

MEMORANDUM

April 27, 2015

TO: Transportation, Infrastructure, Energy & Environment Committee  
FROM: <sup>EO</sup> Glenn Orlin, Deputy Council Administrator  
SUBJECT: April 20 Executive amendments to the FY15-20 Capital Improvements Program

On April 20 the Executive forwarded another set of recommended amendments to the CIP, including several transportation project amendments. Because of the late transmittal the public hearing on these amendments could not be scheduled until May 12, after the Committee's review at this worksession and the Council's review on May 5. None of the transportation-related amendments, however, are likely to be controversial. The Executive's transmittal memo and summary are on ©1-6; the transportation-related amendments are annotated with a check-mark.

*1. Clarksburg area projects.* After a lengthy negotiation, the County and Third Try, LLC, the developer of the Clarksburg Town Center, has reached a tentative agreement to co-fund: (1) the completion of the Stringtown Road widening to 4 lanes between MD 355 and Snowden Farm Parkway; (2) the widening of Clarksburg Road to 3 lanes between MD 355 and Snowden Farm Parkway and intersection improvements at each end; and (3) the completion of the Clarksburg Connector Road to MD 355. The agreement would have Third Try contribute \$7.2 million: \$4.0 million of the \$7.5 million needed to complete Stringtown Road, and \$3.2 million for the other improvements. The County would contribute an additional \$3,495,000 over that which is already programmed for these projects (©7-8).

Third Try's expectation is that all of its contributions will be creditable against its transportation impact tax obligations. Council staff's interpretation of the law is that the Stringtown Road improvement is definitely creditable. However, while the intersection improvements at either end of Clarksburg Road would also be creditable, the widening to 3 lanes is not. Therefore, to assure that Third Try would be eligible for \$7.2 million of creditable expenditures, Council staff recommends redistributing the \$7.2 million in contributions so that \$6.0 million would be assigned to the Stringtown Road project and \$1.2 million would be assigned to Subdivision Roads Participation (©9-10).

To date there is simply an outline of an agreement. There is neither a letter agreement nor a memorandum of understanding between the County and Third Try. Therefore, the Council should postpone approving the appropriation action until at least an MOU is signed, which DOT estimates will be executed early this summer.

**Council staff recommendation: Do not approve these amendments as part of the May action on CIP amendments, but leave sufficient fiscal capacity in the capital reserve to allow for their approval when an MOU is completed this summer.**

2. **State Transportation Participation, Rapid Transit System, and Montrose Parkway East projects.** The Executive is recommending two revisions to State Transportation Participation (©11-12). First, the project would reflect a developer contribution of \$1,150,000 towards the reconstruction of the MD 355/West Old Baltimore Road intersection in southern Clarksburg, spread out over FYs16-18. The result of this contribution will be a safer T-intersection between these two roads, as well as the addition of turning lanes to reduce congestion there.

Secondly, as a result of the Executive's suspending the Georgia Avenue North BRT Study, \$2 million of the original \$5 million the Council programmed for this study would be reallocated: \$1 million to the Rapid Transit System project (©13) and \$1 million to Montrose Parkway East (©14-15). The source of funds for the \$2 million reallocation would be proceeds from Liquor Fund revenue bonds.

When the General Assembly approved \$10 million in State funds for the US 29 and MD 355 project planning studies, the State and County agreed—according to the Rapid Transit System PDF approved last year—that \$1 million of it would be allocated to the County to handle public outreach: \$500,000 each in FY15 and FY16. However, when the County negotiated the MOU with the Maryland Department of Transportation, MDOT was willing to provide only \$500,000 to the County, wanting to retain the other \$500,000 for its engineering work. The Executive's recommended PDF says the reallocated \$1 million would be used for facility planning beginning in FY15, although the PDF shows this spending in FY16.

The \$1 million proposed to be shifted to Montrose Parkway East does not change the scope, timing, or cost of the project. It would, together with some other shifts, effectively allow the \$1 million of revenue bonds to reduce \$1 million in G.O. bond funding, thus helping the Executive to reconcile his cumulative CIP to his proposed spending affordability guidelines and targets.

Before forming a Committee recommendation, it should have a discussion with Executive Branch staff at the worksession to understand the current status of funding for the ongoing studies. Some questions that should be addressed are:

- What is the current cost estimate for completing preliminary engineering (i.e., 35% design) for US 29 and MD 355 studies? (It was known in 2013 when the \$10 million was approved that it would not be enough.) If the funds were available, when would each be completed?
- How would the \$1 million be used? For example, is \$500,000 to be used to restore the full amount of public outreach anticipated in the Approved CIP, and would the balance be given to the State to supplement its engineering work? Or would the whole \$1 million go to the State?
- If the other \$1 million were to be allocated to Rapid Transit System rather than to reconcile the Executive's CIP recommendations, how would that money be spent, and by whom?

**Council staff recommendation: Approve the State Transportation Participation amendment as proposed by the Executive. If after the discussion with Executive Branch staff the**

Committee is satisfied that \$2 million could be spent productively towards completing preliminary engineering, allocate the entire \$2 million to the Rapid Transit System project and do not approve the Montrose Parkway East amendment.

3. ***Production delays.*** In January the Executive recommended deferring spending for the Capital Crescent Trail project by 6 months, reflecting a similar delay in the Purple Line while the Governor reviews the project. The Council concurred with that deferral. The Executive is now recommending a further deferral, shifting \$2 million of funding from FY15 to FY16 (©16). This would reduce the funding for the project to only \$334,000 in FY15, but considering that the Governor is anticipated to make his decision about the Purple Line so late in this fiscal year, the Executive’s proposal is reasonable. **Council staff recommendation: Concur with the Executive’s further amendment to the Capital Crescent Trail project.**

The Executive is also recommending an amendment to reflect a production delay in the Colesville Depot project (©17). The Council has already acknowledged this same delay as part its package of actions in January when it approved the supplemental appropriation and CIP amendment for the Silver Spring Transit Center project. Therefore, no further action by the Council is necessary.

4. ***Bethesda CBD Streetscape.*** The Executive is recommending deferring \$2 million of expenditures from FY18 to FY19, citing project delays related to undergrounding power lines (©18). However, it is difficult to identify a delay, since the project is not scheduled to begin construction for another two years. Furthermore, with the shift of funds the pattern of spending appears unrealistic:

Bethesda CBD Streetscape Expenditure Schedule (\$000)

	FY15	FY16	FY17	FY18	FY19
Approved CIP	0	60	2,183	2,472	2,401
Executive’s recommendation	0	60	2,183	472	4,401

**Council staff recommendation: Do not approve the proposed amendment.**

5. ***Traffic Signals.*** Once again the Executive is recommending reducing the funding for this project by \$2,007,000 (6.8%) over the six-year period (©19-20). This is a critical traffic safety project, funding the replacement or rehabilitation of faulty signals and adding new signals where warranted, including accessible pedestrian signals for the sight-impaired. The Council did not agree with the Executive’s nearly identical proposal when it reviewed CIP amendments last month. **Council staff recommendation: Do not approve the proposed amendment.**

6. ***Highway Services projects.*** In March the Council decided to postpone action on several supplemental appropriation and CIP amendments for resurfacing and other infrastructure maintenance projects by the Division of Highway Services. Due to shortfalls in FY15, the Executive now proposes forgoing his supplemental appropriation request for FY15 for the Permanent Patching :Residential/Rural Roads (©21) and Resurfacing: Primary/Arterial (©22-23) projects, and would program the new funding in FY16 instead. Similarly, he no longer recommends a FY15 supplemental appropriation for Resurfacing: Residential/Rural Roads (©24), and would program these funds in later years.

The Executive also forwarded four amendments should the Council stay with the spending affordability guidelines it approved in February (which he continues to oppose). Two of the amendments are Highway Services projects: Resurfacing: Residential/Rural Roads (©25) and Sidewalk & Curb Replacement (©26).

**Council staff recommendation: Do not approve these amendments at this time.** As noted when the supplemental appropriations were reviewed last month, the amount of funding that can be accelerated will be determined during the Council's CIP Reconciliation in May.

7. Chapman Avenue Extended. The Executive is once again recommending adjusting the funding sources in this project to reconcile his CIP recommendations (©27). **Council staff recommendation: Do not approve this amendment.** The council will make necessary funding source adjustments when it reconciles its CIP on May 14.

8. Metropolitan Branch Trail. At the April 20 worksession the Committee concurred with Council staff's recommendation to fund all phases of the project for completion by FY19, but it recommended that the cost reflect a somewhat wider bridge that would accommodate a 10'-wide trail and 2'-wide shy areas to the parapets. This increased the project cost by \$350,000 (©28).



OFFICE OF THE COUNTY EXECUTIVE  
ROCKVILLE, MARYLAND 20850

Isiah Leggett  
County Executive

**MEMORANDUM**

April 20, 2015

TO: George Leventhal, President, County Council

FROM: Isiah Leggett, County Executive 

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

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

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

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

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

**Amendments Due to Revenue Shortfalls**

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

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

- ✓ Colesville Depot Delays in permitting and the need to value engineer the project when construction bids were higher than anticipated have caused the project schedule to shift \$1.75 million in costs out of FY14 and FY15 into FY16.
- ✓ Capital Crescent Trail Delays at the state have resulted in further delays in FY15 expenditures (\$2 million).
- ✓ Montrose Parkway East Liquor bonds have been transferred from the State Participation Project to the Montrose Parkway East project. Through related funding switches with impact taxes, including funding switches in the Chapman Avenue Extended project, a savings of \$1 million in FY15 GO bonds is realized.

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

#### Amendments for High Priority Community Projects

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

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

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

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

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

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

**Amendments Recommended Only if Full Council Bond Capacity is Assumed**

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

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

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

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

**Other Schedule, Funding, and Technical Amendments**

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

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

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

George Leventhal, President

April 20, 2015

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

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

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

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

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

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

IL:jah

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

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

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

Circle #	PROJECT #	PROJECT NAME	EXPLANATION OF ADJUSTMENT	FY15-20 CHANGE	FUNDING SOURCES
<b>FY15-20 AMENDMENTS - SCHEDULE/FUNDING CHANGES ADDRESSING FY15 RECORDATION AND IMPACT TAXES SHORT-FALL</b>					
✓ 1	508527	Resurfacing: Primary/Arterial Roads	Shift funding previously recommended for a FY15 supplemental to FY16 due to FY15 revenue shortfalls	-	GO Bonds
✓ 2	501108	Permanent Patching: Residential/Rural Roads	Shift funding previously recommended for a FY15 supplemental to FY16 due to FY15 revenue shortfalls	-	GO Bonds
✓ 3	500511	Resurfacing: Residential/Rural Roads	Shift funding previously recommended for a FY15 supplemental to FY16 due to FY15 revenue shortfalls	-	GO Bonds
✓ 4	500709	Colesville Depot	Represents production delays	-	GO bonds
✓ 5	501316	Capital Crescent Trail	Represent additional production delays between FY15 and FY16 due to state delays	-	GO bonds
✓ 6	500717	Montrose Parkway East	Reflects transfer of \$1M in State Transportation Participation project liquor bonds and offsetting reduction in GO bonds. Also reflects impact tax and GO bond funding switch with the Chapman Avenue Extended project	-	GO bonds; liquor bonds; impact taxes
✓ 7	500719	Chapman Avenue Extended	Reflects impact tax and GO bond funding switches	-	GO bonds; impact taxes
5 8	501404	MCG Reconciliation PDF	Reflects FY15 GO bond, impact tax and recordation tax premium funding switches	-	GO Bonds, Impact Taxes, Recordation Tax Premium
<b>EXISTING PROJECTS - FY15-20 AMENDMENTS ADDRESSING COMMUNITY PRIORITIES</b>					
✓ 9	361202	Wheaton Library Recreation Center	Increase costs based on updated estimates which include higher costs for structured parking.	18,127	GO Bonds
✓ 10	501208	Stringtown Road	In conjunction with Subdivision Roads project, add road, intersection and pedestrian/bikeway improvements to reduce congestion and improve safety and mobility in Clarksburg. Leverages developer contributions	7,495	GO Bonds, Contributions
✓ 11	508000	Subdivision Roads	See above	3,196	GO Bonds, Contributions
12	720601	Cost Sharing	Amend scope to allocate already programmed funds and appropriation to match state bond funding for Cornerstone Montgomery, Inc.	-	Current Revenue
<b>EXISTING PROJECTS - FY15-20 - OTHER SCHEDULE ADJUSTMENTS, FUNDING SWITCHES, REALLOCATIONS, OTHER TECHNICAL CHANGES</b>					
13	076510	MCPS Funding Reconciliation Project	Accelerate \$6 million from FY18 to FY16 to allow for earlier MCPS spending. FY15 funding switches address schools impact taxes and recordation tax shortfalls without reducing MCPS FY15 funding	-	GO bonds

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

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

## Stringtown Road (P501208)

Category	Transportation	Date Last Modified	11/17/14
Sub Category	Roads	Required Adequate Public Facility	Yes
Administering Agency	Transportation (AAGE30)	Relocation Impact	None
Planning Area	Clarksburg	Status	Under Construction

	Total	Thru FY14	Rem FY14	Total 6 Years	FY 15	FY 16	FY 17	FY 18	FY 19	FY 20	Beyond 6 Yrs
<b>EXPENDITURE SCHEDULE (\$000s)</b>											
Planning, Design and Supervision	999	489	8	502	0	167	335	0	0	0	0
Land	62	4	0	58	0	58	0	0	0	0	0
Site Improvements and Utilities	643	0	0	643	0	0	643	0	0	0	0
Construction	6,296	4	0	6,292	0	2,292	4,000	0	0	0	0
Other	0	0	0	0	0	0	0	0	0	0	0
<b>Total</b>	<b>8,000</b>	<b>497</b>	<b>8</b>	<b>7,495</b>	<b>0</b>	<b>2,517</b>	<b>4,978</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>

	Total	Thru FY14	Rem FY14	Total 6 Years	FY 15	FY 16	FY 17	FY 18	FY 19	FY 20	Beyond 6 Yrs
<b>FUNDING SCHEDULE (\$000s)</b>											
Contributions	4,000	0	0	4,000	0	1,000	3,000	0	0	0	0
G.O. Bonds	4,000	497	8	3,495	0	1,517	1,978	0	0	0	0
<b>Total</b>	<b>8,000</b>	<b>497</b>	<b>8</b>	<b>7,495</b>	<b>0</b>	<b>2,517</b>	<b>4,978</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>

### APPROPRIATION AND EXPENDITURE DATA (000s)

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

Date First Appropriation	FY 11
First Cost Estimate	
Current Scope	FY 16
Last FY's Cost Estimate	505

#### Description

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

#### Estimated Schedule

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

#### Cost Change

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

#### Justification

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

#### Other

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

#### Fiscal Note

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

#### Coordination

Maryland National Capital Park and Planning Commission  
Developer

## Subdivision Roads Participation (P508000)

Category	Transportation	Date Last Modified	11/17/14
Sub Category	Roads	Required Adequate Public Facility	Yes
Administering Agency	Transportation (AAGE30)	Relocation Impact	None
Planning Area	Countywide	Status	Ongoing

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

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

OPERATING BUDGET IMPACT (\$000s)											
Energy				72	12	12	12	12	12	12	12
Maintenance				72	12	12	12	12	12	12	12
<b>Net Impact</b>				<b>144</b>	<b>24</b>						

### APPROPRIATION AND EXPENDITURE DATA (000s)

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

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

### Description

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

### Cost Change

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

### Justification

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

### Other

Status of individual sub-projects are as follows:

Sub-project		Status
Clarksburg-MD 355 to Snowden Farm Parkway		Preliminary Design Stage
Clarksburg-Town Center Connector Road		Final Design Stage

### Fiscal Note

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

### Disclosures

A pedestrian impact analysis has been completed for this project.

Expenditures will continue indefinitely.

### Coordination

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

## Stringtown Road (P501208)

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

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

	Total	Thru FY14	Rem FY14	Total 6 Years	FY 15	FY 16	FY 17	FY 18	FY 19	FY 20	Beyond 6 Yrs
<b>EXPENDITURE SCHEDULE (\$000s)</b>											
Planning, Design and Supervision	898	489	8	502	0	167	335	0	0	0	0
Land	62	4	0	58	0	58	0	0	0	0	0
Site Improvements and Utilities	643	0	0	643	0	0	643	0	0	0	0
Construction	6,296	4	0	6,282	0	2,292	4,000	0	0	0	0
Other	0	0	0	0	0	0	0	0	0	0	0
<b>Total</b>	<b>8,000</b>	<b>497</b>	<b>8</b>	<b>7,495</b>	<b>0</b>	<b>2,517</b>	<b>4,978</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>

<b>FUNDING SCHEDULE (\$000s)</b>											
Contributions	4,999	0	0	4,999	0	1,000	3,999	0	0	0	0
G.O. Bonds	3,000	497	8	3,495	0	1,517	1,978	0	0	0	0
<b>Total</b>	<b>8,000</b>	<b>497</b>	<b>8</b>	<b>7,495</b>	<b>0</b>	<b>2,517</b>	<b>4,978</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>

### APPROPRIATION AND EXPENDITURE DATA (000s)

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

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

#### Description

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

#### Estimated Schedule

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

#### Cost Change

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

#### Justification

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

#### Other

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

#### Fiscal Note

The total cost of this project is \$8.0M, of which <sup>6.0</sup>\$4.0M will be contributed by the developer. The developer will construct this project in accordance with the Road Participation Agreement and will seek impact tax credits in the future. In FY14, \$55,000 was transferred to this project from Father Hurley Blvd. Extended (CIP #500516).

#### Coordination

Maryland National Capital Park and Planning Commission  
 Developer

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## Subdivision Roads Participation (P508000)

Category	Transportation	Date Last Modified	11/17/14
Sub Category	Roads	Required Adequate Public Facility	Yes
Administering Agency	Transportation (AAGE30)	Relocation Impact	None
Planning Area	Countywide	Status	Ongoing

	Total	Thru FY14	Rem FY14	Total 6 Years	FY 15	FY 16	FY 17	FY 18	FY 19	FY 20	Beyond 6 Yrs
<b>EXPENDITURE SCHEDULE (\$000s)</b>											
Planning, Design and Supervision	2,341	184	349	1,808	144	800	414	70	330	50	0
Land	1,128	45	33	1,051	132	69	532	218	50	50	0
Site Improvements and Utilities	1,120	0	0	1,120	0	0	0	0	1,120	0	0
Construction	6,147	18	0	6,131	0	700	647	0	4,784	0	0
Other	0	0	0	0	0	0	0	0	0	0	0
<b>Total</b>	<b>10,737</b>	<b>245</b>	<b>382</b>	<b>10,110</b>	<b>276</b>	<b>1,569</b>	<b>1,593</b>	<b>288</b>	<b>6,284</b>	<b>100</b>	<b>0</b>

	Total	Thru FY14	Rem FY14	Total 6 Years	FY 15	FY 16	FY 17	FY 18	FY 19	FY 20	Beyond 6 Yrs
<b>FUNDING SCHEDULE (\$000s)</b>											
Contributions	1,700	129	371	1,200	0	0	0	0	1,200	0	0
G.O. Bonds	1,000	92	0	890	276	1,569	1,593	288	5,804	100	0
Intergovernmental	35	24	11	0	0	0	0	0	0	0	0
<b>Total</b>	<b>10,737</b>	<b>245</b>	<b>382</b>	<b>10,110</b>	<b>276</b>	<b>1,569</b>	<b>1,593</b>	<b>288</b>	<b>6,284</b>	<b>100</b>	<b>0</b>

	Total	Thru FY14	Rem FY14	Total 6 Years	FY 15	FY 16	FY 17	FY 18	FY 19	FY 20	Beyond 6 Yrs
<b>OPERATING BUDGET IMPACT (\$000s)</b>											
Energy				72	12	12	12	12	12	12	12
Maintenance				72	12	12	12	12	12	12	12
<b>Net Impact</b>				<b>144</b>	<b>24</b>						

### APPROPRIATION AND EXPENDITURE DATA (000s)

Appropriation Request	FY 16	3,200
Supplemental Appropriation Request		0
Transfer		0
Cumulative Appropriation		5,807
Expenditure / Encumbrances		495
Unencumbered Balance		5,112

Date First Appropriation	FY 80
First Cost Estimate	
Current Scope	FY 16 10,737
Last FY's Cost Estimate	7,804
Partial Closeout Thru	14,818
New Partial Closeout	245
Total Partial Closeout	14,863

#### Description

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

#### Cost Change

Cost Increase due to revised estimates for the improvements to the MD355/MD121/Clarksburg Road Intersection.

#### Justification

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

#### Other

Status of Individual sub-projects are as follows:

Sub-project	Status
Clarksburg-MD 355 to Snowden Farm Parkway	Preliminary Design Stage
Clarksburg-Town Center Connector Road	Final Design Stage

#### Fiscal Note

The developer is contributing \$500,000 to the design of the Clarksburg-Town Center Connector Road and ~~\$5,200,000~~ <sup>1,200,000</sup> for the improvements to the MD355/MD121/Clarksburg Road Intersection. Construction expenditures for Clarksburg-Town Center Connector Road are in FY16 and FY17 to reflect the current implementation schedule. Land acquisition and construction for Clarksburg-MD 355 to Snowden Farm Parkway will start in FY17.

#### Disclosures

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

#### Coordination

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

## State Transportation Participation (P500722)

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

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

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

	Total	FY 15	FY 16	FY 17	FY 18	FY 19	FY 20	Beyond 6 Yrs			
<b>FUNDING SCHEDULE (\$000s)</b>											
Contributions	2,400	0	0	2,400	312	563	700	665	160	0	0
G.O. Bonds	3,881	1,000	458	2,423	13	17	0	0	1,393	1,000	0
Impact Tax	610	610	0	0	0	0	0	0	0	0	0
Revenue Bonds: Liquor Fund	62,521	48,298	16,223	0	0	0	0	0	0	0	0
State Aid	16,463	14,463	0	2,000	0	0	2,000	0	0	0	0
<b>Total</b>	<b>85,875</b>	<b>62,371</b>	<b>16,681</b>	<b>6,823</b>	<b>325</b>	<b>580</b>	<b>2,700</b>	<b>665</b>	<b>1,553</b>	<b>1,000</b>	<b>0</b>

### APPROPRIATION AND EXPENDITURE DATA (000s)

Appropriation Request	FY 16	1,580
Supplemental Appropriation Request		0
Transfer		0
Cumulative Appropriation	<b>79,377</b>	<b>84,877</b>
Expenditure / Encumbrances		62,372
Unencumbered Balance		19,005

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

#### Description

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

#### Cost Change

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

#### Justification

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

#### Other

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

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

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

#### Fiscal Note

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## State Transportation Participation (P500722)

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

\$1,000,000 in liquor bonds was transferred to the Rapid Transit System project and \$1,000,000 was transferred to the Montrose Parkway East project.

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

### **Coordination**

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

## Rapid Transit System (P501318)

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

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

Total	Thru FY14	Rem FY14	Total 6 Years	FY 15	FY 16	FY 17	FY 18	FY 19	FY 20	Beyond 6 Yrs
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### EXPENDITURE SCHEDULE (\$000s)

	Total	Thru FY14	Rem FY14	Total 6 Years	FY 15	FY 16	FY 17	FY 18	FY 19	FY 20	Beyond 6 Yrs
Planning, Design and Supervision	2,121	593	28	1,500	500	1,000	0	0	0	0	0
Land	4	4	0	0	0	0	0	0	0	0	0
Site Improvements and Utilities	0	0	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0	0
Other	0	0	0	0	0	0	0	0	0	0	0
<b>Total</b>	<b>2,125</b>	<b>597</b>	<b>28</b>	<b>1,500</b>	<b>500</b>	<b>1,000</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>

### FUNDING SCHEDULE (\$000s)

	Total	Thru FY14	Rem FY14	Total 6 Years	FY 15	FY 16	FY 17	FY 18	FY 19	FY 20	Beyond 6 Yrs
Mass Transit Fund	625	597	28	0	0	0	0	0	0	0	0
Revenue Bonds: Liquor Fund	1,000	0	0	1,000	0	1,000	0	0	0	0	0
State Aid	500	0	0	500	500	0	0	0	0	0	0
<b>Total</b>	<b>2,125</b>	<b>597</b>	<b>28</b>	<b>1,500</b>	<b>500</b>	<b>1,000</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>

### APPROPRIATION AND EXPENDITURE DATA (000s)

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

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

#### Description

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

#### Estimated Schedule

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

#### Cost Change

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

#### Justification

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

#### Other

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

#### Fiscal Note

MDOT will manage facility planning for the MD 355 and US 29 corridors and has agreed to provide \$500,000 per year in FY15 for County oversight. \$1,000,000 in liquor bonds was transferred from the State Transportation Participation project.

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

#### Coordination

Maryland Department of Transportation, Washington Metropolitan Area Transit Authority, M-NCPPC, City of Rockville, City of Gaithersburg, Montgomery County Rapid Transit Steering Committee, State Transportation Participation project (#500722)

## Montrose Parkway East (P500717)

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

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

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

	Total	Thru FY14	Rem FY14	Total 6 Years	FY 15	FY 16	FY 17	FY 18	FY 19	FY 20	Beyond 6 Yrs
<b>FUNDING SCHEDULE (\$000s)</b>											
EDAET	504	504	0	0	0	0	0	0	0	0	0
G.O. Bonds	91,848	4,163	4,945	38,188	198	1,694	81	1,000	21,321	13,894	44,552
Impact Tax	19,891	751	1,198	11,597	5,452	0	799	0	2,984	2,362	6,345
Intergovernmental	83	0	0	0	0	0	0	0	0	0	83
Recordation Tax Premium	6,564	463	451	0	0	0	0	0	0	0	5,650
Revenue Bonds: Liquor Fund	1,000	0	0	1,000	1,000	0	0	0	0	0	0
<b>Total</b>	<b>119,890</b>	<b>5,881</b>	<b>6,594</b>	<b>50,785</b>	<b>6,650</b>	<b>1,694</b>	<b>880</b>	<b>1,000</b>	<b>24,305</b>	<b>16,256</b>	<b>56,630</b>

### APPROPRIATION AND EXPENDITURE DATA (000s)

Appropriation Request	FY 16	694
Supplemental Appropriation Request		0
Transfer		0
Cumulative Appropriation	<b>20,176</b>	<b>19,476</b>
Expenditure / Encumbrances		6,103
Unencumbered Balance		13,073

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

#### Description

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

#### Capacity

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

#### Estimated Schedule

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

#### Justification

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

#### Other

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

#### Fiscal Note

## Montrose Parkway East (P500717)

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

### **Disclosures**

A pedestrian impact analysis has been completed for this project.

### **Coordination**

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

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

### APPROPRIATION AND EXPENDITURE DATA (000s)

Appropriation Request	FY 16	2,886	Date First Appropriation	FY 15
Supplemental Appropriation Request		0	First Cost Estimate	
Transfer		0	Current Scope	FY 15
Cumulative Appropriation		4,668	Last FY's Cost Estimate	95,856
Expenditure / Encumbrances		0		
Unencumbered Balance		4,668		

#### Description

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

#### Estimated Schedule

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

#### Justification

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

#### Other

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

#### Fiscal Note

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

#### Coordination

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

## Colesville Depot (P500709)

Category	Transportation	Date Last Modified	11/17/14
Sub Category	Highway Maintenance	Required Adequate Public Facility	No
Administering Agency	General Services (AAGE29)	Relocation Impact	None
Planning Area	Aspen Hill	Status	Preliminary Design Stage

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

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

<b>OPERATING BUDGET IMPACT (\$000s)</b>											
Energy				111	0	25	43	43	0	0	0
Maintenance				129	0	29	50	50	0	0	0
<b>Net Impact</b>				<b>240</b>	<b>0</b>	<b>54</b>	<b>93</b>	<b>93</b>	<b>0</b>	<b>0</b>	<b>0</b>

### APPROPRIATION AND EXPENDITURE DATA (000s)

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

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

#### Description

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

#### Location

14335 Cape May Road, Silver Spring, MD. 20904

#### Estimated Schedule

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

#### Justification

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

#### Other

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

#### Fiscal Note

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

#### Disclosures

A pedestrian impact analysis has been completed for this project.

#### Coordination

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

## Bethesda CBD Streetscape (P500102)

Category	Transportation	Date Last Modified	11/17/14
Sub Category	Roads	Required Adequate Public Facility	Yes
Administering Agency	Transportation (AAGE30)	Relocation Impact	None
Planning Area	Bethesda-Chevy Chase	Status	Preliminary Design Stage

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

<b>FUNDING SCHEDULE (\$000s)</b>											
G.O. Bonds	8,214	413	685	7,116	0	60	2,183	472	4,401	0	0
<b>Total</b>	<b>8,214</b>	<b>413</b>	<b>685</b>	<b>7,116</b>	<b>0</b>	<b>60</b>	<b>2,183</b>	<b>472</b>	<b>4,401</b>	<b>0</b>	<b>0</b>

### APPROPRIATION AND EXPENDITURE DATA (000s)

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

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

#### Description

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

#### Estimated Schedule

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

#### Justification

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

#### Other

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

#### Fiscal Note

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

#### Disclosures

A pedestrian impact analysis has been completed for this project.

#### Coordination

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

## Traffic Signals (P507154)

Category	Transportation	Date Last Modified	11/17/14
Sub Category	Traffic Improvements	Required Adequate Public Facility	No
Administering Agency	Transportation (AAGE30)	Relocation Impact	None
Planning Area	Countywide	Status	Ongoing

	Total	Thru FY14	Rem FY14	Total 6 Years	FY 15	FY 16	FY 17	FY 18	FY 19	FY 20	Beyond 6 Yrs
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### EXPENDITURE SCHEDULE (\$000s)

	Total	Thru FY14	Rem FY14	Total 6 Years	FY 15	FY 16	FY 17	FY 18	FY 19	FY 20	Beyond 6 Yrs
Planning, Design and Supervision	6,854	2,245	0	4,408	784	725	725	725	725	725	0
Land	0	0	0	0	0	0	0	0	0	0	0
Site Improvements and Utilities	26,541	1,931	1,626	22,984	4,441	4,000	2,257	3,486	5,150	3,650	0
Construction	67	67	0	0	0	0	0	0	0	0	0
Other	83	64	19	0	0	0	0	0	0	0	0
<b>Total</b>	<b>33,345</b>	<b>4,307</b>	<b>1,645</b>	<b>27,393</b>	<b>5,225</b>	<b>4,725</b>	<b>2,982</b>	<b>4,211</b>	<b>5,875</b>	<b>4,375</b>	<b>0</b>

### FUNDING SCHEDULE (\$000s)

G.O. Bonds	22,744	1,733	1,645	19,366	1,494	3,601	1,806	4,091	4,951	3,423	0
Recordation Tax Premium	10,601	2,574	0	8,027	3,731	1,124	1,176	120	924	952	0
<b>Total</b>	<b>33,345</b>	<b>4,307</b>	<b>1,645</b>	<b>27,393</b>	<b>5,225</b>	<b>4,725</b>	<b>2,982</b>	<b>4,211</b>	<b>5,875</b>	<b>4,375</b>	<b>0</b>

### OPERATING BUDGET IMPACT (\$000s)

Energy				504	24	48	72	96	120	144
Maintenance				252	12	24	36	48	60	72
Program-Staff				450	50	50	50	100	100	100
<b>Net Impact</b>				<b>1,206</b>	<b>86</b>	<b>122</b>	<b>158</b>	<b>244</b>	<b>280</b>	<b>316</b>
Full Time Equivalent (FTE)					1.0	1.0	1.0	2.0	2.0	2.0

### APPROPRIATION AND EXPENDITURE DATA (000s)

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

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

#### Description

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

#### Cost Change

Decrease due to fiscal capacity and capitalization of prior year expenditures

#### Justification

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

#### Other

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

#### Fiscal Note

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

#### Disclosures

## Traffic Signals (P507154)

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

Expenditures will continue indefinitely.

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

### **Coordination**

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

## Permanent Patching: Residential/Rural Roads (P501106)

Category	Transportation	Date Last Modified	11/17/14
Sub Category	Highway Maintenance	Required Adequate Public Facility	No
Administering Agency	Transportation (AAGE30)	Relocation Impact	None
Planning Area	Countywide	Status	Ongoing

Total	Thru FY14	Rem FY14	Total 8 Years	FY 15	FY 16	FY 17	FY 18	FY 19	FY 20	Beyond 6 Yrs
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EXPENDITURE SCHEDULE (\$000s)											
Planning, Design and Supervision	4,706	1	2,020	2,685	435	585	435	210	435	585	0
Land	0	0	0	0	0	0	0	0	0	0	0
Site Improvements and Utilities	0	0	0	0	0	0	0	0	0	0	0
Construction	30,686	14,599	872	15,215	2,485	3,315	2,465	1,190	2,465	3,315	0
Other	0	0	0	0	0	0	0	0	0	0	0
<b>Total</b>	<b>35,392</b>	<b>14,600</b>	<b>2,892</b>	<b>17,900</b>	<b>2,900</b>	<b>3,900</b>	<b>2,900</b>	<b>1,400</b>	<b>2,900</b>	<b>3,900</b>	<b>0</b>

FUNDING SCHEDULE (\$000s)											
G.O. Bonds	34,400	13,608	2,892	17,900	2,900	3,900	2,900	1,400	2,900	3,900	0
State Aid	992	992	0	0	0	0	0	0	0	0	0
<b>Total</b>	<b>35,392</b>	<b>14,600</b>	<b>2,892</b>	<b>17,900</b>	<b>2,900</b>	<b>3,900</b>	<b>2,900</b>	<b>1,400</b>	<b>2,900</b>	<b>3,900</b>	<b>0</b>

### APPROPRIATION AND EXPENDITURE DATA (000s)

Appropriation Request	FY 16	3,900
Supplemental Appropriation Request		0
Transfer		0
Cumulative Appropriation		20,382
Expenditure / Encumbrances		14,601
Unencumbered Balance		5,791

Date First Appropriation	FY 11	
First Cost Estimate		
Current Scope	FY 15	35,392
Last FY's Cost Estimate		34,882
Partial Closeout Thru		0
New Partial Closeout		0
Total Partial Closeout		0

### Description

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

### Cost Change

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

### Justification

In FY09, the Department of Transportation instituted a pavement management system. This system provides for systematic physical condition surveys. The physical condition surveys note the type, level, and extent of residential pavement deterioration combined with average daily traffic and other usage characteristics. This information is used to calculate specific pavement ratings, types of repair strategies needed, and associated repair costs, as well as the overall Pavement Condition Index (PCI) of the entire residential network. The system also provides for budget optimization and a systematic approach to maintaining a healthy residential pavement inventory. The updated 2013 pavement condition survey indicated that 180 lane miles (4 percent) of residential pavement have fallen into the lowest possible category and are in need of structural patching. Typically, pavements rated in this category require between 15-20 percent permanent patching per lane mile. Physical condition inspections of residential pavements will occur on a 2-3 year cycle.

### Fiscal Note

\$36 million is the annual cost required to maintain the current Countywide Pavement Condition Index of 68 for residential and rural roads. Related CIP projects include Residential and Rural Road Rehabilitation (#500914) and Resurfacing: Residential/Rural Roads (#500511).

### Disclosures

Expenditures will continue indefinitely.

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

### Coordination

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

## Resurfacing: Primary/Arterial (P508527)

Category	Transportation	Date Last Modified	11/17/14
Sub Category	Highway Maintenance	Required Adequate Public Facility	No
Administering Agency	Transportation (AAGE30)	Relocation Impact	None
Planning Area	Countywide	Status	Ongoing

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

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

### APPROPRIATION AND EXPENDITURE DATA (000s)

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

Date First Appropriation	FY 85
First Cost Estimate	
Current Scope	FY 16
	54,568
Last FY's Cost Estimate	59,917
Partial Closeout Thru	98,515
New Partial Closeout	9,528
Total Partial Closeout	106,043

### Description

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

### Cost Change

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

### Justification

Primary and arterial roadways provide transport support for tens of thousands of trips each day. Primary and arterial roads connect diverse origins and destinations that include commercial, retail, industrial, residential, places of worship, recreation, and community facilities. The repair of the County's primary and arterial roadway infrastructure is critical to mobility throughout the County. In addition, the state of disrepair of the primary and arterial roadway system causes travel delays, increased traffic congestion, and compromises the safety and ease of travel along all primary and arterial roads which includes pedestrians and bicyclists. Well maintained road surfaces increase safety and assist in the relief of traffic congestion. In FY09, the Department of Transportation instituted a contemporary pavement management system. This system provides for systematic physical condition surveys and subsequent ratings of all primary/arterial pavements as well as calculating the rating health of the primary roadway network as a whole. Physical condition inspections of the pavements will occur on a 2-3 year cycle. The physical condition surveys note the type, level, and extent of primary/arterial pavement deterioration combined with average daily traffic and other usage characteristics. This information is used to calculate specific pavement ratings, types of repair strategies needed, and associated repair costs, as well as the overall Pavement Condition Index (PCI) of the entire primary/arterial network. The system also provides for budget optimization and recommends annual budgets for a systematic approach to maintaining a healthy primary/arterial pavement inventory.

### Other

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

### Fiscal Note

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

### Disclosures

A pedestrian impact analysis has been completed for this project.

Expenditures will continue indefinitely.

### Coordination

**Resurfacing: Primary/Arterial (P508527)**

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

## Resurfacing: Residential/Rural Roads (P500511)

Category	Transportation	Date Last Modified	11/17/14
Sub Category	Highway Maintenance	Required Adequate Public Facility	No
Administering Agency	Transportation (AAGE30)	Relocation Impact	None
Planning Area	Countywide	Status	Ongoing

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

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

### APPROPRIATION AND EXPENDITURE DATA (000s)

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

Date First Appropriation	FY 05
First Cost Estimate	
Current Scope	FY 15
	112,964
Last FY's Cost Estimate	115,664
Partial Closeout Thru	0
New Partial Closeout	0
Total Partial Closeout	0

#### Description

This project provides for the permanent patching and resurfacing of rural and residential roadways using durable hot mix asphalt to restore long-term structural integrity to the aging rural and residential roadway infrastructure. The County maintains a combined total of 4,210 lane miles of rural and residential roads. Preventative maintenance includes full-depth patching of distressed areas of pavement in combination with a new hot mix asphalt wearing surface of 1-inch to 2-inches depending on the levels of observed distress. A portion of this work will be performed by the county in-house paving crew.

#### Cost Change

Reflects reallocation of highway maintenance funds between projects and years.

#### Justification

In FY09, the Department of Transportation instituted a contemporary pavement management system. This system provides for systematic physical condition surveys. The surveys note the type, level, and extent of residential pavement deterioration combined with average daily traffic and other usage characteristics. This information is used to calculate specific pavement ratings, types of repair strategies needed, and associated repair cost, as well as the overall Pavement Condition Index (PCI) of the entire residential network. The system also provides for budget optimization and a systematic approach to maintaining a healthy residential pavement inventory. The latest 2013 survey indicated that the current cost of the countywide backlog on road repairs is \$211.1 million. This represents 58 percent of total residential infrastructure pavement repair needs. Physical condition inspections of residential pavements will occur on a 2-3 year cycle.

#### Other

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

#### Fiscal Note

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

#### Disclosures

Expenditures will continue indefinitely.

#### Coordination

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

Resurfacing: Residential/Rural Roads (P500511)

If at SAG limits

Category Transportation Date Last Modified 11/17/14  
 Sub Category Highway Maintenance Required Adequate Public Facility No  
 Administering Agency Transportation (AAGE30) Relocation Impact None  
 Planning Area Countywide Status Ongoing

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

<b>FUNDING SCHEDULE (\$000s)</b>											
Current Revenue: General	309	309	0	0	0	0	0	0	0	0	0
G.O. Bonds	118,038	64,915	2,323	60,800	19,000	14,800	5,500	2,500	8,500	10,500	0
PAYGO	1,617	1,617	0	0	0	0	0	0	0	0	0
<b>Total</b>	<b>119,964</b>	<b>66,841</b>	<b>2,323</b>	<b>60,800</b>	<b>19,000</b>	<b>14,800</b>	<b>5,500</b>	<b>2,500</b>	<b>8,500</b>	<b>10,500</b>	<b>0</b>

APPROPRIATION AND EXPENDITURE DATA (000s)

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

Date First Appropriation	FY 05
First Cost Estimate	
Current Scope	FY 16 119,964
Last FY's Cost Estimate	115,664
Partial Closeout Thru	0
New Partial Closeout	0
Total Partial Closeout	0

**Description**

This project provides for the permanent patching and resurfacing of rural and residential roadways using durable hot mix asphalt to restore long-term structural integrity to the aging rural and residential roadway infrastructure. The County maintains a combined total of 4,210 lane miles of rural and residential roads. Preventative maintenance includes full-depth patching of distressed areas of pavement in combination with a new hot mix asphalt wearing surface of 1-inch to 2-inches depending on the levels of observed distress. A portion of this work will be performed by the county in-house paving crew.

**Cost Change**

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

**Justification**

In FY09, the Department of Transportation instituted a contemporary pavement management system. This system provides for systematic physical condition surveys. The surveys note the type, level, and extent of residential pavement deterioration combined with average daily traffic and other usage characteristics. This information is used to calculate specific pavement ratings, types of repair strategies needed, and associated repair cost, as well as the overall Pavement Condition Index (PCI) of the entire residential network. The system also provides for budget optimization and a systematic approach to maintaining a healthy residential pavement inventory. The latest 2013 survey indicated that the current cost of the countywide backlog on road repairs is \$211.1 million. This represents 58 percent of total residential infrastructure pavement repair needs. Physical condition inspections of residential pavements will occur on a 2-3 year cycle.

**Other**

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

**Fiscal Note**

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

**Disclosures**

Expenditures will continue indefinitely.

**Coordination**

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

Sidewalk & Curb Replacement (P508182)

If at SAG limits

Category Transportation Date Last Modified 11/17/14  
 Sub Category Highway Maintenance Required Adequate Public Facility No  
 Administering Agency Transportation (AAGE30) Relocation Impact None  
 Planning Area Countywide Status Ongoing

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

	Total	FY14	FY15	FY16	FY17	FY18	FY19	FY20	Beyond 6 Yrs
<b>FUNDING SCHEDULE (\$000s)</b>									
Contributions	4,259	499	760	3,000	500	500	500	500	0
G.O. Bonds	38,457	5,957	0	32,500	6,200	5,800	3,800	5,300	0
<b>Total</b>	<b>42,716</b>	<b>6,456</b>	<b>760</b>	<b>35,500</b>	<b>6,700</b>	<b>6,300</b>	<b>4,300</b>	<b>5,800</b>	<b>0</b>

APPROPRIATION AND EXPENDITURE DATA (000s)

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

Date First Appropriation	FY 81
First Cost Estimate	
Current Scope	FY 16 42,716
Last FY's Cost Estimate	56,059
Partial Closeout Thru	108,966
New Partial Closeout	6,456
Total Partial Closeout	115,422

**Description**

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

**Cost Change**

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

**Justification**

Curbs, gutters, and sidewalks have a service life of 30 years. Freeze/thaw cycles, de-icing materials, tree roots, and vehicle loads accelerate concrete failure. The County should replace 70 miles of curbs and gutters and 35 miles of sidewalks annually to provide for a 30 year cycle. Deteriorated curbs, gutters, and sidewalks are safety hazards to pedestrians and motorists, increase liability risks, and allow water to infiltrate into the sub-base causing damage to roadway pavements. Settled or heaved concrete can trap water and provide breeding places for mosquitoes. A Countywide inventory of deteriorated concrete was performed in the late 1980's. Portions of the Countywide survey are updated during the winter season. The March 2014 Report of the Infrastructure Maintenance Task Force identified an annual replacement program level of effort based on a 30-year life for curbs and gutters.

**Other**

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

**Fiscal Note**

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

**Disclosures**

Expenditures will continue indefinitely.

**Coordination**

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

## Chapman Avenue Extended (P500719)

Category	Transportation	Date Last Modified	11/17/14
Sub Category	Roads	Required Adequate Public Facility	No
Administering Agency	Transportation (AAGE30)	Relocation Impact	None
Planning Area	North Bethesda-Garrett Park	Status	Final Design Stage

	Total	Thru FY14	Rem FY14	Total 6 Years	FY 15	FY 16	FY 17	FY 18	FY 19	FY 20	Beyond 6 Yrs
<b>EXPENDITURE SCHEDULE (\$000s)</b>											
Planning, Design and Supervision	1,532	721	0	811	268	543	0	0	0	0	0
Land	14,164	11,814	1,105	1,245	1,000	245	0	0	0	0	0
Site Improvements and Utilities	2,005	19	1,132	854	754	100	0	0	0	0	0
Construction	3,662	279	0	3,383	1,160	2,223	0	0	0	0	0
Other	0	0	0	0	0	0	0	0	0	0	0
<b>Total</b>	<b>21,363</b>	<b>12,833</b>	<b>2,237</b>	<b>6,293</b>	<b>3,182</b>	<b>3,111</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>

<b>FUNDING SCHEDULE (\$000s)</b>											
G.O. Bonds	14,501	8,926	1,470	4,105	1,061	3,044	0	0	0	0	0
Impact Tax	6,818	3,907	767	2,144	2,077	67	0	0	0	0	0
Intergovernmental	44	0	0	44	44	0	0	0	0	0	0
<b>Total</b>	<b>21,363</b>	<b>12,833</b>	<b>2,237</b>	<b>6,293</b>	<b>3,182</b>	<b>3,111</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>

<b>OPERATING BUDGET IMPACT (\$000s)</b>											
Energy				12	0	0	3	3	3	3	3
Maintenance				12	0	0	3	3	3	3	3
<b>Net Impact</b>				<b>24</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>6</b>	<b>6</b>	<b>6</b>	<b>6</b>

### APPROPRIATION AND EXPENDITURE DATA (000s)

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

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

#### Description

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

#### Location

North Bethesda-Garrett Park

#### Estimated Schedule

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

#### Justification

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

#### Fiscal Note

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

#### Disclosures

A pedestrian impact analysis has been completed for this project.

#### Coordination

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

## Metropolitan Branch Trail (P501110)

Category	Transportation	Date Last Modified	4/21/14
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 FY13	Est FY14	Total 8 Years	FY 15	FY 16	FY 17	FY 18	FY 19	FY 20	Beyond 6 Yrs
<b>EXPENDITURE SCHEDULE (\$000s)</b>											
Planning, Design and Supervision	2681	776	1,044	861	0	200	100	361	200	0	0
Land	2,990	8	22	2,980	1,740	1,220	0	0	0	0	0
Site Improvements and Utilities	386,384	0	0	386,384	0	50	0	336	334	0	0
Construction	1,277,856	0	0	1,277,856	455,000	447,500	575,356	1,478	1,478	0	0
Other	1,243	0	0	1,243	0	0	0	0	1,243	0	0
<b>Total</b>	<b>2,938,474</b>	<b>784</b>	<b>1,066</b>	<b>16,093</b>	<b>1,740</b>	<b>19,250</b>	<b>4,576</b>	<b>6,460</b>	<b>3,392</b>	<b>1,742</b>	<b>0</b>
<b>FUNDING SCHEDULE (\$000s)</b>											
G.O. Bonds	1,821,857	784	1,066	16,093	1,740	19,250	4,576	6,460	3,392	1,742	0
<b>Total</b>	<b>1,821,857</b>	<b>784</b>	<b>1,066</b>	<b>16,093</b>	<b>1,740</b>	<b>19,250</b>	<b>4,576</b>	<b>6,460</b>	<b>3,392</b>	<b>1,742</b>	<b>0</b>
<b>OPERATING BUDGET IMPACT (\$000s)</b>											
Energy				2	0	0	0	0	1	1	
Maintenance				2	0	0	0	0	1	1	
<b>Net Impact</b>				<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>2</b>	

APPROPRIATION AND EXPENDITURE DATA (000s)			
Appropriation Request	FY 13-16	1,400	1,149
Appropriation Request Est.	FY 17-19	1,894	6,819
Supplemental Appropriation Request		0	
Transfer		0	
Cumulative Appropriation		2,936	
Expenditure / Encumbrances		1,623	
Unencumbered Balance		1,313	

  

Date First Appropriation FY 11	
First Cost Estimate	
Current Scope	FY 13-16 12,447 17,942
Last FY's Cost Estimate	12,147

**Description** *the design, land acquisition, utility relocations and construction of the*  
 This project provides for completing preliminary engineering and final engineering necessary to obtain CSX and WMATA approvals for the 0.82 mile segment of this trail in Montgomery County between the end of the existing trail in Takoma Park and the Silver Spring Transit Center. The trail will be designed to be 8 feet to 10 feet in width. This project also includes the land acquisition, site improvements, utility relocations, and construction of the project from the Silver Spring Transit Center to the east side of Georgia Avenue, including a new or expanded bridge over Georgia Avenue, as well as the segment along Fenton Street, from King Street to the north end of the existing trail. The construction will be performed in two phases; the second phase will construct the trail across the historic rail station property and will include the crossing over Georgia Avenue. *the second phase extends the trail to Georgia Avenue and the final phase constructs a new bridge over Georgia Avenue and extends the trail to Ripley Street.*

The design will also include a grade-separated crossing of Burlington Avenue, the narrowing of Selim Road, the trail segment on King Street, and the construction of new retaining walls and reconstruction of existing retaining walls.

**Estimated Schedule**

Final design will be completed in FY14. Land acquisition will be completed in FY16. Utility relocations will be completed in FY18. Construction will begin in FY16 and will be completed in FY18.

**Justification**

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

**Other**

The County is currently negotiating with the Maryland Historical Trust regarding right-of-way impacts and the final alignment of a pedestrian bridge crossing over Georgia Avenue. The initial design for this project was funded through Facility Planning: Transportation (CIP #509337). The expenditures reflects 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.

**Fiscal Note**

Federal Transportation Enhancement Funds will be pursued after property acquisition is complete.

**Disclosures**

A pedestrian impact analysis has been completed for this project.

**Coordination**

Washington Metropolitan Area Transit Authority, GSX-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