropriation		16,100
Expenditure / Encumbrances		1,621
Unencumbered Balance		14,479

Date First Appropriation	FY 09
First Cost Estimate	
Current Scope	FY 17 110,202
Last FY's Cost Estimate	57,610

Description

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

Estimated Schedule

Design: Fall FY10 through FY15. Construction: To take 30 months but must be coordinated and implemented as part of the State Purple Line project that is dependent upon State and Federal funding.

Other

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

Fiscal Note

The funds for this project were initially programmed in the State Transportation Participation project. Appropriation of \$5 million for design was transferred from the State Transportation Participation project in FY09. The project schedule and cost estimates were updated in FY17 as a result of the MTA's proposed Public Private Partnership for the Purple Line and reflects the actual bid by the Concessionaire. The expenditure schedule also reflects a negotiated cash flow arrangement with MTA for FY17-19, allowing a deferral of \$6 million per year to FY20-22.

Coordination

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

Capital Crescent Trail (P501316)

Category	Transportation	Date Last Modified	11/17/14
Sub Category	Pedestrian Facilities/Bikeways	Required Adequate Public Facility	No
Administering Agency	Transportation (AAGE30)	Relocation Impact	None
Planning Area	Bethesda-Chevy Chase	Status	Preliminary Design Stage

	Total	Thru FY15	Est FY16	Total 6 Years	FY 17	FY 18	FY 19	FY 20	FY 21	FY 22	Beyond 6 Yrs
--	-------	-----------	----------	---------------	-------	-------	-------	-------	-------	-------	--------------

EXPENDITURE SCHEDULE (\$000s)

	Total	Thru FY15	Est FY16	Total 6 Years	FY 17	FY 18	FY 19	FY 20	FY 21	FY 22	Beyond 6 Yrs
Planning, Design and Supervision	681	69	92	480	100	125	125	50	40	40	40
Land	1,430	0	1,430	0	0	0	0	0	0	0	0
Site Improvements and Utilities	238	0	238	0	0	0	0	0	0	0	0
Construction	55,048	0	2,056	52,933	13,092	11,491	14,086	10,249	2,848	1,167	59
Other	0	0	0	0	-3,000	-3,000	-3,000	3,000	3,000	3,000	0
Total	57,397	69	3,816	53,413	10,192	8,616	11,211	13,299	5,888	4,207	99

FUNDING SCHEDULE (\$000s)

	Total	Thru FY15	Est FY16	Total 6 Years	FY 17	FY 18	FY 19	FY 20	FY 21	FY 22	Beyond 6 Yrs
G.O. Bonds	48,606	0	0	48,507	10,192	8,616	9,011	10,593	5,888	4,207	99
Impact Tax	8,791	69	3,816	4,906	0	0	2,200	2,706	0	0	0
Total	57,397	69	3,816	53,413	10,192	8,616	11,211	13,299	5,888	4,207	99

APPROPRIATION AND EXPENDITURE DATA (000s)

Appropriation Request	FY 17	8,023
Appropriation Request Est.	FY 18	8,616
Supplemental Appropriation Request		0
Transfer		0
Cumulative Appropriation		6,054
Expenditure / Encumbrances		275
Unencumbered Balance		5,779

Date First Appropriation	FY 15
First Cost Estimate	
Current Scope	FY 17 57,397
Last FY's Cost Estimate	95,856

Description

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

Justification

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

Other

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

Fiscal Note

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

Coordination

Maryland Transit Administration, Maryland Department of Transportation, State Highway Administration, Maryland-National Capital Park and Planning Commission, Bethesda Bikeway and Pedestrian Facilities, Coalition for the Capital Crescent Trail, CSX Transportation, Washington Metropolitan Area Transit Authority. Special Capital Projects Legislation [Bill No. 32-14] was adopted by Council by June 17, 2014.

Purple Line(P501603)

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

Date Last Modified 11/17/14
 Required Adequate Public Facility No
 Relocation Impact Yes
 Status Preliminary Design Stage

Total	Thru FY15	Est FY16	Total 6 Years	FY 17	FY 18	FY 19	FY 20	FY 21	FY 22	Beyond 6 Yrs
-------	-----------	----------	---------------	-------	-------	-------	-------	-------	-------	--------------

EXPENDITURE SCHEDULE (\$000s)

Planning, Design and Supervision	2,089	0	775	1,314	328	388	433	115	50	0	0
Land	3,523	0	255	3,268	3,268	0	0	0	0	0	0
Site Improvements and Utilities	0	0	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0	0
Other	40,000	0	0	40,000	0	0	0	0	20,000	20,000	0
Total	45,612	0	1,030	44,582	3,596	388	433	115	20,050	20,000	0

FUNDING SCHEDULE (\$000s)

G.O. Bonds	45,612	0	1,030	44,582	3,596	388	433	115	20,050	20,000	0
Total	45,612	0	1,030	44,582	3,596	388	433	115	20,050	20,000	0

APPROPRIATION AND EXPENDITURE DATA (000s)

Appropriation Request	FY 17	3,596
Appropriation Request Est.	FY 18	388
Supplemental Appropriation Request		0
Transfer		0
Cumulative Appropriation		1,030
Expenditure / Encumbrances		0
Unencumbered Balance		1,030

Date First Appropriation	FY 16
First Cost Estimate	
Current Scope	FY 17 45,612
Last FY's Cost Estimate	0

Description

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

Estimated Schedule

The Maryland Transit Administration anticipates having a Concessionaire selected for their PPP by March 2016. Financial close for the PPP agreement is expected to occur by May 2016. Final design will begin during Spring/Summer 2016 and construction is expected to begin in 2016. Revenue service on the Purple Line is scheduled to begin in 2022.

Justification

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

Other

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

Coordination

Purple Line(P501603)

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

Silver Spring Green Trail (P509975)

Category	Transportation	Date Last Modified	11/17/14
Sub Category	Pedestrian Facilities/Bikeways	Required Adequate Public Facility	No
Administering Agency	Transportation (AAGE30)	Relocation Impact	None
Planning Area	Silver Spring	Status	Preliminary Design Stage

	Total	Thru FY15	Est FY16	Total 6 Years	FY 17	FY 18	FY 19	FY 20	FY 21	FY 22	Beyond 6 Yrs
--	-------	-----------	----------	---------------	-------	-------	-------	-------	-------	-------	--------------

EXPENDITURE SCHEDULE (\$000s)											
Planning, Design and Supervision	1,442	1,192	0	250	0	50	50	50	50	50	0
Land	0	0	0	0	0	0	0	0	0	0	0
Site Improvements and Utilities	0	0	0	0	0	0	0	0	0	0	0
Construction	533	0	0	533	118	114	120	90	77	14	0
Other	0	0	0	0	0	0	0	0	0	0	0
Total	1,975	1,192	0	783	118	164	170	140	127	64	0

FUNDING SCHEDULE (\$000s)											
Current Revenue: General	265	265	0	0	0	0	0	0	0	0	0
G.O. Bonds	862	79	0	783	118	164	170	140	127	64	0
PAYGO	848	848	0	0	0	0	0	0	0	0	0
Total	1,975	1,192	0	783	118	164	170	140	127	64	0

APPROPRIATION AND EXPENDITURE DATA (000s)

Appropriation Request	FY 17	0
Appropriation Request Est.	FY 18	0
Supplemental Appropriation Request		0
Transfer		0
Cumulative Appropriation		1,626
Expenditure / Encumbrances		1,192
Unencumbered Balance		434

Date First Appropriation	FY 99
First Cost Estimate	
Current Scope	FY 17 1,975
Last FY's Cost Estimate	4,279

Description

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

Justification

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

Fiscal Note

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

Disclosures

A pedestrian impact analysis has been completed for this project.

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

Coordination

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

Bus Stop Improvements (P507658)

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

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

	Total	Thru FY15	Est FY16	Total 6 Years	FY 17	FY 18	FY 19	FY 20	FY 21	FY 22	Beyond 6 Yrs
--	-------	--------------	----------	------------------	-------	-------	-------	-------	-------	-------	-----------------

EXPENDITURE SCHEDULE (\$000s)

Planning, Design and Supervision	1,480	739	0	581	151	155	35	80	80	80	160
Land	2,582	463	347	1,372	345	357	70	200	200	200	400
Site Improvements and Utilities	0	0	0	0	0	0	0	0	0	0	0
Construction	1,054	26	77	711	155	161	35	120	120	120	240
Other	0	0	0	0	0	0	0	0	0	0	0
Total	5,116	1,228	424	2,664	651	673	140	400	400	400	800

FUNDING SCHEDULE (\$000s)

G.O. Bonds	1,998	1,159	218	621	305	316	0	0	0	0	0
Mass Transit Fund	3,118	69	206	2,043	346	357	140	400	400	400	800
Total	5,116	1,228	424	2,664	651	673	140	400	400	400	800

APPROPRIATION AND EXPENDITURE DATA (000s)

Appropriation Request	FY 17	511
Appropriation Request Est.	FY 18	673
Supplemental Appropriation Request		0
Transfer		0
Cumulative Appropriation		1,792
Expenditure / Encumbrances		1,656
Unencumbered Balance		136

Date First Appropriation	FY 76
First Cost Estimate	
Current Scope	FY 17 5,116
Last FY's Cost Estimate	3,995

Description

This project provides for the installation and improvement of capital amenities at bus stops in Montgomery County to make them safer, more accessible and attractive to users, and to improve pedestrian safety for County transit passengers. These enhancements can include items such as sidewalk connections, improved pedestrian access, pedestrian refuge islands and other crossing safety measures, area lighting, paved passenger standing areas, and other safety upgrades. In prior years, this project included funding for the installation and replacement of bus shelters and benches along Ride On and County Metrobus routes; benches and shelters are now handled under the operating budget. Full-scale construction began in October 2006. In the first year of the project, 729 bus stops were reviewed and modified, with significant construction occurring at 219 of these locations. Through FY15, approximately 3,025 stops with 1,255 curb ramps; 422 concrete kneewalls for safety and seating, 85,618 linear feet of sidewalk; and 166,777 linear feet of ADA concrete pads have been modified or installed.

Estimated Schedule

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

Cost Change

Increase due to addition of funding from FY20 through FY23 to complete stops identified in project scope

Justification

Many of the County's bus stops have safety, security, or right-of-way deficiencies since they are located on roads which were not originally built to accommodate pedestrians. Problems include: lack of drainage around the site, sidewalk connections, passenger standing areas or pads, lighting or pedestrian access, and unsafe street crossings to get to the bus stop. This project addresses significant bus stop safety issues to ease access to transit service. Correction of these deficiencies will result in fewer pedestrian accidents related to bus riders, improved accessibility of the system, increased attractiveness of transit as a means of transportation, and greater ridership. Making transit a more viable option than the automobile requires enhanced facilities as well as increased frequency and level of service. Getting riders to the bus and providing an adequate and safe facility to wait for the bus will help to achieve the goal. The County has approximately 5,400 bus stops. The completed inventory and assessment of each bus stop has determined what is needed at each location to render the stop safe and accessible to all transit passengers. In FY05, a contractor developed a GIS-referenced bus stop inventory and condition assessment for all bus stops in the County, criteria to determine which bus stops need improvements, and a prioritized listing of bus stop relocations, improvements, and passenger amenities. The survey and review of bus stop data have been completed and work is on-going.

Other

FY18 includes \$400,000 for bus stops related to MD 355 Priority Service

Fiscal Note

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

Bus Stop Improvements (P507658)

Disclosures

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

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

Coordination

Civic Associations, Municipalities, Maryland State Highway Administration, Maryland Transit Administration, Washington Metropolitan Area Transit Authority, Commission on Aging, Commission on People with Disabilities, Montgomery County Pedestrian Safety Advisory Committee, Citizen Advisory Boards

Cost Sharing: MCG (P720601)

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

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

Total	Thru FY15	Est FY16	Total 6 Years	FY 17	FY 18	FY 19	FY 20	FY 21	FY 22	Beyond 6 Yrs
-------	-----------	----------	---------------	-------	-------	-------	-------	-------	-------	--------------

EXPENDITURE SCHEDULE (\$000s)

Planning, Design and Supervision	3,634	3,634	0	0	0	0	0	0	0	0
Land	0	0	0	0	0	0	0	0	0	0
Site Improvements and Utilities	9	9	0	0	0	0	0	0	0	0
Construction	7,430	7,430	0	0	0	0	0	0	0	0
Other	20,036	6,026	5,472	8,538	3,538	1,000	1,000	1,000	1,000	1,000
Total	31,109	17,099	5,472	8,538	3,538	1,000	1,000	1,000	1,000	1,000

FUNDING SCHEDULE (\$000s)

Contributions	150	0	150	0	0	0	0	0	0	0
Current Revenue: General	17,950	7,152	3,658	7,140	2,140	1,000	1,000	1,000	1,000	1,000
G.O. Bonds	2,398	0	1,000	1,398	1,398	0	0	0	0	0
Land Sale	2,661	2,661	0	0	0	0	0	0	0	0
Long-Term Financing	3,850	3,850	0	0	0	0	0	0	0	0
State Aid	4,100	3,436	664	0	0	0	0	0	0	0
Total	31,109	17,099	5,472	8,538	3,538	1,000	1,000	1,000	1,000	1,000

APPROPRIATION AND EXPENDITURE DATA (000s)

Appropriation Request	FY 17	3,397
Appropriation Request Est.	FY 18	1,000
Supplemental Appropriation Request		0
Transfer		0
Cumulative Appropriation		22,712
Expenditure / Encumbrances		18,381
Unencumbered Balance		4,331

Date First Appropriation	FY 06
First Cost Estimate	
Current Scope	FY 17 31,109
Last FY's Cost Estimate	26,712

Description

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

Cost Change

Addition of \$1,398,000 in GO Bonds in FY17 for Strathmore Mansion repairs. Addition of \$1,000,000 in FY21 and \$1,000,000 in FY22 for Capital Improvement Grants for the Arts and Humanities. Addition of \$1,140,000 in County support for Community Grants described on subsequent pages.

Justification

The County has entered into or considered many public-private partnerships, which contribute to the excellence and diversity of facilities serving County residents

Other

See attached for Community Grants and CIP Grants for Arts and Humanities Organizations that includes FY17 CIP Grants for Arts and Humanities Organizations described on subsequent pages.

Fiscal Note

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

Disclosures

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

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

Coordination

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

COST SHARING GRANTS

Grants:

For FY17, a CIP Grant for Arts and Humanities Organizations totaling \$1,398,000 is approved for the following project: Strathmore Hall Foundation, Inc.: \$1,398,000. The Department of General Services will be managing the Strathmore Mansion repair project. County participation is for the following community grant projects totaling \$1,140,000: A Wider Circle, Inc.: \$50,000; Congregation Beth El of Montgomery County, \$20,000; Cornerstone Montgomery, Inc.: \$350,000; Easter Seals Greater Washington-Baltimore Region, Inc.: \$50,000; Friends House, Inc.: \$50,000; Graceful Growing Together, Inc.: \$100,000; Hebrew Home of Greater Washington, Inc.: \$200,000; Jewish Community Center of Greater Washington, Inc.: \$25,000; Jewish Foundation for Group Homes, Inc.: \$100,000; Our House, Inc.: \$20,000; Potomac Community Resources, Inc.: \$50,000; Reginald S. Lourie Center for Infants and Young Children, \$30,000; Seven Locks Jewish Community Inc.: \$20,000; The Jewish Federation of Greater Washington, Inc.: \$25,000; Warrior Canine Connection, Inc.: \$50,000. For FY17, CIP Grants for Arts and Humanities Organizations totaling \$377,217 are approved for the following projects: Glen Echo Park Partnership for Arts and Culture, Inc.: \$67,795; Montgomery Community Television, Inc.: \$159,422; and The Olney Theatre Center for the Arts, Inc.: \$150,000.

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

For FY15, County participation was for the following projects: Easter Seals Greater Washington-Baltimore Region, Inc.: \$100,000; Graceful Growing Together, Inc.: \$125,000; Jewish Community Center of Greater Washington: \$150,000; Muslim Community Center, Inc.: \$250,000; Potomac Community Resources, Inc.: \$150,000; The Arc of Montgomery County, Inc.: \$17,973; Catholic Charities of the Archdiocese of Washington, Inc.: \$11,395; Melvin J. Berman Hebrew Academy: \$33,000; Jewish Social Service Agency: \$75,000; Warrior Canine Connection, Inc.: \$75,000; Jewish Council for the Aging of Greater Washington, Inc.: \$125,000; The Jewish Federation of Greater Washington, Inc.: \$100,000; Family Services, Inc.: \$75,000. For FY15, CIP Grants for Arts and Humanities Organizations totaling \$849,080 are approved for the following projects: Germantown Cultural Arts Center, Inc.: \$75,000; Jewish Community Center of Greater Washington, Inc.: \$134,000; Montgomery Community Television, Inc.: \$50,080; The Olney Theatre Center for the Arts, Inc.: \$150,000; Sandy Spring Museum, Inc.: \$90,000; and The Writer's Center, Inc.: \$250,000. \$100,000 of these funds will also be used to provide a State bond bill match for Silver Spring Black Box Theater. For FY15, emergency CIP Grants for Arts and Humanities Organizations totaling \$143,116 are approved for the following projects: Montgomery Community Television, Inc.: \$127,179; and Sandy Spring Museum, Inc.: \$15,937.

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

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

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

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

For FY10, County participation was for the following project: Aunt Hattie's Place, Inc.: \$100,000. Disbursement of FY09 and FY10 County funds is conditioned on the owner of the property giving the County an appropriate covenant restricting the use of the leased property to a foster home for boys for a period of ten years from the time the facility commences to operate as a foster home. Boys and Girls Club of Greater Washington: \$38,000; CASA de Maryland, Inc.: \$100,000; Jewish Council for the Aging of Greater Washington, Inc.: \$50,000; and Warren Historic Site Committee, Inc.: \$150,000.

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

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

Historical Fiscal Note:

The State approved \$4,000,000 in State Aid from FY07 to FY09 for the Fillmore venue in Silver Spring. The County's required match of \$4,000,000 and \$6,511,000 was programmed. The Venue Operator agreed to purchase certain furniture, fixtures, and equipment for the project; \$150,000 of which would be used as the required County match. An agreement between the development partners and the County was executed. The Fillmore is now operational. Old Blair Auditorium Project, Inc., in FY06-07 the County provided \$190,000 as a partial match for the State funds with \$50,000 in current revenue for DPWT to develop a program of requirements and cost estimate for the project, and bond funded expenditure of \$140,000 to pay for part of the construction. These funds were budgeted in the MCG: Cost Sharing project (No. 720601). In FY11, the funds were transferred to a new CIP Old Blair Auditorium Reuse project (No. 361113).

Ag Land Pres Easements (P788911)

Category Conservation of Natural Resources
 Sub Category Ag Land Preservation
 Administering Agency Economic Development (AAGE06)
 Planning Area Countywide

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

Total	Thru FY15	Est FY16	Total 6 Years	FY 17	FY 18	FY 19	FY 20	FY 21	FY 22	Beyond 6 Yrs
-------	-----------	----------	---------------	-------	-------	-------	-------	-------	-------	--------------

EXPENDITURE SCHEDULE (\$000s)

Planning, Design and Supervision	2,821	268	373	2,180	350	360	360	360	370	380	0
Land	6,584	4,263	527	1,794	1,124	134	134	134	134	134	0
Site Improvements and Utilities	0	0	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0	0
Other	20	20	0	0	0	0	0	0	0	0	0
Total	9,425	4,551	900	3,974	1,474	494	494	494	504	514	0

FUNDING SCHEDULE (\$000s)

Agricultural Transfer Tax	1,539	231	14	1,294	624	134	134	134	134	134	0
Contributions	1,668	1,000	10	658	510	10	10	10	10	108	0
G.O. Bonds	308	308	0	0	0	0	0	0	0	0	0
Investment Income	802	0	0	802	0	70	200	200	210	122	0
M-NCPPC Contributions	4,423	2,860	663	900	150	150	150	150	150	150	0
State Aid	685	152	213	320	190	130	0	0	0	0	0
Total	9,425	4,551	900	3,974	1,474	494	494	494	504	514	0

APPROPRIATION AND EXPENDITURE DATA (000s)

Appropriation Request	FY 17	1,133
Appropriation Request Est.	FY 18	494
Supplemental Appropriation Request		0
Transfer		0
Cumulative Appropriation		5,792
Expenditure / Encumbrances		4,563
Unencumbered Balance		1,751

Date First Appropriation	FY 89
First Cost Estimate	
Current Scope	FY 17 9,425
Last FY's Cost Estimate	21,961
Partial Closeout Thru	70,790
New Partial Closeout	4,552
Total Partial Closeout	75,342

Description

This project provides funds for the purchase of agricultural and conservation easements under the County Agricultural Land Preservation legislation, effective November 25, 2008, for local participation in Maryland's agricultural and conservation programs and through Executive Regulation 3-09 AM, adopted July 27, 2010. The County Agricultural Easement Program (AEP) enables the County to purchase preservation easements on farmland in the agricultural zones and in other zones approved by the County Council to preserve farmland not entirely protected by Transferable Development Rights (TDR) easements or State agricultural land preservation easements. The Maryland Agricultural Land Preservation Foundation (MALPF) enables the State to purchase preservation easements on farmland jointly by the County and State. The Rural Legacy Program (RLP) enables the State to purchase conservation easements to preserve large contiguous tracts of agricultural land. The sale of development rights easements are proffered voluntarily by the farmland owner. The project receives funding from the Agricultural Transfer Tax, which is levied when farmland is sold and removed from agricultural status. Montgomery County is a State-certified county under the provisions of State legislation, which enables the County to retain 75 percent of the taxes for local use. The County uses a portion of its share of the tax to provide matching funds for State easements. In FY10, the Building Lot Termination (BLT) program was initiated. This program represents an enhanced farmland preservation program tool to further protect land where development rights have been retained in the Agricultural Reserve-AR zone. This program utilizes a variety of revenue sources that include: Agricultural Transfer Tax revenues, MNCPPC Contributions, Developer Contributions, and G.O. Bonds to purchase the development rights and the corresponding TDRs retained on these properties.

Cost Change

Update the FY16 Ag Transfer Taxes collected in FY16 and Crown Farm payment \$500,000 received to program for easement acquisitions in FY17. Expenditure and funding schedules reflect the revised estimates for Agricultural Transfer Tax revenues, contributions, investment income, and state aid to cover planning, design, and supervision for expenses FY17-22 and the addition of FY21 and FY22 project costs.

Justification

Annotated Code of Maryland 2-501 to 2-515, Maryland Agricultural Land Preservation Foundation; Annotated Code of Maryland 13-301 to 13-308, Agricultural Land Transfer Tax; and Montgomery County Code, Chapter 2B, Agricultural Land Preservation, and Executive Regulation 3-09 AM.

Other

Ag Land Pres Easements (P788911)

FY17 estimated Planning, Design and Supervision expenditures are \$316,000. The amount includes funding for 1.0 FTE Sr. Business Development Specialist; 1.5 FTE Principal Administrative Aides; \$20,000 - Deer Donation Program; \$10,000 - Montgomery Weed Control Program; and \$50,000 for the Cooperative Extension Partnership. Appropriations are based upon a projection of Montgomery County's portion of the total amount of Agricultural Transfer Tax which has become available since the last appropriation and State Rural Legacy Program grant funding. Appropriations to this project represent a commitment of Agricultural Transfer Tax funds and State Aid to purchase agricultural easements, private contributions from the Crown Farm Annexation Agreement, and partial BLT payments made by developers for additional density in BLT receiving areas. The Agricultural Transfer Taxes are deposited into an investment income fund, the interest from which is used to fund direct administrative expenses, the purchase of easements, and other agricultural initiatives carried out by the new Office of Agriculture. The program permits the County to take title to the TDRs. These TDRs are an asset that the County may sell in the future, generating revenues for the Agricultural Land Preservation Fund. The County can use unexpended appropriations for this project to pay its share (40 percent) of the cost of easements purchased by the State. Since FY99, the County has received State RLP grant funds to purchase easements for the State through the County. The State allows County reimbursement of three percent for direct administrative costs such as appraisals, title searches, surveys, and legal fees. Given changes to the Federal Program, new Federal Aid funds are no longer programmed in this project. The traditional funding sources for this project are no longer sustainable. Easement acquisition opportunities will be considered on a case-by-case approach while alternative funding sources are identified.

Fiscal Note

Expenditures do not reflect additional authorized payments made from the Agricultural Land Preservation Fund balance to increase financial incentives for landowners.

Disclosures

Expenditures will continue indefinitely.

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

Coordination

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

Public Safety System Modernization (P340901)

Category General Government
 Sub Category County Offices and Other Improvements
 Administering Agency County Executive (AAGE03)
 Planning Area Countywide

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

	Total	Thru FY15	Est FY16	Total 6 Years	FY 17	FY 18	FY 19	FY 20	FY 21	FY 22	Beyond 6 Yrs
--	-------	-----------	----------	---------------	-------	-------	-------	-------	-------	-------	--------------

EXPENDITURE SCHEDULE (\$000s)

Planning, Design and Supervision	9,543	536	5,692	3,315	1,330	1,050	935	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	66,540	0	10,936	55,604	16,118	24,386	15,100	0	0	0	0
Other	34,733	34,733	0	0	0	0	0	0	0	0	0
Total	110,816	35,269	16,628	58,919	17,448	25,436	16,035	0	0	0	0

FUNDING SCHEDULE (\$000s)

Current Revenue: General	9,543	4,121	2,107	3,315	1,330	1,050	935	0	0	0	0
Federal Aid	3,043	2,947	96	0	0	0	0	0	0	0	0
G.O. Bonds	54,932	1,393	5,935	47,604	12,118	22,386	13,100	0	0	0	0
Short-Term Financing	43,298	26,808	8,490	8,000	4,000	2,000	2,000	0	0	0	0
Total	110,816	35,269	16,628	58,919	17,448	25,436	16,035	0	0	0	0

OPERATING BUDGET IMPACT (\$000s)

Maintenance				3,600	600	600	600	600	600	600	600
Program-Staff				1,200	200	200	200	200	200	200	200
Program-Other				1,584	264	264	264	264	264	264	264
Net Impact				6,384	1,064						

APPROPRIATION AND EXPENDITURE DATA (000s)

Appropriation Request	FY 17	1,180
Appropriation Request Est.	FY 18	1,067
Supplemental Appropriation Request		0
Transfer		0
Cumulative Appropriation		106,633
Expenditure / Encumbrances		46,924
Unencumbered Balance		59,709

Date First Appropriation	FY 09	
First Cost Estimate		
Current Scope	FY 17	110,816
Last FY's Cost Estimate		109,708

Description

This program will provide for phased upgrades and modernization of computer aided dispatch (CAD), law enforcement records management system (LE RMS), and voice radio systems used primarily by the County's public safety first responder agencies including Police, Fire and Rescue, Sheriff, Corrections and Rehabilitation, and Emergency Management and Homeland Security. The modernization will include replacement of the current CAD/LE RMS system, replacement of public safety mobile and portable radios, upgrade of non-public safety mobile and portable radios, and replacement of core voice radio communications infrastructure. The previously approved Fire Station Alerting System Upgrades project (CIP #451000) was transferred to this project in order to coordinate the upgrades with the new CAD system. The alerting system upgrades will modernize the fire station alerting systems at 43 existing work sites, maintaining the ability to notify fire and rescue stations of emergencies. The alerting system, including audible and data signals, is essential for the notification of an emergency and the dispatch of appropriate response units from the County. As voice, data, and video are beginning to converge to a single platform, this project will provide a pathway to a modern public safety support infrastructure that will enable the County to leverage technology advances and provide efficient and reliable systems for first responders. This project will follow the methodologies and strategies presented in the Public Safety Systems Modernization (PSSM) plan completed in July 2009.

Cost Change

Cost changes due to the continuation of staff resources through FY19 and revised estimates for radio infrastructure.

Justification

Public Safety System Modernization (P340901)

The public safety systems require modernization. The CAD system is reaching the end of useful life and does not meet the County's current operational requirements, impacting the response time of first responders to 9-1-1 calls. The CAD Roadmap Study, completed in March 2009, recommended replacement of the system to address existing shortcomings and prepare for the next generation 9-1-1 systems. The manufacturer's support for the voice radio system has begun to be phased out as of December 31, 2009. Beyond that date, the manufacturer will only continue to provide system support on an as available basis, but will not guarantee the availability of parts or technical resources. The CAD modernization has initiated a detailed planning phase that included the use of industry experts to assist with business process analysis and to develop detailed business and technical requirements for the new CAD system. This process will allow the County to incorporate lessons learned and best practices from other jurisdictions. As more of the County's regional partners migrate to newer voice technologies, it will affect interoperable voice communications. To ensure that the County maintains reliable and effective public safety (voice radio) communications for the operations of its first responders and to sustain communications interoperability for seamless mutual aid among its regional partners, the County needs to implement a project to upgrade and modernize its portable and mobile radio units and subsequently the radio voice communications infrastructure. Acceleration of the public safety radio purchases was initiated to take advantage of a Partial Payment in Lieu of Re-Banding offer from Sprint/Nextel toward the financing of new, upgraded, P-25 compliant public safety radios and to meet the Federal Communications Commission (FCC) mandated 800 MHz frequency rebanding requirements for nationwide public safety radio frequency interoperability. Now, the installation of the new core radio communication infrastructure is needed. The fire station alerting system upgrades were identified as a need under Section 5 of the MCFRS Master Plan (adopted by the County Council in October 2005) and detailed in the Station Alerting and Public Address (SA/PA) System for Fire/Rescue Stations, Rev 1, 2006. This project allows for the continuous and seamless functioning of the alerting systems within each fire station. A preliminary survey by DTS of existing conditions at all stations revealed system-wide concerns, including inadequate spare parts inventory and lack of available maintenance support for alerting systems.

Other

\$20.936 million was appropriated in FY11 to purchase P-25 compliant radios that allowed the County to complete immediate re-banding within the 800 MHz frequency as required by the FCC. The radio replacement program includes the M-NCPPC Montgomery County Park Police. The future purchase of public safety radios (other than to replace broken equipment) must be able to be supported by a P25 Phase-2 compliant infrastructure. The use of State of Maryland infrastructure will be aggressively pursued in order to minimize costs to Montgomery County. The CAD procurement request will reflect the County's interest in maintaining the station alerting functionality at the current level or better through the CAD system. The RFP for CAD replacement will include replacement of the following systems: CAD, mapping, and the existing Law Enforcement Records Management and Field Reporting systems. Coordination with participating department/agencies and regional partners will continue throughout the project.

Fiscal Note

Funding in FY09 included Urban Area Security Initiative (UASI) grant funding of \$2.055 million and Fire Act grant funding of \$988,000.

Coordination

PSSM Executive Steering Group, Executive Program Directors, Department of Technology Services, Department of Police, Montgomery County Fire and Rescue Service, Sheriff's Office, Department of Correction and Rehabilitation, Office of Emergency Management and Homeland Security, Department of Transportation, Department of Liquor Control, Montgomery County Public Schools (MCPS), Maryland-National Park and Planning Commission (M-NCPPC) Park Police, Washington Metropolitan Area Transit Authority (WMATA)

Clarksburg Fire Station (P450300)

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

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

	Total	Thru FY15	Est FY16	Total 6 Years	FY 17	FY 18	FY 19	FY 20	FY 21	FY 22	Beyond 6 Yrs
--	-------	-----------	----------	---------------	-------	-------	-------	-------	-------	-------	--------------

EXPENDITURE SCHEDULE (\$000s)											
Planning, Design and Supervision	4,583	714	0	3,869	0	565	1,230	1,105	969	0	0
Land	1,663	1,663	0	0	0	0	0	0	0	0	0
Site Improvements and Utilities	4,787	2	0	4,785	0	0	944	1,509	2,332	0	0
Construction	11,612	0	0	11,612	0	0	488	7,445	3,679	0	0
Other	6,601	10	0	6,591	0	0	0	1,996	4,595	0	0
Total	29,246	2,389	0	26,857	0	565	2,662	12,055	11,575	0	0

FUNDING SCHEDULE (\$000s)											
G.O. Bonds	29,246	2,389	0	26,857	0	565	2,662	12,055	11,575	0	0
Total	29,246	2,389	0	26,857	0	565	2,662	12,055	11,575	0	0

OPERATING BUDGET IMPACT (\$000s)											
Energy				75	0	0	0	0	0	0	75
Maintenance				85	0	0	0	0	0	0	85
Net Impact				160	0	0	0	0	0	0	160

APPROPRIATION AND EXPENDITURE DATA (000s)

Appropriation Request	FY 17	0
Appropriation Request Est.	FY 18	0
Supplemental Appropriation Request		0
Transfer		0
Cumulative Appropriation		3,226
Expenditure / Encumbrances		2,389
Unencumbered Balance		837

Date First Appropriation	FY 03
First Cost Estimate	
Current Scope	FY 17 29,246
Last FY's Cost Estimate	28,409

Description

This project provides for a new Fire and Rescue Station in the Clarksburg area and the purchase of associated apparatus. The new station will be constructed in accordance with square footage specifications of the prototype Program of Requirements (POR) for a Class I Fire Station. A Class I Fire Station is approximately 22,600 gross square feet and includes apparatus bays, dormitory and support space, living and dining areas, administrative offices, and a meeting/training room. This station will include offices for a Battalion Chief, a Police satellite facility, additional space for the Upcounty Regional Services Center and personal protective equipment storage totaling 2,589 square feet. On-site parking will be provided. Fire/Rescue apparatus to be purchased for this station includes an aerial truck, a tanker and a brush truck.

Location

Clarksburg.

Estimated Schedule

The fire station planning and design is complete through the design development stage. Design to begin in FY18 with construction in FY19-21.

Cost Change

Cost increase is due to delay.

Justification

A new station will be necessary in this area due to the present and projected population density for the Clarksburg area. The Clarksburg population is expected to increase from 13,766 in 2010 to almost 40,000 by 2025. The Clarksburg Town Center is envisioned to include a mix of housing, commercial, retail, recreation and civic uses with the Clarksburg Historic District as the focal point. Residential areas include the Newcut Road neighborhood, the Cabin Branch neighborhood, the Ten Mile Creek area, the Ridge Road transition area, the Brink Road transition area, as well as projected residential development in the Transit Corridor District and the Gateway Center. This project is recommended in the Fire, Rescue, Emergency Medical Services and Community Risk Reduction Master Plan approved by the County Council in October 2005 and the Montgomery County Fire and Rescue Service Station Location and Resource Allocation Work Group, Phase I Report, "Need for Upcounty Fire-Rescue Resource Enhancements, October 14, 1999. Development of this facility will help Montgomery County meet the NFPA 1710 Guidelines.

Other

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

Fiscal Note

Clarksburg Fire Station (P450300)

The latest schedule reflects a six-month delay. Debt service for this project will be financed with Consolidated Fire tax District Funds.

Disclosures

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

Coordination

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

Future Fire Stations Program (P451702)

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

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

	Total	Thru FY15	Est FY16	Total 6 Years	FY 17	FY 18	FY 19	FY 20	FY 21	FY 22	Beyond 6 Yrs
--	-------	--------------	----------	------------------	-------	-------	-------	-------	-------	-------	-----------------

EXPENDITURE SCHEDULE (\$000s)

Planning, Design and Supervision	8,900	0	0	0	0	0	0	0	0	0	8,900
Land	0	0	0	0	0	0	0	0	0	0	0
Site Improvements and Utilities	3,270	0	0	0	0	0	0	0	0	0	3,270
Construction	28,800	0	0	0	0	0	0	0	0	0	28,800
Other	2,530	0	0	0	0	0	0	0	0	0	2,530
Total	43,500	0	43,500								

FUNDING SCHEDULE (\$000s)

G.O. Bonds	43,500	0	0	0	0	0	0	0	0	0	43,500
Total	43,500	0	43,500								

APPROPRIATION AND EXPENDITURE DATA (000s)

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

Date First Appropriation	FY 16	
First Cost Estimate		
Current Scope	FY 17	43,500
Last FY's Cost Estimate		0

Description

This project provides for planning, design and construction of additional fire stations to be located in high-density areas of the County where the FY15 incident call load was high and expected to increase, and where response times need to be reduced to meet MCFRS benchmark goals. Based on the status of economic development activity, the new stations will be designed to meet current and future operational requirements of modern firefighting required to support the community. Once sites are identified and acquired, new stations will become standalone projects. Potential locations for future fire stations include the Shady Grove and Montgomery Village areas.

Estimated Schedule

The project will begin in FY23.

Justification

Justification for new stations can be found in the MCFRS Station Location and Resource Allocation Study. The need for new stations will be identified based on response times, call load, and projected growth.

Fiscal Note

Land Aquisition Cost will be added once site selection is complete and funding for apparatus will be required prior to the opening of each station.

Coordination

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

Rockville Fire Station 3 Renovation (P450105)

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

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

	Total	Thru FY15	Est FY16	Total 6 Years	FY 17	FY 18	FY 19	FY 20	FY 21	FY 22	Beyond 6 Yrs
--	-------	-----------	----------	---------------	-------	-------	-------	-------	-------	-------	--------------

EXPENDITURE SCHEDULE (\$000s)

Planning, Design and Supervision	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	500	0	0	500	0	0	500	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	500	0	0	500	0	0	500	0	0	0	0

FUNDING SCHEDULE (\$000s)

Fire Consolidated	500	0	0	500	0	0	500	0	0	0	0
Total	500	0	0	500	0	0	500	0	0	0	0

APPROPRIATION AND EXPENDITURE DATA (000s)

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

Date First Appropriation		
First Cost Estimate		
Current Scope	FY 15	500
Last FY's Cost Estimate		500

Description

This project provides partial funding for the renovation and enhancement of Rockville Fire Station 3, which was constructed in 1965. The scope of work includes: structural repairs; ADA accessibility improvements; an addition to increase living and bunk space; maintenance bay reconfiguration and conversion to locker area; and improvements in kitchen, living area, administrative area, and bunk rooms. Other facility repairs include replacement of the existing roof and paved parking lot surface. The enhanced station will be built on the existing Station 3 site.

Location

380 Hungerford Dr, Rockville

Justification

The present facility does not comply with current building or ADA code requirements for fire suppression sprinklers, HVAC and electrical systems, personnel living quarters, and work space. The consulting structural engineer recommended that a complete renovation to the existing facility would be more cost effective in the long-run than multi-year partial repairs. Architectural plans have been submitted and approved by the Rockville Volunteer Fire Department (RVFD) Board of Directors.

Other

The total project cost is expected to be \$5,478,000. This PDF reflects a one-time County contribution of \$500,000 for this project. The remaining expenditures will be mostly funded with non-tax funds provided by the Rockville Volunteer Fire Department (RVFD). Partial funding may also be provided through the State of Maryland Senator William H. Amoss Fire, Rescue, and Ambulance fund. The RVFD developed cost estimates for this project through an independent cost estimator. The RVFD will be the contract manager for this project.

Coordination

City of Rockville, Fire and Rescue Commission, Montgomery County Fire and Rescue Service, Department of General Services, Division of Capital Development, Rockville Volunteer Fire Department.

Lyttonsville Place Bridge(P501421)

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

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

Total	Thru FY15	Est FY16	Total 6 Years	FY 17	FY 18	FY 19	FY 20	FY 21	FY 22	Beyond 6 Yrs
-------	-----------	----------	---------------	-------	-------	-------	-------	-------	-------	--------------

EXPENDITURE SCHEDULE (\$000s)

Planning, Design and Supervision	400	215	135	50	50	0	0	0	0	0
Land	0	0	0	0	0	0	0	0	0	0
Site Improvements and Utilities	0	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0
Other	0	0	0	0	0	0	0	0	0	0
Total	400	215	135	50	50	0	0	0	0	0

FUNDING SCHEDULE (\$000s)

Recordation Tax Premium	400	215	135	50	50	0	0	0	0	0
Total	400	215	135	50	50	0	0	0	0	0

APPROPRIATION AND EXPENDITURE DATA (000s)

Appropriation Request	FY 17	-100
Appropriation Request Est.	FY 18	0
Supplemental Appropriation Request		0
Transfer		0
Cumulative Appropriation		500
Expenditure / Encumbrances		320
Unencumbered Balance		180

Date First Appropriation	FY 15
First Cost Estimate	
Current Scope	FY 17 400
Last FY's Cost Estimate	0

Description

This project provides for the design of the concrete deck replacement of the existing Lyttonsville Place Bridge over Georgetown Branch Hiker/Biker Trail. The existing bridge, built in 1966, is a single span steel beam structure with a concrete deck carrying a 48'-0" roadway and two 5-foot sidewalks. The proposed concrete deck replacement will include the 48'-0" roadway, the two 5-foot sidewalks, and the two safety parapets. The existing steel beams and bridge abutments will be reused with minor modifications to support the new concrete deck structure. Repairs to the steel beams will be made as necessary to renew the integrity of the concrete surface. The bridge and road will remain open to vehicular and pedestrian traffic during construction. Accelerated bridge construction techniques will be utilized to minimize the disruption of the traveling public and local community.

Location

Lyttonsville Place between Industrial Brookville Road and Michigan Avenue.

Capacity

The roadway Average Daily Traffic (ADT) is 10,000.

Estimated Schedule

The design of the project is expected to finish in the Summer of 2016.

Cost Change

Decrease in cost of \$100,000 reflected in FY16. Bridge will be rebuilt by MTA as part of the Purple Line project.

Justification

The proposed replacement work is necessary to provide a safe roadway condition for the traveling public and preserve easy access to the Ride On Operations Center for County buses. The existing concrete deck is the original deck constructed in 1966, and is in poor condition. The 48 year old deck has shown severe deterioration since 1996 and has been on an annual repair schedule for the last 18 years. The existing concrete deck has reached and exceeded the expected service life. The bridge is currently posted for a 10,000 lb. limit. Implementation of this project would allow the bridge to be restored to full capacity.

Fiscal Note

Construction will not proceed without consulting the Purple Line project schedule to ensure that the projected financial and operational benefits of the bridge still warrant the construction expense.

Disclosures

A pedestrian impact analysis has been completed for this project.

Coordination

Maryland Department of the Environment, Maryland National Capital Park and Planning Commission, Montgomery County Department of Permitting Services, Utilities, Maryland Transit Administration, Purple Line Project

Frederick Road Bike Path (P501118)

Category Transportation
 Sub Category Pedestrian Facilities/Bikeways
 Administering Agency Transportation (AAGE30)
 Planning Area Clarksburg

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

	Total	Thru FY15	Est FY16	Total 6 Years	FY 17	FY 18	FY 19	FY 20	FY 21	FY 22	Beyond 6 Yrs
--	-------	--------------	----------	------------------	-------	-------	-------	-------	-------	-------	-----------------

EXPENDITURE SCHEDULE (\$000s)											
Planning, Design and Supervision	1,820	821	389	610	100	215	295	0	0	0	0
Land	1,198	12	326	860	173	687	0	0	0	0	0
Site Improvements and Utilities	802	0	670	132	0	92	40	0	0	0	0
Construction	3,373	0	0	3,373	150	1,548	1,675	0	0	0	0
Other	0	0	0	0	0	0	0	0	0	0	0
Total	7,193	833	1,385	4,975	423	2,542	2,010	0	0	0	0

FUNDING SCHEDULE (\$000s)											
G.O. Bonds	7,193	833	1,385	4,975	423	2,542	2,010	0	0	0	0
Total	7,193	833	1,385	4,975	423	2,542	2,010	0	0	0	0

OPERATING BUDGET IMPACT (\$000s)											
Energy				9	0	0	0	3	3	3	
Maintenance				36	0	0	0	12	12	12	
Net Impact				45	0	0	0	15	15	15	

APPROPRIATION AND EXPENDITURE DATA (000s)

Appropriation Request	FY 17	4,975
Appropriation Request Est.	FY 18	0
Supplemental Appropriation Request		0
Transfer		0
Cumulative Appropriation		2,218
Expenditure / Encumbrances		870
Unencumbered Balance		1,348

Date First Appropriation	FY 11	
First Cost Estimate		
Current Scope	FY 15	7,193
Last FY's Cost Estimate		7,193

Description

This project provides for the design, land acquisition, and construction of a new 10-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.

Location

Frederick Road between Stringtown Road and Milestone Manor Lane

Estimated Schedule

Final design and land acquisitions are currently underway. Utility relocations will start in FY17 and will be completed in FY19. Construction will start in FY17 and will be completed in FY19.

Justification

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

Fiscal Note

Funds for this project were originally programmed through Public Facilities Roads (CIP #507310). The project schedule is adjusted to reflect latest implementation.

Disclosures

A pedestrian impact analysis has been completed for this project.

Coordination

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

Metropolitan Branch Trail (P501110)

Category	Transportation	Date Last Modified	11/17/14
Sub Category	Pedestrian Facilities/Bikeways	Required Adequate Public Facility	No
Administering Agency	Transportation (AAGE30)	Relocation Impact	None
Planning Area	Silver Spring	Status	Final Design Stage

	Total	Thru FY15	Est FY16	Total 6 Years	FY 17	FY 18	FY 19	FY 20	FY 21	FY 22	Beyond 6 Yrs
--	-------	-----------	----------	---------------	-------	-------	-------	-------	-------	-------	--------------

EXPENDITURE SCHEDULE (\$000s)											
Planning, Design and Supervision	4,590	1,525	739	2,326	233	500	1,593	0	0	0	0
Land	2,967	8	2,959	0	0	0	0	0	0	0	0
Site Improvements and Utilities	626	0	10	616	10	35	571	0	0	0	0
Construction	10,110	0	274	9,836	266	4,305	5,265	0	0	0	0
Other	0	0	0	0	0	0	0	0	0	0	0
Total	18,293	1,533	3,982	12,778	509	4,840	7,429	0	0	0	0

FUNDING SCHEDULE (\$000s)											
G.O. Bonds	18,293	1,533	3,982	12,778	509	4,840	7,429	0	0	0	0
Total	18,293	1,533	3,982	12,778	509	4,840	7,429	0	0	0	0

APPROPRIATION AND EXPENDITURE DATA (000s)

Appropriation Request	FY 17	509
Appropriation Request Est.	FY 18	12,269
Supplemental Appropriation Request		0
Transfer		0
Cumulative Appropriation		5,515
Expenditure / Encumbrances		1,658
Unencumbered Balance		3,857

Date First Appropriation	FY 11
First Cost Estimate	
Current Scope	FY 16 18,293
Last FY's Cost Estimate	18,293

Description

This project provides for the design, land acquisition, utility relocations, and construction of the 0.6 mile segment of the trail in Montgomery County between the end of the existing trail in Takoma Park and the Silver Spring Transit Center. The trail will be designed to be 8 feet to 12 feet in width. The construction will be performed in three phases: the initial phase will construct the trail segment along Fenton Street and King Street; the second phase will extend the trail to Georgia Avenue; the final phase will construct a new bridge over Georgia Avenue and extend the trail to Ripley Street. The design for the second phase will include a grade-separated crossing of Burlington Avenue, the narrowing of Selim Road, and the construction of retaining walls. Two sections of the trail north of the B&O train station will be constructed by a developer during the development of the new progress place and the redevelopment of the existing progress place sites. This project's scope of work includes connecting the two developer installed trail segments and widening the existing section at Ripley Street.

Estimated Schedule

Phase I final design and land acquisition will be completed in FY16. Phase I construction will begin in FY16 and be completed in FY17. Phase II utility relocations will be completed in FY19. Phase II construction will begin in FY18 and Phase III will start in FY19. Phases II and III construction will be completed in FY19.

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. Disabilities Act of 1990 (ADA) accessible. Plans & Studies: Silver Spring Central Business District Sector Plan.

Other

The County is currently negotiating with the Maryland Historical Trust and Maryland Preservation Inc. regarding right-of-way impacts and the final alignment of a pedestrian bridge crossing over Georgia Avenue. The initial design for the project was funded through Facility Planning: Transportation (CIP#509337). The expenditures reflect the previously approved FY13-18 alignment over Georgia Avenue, which provides a crossing that is safe, cost-effective, and has a more limited visual impact than other proposed alternatives. This project will be coordinated with the redevelopment of Progress Place and other construction activity in the Ripley district of Silver Spring to minimize impacts to surrounding property owners.

Fiscal Note

Federal Transportation Enhancement Funds will be pursued after property acquisition is complete. Shift of \$3,685,000 from FY18 to FY19 to reflect latest expenditure schedule. There is no change in the construction completion date.

Disclosures

A pedestrian impact analysis has been completed for this project.

Coordination

Metropolitan Branch Trail (P501110)

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 . Special Capital Projects Legislation was enacted on June 23, 2015 and signed into law on July 6, 2015 (Bill No. 29-15).

Bethesda CBD Streetscape (P500102)

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

Date Last Modified 4/19/16
 Required Adequate Public Facility Yes
 Relocation Impact None
 Status Preliminary Design Stage

	Total	Thru FY15	Est FY16	Total 6 Years	FY 17	FY 18	FY 19	FY 20	FY 21	FY 22	Beyond 6 Yrs
--	-------	-----------	----------	---------------	-------	-------	-------	-------	-------	-------	--------------

EXPENDITURE SCHEDULE (\$000s)											
Planning, Design and Supervision	1,997	413	500	1,084	0	410	245	429	0	0	0
Land	0	0	0	0	0	0	0	0	0	0	0
Site Improvements and Utilities	910	0	0	910	0	0	0	910	0	0	0
Construction	2,814	0	0	2,814	0	0	0	2,814	0	0	0
Other	0	0	0	0	0	0	0	0	0	0	0
Total	5,721	413	500	4,808	0	410	245	4,153	0	0	0

FUNDING SCHEDULE (\$000s)											
G.O. Bonds	5,721	413	500	4,808	0	410	245	4,153	0	0	0
Total	5,721	413	500	4,808	0	410	245	4,153	0	0	0

APPROPRIATION AND EXPENDITURE DATA (000s)

Appropriation Request	FY 17	0
Appropriation Request Est.	FY 18	0
Supplemental Appropriation Request		0
Transfer		0
Cumulative Appropriation		1,502
Expenditure / Encumbrances		431
Unencumbered Balance		1,071

Date First Appropriation	FY 01	
First Cost Estimate		
Current Scope	FY 17	5,721
Last FY's Cost Estimate		8,214

Description

This project provides for the design and construction of pedestrian improvements to complete unfinished streetscapes along approximately 2,670 feet of Central Business District (CBD) streets in Bethesda as identified in the Bethesda CBD Sector Plan. This includes 475 feet along Woodmont Avenue between Old Georgetown Road and Cheltenham Drive; 1,825 feet along Wisconsin Avenue between Cheltenham Drive and the northern end of the CBD; and 370 feet along East-West Highway between Waverly Street and Pearl Street. It is intended to fill the gaps between private development projects which have been constructed or are approved in the CBD. The design elements include the replacement and widening (where possible) of sidewalks, new vehicular and pedestrian lighting, street trees, street furniture, and roadway signs. This project addresses streetscape improvements only and does not assume the undergrounding of utilities.

Location

Bethesda CBD

Estimated Schedule

Project deferred until FY18 due to current pace of development activity within the CBD and coordination with the Purple Line project. Construction will be completed by FY20.

Cost Change

Cost decrease due to reduced scope of project as development activity in the CBD continues.

Justification

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

Other

Since the current scope was approved in FY13, developers have been required to construct portions of the work along East-West Highway, Woodmont Avenue and Wisconsin Avenue. This project will study potential replacement segments that can be completed with the savings derived from the developer-built segments. Potential candidate segments on Norfolk Avenue, Woodmont Avenue, and Cordell Avenue will be considered. Coordination with Pepco revealed that the installation of aesthetic coverings on existing utility poles is not technically feasible.

Disclosures

A pedestrian impact analysis has been completed for this project.

Coordination

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

Highway Noise Abatement (P500338)

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

Date Last Modified 4/19/16
 Required Adequate Public Facility No
 Relocation Impact None
 Status Ongoing

	Total	Thru FY15	Est FY16	Total 6 Years	FY 17	FY 18	FY 19	FY 20	FY 21	FY 22	Beyond 6 Yrs
--	-------	-----------	----------	---------------	-------	-------	-------	-------	-------	-------	--------------

EXPENDITURE SCHEDULE (\$000s)

Planning, Design and Supervision	1,163	1,042	71	50	25	25	0	0	0	0	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	9	9	0	0	0	0	0	0	0	0	0
Total	2,936	2,815	71	50	25	25	0	0	0	0	0

FUNDING SCHEDULE (\$000s)

G.O. Bonds	2,936	2,815	71	50	25	25	0	0	0	0	0
Total	2,936	2,815	71	50	25	25	0	0	0	0	0

APPROPRIATION AND EXPENDITURE DATA (000s)

Appropriation Request	FY 17	25
Appropriation Request Est.	FY 18	25
Supplemental Appropriation Request		0
Transfer		0
Cumulative Appropriation		2,886
Expenditure / Encumbrances		2,840
Unencumbered Balance		46

Date First Appropriation	FY 03
First Cost Estimate	
Current Scope	FY 17 2,936
Last FY's Cost Estimate	3,286

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.

Location

Countywide

Cost Change

Cost decrease due to reduction in anticipated demand for noise walls.

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 Advance Reforestation (CIP #500112). Expenditures will be revised in the future if candidate noise walls are identified.

Disclosures

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

Coordination

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

Child Care in Schools (P649187)

Category Health and Human Services
 Sub Category Health and Human Services
 Administering Agency General Services (AAGE29)
 Planning Area Countywide

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

	Total	Thru FY15	Est FY16	Total 6 Years	FY 17	FY 18	FY 19	FY 20	FY 21	FY 22	Beyond 6 Yrs
EXPENDITURE SCHEDULE (\$000s)											
Planning, Design and Supervision	1,323	1,143	0	180	70	97	10	3	0	0	0
Land	0	0	0	0	0	0	0	0	0	0	0
Site Improvements and Utilities	0	0	0	0	0	0	0	0	0	0	0
Construction	3,235	976	766	1,493	743	0	563	187	0	0	0
Other	22	22	0	0	0	0	0	0	0	0	0
Total	4,580	2,141	766	1,673	813	97	573	190	0	0	0

FUNDING SCHEDULE (\$000s)											
G.O. Bonds	4,562	2,123	766	1,673	813	97	573	190	0	0	0
PAYGO	18	18	0	0	0	0	0	0	0	0	0
Total	4,580	2,141	766	1,673	813	97	573	190	0	0	0

APPROPRIATION AND EXPENDITURE DATA (000s)

Appropriation Request	FY 17	0
Appropriation Request Est.	FY 18	673
Supplemental Appropriation Request		0
Transfer		0
Cumulative Appropriation		3,907
Expenditure / Encumbrances		2,141
Unencumbered Balance		1,766

Date First Appropriation	FY 91
First Cost Estimate	
Current Scope	FY 17 4,767
Last FY's Cost Estimate	3,907

Description

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

Estimated Schedule

Planning and design for Wheaton Woods and Brown Station Child Care Centers is scheduled for FY16. Construction for both projects is expected to begin in FY16 and to be completed in FY17. Design of Burtonsville Child Care Center is scheduled to begin in FY18.

Cost Change

Cost increase due to the net effect of the addition of Burtonsville Child Care Center and reduction of estimated cost for the Wheaton Woods and Brown Station Child Care Centers.

Justification

Findings from the Child Care Modular Study (1989) support this project. The Report of the Interagency Committee on Child Care Facilities at Public School Sites (1989) established the policy of locating child day care facilities at school sites, with priority given to programs that met school selection criteria, facility size, capital budgeting and fiscal procedures.

Disclosures

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

Coordination

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

Montrose Parkway East (P500717)

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

Date Last Modified 4/19/16
 Required Adequate Public Facility No
 Relocation Impact None
 Status Final Design Stage

	Total	Thru FY15	Est FY16	Total 6 Years	FY 17	FY 18	FY 19	FY 20	FY 21	FY 22	Beyond 6 Yrs
--	-------	-----------	----------	---------------	-------	-------	-------	-------	-------	-------	--------------

EXPENDITURE SCHEDULE (\$000s)

Planning, Design and Supervision	18,512	3,282	170	11,566	190	319	520	3,315	2,816	4,406	3,494
Land	18,056	3,916	7,350	6,790	2,659	1,681	1,700	0	750	0	0
Site Improvements and Utilities	6,490	0	0	3,300	1,250	0	686	200	964	200	3,190
Construction	96,830	0	0	70,223	0	0	0	19,591	21,309	29,323	26,607
Other	0	0	0	0	0	0	0	0	0	0	0
Total	139,888	7,198	7,520	91,879	4,099	2,000	2,906	23,106	25,839	33,929	33,291

FUNDING SCHEDULE (\$000s)

EDAET	504	504	0	0	0	0	0	0	0	0	0
G.O. Bonds	111,851	4,163	1,308	73,089	3,300	2,000	0	20,744	19,842	27,203	33,291
Impact Tax	20,241	1,617	6,212	12,412	799	0	2,906	2,362	3,172	3,173	0
Intergovernmental	728	0	0	728	0	0	0	0	0	728	0
Recordation Tax Premium	6,564	914	0	5,650	0	0	0	0	2,825	2,825	0
Total	139,888	7,198	7,520	91,879	4,099	2,000	2,906	23,106	25,839	33,929	33,291

APPROPRIATION AND EXPENDITURE DATA (000s)

Appropriation Request	FY 17	799
Appropriation Request Est.	FY 18	1,199
Supplemental Appropriation Request		0
Transfer		0
Cumulative Appropriation		20,819
Expenditure / Encumbrances		7,474
Unencumbered Balance		13,345

Date First Appropriation	FY 07
First Cost Estimate	
Current Scope	FY 17 139,888
Last FY's Cost Estimate	119,890

Description

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

Capacity

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

Estimated Schedule

Design and land acquisition phase is expected to be complete in FY21. Construction is expected to start in FY20 and be completed in FY23.

Cost Change

Cost increases due to the addition of inflation and updated estimates for construction of the SHA-designed portion between Parklawn Drive and MD355.

Justification

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

Other

Design of this project will take into consideration the master planned Veirs Mill Bus Rapid Transit (BRT) service. Consistent with the County's master plan, trucks with more than four wheels will be 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

Montrose Parkway East (P500717)

\$9 million for the design of the SHA segment between the MD 355/Montrose Parkway interchange and Parklawn Drive is funded through State Transportation Participation (CIP #500722). Intergovernmental revenue represents the Washington Suburban Sanitary Commission's (WSSC) share of water and sewer relocation costs. The project schedule is adjusted due to fiscal capacity.

Disclosures

A pedestrian impact analysis has been completed for this project.

Coordination

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

Goshen Road South (P501107)

Category Transportation
 Sub Category Roads
 Administering Agency Transportation (AAGE30)
 Planning Area Gaithersburg Vicinity

Date Last Modified 4/19/16
 Required Adequate Public Facility No
 Relocation Impact None
 Status Preliminary Design Stage

	Total	Thru FY15	Est FY16	Total 6 Years	FY 17	FY 18	FY 19	FY 20	FY 21	FY 22	Beyond 6 Yrs
--	-------	--------------	----------	------------------	-------	-------	-------	-------	-------	-------	-----------------

EXPENDITURE SCHEDULE (\$000s)

Planning, Design and Supervision	12,913	4,207	1,043	2,852	329	25	25	100	330	2,043	4,811
Land	17,010	24	0	16,986	671	904	2,451	8,960	4,000	0	0
Site Improvements and Utilities	14,730	0	0	11,080	0	0	0	2,714	2,358	6,008	3,650
Construction	87,806	0	0	32,967	0	0	0	0	4,767	28,200	54,839
Other	28	28	0	0	0	0	0	0	0	0	0
Total	132,487	4,259	1,043	63,885	1,000	929	2,476	11,774	11,455	36,251	63,300

FUNDING SCHEDULE (\$000s)

G.O. Bonds	119,779	2,637	1,012	52,830	1,000	929	405	8,512	8,680	33,304	63,300
Impact Tax	5,108	1,622	31	3,455	0	0	2,071	662	275	447	0
Intergovernmental	7,600	0	0	7,600	0	0	0	2,600	2,500	2,500	0
Total	132,487	4,259	1,043	63,885	1,000	929	2,476	11,774	11,455	36,251	63,300

APPROPRIATION AND EXPENDITURE DATA (000s)

Appropriation Request	FY 17	0
Appropriation Request Est.	FY 18	0
Supplemental Appropriation Request		0
Transfer		0
Cumulative Appropriation		15,755
Expenditure / Encumbrances		5,053
Unencumbered Balance		10,702

Date First Appropriation	FY 11	
First Cost Estimate		
Current Scope	FY 17	132,487
Last FY's Cost Estimate		128,630

Description

This project provides for the design, land acquisition, utility relocations, and construction of roadway improvements along Goshen Road from south of Girard Street to 1,000 feet North of Warfield Road, a distance of approximately 3.5 miles. The improvements will widen Goshen Road from the existing two-lane open section to a four-lane divided, closed section roadway using 12-foot inside lanes, 11-foot outside lanes, 18-foot median, and five-foot on-road bike lanes. A five-foot concrete sidewalk and an eight-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 6,000 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 is underway and will conclude in FY16. Property acquisition will start in FY17 and will be completed by FY20. Utility relocations will begin in FY20 and construction will begin in FY21; both activities will be completed by FY23.

Cost Change

Cost increase due to the addition of noise barriers and more accurate estimates for utility relocations and construction.

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.

Fiscal Note

Intergovernmental revenue is from the Washington Suburban Sanitary Commission (WSSC) for its agreed share of water and sewer relocation costs. The project schedule is adjusted due to fiscal capacity.

Disclosures

A pedestrian impact analysis has been completed for this project.

Coordination

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

Seminary Road Intersection Improvement (P501307)

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

Date Last Modified 4/19/16
 Required Adequate Public Facility No
 Relocation Impact None
 Status Preliminary Design Stage

	Total	Thru FY15	Est FY16	Total 6 Years	FY 17	FY 18	FY 19	FY 20	FY 21	FY 22	Beyond 6 Yrs
--	-------	--------------	----------	------------------	-------	-------	-------	-------	-------	-------	-----------------

EXPENDITURE SCHEDULE (\$000s)

Planning, Design and Supervision	1,533	0	408	1,125	13	31	200	881	0	0	0
Land	605	0	58	547	12	227	200	108	0	0	0
Site Improvements and Utilities	570	0	0	570	0	0	0	570	0	0	0
Construction	4,550	0	0	4,550	0	200	1,179	3,171	0	0	0
Other	0	0	0	0	0	0	0	0	0	0	0
Total	7,258	0	466	6,792	25	458	1,579	4,730	0	0	0

FUNDING SCHEDULE (\$000s)

G.O. Bonds	7,233	0	466	6,767	25	458	1,579	4,705	0	0	0
Intergovernmental	25	0	0	25	0	0	0	25	0	0	0
Total	7,258	0	466	6,792	25	458	1,579	4,730	0	0	0

OPERATING BUDGET IMPACT (\$000s)

Energy				2	0	0	0	0	1	1
Net Impact				2	0	0	0	0	1	1

APPROPRIATION AND EXPENDITURE DATA (000s)

Appropriation Request	FY 17	961
Appropriation Request Est.	FY 18	5,831
Supplemental Appropriation Request		0
Transfer		0
Cumulative Appropriation		466
Expenditure / Encumbrances		0
Unencumbered Balance		466

Date First Appropriation	FY 15	
First Cost Estimate		
Current Scope	FY 15	7,258
Last FY's Cost Estimate		7,258

Description

This project provides for the design, land acquisition, and construction of an approximate 400-foot segment of Seminary Road between the Brookville 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 Brookville Road and Second Avenue to provide two 15-foot shared-use lanes to accommodate bicyclists; and reconstruction of the 250 foot segment of Brookville 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 Brookville 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. Brookville 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 began in Summer 2015. Construction will start in FY18 and will complete in FY20.

Justification

This project will simplify vehicle movements and improve traffic congestion by eliminating the Seminary Road "sweep" between Brookville 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 Brookville 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. The project schedule is adjusted due to fiscal capacity.

Disclosures

A pedestrian impact analysis has been completed for this project.

Coordination

Seminary Road Intersection Improvement (P501307)

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

MCG Reconciliation PDF (501404)

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

Date Last Modified 11/17/14
 Required Adequate Public Facility
 Relocation Impact
 Status Preliminary Design Stage

Total	Thru FY15	Est FY16	Total 6 Years	FY 17	FY 18	FY 19	FY 20	FY 21	FY 22	Beyond 6 Yrs
-------	-----------	----------	---------------	-------	-------	-------	-------	-------	-------	--------------

EXPENDITURE SCHEDULE (\$000s)

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

FUNDING SCHEDULE (\$000s)

G.O. Bonds	-44,794	0	-2,269	-42,525	-6,624	-5,648	-3,821	-4,333	-10,343	-11,756	0
Impact Tax	12,173	0	2,169	10,004	4,683	985	-389	2,025	1,063	1,637	0
Recordation Tax Premium	32,621	0	100	32,521	1,941	4,663	4,210	2,308	9,280	10,119	0
Total	0										

APPROPRIATION AND EXPENDITURE DATA (000s)

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

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

Description

This project reconciles County government projects funded with particular funding sources with the CIP database by balancing funding components on the macro level. The entries here are zeroed out after funding adjustments are made to individual projects.

Recreation Facility Modernization (P720917)

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

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

Total	Thru FY15	Est FY16	Total 6 Years	FY 17	FY 18	FY 19	FY 20	FY 21	FY 22	Beyond 6 Yrs
-------	-----------	----------	---------------	-------	-------	-------	-------	-------	-------	--------------

EXPENDITURE SCHEDULE (\$000s)

Planning, Design and Supervision	250	8	42	150	50	0	50	0	50	0	50
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	250	8	42	150	50	0	50	0	50	0	50

FUNDING SCHEDULE (\$000s)

Current Revenue: General	200	0	0	150	50	0	50	0	50	0	50
G.O. Bonds	42	0	42	0	0	0	0	0	0	0	0
PAYGO	8	8	0	0	0	0	0	0	0	0	0
Total	250	8	42	150	50	0	50	0	50	0	50

APPROPRIATION AND EXPENDITURE DATA (000s)

Appropriation Request	FY 17	-100
Appropriation Request Est.	FY 18	0
Supplemental Appropriation Request		0
Transfer		0
Cumulative Appropriation		200
Expenditure / Encumbrances		8
Unencumbered Balance		192

Date First Appropriation	FY 09
First Cost Estimate	
Current Scope	FY 17 250
Last FY's Cost Estimate	200

Description

This project provides for a comprehensive plan and renovation of recreational facilities to protect the County's investment in recreation facilities and to sustain efficient and reliable facility operations. Improvements that may be provided from this project include mechanical/plumbing equipment, code compliance, ADA compliance, lighting system replacements, building structural and exterior envelope refurbishment, and reconstruction or reconfiguration of interior building or exterior site amenities. This project also includes developing a plan to address the renovation needs of each facility listed below based on their age and condition. The plan will include a Program of Requirements, scope of work and cost estimates. Current appropriations will be used to support Program of Requirements development for the following facilities: Schweinhaut Senior Center, MLK Aquatic Center, Clara Barton Neighborhood Recreation Center, Upper County Community Recreation Center, and Bauer Drive Community Recreation Center.

Cost Change

Cost increase is due to addition of FY21 expenditures.

Justification

Renovation requirements will be based on facility assessments of the site and building infrastructure and programmatic requirements. Originally this project was initiated to proceed with master planning of five Neighborhood Recreation Centers, two Community Recreation Centers, and one Senior Center. This project serves as a mechanism to prioritize projects and to begin facility renovations.

Fiscal Note

Reflects funding switch from GO Bonds to Current Revenue approved by Council.

Coordination

Department of General Services, Department of Recreation, Department of Permitting Services

MCPS Funding Reconciliation (P076510)

Category
Sub Category
Administering Agency
Planning Area

Montgomery County Public Schools
Miscellaneous Projects
Public Schools (AAGE18)
Countywide

Date Last Modified
Required Adequate Public Facility
Relocation Impact
Status

11/17/14
No
None
Ongoing

Total	Thru FY15	Est FY16	Total 6 Years	FY 17	FY 18	FY 19	FY 20	FY 21	FY 22	Beyond 6 Yrs
-------	--------------	----------	------------------	-------	-------	-------	-------	-------	-------	-----------------

EXPENDITURE SCHEDULE (\$000s)

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

FUNDING SCHEDULE (\$000s)

Current Revenue: Recordation Tax	134,660	22,947	-1,984	113,697	4,691	17,911	17,271	1,704	34,758	37,362	0
G.O. Bonds	-296,867	-95,886	1,674	-202,655	-6,225	-25,931	-20,898	-4,518	-70,174	-74,909	0
School Facilities Payment	1,359	0	0	1,359	1,359	0	0	0	0	0	0
Schools Impact Tax	160,848	72,939	310	87,599	175	8,020	3,627	2,814	35,416	37,547	0
Total	0										

APPROPRIATION AND EXPENDITURE DATA (000s)

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

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

Description

This project reconciles Board of Education's request with the CIP database by balancing funding components on the macro level. The entries here should be zeroed out after funding adjustments are made to individual projects by MCPS.

Fiscal Note

Adjustment figures reflect a funding switch of Recordation Tax, School Impact Tax, and School Facility Payment with GO Bonds.

Technology Modernization (P036510)

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

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

	Total	Thru FY15	Est FY16	Total 6 Years	FY 17	FY 18	FY 19	FY 20	FY 21	FY 22	Beyond 6 Yrs
EXPENDITURE SCHEDULE (\$000s)											
Planning, Design and Supervision	368,926	191,111	25,538	152,277	27,399	26,010	22,875	25,366	25,484	25,143	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	368,926	191,111	25,538	152,277	27,399	26,010	22,875	25,366	25,484	25,143	0

FUNDING SCHEDULE (\$000s)											
Current Revenue: General	206,436	58,588	1,323	146,525	26,769	24,930	21,936	24,263	24,484	24,143	0
Current Revenue: Recordation Tax	146,466	116,499	24,215	5,752	630	1,080	939	1,103	1,000	1,000	0
Federal Aid	16,024	16,024	0	0	0	0	0	0	0	0	0
Total	368,926	191,111	25,538	152,277	27,399	26,010	22,875	25,366	25,484	25,143	0

APPROPRIATION AND EXPENDITURE DATA (000s)

Appropriation Request	FY 17	27,331
Appropriation Request Est.	FY 18	26,010
Supplemental Appropriation Request		0
Transfer		0
Cumulative Appropriation		216,717
Expenditure / Encumbrances		191,111
Unencumbered Balance		25,606

Date First Appropriation	FY 03
First Cost Estimate	
Current Scope	0
Last FY's Cost Estimate	294,215

Description

The Technology Modernization (Tech Mod) project is a key component of the MCPS strategic technology plan, Educational Technology for 21st Century Learning. This plan builds upon the following four goals: students will use technology to become actively engaged in learning, schools will address the digital divide through equitable access to technology, staff will improve technology skills through professional development, and staff will use technology to improve productivity and results. The funding source for the initiative is anticipated to be Federal e-rate funds. The Federal e-rate funds programmed in this PDF consist of available unspent e-rate balance: \$1.8M in FY 2010, \$1.8M in FY 2011, and \$327K in FY 2012. In addition, MCPS projects future e-rate funding of \$1.6M each year (FY 2010-2012) that may be used to support the payment obligation pending receipt and appropriation. No county funds may be spent for the initiative payment obligation in FY 2010-2012 without prior Council approval. During the County Council's reconciliation of the amended FY 2011-2016 CIP, the Board of Education's requested FY 2012 appropriation was reduced by \$3.023 million due to a shortfall in Recordation Tax revenue. An FY 2012 supplemental appropriation of \$1.339 million in federal e-rate funds was approved; however, during the County Council action, \$1.339 million in current revenue was removed from this project resulting in no additional dollars for this project in FY 2012. An FY 2013 appropriation was requested to continue the technology modernization project and return to a four-year replacement cycle starting in FY 2013; however, the County Council, in the adopted FY 2013-2018 CIP reduced the request and therefore, the replacement cycle will remain on a five-year schedule. An FY 2013 supplemental appropriation in the amount of \$2.042 million was approved in federal e-rate funds to roll out Promethean interactive technology across all elementary schools and to implement wireless networks across all schools. An FY 2014 appropriation was approved to continue this project. An FY 2015 appropriation was approved to continue the technology modernization program which will enable MCPS to provide mobile (laptop and tablet) devices in the classrooms. The County Council adopted FY 2015-2020 CIP is approximately \$21 million less than the Board's request over the six year period. However, e-rate funding anticipated for FY 2015 and FY 2016 will bring expenditures in those two years up to the Board's request to begin the new initiative to provide mobile devices for students and teachers in the classroom. The County Council, during the review of the amended FY 2015-2020 CIP, programmed an additional \$2 million in FY 2016 for this project. A supplemental appropriation was approved to have the \$2 million appropriated to MCPS. An FY 2016 appropriation was approved to continue the technology modernization program. An FY 2017 appropriation is requested to continue the technology modernization program as well as fund 16 information technology system specialist positions being reallocated from the operating budget to the capital budget.

Coordination

FY 2017 -- Salaries and Wages: \$4.819M, Fringe Benefits: \$893K, Workyears: 36.5 FY 2018-2022 -- Salaries and Wages \$24.782M, Fringe Benefits \$4.604M, Workyears: 219

SM Retrofit: Countywide (P808726)

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

Date Last Modified 4/20/16
 Required Adequate Public Facility No
 Relocation Impact None
 Status Ongoing

Total	Thru FY15	Est FY16	Total 6 Years	FY 17	FY 18	FY 19	FY 20	FY 21	FY 22	Beyond 6 Yrs
-------	-----------	----------	---------------	-------	-------	-------	-------	-------	-------	--------------

EXPENDITURE SCHEDULE (\$000s)

Planning, Design and Supervision	56,703	5,381	9,668	41,654	7,841	8,686	6,781	6,669	5,842	5,835	0
Land	0	0	0	0	0	0	0	0	0	0	0
Site Improvements and Utilities	0	0	0	0	0	0	0	0	0	0	0
Construction	69,846	1,740	11,980	56,126	14,098	10,539	12,644	11,331	3,812	3,702	0
Other	29	29	0	0	0	0	0	0	0	0	0
Total	126,578	7,150	21,648	97,780	21,939	19,225	19,425	18,000	9,654	9,537	0

FUNDING SCHEDULE (\$000s)

State Aid	13,937	38	1,899	12,000	2,000	2,000	2,000	2,000	2,000	2,000	0
Water Quality Protection Bonds	105,015	7,112	15,467	82,436	16,595	17,225	17,425	16,000	7,654	7,537	0
Water Quality Protection Charge	7,626	0	4,282	3,344	3,344	0	0	0	0	0	0
Total	126,578	7,150	21,648	97,780	21,939	19,225	19,425	18,000	9,654	9,537	0

OPERATING BUDGET IMPACT (\$000s)

Maintenance				56	14	11	13	11	4	4
Net Impact				56	14	11	13	11	4	4

APPROPRIATION AND EXPENDITURE DATA (000s)

Appropriation Request	FY 17	8,918
Appropriation Request Est.	FY 18	17,471
Supplemental Appropriation Request		0
Transfer		0
Cumulative Appropriation		65,197
Expenditure / Encumbrances		17,496
Unencumbered Balance		47,701

Date First Appropriation	FY 87
First Cost Estimate	
Current Scope	FY 17 126,578
Last FY's Cost Estimate	162,644
Partial Closeout Thru	35,925
New Partial Closeout	7,150
Total Partial Closeout	43,075

Description

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

Cost Change

Cost decreases reflect anticipated implementation schedule including the addition of FY21 and FY22 partially offset by capitalization of prior expenditures.

Justification

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

Other

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

Fiscal Note

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

SM Retrofit: Countywide (P808726)

Disclosures

Expenditures will continue indefinitely.

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

Coordination

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

Watershed Restoration - Interagency (P809342)

Category Conservation of Natural Resources
 Sub Category Stormwater Management
 Administering Agency Environmental Protection (AAGE07)
 Planning Area Colesville-White Oak

Date Last Modified 4/20/16
 Required Adequate Public Facility No
 Relocation Impact None
 Status Ongoing

	Total	Thru FY15	Est FY16	Total 6 Years	FY 17	FY 18	FY 19	FY 20	FY 21	FY 22	Beyond 6 Yrs
EXPENDITURE SCHEDULE (\$000s)											
Planning, Design and Supervision	6,269	2,898	50	3,321	1,599	56	60	728	511	367	0
Land	4	4	0	0	0	0	0	0	0	0	0
Site Improvements and Utilities	0	0	0	0	0	0	0	0	0	0	0
Construction	10,502	1,873	0	8,629	0	5,025	0	0	2,163	1,441	0
Other	2	2	0	0	0	0	0	0	0	0	0
Total	16,777	4,777	50	11,950	1,599	5,081	60	728	2,674	1,808	0

	Total	Thru FY15	Est FY16	Total 6 Years	FY 17	FY 18	FY 19	FY 20	FY 21	FY 22	Beyond 6 Yrs
FUNDING SCHEDULE (\$000s)											
G.O. Bonds	527	527	0	0	0	0	0	0	0	0	0
State Aid	505	505	0	0	0	0	0	0	0	0	0
Stormwater Management Waiver Fees	3,226	3,226	0	0	0	0	0	0	0	0	0
Water Quality Protection Bonds	12,489	489	50	11,950	1,599	5,081	60	728	2,674	1,808	0
Water Quality Protection Charge	30	30	0	0	0	0	0	0	0	0	0
Total	16,777	4,777	50	11,950	1,599	5,081	60	728	2,674	1,808	0

OPERATING BUDGET IMPACT (\$000s)											
Maintenance				20	0	0	15	0	0	5	
Net Impact				20	0	0	15	0	0	5	

APPROPRIATION AND EXPENDITURE DATA (000s)

Appropriation Request	FY 17	36
Appropriation Request Est.	FY 18	5,081
Supplemental Appropriation Request		0
Transfer		0
Cumulative Appropriation		6,391
Expenditure / Encumbrances		4,777
Unencumbered Balance		1,614

Date First Appropriation	FY 93
First Cost Estimate	
Current Scope	FY 17 16,777
Last FY's Cost Estimate	6,972

Description

This project provides for the design and construction of stormwater management retrofits and stream restoration projects which manage stormwater runoff, enhance aquatic habitat, and improve water quality in County streams. The projects are executed under interagency agreements with the U.S. Army Corps of Engineers (USACE). The first two agreements, which were signed in 1992 and 1997, were limited to subwatersheds within the Anacostia Watershed. In FY04, the USACE expanded project eligibility to include all County subwatersheds within the Mid-Potomac watershed. The feasibility study and the design and construction of the projects selected in Montgomery County are managed by the U.S. Army Corps of Engineers with assistance from the Maryland Department of Environment and Maryland-National Capital Park and Planning Commission.

Cost Change

Cost increases reflect anticipated implementation schedule including the addition of FY21 and FY22.

Justification

This project will improve local stream water quality, protect stream conditions, and enhance wildlife and aquatic habitats in Sligo Creek, Northwest Branch, Paint Branch, and Little Paint Branch tributaries within the interjurisdictional Anacostia River Watershed. The project supports the goals of the Chesapeake Bay initiatives, the Anacostia Watershed Restoration Agreement, and addresses the County's Municipal Separate Storm Sewer System (MS4) permit as detailed in the Montgomery County Coordinated Implementation Strategy (CCIS).

Fiscal Note

This project leverages Federal Aid with the Federal government paying for 75 percent of construction costs for projects designed under the Anacostia Phase I Feasibility Study, and 65 percent of construction costs for projects designed under the subsequent agreements. Program expenditures reflect County contributions to the U.S. Army Corps of Engineers for design/construction and in-kind services. In FY17, Water Quality Protection Charge funding was increased reducing the need for Water Quality Protection Bonds. Expenditures in the outyears include expected costs to meet the requirements of the County's next MS4 permit. The scope of the next MS4 permit is subject to negotiation with the Maryland Department of Environment. Expenditures also include activities associated with increased emphasis on Green Infrastructure methods in MS4 projects.

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

Coordination

Watershed Restoration - Interagency (P809342)

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

SM Facility Major Structural Repair (P800700)

Category	Conservation of Natural Resources	Date Last Modified	4/20/16
Sub Category	Stormwater Management	Required Adequate Public Facility	No
Administering Agency	Environmental Protection (AAGE07)	Relocation Impact	None
Planning Area	Countywide	Status	Ongoing

	Total	Thru FY15	Est FY16	Total 6 Years	FY 17	FY 18	FY 19	FY 20	FY 21	FY 22	Beyond 6 Yrs
EXPENDITURE SCHEDULE (\$000s)											
Planning, Design and Supervision	11,225	2,592	1,494	7,139	1,408	1,304	1,169	885	1,102	1,271	0
Land	0	0	0	0	0	0	0	0	0	0	0
Site Improvements and Utilities	0	0	0	0	0	0	0	0	0	0	0
Construction	25,954	4,513	6,870	14,571	3,221	2,100	1,000	2,700	3,750	1,800	0
Other	0	0	0	0	0	0	0	0	0	0	0
Total	37,179	7,105	8,364	21,710	4,629	3,404	2,169	3,585	4,852	3,071	0

FUNDING SCHEDULE (\$000s)											
State Aid	905	399	506	0	0	0	0	0	0	0	0
Water Quality Protection Bonds	27,786	3,706	3,876	20,204	3,123	3,404	2,169	3,585	4,852	3,071	0
Water Quality Protection Charge	8,488	3,000	3,982	1,506	1,506	0	0	0	0	0	0
Total	37,179	7,105	8,364	21,710	4,629	3,404	2,169	3,585	4,852	3,071	0

APPROPRIATION AND EXPENDITURE DATA (000s)

Appropriation Request	FY 17	0
Appropriation Request Est.	FY 18	3,643
Supplemental Appropriation Request		0
Transfer		0
Cumulative Appropriation		21,488
Expenditure / Encumbrances		12,857
Unencumbered Balance		8,631

Date First Appropriation	FY 07	
First Cost Estimate		
Current Scope	FY 17	37,179
Last FY's Cost Estimate		31,735
Partial Closeout Thru		0
New Partial Closeout		0
Total Partial Closeout		0

Description

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

Cost Change

Cost increases reflect anticipated implementation schedule including the addition of FY21 and FY22.

Justification

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

Other

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

Fiscal Note

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

Disclosures

Expenditures will continue indefinitely.

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

Coordination

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

SM Retrofit - Government Facilities (P800900)

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

Date Last Modified 4/20/16
 Required Adequate Public Facility No
 Relocation Impact None
 Status Ongoing

Total	Thru FY15	Est FY16	Total 6 Years	FY 17	FY 18	FY 19	FY 20	FY 21	FY 22	Beyond 6 Yrs
-------	-----------	----------	---------------	-------	-------	-------	-------	-------	-------	--------------

EXPENDITURE SCHEDULE (\$000s)

Planning, Design and Supervision	13,146	7,193	1,426	4,527	1,162	822	708	695	606	534	0
Land	0	0	0	0	0	0	0	0	0	0	0
Site Improvements and Utilities	3	3	0	0	0	0	0	0	0	0	0
Construction	11,730	2,802	777	8,151	2,290	1,492	1,531	1,023	918	897	0
Other	19	19	0	0	0	0	0	0	0	0	0
Total	24,898	10,017	2,203	12,678	3,452	2,314	2,239	1,718	1,524	1,431	0

FUNDING SCHEDULE (\$000s)

State Aid	192	192	0	0	0	0	0	0	0	0	0
Water Quality Protection Bonds	23,524	8,643	2,203	12,678	3,452	2,314	2,239	1,718	1,524	1,431	0
Water Quality Protection Charge	1,182	1,182	0	0	0	0	0	0	0	0	0
Total	24,898	10,017	2,203	12,678	3,452	2,314	2,239	1,718	1,524	1,431	0

OPERATING BUDGET IMPACT (\$000s)

Maintenance				199	67	61	0	29	19	24
Net Impact				199	67	61	0	29	19	24

APPROPRIATION AND EXPENDITURE DATA (000s)

Appropriation Request	FY 17	0
Appropriation Request Est.	FY 18	57
Supplemental Appropriation Request		0
Transfer		0
Cumulative Appropriation		19,648
Expenditure / Encumbrances		11,417
Unencumbered Balance		8,231

Date First Appropriation	FY 09
First Cost Estimate	
Current Scope	FY 17 24,898
Last FY's Cost Estimate	27,819
Partial Closeout Thru	0
New Partial Closeout	0
Total Partial Closeout	0

Description

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

Cost Change

Cost decreases reflect anticipated implementation schedule including the addition of FY21 and FY22.

Justification

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

Fiscal Note

No State Aid is assumed for this project in FY17-22. Funding schedule may need to be revised based on actual State Aid commitments. In FY17, funding from the Water Quality Protection Charge replaced some funding previously allocated to Water Quality Protection Bonds. Expenditures in the outyears include expected costs to meet the requirements of the County's next MS4 permit. The scope of the next MS4 permit is subject to negotiation with the Maryland Department of Environment. Expenditures also include activities associated with an increased emphasis on Green Infrastructure methods in MS4 projects.

Disclosures

Expenditures will continue indefinitely.

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

Coordination

SM Retrofit - Government Facilities (P800900)

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

SM Retrofit - Roads (P801300)

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

Date Last Modified 4/20/16
 Required Adequate Public Facility No
 Relocation Impact None
 Status Ongoing

Total	Thru FY15	Est FY16	Total 6 Years	FY 17	FY 18	FY 19	FY 20	FY 21	FY 22	Beyond 6 Yrs
-------	-----------	----------	---------------	-------	-------	-------	-------	-------	-------	--------------

EXPENDITURE SCHEDULE (\$000s)

Planning, Design and Supervision	20,963	3,689	2,930	14,344	2,995	3,332	3,709	1,786	1,278	1,244	0
Land	0	0	0	0	0	0	0	0	0	0	0
Site Improvements and Utilities	0	0	0	0	0	0	0	0	0	0	0
Construction	111,880	7,122	2,259	102,499	6,431	7,850	21,329	24,329	22,560	20,000	0
Other	1	1	0	0	0	0	0	0	0	0	0
Total	132,844	10,812	5,189	116,843	9,426	11,182	25,038	26,115	23,838	21,244	0

FUNDING SCHEDULE (\$000s)

State Aid	15,285	3,185	100	12,000	2,000	2,000	2,000	2,000	2,000	2,000	0
Water Quality Protection Bonds	117,559	7,627	5,089	104,843	7,426	9,182	23,038	24,115	21,838	19,244	0
Total	132,844	10,812	5,189	116,843	9,426	11,182	25,038	26,115	23,838	21,244	0

OPERATING BUDGET IMPACT (\$000s)

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

APPROPRIATION AND EXPENDITURE DATA (000s)

Appropriation Request	FY 17	-9,876
Appropriation Request Est.	FY 18	0
Supplemental Appropriation Request		0
Transfer		0
Cumulative Appropriation		53,830
Expenditure / Encumbrances		16,580
Unencumbered Balance		37,250

Date First Appropriation	FY 13
First Cost Estimate	
Current Scope	FY 17 132,844
Last FY's Cost Estimate	111,815
Partial Closeout Thru	0
New Partial Closeout	0
Total Partial Closeout	0

Description

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

Cost Change

Cost increases reflect anticipated implementation schedule including the addition of FY21 and FY22.

Justification

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

Other

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

Fiscal Note

While the State of Maryland has indicated a desire to provide funding, all indicated State Aid is preliminary and unappropriated in FY17-22. Funding may need to be revised based on actual State Aid commitments. In FY17, the Water Quality Protection Charge replaced some funding previously allocated to Water Quality Protection Bonds. Expenditures in the outyears include expected costs to meet the requirements of the County's next MS4 permit. The scope of the next MS4 permit is subject to negotiation with the Maryland Department of Environment. Expenditures also include activities associated with an increased emphasis on Green Infrastructure methods in MS4 projects and preparation for a Public Private Partnership procurement in FY19.

Disclosures

Expenditures will continue indefinitely.

SM Retrofit - Roads (P801300)

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

Coordination

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

SM Retrofit - Schools (P801301)

Category
Sub Category
Administering Agency
Planning Area

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

Date Last Modified
Required Adequate Public Facility
Relocation Impact
Status

4/20/16
No
None
Ongoing

	Total	Thru FY15	Est FY16	Total 6 Years	FY 17	FY 18	FY 19	FY 20	FY 21	FY 22	Beyond 6 Yrs
EXPENDITURE SCHEDULE (\$000s)											
Planning, Design and Supervision	7,023	972	865	5,186	1,050	918	968	956	751	543	0
Land	0	0	0	0	0	0	0	0	0	0	0
Site Improvements and Utilities	0	0	0	0	0	0	0	0	0	0	0
Construction	8,651	0	584	8,067	1,436	1,030	1,537	1,331	1,390	1,343	0
Other	0	0	0	0	0	0	0	0	0	0	0
Total	15,674	972	1,449	13,253	2,486	1,948	2,505	2,287	2,141	1,886	0
FUNDING SCHEDULE (\$000s)											
Water Quality Protection Bonds	15,674	972	1,449	13,253	2,486	1,948	2,505	2,287	2,141	1,886	0
Total	15,674	972	1,449	13,253	2,486	1,948	2,505	2,287	2,141	1,886	0
OPERATING BUDGET IMPACT (\$000s)											
Maintenance				147	33	15	28	20	30	22	
Net Impact				147	33	15	28	20	30	22	

APPROPRIATION AND EXPENDITURE DATA (000s)

Appropriation Request	FY 17	-5,104
Appropriation Request Est.	FY 18	0
Supplemental Appropriation Request		0
Transfer		0
Cumulative Appropriation		13,390
Expenditure / Encumbrances		2,124
Unencumbered Balance		11,266

Date First Appropriation	FY 13
First Cost Estimate	
Current Scope	FY 17 15,674
Last FY's Cost Estimate	26,455
Partial Closeout Thru	0
New Partial Closeout	0
Total Partial Closeout	0

Description

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

Cost Change

Cost decreases reflect anticipated implementation schedule including the addition of FY21 and FY22.

Justification

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

Other

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

Fiscal Note

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

Disclosures

Expenditures will continue indefinitely.

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

Coordination

SM Retrofit - Schools (P801301)

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

Misc Stream Valley Improvements (P807359)

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

Date Last Modified 4/20/16
 Required Adequate Public Facility No
 Relocation Impact None
 Status Ongoing

Total	Thru FY15	Est FY16	Total 6 Years	FY 17	FY 18	FY 19	FY 20	FY 21	FY 22	Beyond 6 Yrs
-------	-----------	----------	---------------	-------	-------	-------	-------	-------	-------	--------------

EXPENDITURE SCHEDULE (\$000s)

Planning, Design and Supervision	17,683	1,444	2,252	13,987	2,459	2,732	2,892	2,859	1,814	1,231	0
Land	40	2	38	0	0	0	0	0	0	0	0
Site Improvements and Utilities	7	1	6	0	0	0	0	0	0	0	0
Construction	52,494	2,653	2,555	47,286	6,421	8,220	9,679	10,857	6,734	5,375	0
Other	35	35	0	0	0	0	0	0	0	0	0
Total	70,259	4,135	4,851	61,273	8,880	10,952	12,571	13,716	8,548	6,606	0

FUNDING SCHEDULE (\$000s)

State Aid	9,560	2,799	761	6,000	1,000	1,000	1,000	1,000	1,000	1,000	0
Stormwater Management Waiver Fees	2,171	0	971	1,200	200	200	200	200	200	200	0
Water Quality Protection Bonds	58,528	1,336	3,119	54,073	7,680	9,752	11,371	12,516	7,348	5,406	0
Total	70,259	4,135	4,851	61,273	8,880	10,952	12,571	13,716	8,548	6,606	0

OPERATING BUDGET IMPACT (\$000s)

Maintenance				95	15	20	25	15	10	10
Net Impact				95	15	20	25	15	10	10

APPROPRIATION AND EXPENDITURE DATA (000s)

Appropriation Request	FY 17	13,951
Appropriation Request Est.	FY 18	8,620
Supplemental Appropriation Request		0
Transfer		0
Cumulative Appropriation		15,376
Expenditure / Encumbrances		7,406
Unencumbered Balance		7,970

Date First Appropriation	FY 73
First Cost Estimate	
Current Scope	FY 17 70,259
Last FY's Cost Estimate	47,373
Partial Closeout Thru	23,252
New Partial Closeout	4,135
Total Partial Closeout	27,387

Description

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

Cost Change

Cost increases reflect anticipated implementation schedule including the addition of FY21 and FY22 partially offset by capitalization of prior expenditures.

Justification

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

Other

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

Fiscal Note

Misc Stream Valley Improvements (P807359)

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

Disclosures

Expenditures will continue indefinitely.

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

Coordination

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

Facility Planning: SM (P809319)

Category
Sub Category
Administering Agency
Planning Area

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

Date Last Modified
Required Adequate Public Facility
Relocation Impact
Status

4/20/16
No
None
Ongoing

Total	Thru FY15	Est FY16	Total 6 Years	FY 17	FY 18	FY 19	FY 20	FY 21	FY 22	Beyond 6 Yrs
-------	--------------	----------	------------------	-------	-------	-------	-------	-------	-------	-----------------

EXPENDITURE SCHEDULE (\$000s)

	Total	Thru FY15	Est FY16	Total 6 Years	FY 17	FY 18	FY 19	FY 20	FY 21	FY 22	Beyond 6 Yrs
Planning, Design and Supervision	17,599	10,387	541	6,671	2,126	1,323	997	773	799	653	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	91	91	0	0	0	0	0	0	0	0	0
Total	17,690	10,478	541	6,671	2,126	1,323	997	773	799	653	0

FUNDING SCHEDULE (\$000s)

	Total	Thru FY15	Est FY16	Total 6 Years	FY 17	FY 18	FY 19	FY 20	FY 21	FY 22	Beyond 6 Yrs
Current Revenue: General	5,000	5,000	0	0	0	0	0	0	0	0	0
State Aid	140	140	0	0	0	0	0	0	0	0	0
Stormwater Management Waiver Fees	797	797	0	0	0	0	0	0	0	0	0
Water Quality Protection Charge	11,753	4,541	541	6,671	2,126	1,323	997	773	799	653	0
Total	17,690	10,478	541	6,671	2,126	1,323	997	773	799	653	0

APPROPRIATION AND EXPENDITURE DATA (000s)

Appropriation Request	FY 17	4
Appropriation Request Est.	FY 18	1,323
Supplemental Appropriation Request		0
Transfer		0
Cumulative Appropriation		13,141
Expenditure / Encumbrances		10,606
Unencumbered Balance		2,535

Date First Appropriation	FY 93
First Cost Estimate	
Current Scope	FY 17 17,690
Last FY's Cost Estimate	17,497
Partial Closeout Thru	0
New Partial Closeout	0
Total Partial Closeout	0

Description

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

Cost Change

Cost increases reflect anticipated implementation schedule including the addition of FY21 and FY22.

Justification

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

Fiscal Note

FY17-22 funding has been adjusted to better reflect anticipated annual spending. Expenditures in the outyears include expected costs to meet the requirements of the County's next MS4 permit. The scope of the next MS4 permit is subject to negotiation with the Maryland Department of Environment. Expenditures also include activities associated with increased emphasis on Green Infrastructure methods in MS4 projects.

Disclosures

Expenditures will continue indefinitely.

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

Coordination

Facility Planning: SM (P809319)

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

Technology Modernization -- MCG (P150701)

Category General Government
 Sub Category County Offices and Other Improvements
 Administering Agency County Executive (AAGE03)
 Planning Area Countywide

Date Last Modified 4/19/16
 Required Adequate Public Facility No
 Relocation Impact None
 Status Ongoing

	Total	Thru FY15	Est FY16	Total 6 Years	FY 17	FY 18	FY 19	FY 20	FY 21	FY 22	Beyond 6 Yrs
--	-------	-----------	----------	---------------	-------	-------	-------	-------	-------	-------	--------------

EXPENDITURE SCHEDULE (\$000s)

Planning, Design and Supervision	134,353	110,412	19,305	4,636	4,636	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	56	0	56	0	0	0	0	0	0	0	0
Total	134,409	110,412	19,361	4,636	4,636	0	0	0	0	0	0

FUNDING SCHEDULE (\$000s)

Contributions	1,615	1,340	275	0	0	0	0	0	0	0	0
Current Revenue: General	67,412	62,812	4,600	0	0	0	0	0	0	0	0
Federal Aid	741	0	0	741	741	0	0	0	0	0	0
Land Sale	2,634	2,634	0	0	0	0	0	0	0	0	0
Recreation Fund	645	322	323	0	0	0	0	0	0	0	0
Recordation Tax Premium	2,623	2,623	0	0	0	0	0	0	0	0	0
Short-Term Financing	58,739	40,681	14,163	3,895	3,895	0	0	0	0	0	0
Total	134,409	110,412	19,361	4,636	4,636	0	0	0	0	0	0

OPERATING BUDGET IMPACT (\$000s)

Maintenance				2,802	467	467	467	467	467	467
Productivity Improvements				-29,148	-700	-3,472	-6,244	-6,244	-6,244	-6,244
Program-Staff				858	143	143	143	143	143	143
Program-Other				10,374	1,054	1,864	1,864	1,864	1,864	1,864
Net Impact				-15,114	964	-998	-3,770	-3,770	-3,770	-3,770

APPROPRIATION AND EXPENDITURE DATA (000s)

Appropriation Request	FY 17	0
Appropriation Request Est.	FY 18	0
Supplemental Appropriation Request		0
Transfer		0
Cumulative Appropriation		134,409
Expenditure / Encumbrances		126,901
Unencumbered Balance		7,508

Date First Appropriation	FY 07	
First Cost Estimate		
Current Scope	FY 17	134,409
Last FY's Cost Estimate		134,909

Description

Technology Modernization -- MCG (P150701)

This project provides for the replacement, upgrade, and implementation of IT initiatives that will ensure ongoing viability of key processes, replace outdated and vulnerable systems, and produce a high return in terms of customer service and accountability to our residents. Major new IT systems that have been completed through this project include the Enterprise Resource Planning (ERP) Financial and Human Resources modules, foundation phase of the 311/Constituent Relationship Management (CRM), Electronic Time reporting (MCTime), and related Business Process Review (BPR). Planning activities for the Department of Health and Human Services (HHS) technology modernization of key systems and processes are underway. The Budgeting module of the ERP system (Hyperion) and additional self-service functionality is currently underway and the workforce component of the Hyperion System has been completed. The ERP project was implemented to modernize Core Business Systems to improve the efficiency, effectiveness, and responsiveness of the County Government. In addition, modernization of the County's Tax Assessment Billing System is underway. This system is used to annually calculate and bill County residents for County and municipal property taxes, solid waste fees, water quality fees, Washington Suburban Sanitary Commission (WSSC) fees, and other fees, taxes, and related credits. The HHS program provides for the development and implementation of an Enterprise Integrated Case Management (EICM) system as part of a larger Process and Technology Modernization (PTM) program that will move the department from a traditional agency-centric model of practice to a more effective client-centered model of practice. As part of this initiative, the EICM project will upgrade obsolete IT systems and information processes to avoid duplication of data entry, reduce ineffective coordination of services, and minimize inefficiencies resulting from legacy systems. The Active Network (ActiveNet) upgrade for the Department of Recreation, Community Use of Public Facilities (CUPF), and the Maryland-National Capital Park and Planning (M-NCPPC) involves the replacement of the existing CLASS registration and payment system. The Gilchrist Center is also in need of a platform to register its clients for programs and activities. Implementation involves analysis and realignment of business practices and procedures, system configuration, web-site designs; redesign/testing of ERP interfaces; and new Accounts Receivable functions. An Interagency Governance Committee comprised of managers from each participating department/agency will make decisions balancing the needs of each department.

Cost Change

The cost decrease is due to shifting the FY17 funding in Current Revenue to the HHS Operating budget.

Justification

According to a 2004 ranking of major existing technology systems based on their current health and relative need for upgrade or replacement, the County's then current core business systems (ADPICS, FAMIS, BPREP, and HRMS) were ranked as Priority #1, which means obsolete or vulnerable critical system in immediate risk of failure. These at-risk systems were replaced with a state of the art ERP system which provides a common database supporting financials, procurement, budget, and HR/payroll, and includes system-wide features for security, workflow, and reporting, and up-to-date technology architecture. Tax Assessment Billing System: The current system is over 30 years old, is only internally supported, and is used for the collection of over \$2 billion in revenues annually. Health and Human Services EICM: This technology modernization effort will ensure ongoing viability of key processes, replace outdated and vulnerable systems, create staff operating efficiencies, and produce a high return in terms of customer service and accountability to our residents. Related plans and studies include the Information Technology Interagency Funding and Budgeting Committee's report of September 30, 2003, the Montgomery County Government FY06 IT Budget Overview prepared by Department of Technology Services, and the FY14 Process and Technology Modernization Readiness Assessment conducted by the Gartner consulting group. Recreation, CUPF, and M-NCPPC: The Active Network announced that they will release one more version upgrade of CLASS, scheduled for first quarter of 2014. After this release, there will be no further development of the CLASS software and maintenance/support will be phased out of the CLASS software (ending by December, 2017). A feasibility study determined that the Active Network's browser based application, ActiveNet, is the only software with sufficient functionality and processing capability to meet the needs of a joint registration and facility management system in a single database for Recreation, CUPF, MNCPPC, and the Gilchrist Center. The system will also improve customer service by providing a one-stop access point.

Other

The Technology Modernization - MCG project is intended to serve as an ongoing resource for future IT modernization and related process engineering to the County Government's business systems beyond the currently defined project scope. Future projects may include the following: CRM - Citizen Relationship Management Phase II: This initiative will extend the service to municipalities in the County and other County agencies (e.g. Board of Education, M-NCPPC, Montgomery College). This initiative will proceed based upon interest from these organizations and agreement on funding. Objectives include creation of a Citizen Relationship Management (CRM) program to develop or convert automated capabilities for all appropriate County services including: Case Management Events, Management Field Services, Grants Management, Help Desk Solutions, Point of Sales, Resident Issue Tracking System, Work Order Processing System, ERP - Enterprise Resource Planning, Business Intelligence/Data Warehouse Development, Loan Management, Property Tax Billing and Collection, Public Access to Contractor Payments, Upgrade to Oracle E-Business/Kronos/Siebel, and Enhancements to comply with evolving Payment Card Industry (PCI) mandates.

Fiscal Note

Technology Modernization -- MCG (P150701)

Project funding includes short-term financing for integrator services and software costs. The Operating Budget Impact (OBI) estimates have been reduced to reflect the full accounting of ERP operating costs in the Operating budget. ERP: Funding through FY15 and FY16 estimated is now adjusted to reflect actual transfer by the Board of Investment Trustees (BIT) as Contributions and from the Department of Liquor Control and the Group Insurance Fund to the General Fund as Current Revenue: General. HHS: Due to delays in the State's process for seeking federal reimbursements for capital IT upgrades, Federal Aid is only assumed in FY17. HHS will continue to seek federal aid as the State updates its process. If the State is continuously unsuccessful to receive federal reimbursements, short-term financing will be used as an alternative funding source. ActiveNet: \$645,000 will be appropriated from the Current Revenue: Recreation Fund in FY15 for the ActiveNet upgrade; Recreation will charge CUPF and M-NCPPC for their share of the project's expenditures based on a proportionate share of each party's use of ActiveNet.

Coordination

MCG efforts are coordinated with applicable agencies during the project planning, requirements gathering, and requests for proposal (RFP) phases: Offices of the County Executive, Office of the County Council, Department of Finance, Department of Technology Services, Office of Procurement, Office of Human Resources, Office of Management and Budget, Department of Health and Human Services, Department of Recreation, Community Use of Public Facilities, and the Maryland-National Capital Park and Planning Commission, Gilchrist Center or CEC, all MCG Departments and Offices, Maryland Department of Human Resources, Maryland Department of Health and Mental Hygiene.

Potomac WFP Consent Decree Program

A. Identification and Coding Information		
Agency Number	Project Number	Update Code
W-73.33		Add

PDF Date	April 20, 2016
Date Revised	

Pressure Zones	Potomac WFP HGPWF:
Drainage Basins	
Planning Areas	Bl-County:

B. Expenditure Schedule (000's)

Cost Elements	Total	Thru FY15	Estimate FY16	Total 6 Years	Year 1 FY17	Year 2 FY18	Year 3 FY19	Year 4 FY20	Year 5 FY21	Year 6 FY22	Beyond 6 Years
Planning, Design & Supervision	10,000			10,000	2,000	2,000	2,000	2,000	2,000		
Land	1,000			1,000	600	400					
Site Improvements & Utilities											
Construction	15,000			15,000	3,000	4,000	4,000	4,000	4,000		
Other	1,250			1,250	100	250	300	300	300		
Total	27,250			27,250	2,700	5,650	6,300	6,300	6,300		
WSSC Bonds	27,250			27,250	2,700	5,650	6,300	6,300	6,300		

D. Description & Justification

DESCRIPTION

The Potomac WFP Consent Decree Program provides for the planning, design, and construction required for the implementation of Short-Term Operational and Long-Term Capital Improvements at the Potomac Water Filtration Plant (WFP) to allow the Commission to meet the new discharge limitations identified in the Consent Decree.

JUSTIFICATION

The Consent Decree (CD) was lodged with the U.S. District Court of Maryland on October 29, 2015 and is pending for approval and Entry by the Court. Under the terms of the CD the Commission is required to "undertake short-term operational changes and capital improvements at the Potomac WFP that will enable WSSC to reduce significantly the pounds per day of solids discharged to the River" (CD Section II, Paragraph 6.i); and to plan, design, and implement long term "upgrades to the existing Plant or to design and construct a new plant to achieve the effluent limits, conditions, and waste load allocations established by the Maryland Department of the Environment (the Department) and/or in this Consent Decree and incorporated in a new discharge permit to be issued by the Department" (CD Section II, Paragraph 6.ii). The CD requires the Commission to submit a Draft Audit Report and Draft Long-Term Upgrade Plan to the Citizens and the Department by November 15, 2016, and final reports to be submitted to the Citizens and the Department by January 1, 2017. Upon receipt the Department will review the Audit Report and select improvements in operations, monitoring, and waste tracking recommended in the Audit Report and select capital projects that can be completed no later than April 1, 2020 and that are necessary to achieve the goals identified in CD Section IV, Paragraph 24. Additionally, the work required to implement the Long-Term Capital Improvements Project(s) shall be fully implemented in accordance with the schedule set forth in the Long Term Upgrade Plan. The Commission shall be subjected to a lump-sum stipulated penalty in accordance with the CD for failure to implement the Long Term Capital Improvement Project(s) by January 1, 2026.

COST CHANGE

Not applicable.

OTHER

The project scope was developed for the FY 2017 CIP and has a preliminary cost estimate of approximately \$27,250,000. Expenditure and schedule projections shown above are Order of Magnitude level estimates. The construction estimate is expected to increase significantly once the Short-Term (Audit Report) and Long-Term Capital Improvements plans are completed and approved by the Maryland Department of the Environment. The expenditure and schedule projections shown above also include \$1,000,000 for Supplemental Environmental Projects included under CD Section IX, Paragraph 50. Preliminary planning work is currently underway in FY16 under ESP project W-708.48, Potomac WFP Consent Decree Projects. In addition, operational requirements identified in CD Section IV, Interim Performance Measures and Plant Improvements are currently underway under ESP project W-708.47, Potomac WFP Turbidity Monitoring.

COORDINATION

Coordinating Agencies: Maryland Department of the Environment; Montgomery County Government; Prince Georges County Government; National Park Service; U.S. Environmental Protection Agency, Region III; Coordinating Projects: W-73.21-Potomac WFP Corrosion Mitigation; W-73.30-Potomac WFP Submerged Channel Intake;

E. Annual Operating Budget Impact (000's)

	FY of Impact
Staff	
Maintenance	
Other Project Costs	
Debt Service	\$1,875 22
Total Cost	\$1,875 22
Impact on Water and Sewer Rate	\$0.04 22

F. Approval and Expenditure Data (000's)

Date First in Program	FY 16
Date First Approved	FY 16
Initial Cost Estimate	27,250
Cost Estimate Last FY	
Present Cost Estimate	27,250
Approved Request Last FY	
Total Expense & Encumbrances	
Approval Request Year 1	2,700

G. Status Information

Land Status	Land and RW to be acquired
Project Phase	Planning
Percent Complete	0%
Est Completion Date	January 2026

Growth	
System Improvement	
Environmental Regulation	100%
Population Served	
Capacity	

H. Map

MAP NOT AVAILABLE

Blue Plains WWTP: Liquid Train Projects, Part 2

A. Identification and Coding Information

Agency Number	Project Number	Update Code
S-22.06	954811	Change

PDF Date	October 1, 2015
Date Revised	April 20, 2016

Pressure Zones	
Drainage Basins	Bi-County 30;
Planning Areas	Bi-County;

B. Expenditure Schedule (000's)

Cost Elements	Total	Thru FY15	Estimate FY16	Total 6 Years	Year 1	Year 2	Year 3	Year 4	Year 5	Year 6	Beyond 6 Years
					FY17	FY18	FY19	FY20	FY21	FY22	
Planning, Design & Supervision	118,987	99,143	4,313	14,361	2,952	3,314	2,810	2,495	1,690	1,100	1,170
Land											
Site Improvements & Utilities											
Construction	239,106	157,836	5,311	68,078	9,006	12,809	16,450	12,640	7,460	9,713	7,881
Other	1,012		96	825	120	161	193	151	92	108	91
Total	359,105	256,979	9,720	83,264	12,078	16,284	19,453	15,286	9,242	10,921	9,142

C. Funding Schedule (000's)

WSSC Bonds	339,392	242,872	9,186	78,694	11,415	15,390	18,385	14,447	8,735	10,322	8,640
City of Rockville	19,713	14,107	534	4,570	663	894	1,068	839	507	599	502

D. Description & Justification

DESCRIPTION

This project provides funding for WSSC's share of Blue Plains liquid train projects for which construction began after June 30, 1993. Major projects include: Dual Purpose Sedimentation Basins Rehabilitation, Headworks HVAC Rehabilitation, Raw Wastewater Pumping Station No. 2, Primary Treatment Facilities Phase II, and Grit Chamber Facilities Phase II.

JUSTIFICATION

This is a continuation of the DCWASA's upgrading of the Blue Plains Wastewater Treatment Plant.

The Blue Plains Interunicipal Agreement of 2012; the DCWASA Master Plan (1998); and the DCWASA Approved FY 2017 Capital Improvements Program.

COST CHANGE

Cost increase is primarily due to the addition of new projects for Replace/Upgrade Primary Treatment Mechanisms, Grit Chambers 1 & 2 Upgrades, Secondary East & West Upgrades, and Nitrification Reactor/Sedimentation Upgrades.

OTHER

The project scope has remained the same. Project costs are derived from the DCWASA Capital & Operating Budget 10-year forecast of spending and DCWASA's latest project management data, and fully reflect DCWASA's current cost estimates and expenditure schedules. Given the open-ended nature of the Blue Plains projects, this PDF does not fully reflect the total project costs. These projects are, in fact, expected to continue indefinitely. As new sub-projects are added to the Blue Plains facility plans, the associated costs will be added to this project. The funding schedule also indicates the calculated Rockville share of the cost.

COORDINATION

Coordinating Agencies: District of Columbia Water and Sewer Authority; (responsible for design and construction); City of Rockville; (responsible for a share of funding)
Coordinating Projects: S-22.10-Blue Plains WWTP: Enhanced Nutrient Removal;

E. Annual Operating Budget Impact (000's)

Staff		FY of Impact
Maintenance		
Other Project Costs		
Debt Service	\$23,352	
Total Cost	\$23,352	
Impact on Water and Sewer Rate	\$0.52	

F. Approval and Expenditure Data (000's)

Date First in Program	FY 95
Date First Approved	FY 95
Initial Cost Estimate	69,745
Cost Estimate Last FY	345,636
Present Cost Estimate	359,105
Approved Request Last FY	8,008
Total Expense & Encumbrances	256,979
Approval Request Year 1	12,078

G. Status Information

Land Status	Not Applicable
Project Phase	On-Going
Percent Complete	
Est Completion Date	On-Going

Growth	
System Improvement	100%
Environmental Regulation	
Population Served	
Capacity	370 MGD

H. Map

MAP NOT AVAILABLE

Blue Plains WWTP: Biosolids Management, Part 2

A. Identification and Coding Information		
Agency Number	Project Number	Update Code
S-22.07	954812	Change

PDF Date	October 1, 2015
Date Revised	April 20, 2016

Pressure Zones	
Drainage Basins	Bi-County 30:
Planning Areas	Bi-County:

B. Expenditure Schedule (000's)

Cost Elements	Total	Thru	Estimate	Total 6	Year 1	Year 2	Year 3	Year 4	Year 5	Year 6	Beyond 6 Years
		FY'15	FY'16		FY'17	FY'18	FY'19	FY'20	FY'21	FY'22	
Planning, Design & Supervision	145,464	133,741	4,946	6,080	1,158	832	572	1,086	1,547	885	697
Land											
Site Improvements & Utilities											
Construction	300,874	263,593	12,972	23,900	2,812	2,675	5,431	4,055	6,994	1,933	409
Other	489		179	299	40	35	60	51	85	28	11
Total	446,827	397,334	18,097	30,279	4,010	3,542	6,063	5,192	8,626	2,846	1,117

WSSC Bonds	422,300	375,523	17,104	28,617	3,790	3,348	5,730	4,907	8,152	2,690	1,056
City of Rockville	24,527	21,811	993	1,862	220	194	333	285	474	156	61

D. Description & Justification

This project provides funding for WSSC's share of the Blue Plains biosolids handling projects for which construction began after June 30, 1993. Major projects include: new Digestion Facilities; Gravity Thickener Facilities; and Solids Processing Building/Dewatered Sludge Loading Facility.

JUSTIFICATION

This project is needed to implement a set of facilities which will provide a permanent biosolids management program for Blue Plains.

The Blue Plains Intermunicipal Agreement of 2012: the DCWASA Master Plan (1998); EPMC IV Facility Plan, CH2MHILL (2001); the Biosolids Management at DCWASA Blue Plains Wastewater Treatment Plant Phase II - Design and Cost Considerations for Treatment Alternatives Report (December 2007); and the DCWASA Approved FY 2017 Capital Improvement Program.

COST CHANGE

Not applicable

OTHER

The project scope has remained the same. Project costs are derived from the DCWASA Capital & Operating Budget 10-year forecast of spending and DCWASA's latest project management data, and fully reflect DCWASA's current cost estimates and expenditure schedules. Given the open-ended nature of the Blue Plains projects, this PDF does not fully reflect the total project costs. These projects are, in fact, expected to continue indefinitely. As new sub-projects are added to the Blue Plains facility plans, the associated costs will be added to this project. Portions of the program have been financed by low interest loans through the Maryland Department of the Environment's Water Quality Administration State Revolving Loan Program. The funding schedule also indicates the calculated Rockville share of the cost.

COORDINATION

Coordinating Agencies: City of Rockville; (responsible for a share of funding); District of Columbia Water and Sewer Authority; (responsible for design and construction)
Coordinating Projects: Not Applicable

E. Annual Operating Budget Impact (000's)

Staff		FY of Impact
Maintenance		
Other Project Costs		
Debt Service	\$29,057	
Total Cost	\$29,057	
Impact on Water and Sewer Rate	\$0.65	

F. Approval and Expenditure Data (000's)

Date First In Program	FY 95
Date First Approved	FY 95
Initial Cost Estimate	77,286
Cost Estimate Last FY	409,909
Present Cost Estimate	446,827
Approved Request Last FY	4,558
Total Expense & Encumbrances	397,334
Approval Request Year 1	4,010

G. Status Information

Land Status	Not Applicable
Project Phase	On-Going
Percent Complete	
Est Completion Date	On-Going

Growth	
System Improvement	100%
Environmental Regulation	
Population Served	
Capacity	370 MGD

H. Map

MAP NOT AVAILABLE

Blue Plains WWTP: Plant-wide Projects

A. Identification and Coding Information

Agency Number	Project Number	Update Code
S-22.09	023805	Change

PDF Date	October 1, 2015
Date Revised	April 20, 2016

Pressure Zones	
Drainage Basins	Bi-County 30;
Planning Areas	Bi-County;

B. Expenditure Schedule (000's)

Cost Elements	Total	Thru FY15	Estimate FY16	Total 6 Years	Year 1 FY17	Year 2 FY18	Year 3 FY19	Year 4 FY20	Year 5 FY21	Year 6 FY22	Beyond 6 Years
Planning, Design & Supervision	95,747	74,388	2,427	16,021	2,396	1,547	1,335	4,105	4,018	2,620	2,911
Land											
Site Improvements & Utilities											
Construction	206,640	118,074	6,270	55,872	5,764	6,726	9,142	14,757	10,197	9,284	26,424
Other	1,100		87	720	82	83	105	189	142	119	293
Total	303,487	192,462	8,784	72,613	8,242	8,358	10,582	19,051	14,357	12,023	29,628

C. Funding Schedule (000's)

WSSC Bonds	286,828	181,897	8,302	88,627	7,790	7,899	10,001	18,005	13,569	11,363	28,002
City of Rockville	16,659	10,565	482	3,986	462	459	581	1,046	788	660	1,626

D. Description & Justification

DESCRIPTION

This project provides funding for WSSC's share of Blue Plains plant-wide projects for which construction began after June 30, 1993. Major projects include: New Warehouse/Visitor Center/Security Facility, Electrical Power System, and Instrumentation and Control Engineering Program Management.

JUSTIFICATION

This is a continuation of the DCWASA's upgrading of the Blue Plains Wastewater Treatment Plant.

The Blue Plains Inter municipal Agreement of 2012; the WASA Master Plan (1998); and the DCWASA Approved FY 2017 Capital Improvement Program.

COST CHANGE

Cost increased for new major projects including Hydrogen Sulfide Mitigation, Roofing Upgrades, and Chemical System/Building Upgrades.

OTHER

The project scope has remained the same. Project costs are derived from the DCWASA Capital & Operating Budget 10-year forecast and latest project management data, and reflect DCWASA's current expenditure estimates and schedules. Given the open-ended nature of the project, this PDF does not fully reflect the total project costs. These projects are, in fact, expected to continue indefinitely. As new sub-projects are added to the Blue Plains facility plans, the associated costs will be added to this project. The funding schedule also indicates the calculated Rockville share of the cost.

COORDINATION

Coordinating Agencies: City of Rockville; (responsible for a share of funding); District of Columbia Water and Sewer Authority; (responsible for design and construction)
Coordinating Projects: Not Applicable

E. Annual Operating Budget Impact (000's)

Staff		FY of Impact
Maintenance		
Other Project Costs		
Debt Service	\$19,735	
Total Cost	\$19,735	
Impact on Water and Sewer Rate	\$0.44	

F. Approval and Expenditure Data (000's)

Date First in Program	FY 95
Date First Approved	FY 02
Initial Cost Estimate	84,650
Cost Estimate Last FY	286,513
Present Cost Estimate	303,487
Approved Request Last FY	5,977
Total Expense & Encumbrances	192,462
Approval Request Year 1	8,242

G. Status Information

Land Status	Not Applicable
Project Phase	On-Going
Percent Complete	On-Going
Est Completion Date	

Growth	
System Improvement	100%
Environmental Regulation	
Population Served	
Capacity	376 MGD

H. Map

MAP NOT AVAILABLE

Blue Plains: Pipelines & Appurtenances

A. Identification and Coding Information		
Agency Number	Project Number	Update Code
S-22-11	113804	Change

PDF Date	October 1, 2015
Date Revised	April 20, 2016

Pressure Zones	
Drainage Basins	Bl-County 30:
Planning Areas	Bl-County:

B. Expenditure Schedule (000's)

Cost Elements	Total	Thru FY'15	Estimate FY'16	Total 6 Years	Year 1 FY'17	Year 2 FY'18	Year 3 FY'19	Year 4 FY'20	Year 5 FY'21	Year 6 FY'22	Beyond 6 Years
Planning, Design & Supervision	40,382	16,986	4,565	16,896	4,683	3,463	1,632	1,171	2,906	3,041	1,935
Land											
Site Improvements & Utilities											
Construction	135,066	53,034	8,822	58,739	12,242	9,752	8,249	8,545	9,177	10,774	14,471
Other	1,054		134	756	169	132	99	97	121	138	164
Total	176,502	70,020	13,521	76,391	17,094	13,347	9,980	9,813	12,204	13,953	16,570

C. Funding Schedule (000's)

WSSC Bonds	City of Rockville	168,977	67,219	13,205	73,644	16,575	12,850	9,439	9,499	11,759	13,472	14,909
		7,525	2,801	316	2,747	519	497	491	314	445	481	1,661

D. Description & Justification

DESCRIPTION:
 This project provides funding for WSSC's share of Blue Plains-associated projects which are "outside the fence" of the treatment plant. Major projects include: A new headquarters building; Potomac Interceptor Rehabilitation; Upper Potomac Interceptor; Potomac Sewage Pumping Station Rehabilitation; Influent Sewers Rehabilitation; and projects associated with the Combined Sewer Overflow (CSO) Long Term Control Plan (e.g. Anacostia Tunnel).

JUSTIFICATION:
 This is a continuation of DCWASA's upgrading of the Blue Plains-associated projects outside the fence.
 The Blue Plains Intermunicipal Agreement of 2012; the WASA Master Plan (1998); Technical Memorandum No. 1, Multi-Jurisdictional Use Facilities Capital Cost Allocation, (June 2013); and the DCWASA Approved FY 2017 Capital Improvement Program.

COST CHANGE

Not applicable.

OTHER

The project scope has remained the same. Project costs are derived from the DC-WASA Capital & Operating Budget 10-year forecast and latest project management data, and reflect WASA's current expenditure estimates and schedules. Given the open-ended nature of the project, this PDF does not fully reflect the total project costs. These projects are, in fact, expected to continue indefinitely. As new sub-projects are added to the Blue Plains facility plans, the associated costs will be added to this project. The funding schedule also indicates the calculated Rockville share of the cost which varies by project based on the City's relative share of WSSC's flow as derived in the Multi-jurisdiction Use Facilities Study.

COORDINATION

Coordinating Agencies: City of Rockville; (responsible for a share of funding); District of Columbia Water and Sewer Authority; (responsible for design and construction)
 Coordinating Projects: Not Applicable

E. Annual Operating Budget Impact (000's)

	FY of Impact
Staff	
Maintenance	
Other Project Costs	
Debt Service	\$11,627
Total Cost	\$11,627
Impact on Water and Sewer Rate	\$0.26

F. Approval and Expenditure Data (000's)

Date First in Program	FY 11
Date First Approved	FY 02
Initial Cost Estimate	102,833
Cost Estimate Last FY	178,731
Present Cost Estimate	176,502
Approved Request Last FY	22,007
Total Expense & Encumbrances	70,020
Approval Request Year 1	17,094

G. Status Information

Land Status	Not Applicable
Project Phase	On-Going
Percent Complete	On-Going
Est Completion Date	On-Going
Growth	
System Improvement	45%
Environmental Regulation	55%
Population Served	
Capacity	

H. Map

MAP NOT AVAILABLE

**GENERAL OBLIGATION BONDS - PROGRAMMING ADJUSTMENT FOR UNSPENT PRIOR YEARS
FY17-22 CAPITAL IMPROVEMENTS PROGRAM
COUNTY EXECUTIVE RECOMMENDED
April 21, 2016**

PDF Name and No.	Total	FY17	FY18	FY19	FY20	FY21	FY22
Montgomery County Public Schools							
Sargent Shriver ES Addition	0.136	0.136	-	-	-	-	-
Kemp Mill ES Addition	0.310	0.310	-	-	-	-	-
Highland ES Addition	0.285	0.285	-	-	-	-	-
Glen Haven ES Addition	0.147	0.147	-	-	-	-	-
Brookhaven ES Addition	0.192	0.192	-	-	-	-	-
Sub-Total	1.070	1.070	-	-	-	-	-
Montgomery College							
Macklin Tower Alterations (P036603)	4.516	2.000	2.516	-	-	-	-
Computer Science Alterations (P046602)	0.200	0.100	0.100	-	-	-	-
Bioscience Education Center (P056603)	0.100	0.050	0.050	-	-	-	-
Elevator Modernization: College (P056608)	0.200	0.200	-	-	-	-	-
Science West Building Renovation (P076622)	0.044	0.044	-	-	-	-	-
Germantown Observation Drive Reconstruction (P096604)	0.650	0.350	0.300	-	-	-	-
Rockville Parking Garage (P136601)	0.100	0.050	0.050	-	-	-	-
PLAR College (P926659)	(0.024)	(0.024)	-	-	-	-	-
Sub-Total	5.786	2.770	3.016	-	-	-	-
M-NCPPC Parks							
Laytonia Recreational Park (P038703)	(2.377)	(2.081)	(0.296)	-	-	-	-
Brookside Gardens Master Plan Implementation (P078702)	(1.467)	(1.467)	-	-	-	-	-
Rock Creek Maintenance Facility (P118702)	(6.776)	(2.900)	(2.044)	(1.832)	-	-	-
Sub-Total	(10.620)	(6.448)	(2.340)	(1.832)	-	-	-
Transportation							
Montrose Parkway East (P500717)	3.300	3.300	-	-	-	-	-
Goshen Road South (P501107)	(0.466)	(0.466)	-	-	-	-	-
Subdivision Road Participation (P508000)	0.628	0.628	-	-	-	-	-
Dedicated but Unmaintained County Roads (P501117)	0.044	0.022	0.022	-	-	-	-
Gold Mine Road Bridge M-0096 (P501302)	0.250	0.250	-	-	-	-	-
MD 355 Sidewalk (Hyattstown) (P501104)	0.465	0.465	-	-	-	-	-
Bikeway Program – Minor Projects (P507596)	0.030	0.030	-	-	-	-	-
Platt Ridge Drive Extended (P501200)	(0.566)	(0.566)	-	-	-	-	-
Bethesda Bikeway and Pedestrian Facilities (P500119)	(0.134)	(0.134)	-	-	-	-	-
Needwood Road Bikepath (P501304)	(1.227)	(1.227)	-	-	-	-	-
Silver Spring Green Trail (P509975)	0.434	0.118	0.164	0.152	-	-	-
Bethesda Metro South Entrance (P500929)	0.357	0.357	-	-	-	-	-
Capital Crescent Trail (P501316)	2.169	2.169	-	-	-	-	-
Sub-Total	5.284	4.946	0.186	0.152	-	-	-
MCG - Other							
Public Safety System Modernization (P340901)	38.004	12.118	25.886	-	-	-	-
Wheaton Redevelopment Program (P150401)	7.330	7.330	-	-	-	-	-
White Flint Fire Station #23 (P451502)	2.811	2.811	-	-	-	-	-
PSTA Academic Building Complex (P479909)	5.525	0.175	5.175	0.175	-	-	-
Pre-Release Center Dietary Facilities Improvements(P420900)	0.077	0.071	0.006	-	-	-	-
Judicial Center Annex (P100300)	4.010	3.960	0.050	-	-	-	-
School Based Health & Linkages to Learning Centers (P640400)	(0.045)	(0.045)	-	-	-	-	-
Avery Road Treatment Center (P601502)	0.035	0.035	-	-	-	-	-
ADA Compliance: MCG (P361107)	4.000	4.000	-	-	-	-	-
Child Care in Schools (P649187)	0.613	0.613	-	-	-	-	-
Sub-Total	62.360	31.068	31.117	0.175	-	-	-
Slippage Used Elsewhere							
Public Safety System Modernization (P340901)	2.477	2.477	-	-	-	-	-
PSTA Academic Building Complex (P479909)	0.037	0.037	-	-	-	-	-
Bethesda CBD Streetscape (P500102)	0.245	0.245	-	-	-	-	-
Montrose Parkway East (P500717)	2.801	2.801	-	-	-	-	-
Public Safety System Modernization (P340901)	9.600	9.600	-	-	-	-	-
Children's Resource Center (P641300)	0.487	0.487	-	-	-	-	-
ADA Compliance: MCG (P361107)	2.000	2.000	-	-	-	-	-
Glenmont Metro Parking Expansion (P500552)	0.363	0.363	-	-	-	-	-
MacArthur Blvd Bikeway Improvements (P500718)	0.280	0.280	-	-	-	-	-
Lytonsville Place Bridge (P501421)	0.100	0.100	-	-	-	-	-
Sub-Total	18.390	18.390	-	-	-	-	-
Total Programming Adjustment	82.270	51.796	31.979	(1.505)	-	-	-

