

GO COMMITTEE #1  
July 23, 2015

**MEMORANDUM**

July 22, 2015

TO: Government Operations & Fiscal Policy (GO) Committee  
FROM: Glenn Orlin<sup>GO</sup>, Deputy Council Staff Director  
SUBJECT: FY16 Budget Savings Plan

In aggregate the six Council Committees, to date, have recommended \$35,680,351 in reductions to the FY16 Operating Budget and Current Revenue in the Capital Improvements Program (CIP). The Council has the opportunity to augment this reduction by \$18,230,000 by recognizing the following capital projects deferrals that have occurred since amendments to the CIP were approved in May:

- **Bethesda Metro Station South Entrance.** This project's schedule is tied to that of the Purple Line, and it is currently programmed according to a prior schedule that assumed the Purple's Line's construction would begin in late FY15. However, due to the State's re-evaluation of the project, it now anticipates that construction will begin in FY16, a year's delay. To properly account for this delay, the expenditure schedule should be reflected in the CIP. A revised project description form (PDF) reflecting the Maryland Transit Administration's most recent cost and timing estimate, is on ©1. Note that its estimate of the total cost of the project has increased by \$1,972,000 (+3.4%), to \$59,582,000.
- **Council Office Building Renovations.** In April the Council approved this project based on the assumption that detailed design would begin in late FY15, construction would begin in mid-FY16, with completion in late FY17. However, the Chief Administrative Officer has decided that the project must be re-bid to include both the energy savings work and the reconfiguration of the 4<sup>th</sup>, 5<sup>th</sup>, and 6<sup>th</sup> Floors. The Department of General Services has advised us that this will defer the schedule of the project by one year. Again, the expenditure schedule in the CIP should be amended to reflect this delay. A revised cost PDF is on ©2.

Together these two projects would defer the use of G.O. Bond proceeds by \$18,230,000 from FY16. Five other CIP amendments would be needed to translate these deferrals into Current Revenue reductions in FY16:

- **Clarksburg/Damascus MS (New):** substitute the remaining \$15,077,000 in School Recordation Tax funds in FY16 with G.O. Bonds. This would be in addition to the \$1,009,000 already recommended to be substituted by the Executive and the Education Committee (©3).
- **Current Revitalizations/Expansions:** substitute \$1,984,000 in School Recordation Tax funds in FY16 with G.O. Bonds (©4).
- **Technology Modernization:** substitute \$17,061,000 more in Current Revenue in FY16 with School Recordation Tax funds. This would be in addition to the \$1,009,000 already recommended to be substituted by the Executive and the Education Committee (©5).

- Resurfacing: Primary/Arterial: substitute \$1,169,000 in Recordation Tax Premium funds in FY16 with G.O. Bonds (©6-7).
- Street Tree Preservation: substitute \$1,169,000 in Current Revenue in FY16 with Recordation Tax Premium funds (©8-9).

It is important to emphasize that, unlike most of the other recommendations from the Committees, this package of CIP amendments represents cost deferrals, not reductions. The \$18,230,000 would not be spent in FY16 and could be used towards building a larger cushion for the FY16 and FY17 Operating Budgets. On the other hand, these costs would be shifted to later years in the CIP, especially FYs17-18. Below is a chart showing the G.O. Bond reserve, by year, for the FY15-20 CIP as amended by the Council in May. The chart also shows by how much the reserve would be diminished by approving this package (dollars in \$000):

	FY15	FY16	FY17	FY18	FY19	FY20	Total
May 2015 reserve	0	14521	15779	17182	19436	35236	102154
Package changes	0	+2153*	-9669	-12427	-1186	-1137	-22266**
New reserve	0	16674	6110	4755	18250	34099	79888

\* \$2,153,000 in G.O. Bonds is programmed in Bethesda Metro Station South Entrance and COB Renovations that were not spent. Because this counted against the Spending Affordability Guideline in FY15, this is fiscal capacity that can be used in FY16.

\*\* The package itself draws down \$18,230,000 in G.O. Bond funds. However, MTA's new estimate is \$1,972,000 higher, and it estimates that \$2,064,000 of the amount currently programmed beyond the CIP period (i.e., in FY21) would be spent within the CIP period. Together these three elements mean that the drawdown within the CIP period would be \$22,266,000.

The May 2015 CIP reserved 4.53% of the G.O. Bond funds available for use. If the package is approved, the reserve would represent 3.54% of funds available for use.

In September the GO Committee will take up the Spending Affordability Guidelines for the upcoming FY17-22 CIP. The Council must adopt the new guidelines by October 6, 2015. These guidelines—which must be based on what the Council believes is affordable debt, not based on the need for capital resources—will determine how tight the next CIP will be in FY17 and subsequent years.

# Bethesda Metro Station South Entrance (P500929)

Category	Transportation	Date Last Modified	11/17/14
Sub Category	Mass Transit	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	1,565	1,565	0	1,565	0	0	0	0	0	0	0
Land	0	0	0	0	0	0	0	0	0	0	0
Site Improvements and Utilities	0	0	0	0	0	0	0	0	0	0	0
Construction	5,807	48,945	0	54,752	0	2,901	3,433	13,845	14,278	12,358	13,437
Other	0	0	0	0	0	0	0	0	0	0	0
<b>Total</b>	<b>5,807</b>	<b>48,945</b>	<b>0</b>	<b>54,752</b>	<b>0</b>	<b>2,901</b>	<b>3,433</b>	<b>13,845</b>	<b>14,278</b>	<b>12,358</b>	<b>13,437</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>											
G.O. Bonds	5,377	301	0	5,678	0	0	0	1,225	1,428	12,358	13,437
PAYGO	795	795	0	795	0	0	0	0	0	0	0
Revenue Bonds: Liquor Fund	5,000	469	0	5,469	0	2,901	4,531	1,630	0	0	0
<b>Total</b>	<b>5,972</b>	<b>1,565</b>	<b>0</b>	<b>5,678</b>	<b>0</b>	<b>2,901</b>	<b>3,433</b>	<b>13,845</b>	<b>14,278</b>	<b>12,358</b>	<b>13,437</b>

### APPROPRIATION AND EXPENDITURE DATA (000s)

Appropriation Request	FY 16	0
Supplemental Appropriation Request		0
Transfer		0
Cumulative Appropriation		16,100
Expenditure / Encumbrances		1,565
Unencumbered Balance		14,535

Date First Appropriation	FY 09
First Cost Estimate	
Current Scope	FY 16/16 5,972,57,610
Last FY's Cost Estimate	57,610

### Description

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

### Estimated Schedule

Design: Fall FY10 through FY15. Construction: To take 30 months but must be coordinated and implemented as part of the State Purple Line project that is dependent upon State and Federal funding. The schedule assumes a ~~6-month~~ <sup>12 month</sup> delay as a result of likely state delays.

### Other

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

### Fiscal Note

The funds for this project were initially programmed in the State Transportation Participation project. Appropriation of \$5 million for design was transferred from the State Transportation Participation project in FY09. The construction date for the project remains uncertain and is directly linked to the Purple Line construction at the Bethesda Station. Project schedule and cost may change as a result of MTA pursuit of public private partnership for the Purple Line.

### Coordination

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



## Council Office Building Renovations (P010100)

Category  
Subcategory  
Administering Agency  
Planning Area

General Government  
County Offices and Other Improvements  
General Services  
Rockville

Date Last Modified  
Required Adequate Public Facility  
Relocation Impact  
Status

April 22, 2015  
No  
None  
Preliminary Design Stage

### Expenditure Schedule (\$000)

Cost Element	Total	Thru FY13	Est. FY14	Total 6 Years	FY15	FY16	FY17	FY18	FY19	FY20	Beyond 6 Years
Planning, Design, and Supervision	6,509	669	0	5,840	<del>0</del> 1,473	<del>1,473</del> 1,420	<del>2,920</del> 947	<del>1,447</del> 0	0	0	0
Land	4	4	0	0	0	0	0	0	0	0	0
Site Improvements and Utilities	2	2	0	0	0	0	0	0	0	0	0
Construction	27,398	3,270	0	24,128	0	<del>0</del> 12,431	<del>13,431</del> 13,607	<del>10,697</del> 0	0	0	0
Other	2,003	3	0	2,000	0	0	2,000	0	0	0	0
<b>Total</b>	<b>35,916</b>	<b>3,948</b>	<b>0</b>	<b>31,968</b>	<b>0</b> 1,473	<b>15,851</b>	<b>14,644</b>	<b>14,644</b> 0	<b>0</b>	<b>0</b>	<b>0</b>

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### Funding Schedule (\$000) 1473 15851

GO Bonds	28,964	3,048	0	25,916	<del>0</del> 1,473	<del>15,851</del>	<del>8,592</del>	<del>8,592</del> 0	0	0	0
Long Term Financing	6,000	0	0	6,000	0	0	<del>0</del> 6,000	<del>6,000</del> 0	0	0	0
Cable TV	952	900	0	52	0	0	<del>0</del> 52	<del>52</del> 0	0	0	0
<b>Total</b>	<b>35,916</b>	<b>3,948</b>	<b>0</b>	<b>31,968</b>	<b>0</b> 1,473	<b>15,851</b>	<b>14,644</b>	<b>14,644</b> 0	<b>0</b>	<b>0</b>	<b>0</b>

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#### DESCRIPTION

The project is in two phases. The first phase renovated the hearing room, conference room, and anteroom on the third floor of the Council Office Building (COB), which had not been renovated in more than 30 years. The first phase was completed in 2009. The second phase replaces the HVAC, lighting, and windows in the rest of the COB, upgrades restrooms to ADA standards, renovates the auditorium on the first floor, provides improved signage inside and outside the building, refreshes common areas, and reconfigures space on the fourth, fifth, and sixth floors for the Council Office and the Office of Legislative Oversight (OLO).

#### ESTIMATED SCHEDULE

Preliminary Design is complete. Design will begin in May 2015, construction will begin in December 2015, and the project is scheduled for completion in June 2017. 2018

**COST CHANGE:** New second phase.

#### JUSTIFICATION

Heating, ventilation, and air conditioning in the COB function poorly, and most of the restrooms are not compliant with updated ADA standards or high performance building standards. The Council Office and OLO have far outgrown their space since it was last reconfigured more than 25 years ago. The 1st Floor Auditorium, which is used regularly for County Government staff training and as a meeting place by civic organizations, is extremely substandard.

**FISCAL NOTE:** The second phase of the project is partially funded with a \$184,000 unencumbered balance from the first phase and a transfer of \$2,993,000 from the Montgomery County Government Complex project. An audit by an Energy Service Company (ESCO) has been conducted, and it has determined that \$6,000,000 in savings can be anticipated from this project. An Energy Savings Performance Contract (ESPC) will allow for third-party funding to cover this portion of the contract, so that no General Obligation bonds are required for it. A financing mechanism is initiated to cover the cost of the contract and the repayment of debt is guaranteed through the energy savings.

Appropriation and Expenditure Data			Coordination	Map
Date First Appropriation	FY15	(\$000)	Legislative Branch Offices	
First Cost Estimate Current Scope (FY15)		35,916	Department of Technology Services	
Last FY's Cost Estimate			Office of Consumer Protection	
Appropriation Request	FY15	0	Department of Housing and Community Affairs	
Appropriation Request	FY16	28,495	Ethics Commission	
Supplemental Approp. Request	FY15	296		
Transfer		2,993		
Cumulative Appropriation		4,132		
Expenditures/Encumbrances		3,948		
Unencumbered Balance		184		
Partial	FY13	0		
New Partial Closeout	FY14	0		
Total Partial Closeout		0		

②

## Clarksburg/Damascus MS (New) (P116506)

Category	Montgomery County Public Schools	Date Last Modified	11/17/14
Sub Category	Individual Schools	Required Adequate Public Facility	No
Administering Agency	Public Schools (AAGE18)	Relocation Impact	None
Planning Area	Clarksburg	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
<b>EXPENDITURE SCHEDULE (\$000s)</b>											
Planning, Design and Supervision	2,631	200	1,107	1,324	784	540	0	0	0	0	0
Land	0	0	0	0	0	0	0	0	0	0	0
Site Improvements and Utilities	7,690	0	0	7,690	5,514	2,176	0	0	0	0	0
Construction	40,813	0	0	40,813	6,335	27,020	7,458	0	0	0	0
Other	1,630	0	0	1,630	0	510	1,120	0	0	0	0
<b>Total</b>	<b>52,764</b>	<b>200</b>	<b>1,107</b>	<b>51,457</b>	<b>12,633</b>	<b>30,246</b>	<b>8,578</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>

<b>FUNDING SCHEDULE (\$000s)</b>											
Current Revenue: Recordation Tax	1060 <del>16,077</del>	0	0	1000 <del>16,077</del>	0	0	1,000	0	0	0	0
G.O. Bonds	28188 <del>1,411</del>	200	0	27988 <del>1,411</del>	1,508	18901 <del>7,578</del>	7,578	0	0	0	0
Schools Impact Tax	23,576	0	1,107	22,469	11,125	11,344	0	0	0	0	0
<b>Total</b>	<b>52,764</b>	<b>200</b>	<b>1,107</b>	<b>51,457</b>	<b>12,633</b>	<b>30,246</b>	<b>8,578</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>

<b>OPERATING BUDGET IMPACT (\$000s)</b>											
Energy				932	0	0	233	233	233	233	
Maintenance				2,504	0	0	626	626	626	626	
<b>Net Impact</b>				<b>3,436</b>	<b>0</b>	<b>0</b>	<b>859</b>	<b>859</b>	<b>859</b>	<b>859</b>	

### APPROPRIATION AND EXPENDITURE DATA (000s)

Appropriation Request	FY 16	1,400
Supplemental Appropriation Request		0
Transfer		0
Cumulative Appropriation		51,364
Expenditure / Encumbrances		200
Unencumbered Balance		51,164

Date First Appropriation	FY 13
First Cost Estimate	
Current Scope	0
Last FY's Cost Estimate	52,764

### Description

The Clarksburg Master Plan, approved in 1994, allows for the potential development of 15,000 housing units. Development of this community resulted in the formation of a new cluster of schools. Enrollment projections at Rocky Hill Middle School continue to increase dramatically throughout the FY 2011-2016 six-year CIP. This continued growth justifies the need for the opening of another middle school to serve the Clarksburg/Damascus service areas. Rocky Hill Middle School has a program capacity for 939 students. Enrollment is expected to reach 1,411 students by the 2015-2016 school year. A feasibility study was conducted in FY 2009 to determine the cost and scope of the project. The proposed middle school will have a program capacity of 988. Due to fiscal constraints, this project was delayed one year in the adopted FY 2013-2018 CIP. An FY 2013 appropriation was approved to begin planning this new middle school. An FY 2015 appropriation was approved for construction funds. An FY 2016 appropriation was approved to complete this project. This project is scheduled to be completed by August 2016.

### Capacity

Program Capacity after Project: 988

### Fiscal Note

In FY16, \$1.009M in Recordation Tax was replaced with \$1.009M in GO Bonds.

### Coordination

Mandatory Referral - M-NCPPC, Department of Environment Protection, Building Permits, Code Review, Fire Marshal, Department of Transportation, Inspections, Sediment Control, Stormwater Management, WSSC Permits

## Current Revitalizations/Expansions(P926575)

Category	Montgomery County Public Schools	Date Last Modified	11/17/14
Sub Category	Countywide	Required Adequate Public Facility	No
Administering Agency	Public Schools (AAGE18)	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	80,144	36,939	8,031	34,606	6,446	8,741	8,362	6,857	3,393	807	568
Land	0	0	0	0	0	0	0	0	0	0	0
Site Improvements and Utilities	178,234	60,095	13,806	95,971	16,342	17,359	10,434	19,430	22,981	9,425	8,362
Construction	900,812	219,730	94,682	534,223	75,221	91,276	92,394	75,404	102,214	97,714	52,177
Other	38,501	10,182	5,463	20,756	1,765	3,278	2,599	2,609	3,847	6,658	2,100
<b>Total</b>	<b>1,197,691</b>	<b>326,946</b>	<b>121,982</b>	<b>685,556</b>	<b>99,774</b>	<b>120,654</b>	<b>113,789</b>	<b>104,300</b>	<b>132,435</b>	<b>114,604</b>	<b>63,207</b>

<b>FUNDING SCHEDULE (\$000s)</b>											
Contributions	2,791	291	0	2,500	2,500	0	0	0	0	0	0
Current Revenue: General	44	0	0	44	0	0	44	0	0	0	0
Current Revenue: Recordation Tax	<del>145,450</del> 145,450	14,582	19,082	<del>111,826</del> 143,810	2,478	<del>0</del> 1,004	23,047	26,891	29,197	30,213	0
G.O. Bonds	<del>561,721</del> 561,721	266,000	76,523	<del>456,191</del> 454,207	61,223	<del>992,511</del> 67,277	90,698	63,805	79,816	61,388	63,207
School Facilities Payment	655	0	0	655	517	138	0	0	0	0	0
Schools Impact Tax	83,185	14,352	5,132	63,701	3,672	0	0	13,604	23,422	23,003	0
State Aid	103,605	31,721	21,245	50,639	29,384	21,255	0	0	0	0	0
<b>Total</b>	<b>1,197,691</b>	<b>326,946</b>	<b>121,982</b>	<b>685,556</b>	<b>99,774</b>	<b>120,654</b>	<b>113,789</b>	<b>104,300</b>	<b>132,435</b>	<b>114,604</b>	<b>63,207</b>

<b>OPERATING BUDGET IMPACT (\$000s)</b>											
Energy				6,016	1,191	1,310	869	1,178	734	734	
Maintenance				12,737	2,273	2,592	1,770	2,598	1,752	1,752	
<b>Net Impact</b>				<b>18,753</b>	<b>3,464</b>	<b>3,902</b>	<b>2,639</b>	<b>3,776</b>	<b>2,486</b>	<b>2,486</b>	

### APPROPRIATION AND EXPENDITURE DATA (000s)

Appropriation Request	FY 16	168,639
Supplemental Appropriation Request		0
Transfer		0
Cumulative Appropriation		676,002
Expenditure / Encumbrances		326,946
Unencumbered Balance		349,056

Date First Appropriation	
First Cost Estimate	
Current Scope	331,923
Last FY's Cost Estimate	1,239,291
Partial Closeout Thru	446,000
New Partial Closeout	137,813
Total Partial Closeout	583,813

### Description

This project combines all current revitalization/expansion projects as prioritized by the FACT assessments. Future projects with planning in FY 2017 or later are in PDF No. 886536. Due to fiscal constraints, the Board of Education's Requested FY 2015-2020 CIP includes a one-year delay of elementary school revitalization/expansion projects. Also, in the Board of Education's Requested FY 2015-2020 CIP, the name of this project changed from replacements/modernizations to revitalizations/expansions, to better reflect the scope of work done during these projects. Due to fiscal constraints, the County Council adopted FY 2015-2020 CIP includes a one year delay, beyond the Board of Education's request, for elementary school projects and a one year delay of secondary school projects beginning with Tilden Middle School and Seneca Valley High School; however, all planning funds remained on the Board of Education's requested schedule. An FY 2015 appropriation was approved to provide planning funds for two revitalization/expansion projects, construction funds for one revitalization/expansion project and the balance of funding for three revitalization/expansion projects. An FY 2015 supplemental appropriation of a \$2.5 million contribution from Junior Achievement of Greater Washington was approved to include a Junior Achievement Finance Park during the revitalization of Thomas Edison High School of Technology. The Board of Education's requested FY2015-2020 Amended CIP reinstated the construction schedule previously requested by the Board. Due to fiscal constraints, the County Council did not approve the Board's request. Therefore, revitalization/expansion projects beginning with Potomac ES, Tilden MS, and Seneca Valley HS will remain on their approved schedule. An FY 2016 appropriation was approved for the balance of funding for one project, construction funding for four projects, and planning funding for five projects.

### Disclosures

Expenditures will continue indefinitely.

Public Schools (A18) asserts that this project conforms to the requirements of relevant local plans, as required by the Maryland Economic Growth, Resource Protection and Planning Act.

### Coordination

Mandatory Referral - M-NCPPC, Department of Environmental Protection, Building Permits, Code Review, Fire Marshal Inspections, Department of Transportation, Sediment Control, Stormwater Management, WSSC Permits

## Technology Modernization (P036510)

Category	Montgomery County Public Schools	Date Last Modified	11/17/14
Sub Category	Countywide	Required Adequate Public Facility	No
Administering Agency	Public Schools (AAGE18)	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	296,215	138,949	22,088	135,178	24,758	25,538	21,358	21,998	20,728	20,798	0
Land	0	0	0	0	0	0	0	0	0	0	0
Site Improvements and Utilities	0	0	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0	0
Other	0	0	0	0	0	0	0	0	0	0	0
<b>Total</b>	<b>296,215</b>	<b>138,949</b>	<b>22,088</b>	<b>135,178</b>	<b>24,758</b>	<b>25,538</b>	<b>21,358</b>	<b>21,998</b>	<b>20,728</b>	<b>20,798</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>											
Current Revenue: General	140,590	37,004	11,920	91,657	9,664	13,288	20,278	20,918	19,789	19,695	0
Current Revenue: Recordation Tax	144,516	91,237	10,168	43,811	15,094	24,215	1,080	1,080	939	1,103	0
Federal Aid	10,708	10,708	0	0	0	0	0	0	0	0	0
<b>Total</b>	<b>296,215</b>	<b>138,949</b>	<b>22,088</b>	<b>135,178</b>	<b>24,758</b>	<b>25,538</b>	<b>21,358</b>	<b>21,998</b>	<b>20,728</b>	<b>20,798</b>	<b>0</b>

### APPROPRIATION AND EXPENDITURE DATA (000s)

Appropriation Request	FY 16	23,538
Supplemental Appropriation Request		0
Transfer		0
Cumulative Appropriation		185,795
Expenditure / Encumbrances		138,949
Unencumbered Balance		46,846

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

### Description

The Technology Modernization (Tech Mod) project is a key component of the MCPS strategic technology plan, Educational Technology for 21st Century Learning. This plan builds upon the following four goals: students will use technology to become actively engaged in learning, schools will address the digital divide through equitable access to technology, staff will improve technology skills through professional development, and staff will use technology to improve productivity and results.

The funding source for the initiative is anticipated to be Federal e-rate funds. The Federal e-rate funds programmed in this PDF consist of available unspent e-rate balance: \$1.8M in FY 2010, \$1.8M in FY 2011, and \$327K in FY 2012. In addition, MCPS projects future e-rate funding of \$1.6M each year (FY 2010-2012) that may be used to support the payment obligation pending receipt and appropriation. No county funds may be spent for the initiative payment obligation in FY 2010-2012 without prior Council approval.

During the County Council's reconciliation of the amended FY 2011-2016 CIP, the Board of Education's requested FY 2012 appropriation was reduced by \$3.023 million due to a shortfall in Recordation Tax revenue. An FY 2012 supplemental appropriation of \$1.339 million in federal e-rate funds was approved; however, during the County Council action, \$1.339 million in current revenue was removed from this project resulting in no additional dollars for this project in FY 2012. An FY 2013 appropriation was requested to continue the technology modernization project and return to a four-year replacement cycle starting in FY 2013; however, the County Council, in the adopted FY 2013-2018 CIP reduced the request and therefore, the replacement cycle will remain on a five-year schedule. An FY 2013 supplemental appropriation in the amount of \$2.042 million was approved in federal e-rate funds to roll out Promethean interactive technology across all elementary schools and to implement wireless networks across all schools.

An FY 2014 appropriation was approved to continue this project. An FY 2015 appropriation was approved to continue the technology modernization program which will enable MCPS to provide mobile (laptop and tablet) devices in the classrooms. The County Council adopted FY 2015-2020 CIP is approximately \$21 million less than the Board's request over the six year period. However, e-rate funding anticipated for FY 2015 and FY 2016 will bring expenditures in those two years up to the Board's request to begin the new initiative to provide mobile devices for students and teachers in the classroom. The County Council, during the review of the amended FY 2015-2020 CIP, programmed an additional \$2 million in FY 2016 for this project. A supplemental appropriation will be requested to have the \$2 million appropriated to MCPS. An FY 2016 appropriation was approved to continue the technology modernization program.

### Fiscal Note

A FY2014 supplemental appropriation of \$3,384 million in federal e-rate funds was approved by Council in June 2014. In FY16, \$1.009M in Current Revenue was replaced with \$1.009M in Recordation Tax.

### Coordination

(\$000)	FY 15	FYs 16-20
Salaries and Wages:	1893	9465
Fringe Benefits:	807	4035
Workyears:	20.5	102.5

# 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
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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	9,791	4	4,298	5,489	1,414	1,271	465	712	712	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	41,055	9,524	420	31,111	8,012	7,203	2,635	4,038	4,038	5,185	0
Other	22	0	22	0	0	0	0	0	0	0	0
<b>Total</b>	<b>50,868</b>	<b>9,528</b>	<b>4,740</b>	<b>36,600</b>	<b>9,426</b>	<b>8,474</b>	<b>3,100</b>	<b>4,750</b>	<b>4,750</b>	<b>6,100</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
G.O. Bonds	31,758 <del>20,620</del>	9,528	4,740	17,538 <del>16,001</del>	9,396	12,958 <del>6,420</del>	0	322	14	500	0
Recordation Tax Premium	19,070 <del>20,239</del>	0	0	19,070 <del>20,239</del>	30	1176 <del>2,345</del>	3,100	4,428	4,736	5,600	0
<b>Total</b>	<b>50,868</b>	<b>9,528</b>	<b>4,740</b>	<b>36,600</b>	<b>9,426</b>	<b>8,474</b>	<b>3,100</b>	<b>4,750</b>	<b>4,750</b>	<b>6,100</b>	<b>0</b>

### APPROPRIATION AND EXPENDITURE DATA (000s)

Appropriation Request	FY 16	8,474
Supplemental Appropriation Request		0
Transfer		0
Cumulative Appropriation		23,694
Expenditure / Encumbrances		10,165
Unencumbered Balance		13,529

Date First Appropriation	FY 85
First Cost Estimate	
Current Scope	FY 16
	50,868
Last FY's Cost Estimate	59,917
Partial Closeout Thru	96,515
New Partial Closeout	9,528
Total Partial Closeout	106,043

## Description

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

## 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. In FY15 Council approved a \$3.326 GO Bond supplemental.

## 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

# Street Tree Preservation (P500700)

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
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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	3,213	59	454	2,700	450	450	450	450	450	450	0
Land	0	0	0	0	0	0	0	0	0	0	0
Site Improvements and Utilities	0	0	0	0	0	0	0	0	0	0	0
Construction	27,681	12,381	0	15,300	2,550	2,550	2,550	2,550	2,550	2,550	0
Other	6	6	0	0	0	0	0	0	0	0	0
<b>Total</b>	<b>30,900</b>	<b>12,446</b>	<b>454</b>	<b>18,000</b>	<b>3,000</b>	<b>3,000</b>	<b>3,000</b>	<b>3,000</b>	<b>3,000</b>	<b>3,000</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
Current Revenue: General	22,904 <del>24,070</del>	8,988	454	13,462 <del>14,051</del>	3,000	1,615 <del>2,704</del>	2,750	2,164	1,929	2,004	0
Land Sale	458	458	0	0	0	0	0	0	0	0	0
Recordation Tax Premium	7,538 <del>8,368</del>	3,000	0	4,538 <del>3,368</del>	0	1,385 <del>246</del>	250	836	1,071	996	0
<b>Total</b>	<b>30,900</b>	<b>12,446</b>	<b>454</b>	<b>18,000</b>	<b>3,000</b>	<b>3,000</b>	<b>3,000</b>	<b>3,000</b>	<b>3,000</b>	<b>3,000</b>	<b>0</b>

### APPROPRIATION AND EXPENDITURE DATA (000s)

Appropriation Request	FY 16	3,000
Supplemental Appropriation Request		0
Transfer		0
Cumulative Appropriation		15,900
Expenditure / Encumbrances		12,446
Unencumbered Balance		3,454

Date First Appropriation	FY 07
First Cost Estimate	
Current Scope	FY 15
Last FY's Cost Estimate	30,900
Partial Closeout Thru	0
New Partial Closeout	0
Total Partial Closeout	0

#### Description

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

#### Cost Change

\$6 million increase due to addition of FY19-20 to this ongoing level of effort project. Increase in level of effort will address backlog of over 50 neighborhoods currently requesting block pruning.

#### Justification

In FY97, the County eliminated the Suburban District Tax and expanded its street tree maintenance program from the old Suburban District to include the entire County. The street tree population has now increased from an estimated 200,000 to over 400,000 trees. Since that time, only pruning in reaction to emergency/safety concerns has been provided. A street tree has a life expectancy of 60 years and, under current conditions, a majority of street trees will never receive any pruning unless a hazardous situation occurs. Lack of cyclical pruning leads to increased storm damage and cleanup costs, right-of-way obstruction and safety hazards to pedestrians and motorists, premature death and decay from disease, weakening of structural integrity, increased public security risks, and increased liability claims. Healthy street trees that have been pruned on a regular cycle provide a myriad of public benefits including energy savings, a safer environment, aesthetic enhancements that soften the hard edges of buildings and pavements, property value enhancement, mitigation of various airborne pollutants, reduction in the urban heat island effect, and storm water management enhancement. Failure to prune trees in a timely manner can result in trees becoming diseased or damaged and pose a threat to public safety. Over the long term, it is more cost effective if scheduled maintenance is performed. The Forest Preservation Strategy Task Force Report (October, 2000) recommended the development of a green infrastructure CIP project for street tree maintenance. The Forest Preservation Strategy Update (July, 2004) reinforced the need for a CIP project that addresses street trees. (Recommendations in the inter-agency study of tree management practices by the Office of Legislative Oversight (Report #2004-8 - September, 2004) and the Tree Inventory Report and Management Plan by Appraisal, Consulting, Research, and Training Inc. (November, 1995)). Studies have shown that healthy trees provide significant year-round energy savings. Winter windbreaks can lower heating costs by 10 to 20 percent, and summer shade can lower cooling costs by 15 to 35 percent. Every tree that is planted and maintained saves \$20 in energy costs per year. In addition, a healthy street tree canopy captures the first 1/2 inch of rainfall reducing the need for storm water management facilities.

#### Fiscal Note

Includes funding switches from Current Revenue: General to Recordation Tax Premium in FY16-20

#### Disclosures

Expenditures will continue indefinitely.

#### Coordination

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# Street Tree Preservation (P500700)

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