

T&E COMMITTEE #1-5
April 14, 2016

MEMORANDUM

April 12, 2016

TO: Transportation, Infrastructure, Energy and Environment (T&E) Committee
FROM: Glenn Orlin, Deputy Council Administrator
SUBJECT: FY17-22 Capital Improvements Program: selected transportation amendments;
FY17 Operating Budget: Department of Transportation (DOT), overview and General
Fund; Homeowners' Association Road Maintenance Reimbursement NDA; Rockville
Parking District NDA

Those expected to attend this worksession include:

Al Roshdiah, Director, Department of Transportation (DOT)
Emil Wolanin, Deputy Director, DOT
Richard Dorsey, Chief, Division of Highway Services, DOT
Bruce Johnston, Chief, Division of Transportation Engineering, DOT
Fred Lees, Chief, Division of Transportation Engineering and Operations, DOT
Alicia Thomas, Management Services, DOT
Brady Goldsmith, Budget Analyst, Office of Management and Budget (OMB)

I. FY17-22 CIP – selected amendments

1. Rapid Transit System, Ride On Bus Fleet, and Traffic Signal System Modernization (©1-5).

The Executive revised his recommendations for these projects. The objectives are:

- To bring the US 29 bus rapid transit (BRT) line through planning and design so that the route can be operational in four years. This is conceivable because using the design concept approved in the 2013 master plan, very little right-of-way would need to be acquired. Currently, the most likely concept south of White Oak would have BRT run in the outside curb lane of Colesville Road along with carpools and turning vehicles; north of White Oak it would run on either the inside or outside shoulder of Columbia Pike.
- To bring the MD 355 BRT line to the point where a Locally Preferred Alternative (LPA) would be selected. Bringing this study to the LPA (15% design) stage requires another \$10 million: the proposed project would fund \$5 million, and the County is requesting a further \$5 million match from the State. If this \$10 million secured, the LPA stage would be reached by mid-FY19, at which point a major funding strategy will need to be implemented to construct this and other BRT lines.

In the meantime, the Executive proposes running a limited-stop "Ride On Plus" service between Lakeforest Mall and the Medical Center Metro Station on existing MD 355, starting in the autumn of 2017 (FY18). The stops would be spaced about one mile apart and the buses would run every 10 minutes from 5:30-9:30am and 3:30-7:30pm Monday through Friday. The annual operating cost is estimated to be \$2.6 million, offset by about \$400,000 in annual revenue. To achieve this

schedule, the Executive is requesting an additional \$9.1 million in the Ride On Bus Fleet project to acquire 17 full-size diesel buses; the source of revenue would be Short-Term Financing. He is also requesting \$865,000 more in the Traffic Signal System Modernization project in FY18 (Current Revenue) to implement traffic signal prioritization for buses on this portion of MD 355.

- To complete the LPA (15% design) for the Veirs Mill Road BRT. This is already fully funded with the \$6 million of Liquor Fund revenue bonds approved by the Council a decade ago, and this milestone should be reached later this year. Again, absent a major funding mechanism, there is no ability to proceed to construct the LPA. The Executive has asked the Maryland Department of Transportation (MDOT) to fund peak-period Q9 MetroExtra service on Veirs Mill Road at an estimated operating cost of \$1.8 million annually.

The Executive's letter to the MDOT Secretary is on ©6-7. The Chairs of Montgomery County's House and Senate Delegations have written a letter of support for this request (©8).

The funds requested for the Rapid Transit System project from FY17-19 total \$13,750,000, and are described in the table on ©9. For the MD 355 BRT, the \$5 million assumes \$2 million from the County's transportation impact tax accounts for Rockville and Gaithersburg: \$1 million from each. Under current law the funds from these accounts cannot be spent on the MD 355 BRT unless explicitly included in the Memoranda of Understanding (MOU) between each City and the County. However, Councilmember Katz, together with DOT and Council staff, have proposed a revision to the MOUs: that the total draw from these accounts for the MD 355 BRT would not exceed half of the proceeds in the accounts as of January 1, 2016 and collected subsequently, and that the draw would be proportional to the length of the BRT within their jurisdictions. DOT estimates that 40% of the MD 355 BRT line is within the two cities (20% each), which is how it calculates the \$2 million draw. Council staff anticipates that each City Council will take up this proposal during April.

The \$5.5 million proposed for the US 29 BRT consists of an assumed \$2 million from developer contributions in the White Oak area; presumably much of this would be from the County's development partner for the Life Science Village. It also reallocates to the US 29 BRT the \$1 million that was allocated by the Council last year to begin planning for the New Hampshire Avenue BRT line.

Most of the public hearing testimony was in support of BRT generally or the Executive's proposal specifically. The Council received testimony from the Four Corners community arguing that it is premature to add more funding for BRT until the Community Advisory Committees (CACs) have completed more of its work (©10-12). However, the added funds in the US 29 corridor are merely to continue the planning and design process to the point where a final decision can be made.

Council staff recommendation: Concur with the Executive. The path forward outlined by the Executive is reasonable given the planning and design time needed to develop these major capital projects, and the lack of a major funding source to carry them—especially the MD 355 and Veirs Mill Road BRTs—through construction.

2. "Potomac Electric Trail." Condition 43 of the Maryland Public Service Commission's order on the PEPCO/Exelon merger calls for a hard surface trail and an unpaved trail to be built in the 12.5-mile PEPCO transmission-line right-of-way through Potomac, North Potomac, and South Germantown between Cabin John Regional Park and the Soccerplex in South Germantown Park. Within four months

of the closing of the merger (which occurred on March 23, 2016) PEPCO is to solicit input and work cooperatively with the County, M-NCPPC, and the Maryland Department of Natural Resources on the design of the northern portion of the unpaved trail, between Quince Orchard Road and the Soccerplex. The order anticipates that the cost of implementing both trails will be shared between the County and PEPCO, if PEPCO is able to have its costs reflected in higher rates that would cover its costs (©13-15).

Council staff recommendation: Urge the Executive Branch to negotiate with PEPCO regarding the cost-sharing and timing to implement both the hard-surface and unpaved trails, including which entity will be the lead in designing and building them. The goal should be to have an agreement by this summer so that design could begin apace. DOT estimates that if it were the lead, it would cost about \$2 million over three years to design them.

3. Sidewalk and Curb Replacement (©16-17). This project typically includes \$500,000 in contributions, which is the estimate of what homeowners pay to have the County replace their driveway aprons at the same time their sidewalks and curbs are replaced. The Executive’s January 2016 recommendation for this project showed the full \$6.7 million in FY21 and in FY22 allocated to sidewalk and curb replacement and funded with G.O. bonds, rather than showing \$6.2 million for sidewalk and curb replacement and \$500,000 for driveway apron replacement funded with contributions, as is shown in earlier years. **Council staff recommendation:** Concur with the Executive to correct the funding source allocation between G.O. bonds and contributions in FYs21-22.

4. Executive transfers. According to Section 309 of the Charter, the Executive may transfer an unencumbered appropriation balance between capital projects with the limitation that the cumulative transfer from any project cannot exceed 10% of the original appropriation. In his March 15 transmittal the Executive described several such transfers he has approved during this fiscal year; those pertaining to transportation are shown on ©18-29. No Council action is necessary.

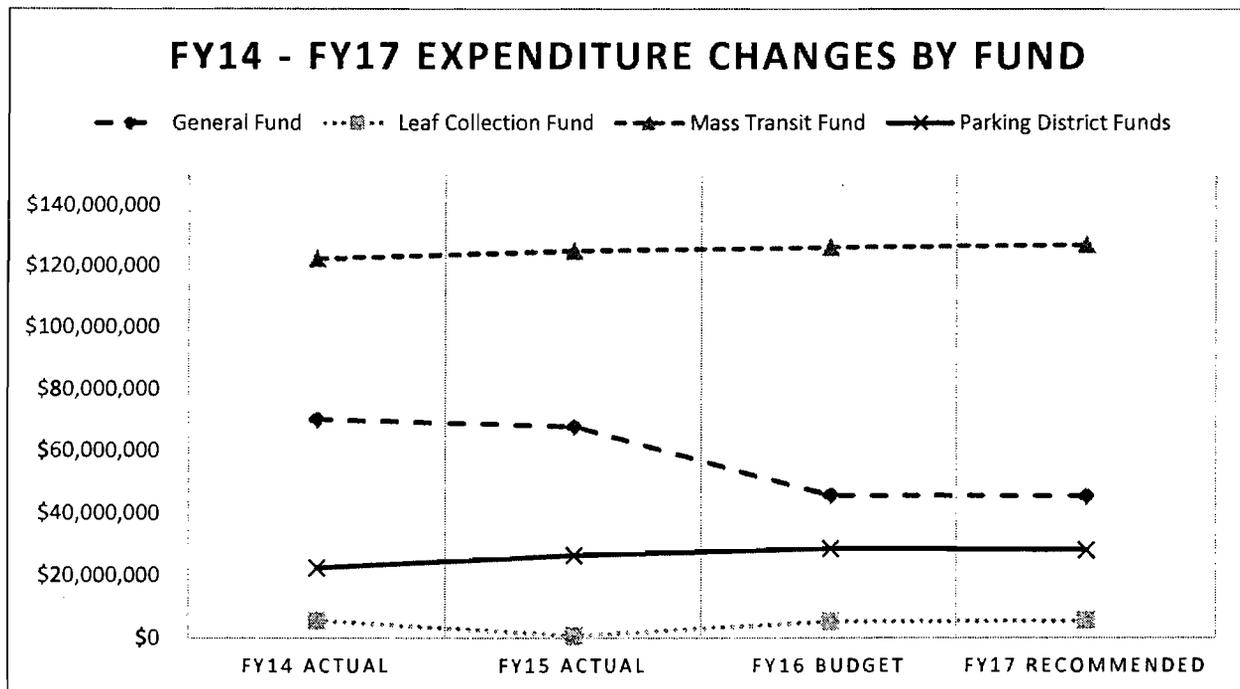
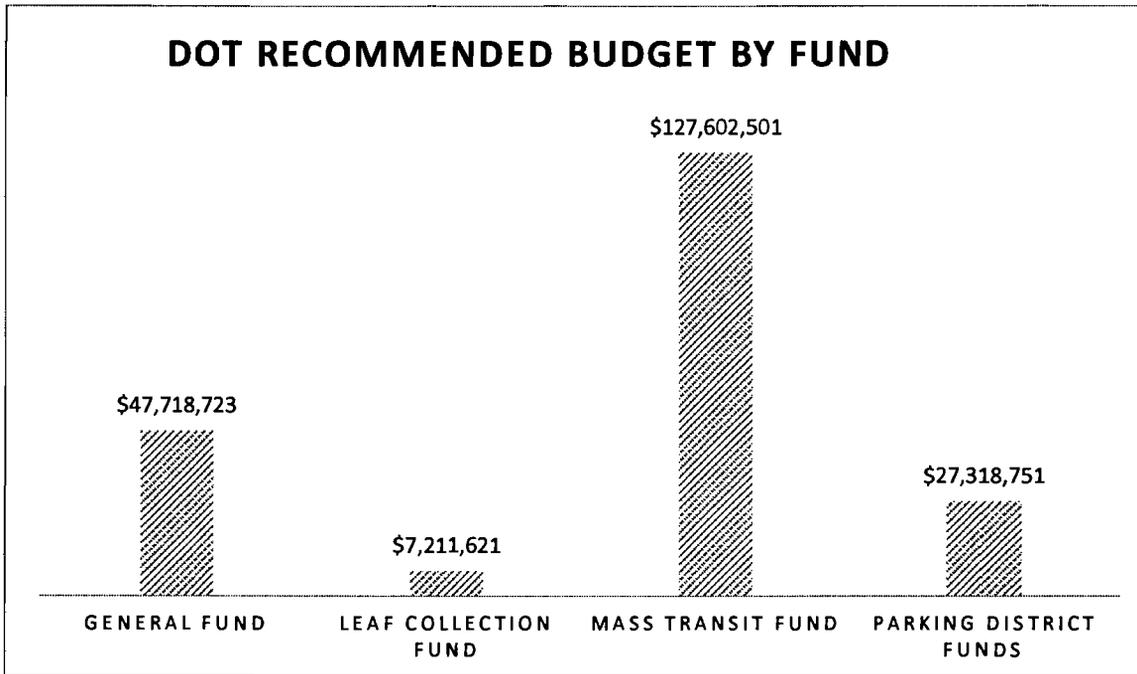
II. Overview of Operating Budget for Transportation

DOT’s Recommended FY17 budget is \$208,286,475, a 1.2% increase over FY16:

	<i>FY15 Actual</i>	<i>FY16 Approved</i>	<i>FY17 Recom.</i>	<i>% Change FY16-17</i>
<i>Expenditures by fund</i>				
General Fund	\$67,555,831	\$46,114,819	\$47,718,723	+3.5%
Leaf Collection Fund	\$6,546,712	\$6,843,790	\$7,211,621	+5.4%
Mass Transit Fund	\$124,739,938	\$126,189,452	\$127,602,501	+1.1%
Parking District Funds	\$26,366,645	\$28,025,977	\$27,318,751	-2.5%
<i>Expenditures by type</i>				
Personnel Cost	\$99,775,212	\$100,727,652	\$102,381,964	+1.6%
Operating Expenses	\$119,786,816	\$100,059,274	\$101,330,163	+1.3%
Debt Service	\$4,959,789	\$4,960,917	\$4,574,348	-7.8%
Total Expenditures	\$224,521,817	\$205,747,843	\$208,286,475	+1.2%
<i>Positions</i>				
Full-Time	1,326	1,330	1,331	+0.1%
Part-Time	8	8	9	+12.5%
FTEs	1,345.51	1,349.53	1,358.21	+0.6%

The final expenditures in both FY16 and FY17 will be substantially higher, however, more akin to the FY15 Actual figure. This is because the FY16 and FY17 General Fund budgets do not yet include funds from snow removal and storm clearance supplemental appropriations. The FTEs in the above table include those charging to the CIP or other funds.

The Recommended FY17 Budget, by fund, is shown below, as well as the four-year trend of actual expenditures and budgets by fund:



III. General Fund and Vacuum Leaf Collection Fund

The Executive's recommendations for the transportation programs in the General Fund and for the Vacuum Leaf Collection Fund are attached on ©27-39.

A. Vacuum Leaf Collection Fund

This fund pays for two vacuum leaf collections during the late fall/early winter each year. The Executive's recommended budget of \$5,661,484 reflects an increase of \$243,889 (+4.5%). The workyears allocated to this fund would increase by 0.2 FTEs (+0.6%). More than half this increase—and the 0.2 added full-time equivalents (FTEs)—are attributable to an increase in the chargeback to the Department of Finance for collecting the Vacuum Leaf Collection fees. The charges in FY17 would increase by \$4.99 (+5.4%) for each single-family unit and by \$0.16 (+4.3%) for each townhouse and multi-family unit. These charges will be the subject of a public hearing on April 26. **Council staff recommendation: Concur with the Executive.**

B. General Fund

The Operating Budget approved last May for FY16 for the transportation programs in the General Fund was \$51,532,414. For FY17, the Executive recommends total expenditures of \$53,365,223 for the transportation programs in the General Fund, a \$1,832,809 (3.6%) increase from the FY16 Budget. He recommends one addition full-time and one added part-time position, to 454 full-time and 9 part-time employees. These represent only 251.3 FTEs charged to the Operating Budget because many of the employees working on capital projects charge to the CIP.

The Executive's recommended changes are on ©40. He is recommending no new major initiatives for FY17, nor is he recommending major reductions in existing programs. Other than compensation-related changes and motor pool adjustments (the latter being, by far, the largest increase), the most notable proposed changes are:

- *Bikeshare Program operating expenses.* The Executive recommends a budget increase of \$212,304, due to primarily to annualizing the cost of bikesharing stations installed in FY16 and a half-year's cost of operating the eight new stations to be installed in Wheaton and Takoma Park in January 2017. The capital funds for the new Wheaton and Takoma Park stations were approved in a supplemental appropriation this past February.
- *Bridge load testing program.* The Executive recommends \$300,000 for the first year of this program. Currently Fire and Rescue Service vehicles are restricted from crossing 18 "critical" bridges in the county. These 18 bridges have weight restriction postings which were determined using engineering calculations. The Load Testing Program, if continued over the next three years, will allow these bridges to be physically tested in the field by loading the bridges with heavy trucks and reading gauges attached to the bridge to determine the stress on the bridge caused by the loading. This method of determining weight limits for bridge is a more accurate method of determining bridge weight limits than in-house calculations and may possibly increase the ratings of the bridges and eliminate restrictions. In 2005, six county bridges were load tested and the testing allowed the weight restrictions on all six bridges to be eliminated. If even one bridge can

have its weight restriction removed, this could eliminate a possible multi-million-dollar rehabilitation project.

- *Purple Line Coordinator*. This is a new position that would coordinate MTA's and Purple Line Transit Partners' work with DOT and other County agencies, as well as monitoring MTA's four community action teams (CATs). The position would start in January 2017 and would cost \$70,000 in FY17, which means it will cost \$140,000 (plus COLAs and increments) in FY18 and subsequent years.

Last year the Council added funds for certain operating costs, including stump removal, sidewalk repair, traffic signal re-timing, and pedestrian safety education. The Executive has retained these increases in his Recommended FY17 Operating Budget. DOT reports that there are about 7,000 stumps on the list to be removed, which is a four-year backlog. Current funding for stump removal (\$500,000 annually) keeps the backlog from growing. There are about 1,900 requests in the tree planting list, the oldest request being about two years old; the limiting factor is the lack of stump removal in areas where residents have requested trees. There are over 1,600 trees requested to be pruned, the oldest request is from eleven months ago. The tree removal backlog is about ten months long.

The Council also has paid close attention to the backlog of traffic study requests. The chart on ©44 shows that the pending studies have inched upwards over the past several years, but most of the studies are still conducted within several months of a request.

If the Council is interested in adding funds to the Reconciliation List, it could consider many of the items in the Infrastructure Maintenance Task Force Report; the DOT General Fund items are highlighted on ©45. The main shortfalls are in slurry and crack seal resurfacing (preventive maintenance on streets that are not in bad condition), various forms of tree maintenance (stump removal, pruning, and removals), and sign repair and replacement. Two General Fund items included in last year's Reconciliation List but not included in the final budget were \$150,000 for the development of a digital map displaying the sidewalk inventory (which is being completed this year), and \$25,000 to replace half the green street name sign blades with brown sign blades for rustic roads and exceptional rustic roads.

IV. Homeowners Association Road Maintenance Reimbursement NDA

The Executive's recommendation for this nondepartmental account is \$59,070 which is for the State reimbursement program for private roads. He recommends no funding for the program to partially reimburse the Homeowners Associations (HOA) from County resources (©46).

The "State" program reimburses HOAs for roads eligible to be counted for State Highway User Revenue; the funds associated with these roads are sent to the County and then passed through to the HOAs. Most of the 50-odd miles of eligible roads under this program are in Montgomery Village, but there are a few miles in Olney and Germantown as well.

The "County" program is supposed to reimburse HOAs for eligible roads at roughly the cost that the County spends to maintain its own roads, subject to the availability of appropriations. However, for two decades the Council has limited the reimbursement to around \$1,000 per eligible mile, a fraction of the cost of maintaining a County road. For the FY10 budget, the Council reduced the appropriation to

only about \$250 per eligible mile, and for FY11 through FY16 the Council suspended funding for this program altogether. The Executive recommends extending this suspension through FY17.

Council staff recommendation: Concur with the Executive, for now; once the distribution of State Highway User Revenue is recalculated, there may need to be a minor adjustment. This would be the seventh year with no funding for the “County” program, but even if it were funded at the FY10 level, the aid is hardly worth the paperwork and the associated staff time by the HOAs, DOT, and OMB.

Council staff recommends eliminating the County program. For more than a quarter century this program has only provided a fraction of what was initially intended, and in the last seven years—in both good and bad fiscal times—the Executive and Council have chosen not to fund it at all. If the Committee concurs, Council staff will prepare legislation to eliminate the County program.

V. FY17 Operating Budget: Rockville Parking District NDA

The Executive is recommending \$425,500 for this non-departmental account, which is \$42,100 more than the \$383,400 budgeted for FY16 (©47). This NDA pays for three categories of costs associated with parking in the Rockville core:

- There is an annual payment in lieu of taxes to share in the overall expenses of the Parking District, which for FY17 is \$127,502, \$4,229 higher than the \$123,273 budgeted for FY16. This is due to the slightly higher value assessed to this property.
- There is an annual payment of \$180,000 as the County’s share in the repayment of outstanding debt for the garages in the Parking District. This commitment will continue for the life of the 30-year bonds issued by the City to fund construction of the garages.
- There is a reimbursement due to the Parking District for revenue lost due to free parking being provided for County employees in the Rockville Library building. The estimate of revenue that will be lost in FY17 is \$117,981: \$37,854 more than the \$80,127 budgeted in FY16. This is due to a substantial rate hike that was initiated by the City’s contractor in January 2016, raising the monthly cost from \$58.50 to \$90.00. Because the rate hike will have been in effect for half of FY16, the FY16 budget for this NDA will also be exceeded by a wide margin.

The sum of these changes would bring the budget to \$425,483. The budget request has been rounded up to \$425,500.

Council staff recommendation: Concur with the Executive. The Department of General Services should explore less expensive parking options for County employees.

Rapid Transit System (P501318)

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	Countywide	Status	Planning Stage

	Total	Thru FY15	Est FY16	Total 6 Years	FY 17	FY 18	FY 19	FY 20	FY 21	FY 22	Beyond 6 Yrs
EXPENDITURE SCHEDULE (\$000s)											
Planning, Design and Supervision	16,871	978	2,143	13,750	4,250	7,000	2,500	0	0	0	0
Lend	4	4	0	0	0	0	0	0	0	0	0
Site Improvements and Utilities	0	0	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0	0
Other	0	0	0	0	0	0	0	0	0	0	0
Total	16,875	982	2,143	13,750	4,250	7,000	2,500	0	0	0	0

	Total	Thru FY15	Est FY16	Total 6 Years	FY 17	FY 18	FY 19	FY 20	FY 21	FY 22	Beyond 6 Yrs
FUNDING SCHEDULE (\$000s)											
Contributions	2,000	0	0	2,000	1,000	1,000	0	0	0	0	0
G.O. Bonds	2,900	0	0	2,900	400	2,500	0	0	0	0	0
Impact Tax	2,000	0	0	2,000	1,000	1,000	0	0	0	0	0
Mass Transit Fund	5,875	625	0	5,250	250	2,500	2,500	0	0	0	0
Revenue Bonds: Liquor Fund	3,600	0	2,000	1,600	1,600	0	0	0	0	0	0
State Aid	500	357	143	0	0	0	0	0	0	0	0
Total	16,875	982	2,143	13,750	4,250	7,000	2,500	0	0	0	0

APPROPRIATION AND EXPENDITURE DATA (000s)

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

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

Description

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

Estimated Schedule

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

Cost Change

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

Justification

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

Other

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

Fiscal Note

Rapid Transit System (P501318)

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

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

Coordination

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

Ride On Bus Fleet (P500821)

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

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

	Total	Thru FY15	Est FY16	Total 6 Years	FY 17	FY 18	FY 19	FY 20	FY 21	FY 22	Beyond 6 Yrs
EXPENDITURE SCHEDULE (\$000s)											
Planning, Design and Supervision	0	0	0	0	0	0	0	0	0	0	0
Land	0	0	0	0	0	0	0	0	0	0	0
Site Improvements and Utilities	0	0	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0	0
Other	228,826	79,351	45,209	104,266	18,115	16,882	23,199	17,340	17,860	10,870	0
Total	228,826	79,351	45,209	104,266	18,115	16,882	23,199	17,340	17,860	10,870	0

	Total	FY15	FY16	Total 6 Years	FY 17	FY 18	FY 19	FY 20	FY 21	FY 22	Beyond 6 Yrs
FUNDING SCHEDULE (\$000s)											
Bond Premium	956	956	0	0	0	0	0	0	0	0	0
Contributions	475	0	475	0	0	0	0	0	0	0	0
Fed Stimulus (State Allocation)	6,550	6,550	0	0	0	0	0	0	0	0	0
Federal Aid	39,365	14,069	15,696	9,600	1,600	1,600	1,600	1,600	1,600	1,600	0
Impact Tax	2,350	1,881	469	0	0	0	0	0	0	0	0
Mass Transit Fund	97,227	1,621	12,440	83,166	7,015	14,882	21,199	15,340	15,860	8,870	0
Short-Term Financing	66,763	48,734	8,929	9,100	9,100	0	0	0	0	0	0
State Aid	15,140	5,540	7,200	2,400	400	400	400	400	400	400	0
Total	228,826	79,351	45,209	104,266	18,115	16,882	23,199	17,340	17,860	10,870	0

APPROPRIATION AND EXPENDITURE DATA (000s)

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

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

Description

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

Estimated Schedule

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

Cost Change

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

Justification

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

Disclosures

Expenditures will continue indefinitely.

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

Coordination

Department of General Services, Maryland Transit Administration

Traffic Signal System Modernization (P500704)

Category Transportation
 Sub Category Traffic Improvements
 Administering Agency Transportation (AAGE30)
 Planning Area Countywide

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

	Total	Thru FY15	Est FY16	Total 6 Years	FY 17	FY 18	FY 19	FY 20	FY 21	FY 22	Beyond 6 Yrs
EXPENDITURE SCHEDULE (\$000s)											
Planning, Design and Supervision	12,698	12,073	25	600	100	100	100	100	100	100	0
Land	0	0	0	0	0	0	0	0	0	0	0
Site Improvements and Utilities	30,294	17,316	5,550	7,428	1,738	1,138	1,138	1,138	1,138	1,138	0
Construction	230	230	0	0	0	0	0	0	0	0	0
Other	968	93	10	865	0	865	0	0	0	0	0
Total	44,190	29,712	5,585	8,893	1,838	2,103	1,238	1,238	1,238	1,238	0

	Total	Thru FY15	Est FY16	Total 6 Years	FY 17	FY 18	FY 19	FY 20	FY 21	FY 22	Beyond 6 Yrs
FUNDING SCHEDULE (\$000s)											
Contributions	295	0	295	0	0	0	0	0	0	0	0
Current Revenue: General	9,623	355	375	8,893	1,838	2,103	1,238	1,238	1,238	1,238	0
G.O. Bonds	15,494	14,528	966	0	0	0	0	0	0	0	0
Recordation Tax Premium	6,778	5,191	1,587	0	0	0	0	0	0	0	0
State Aid	12,000	9,638	2,362	0	0	0	0	0	0	0	0
Total	44,190	29,712	5,585	8,893	1,838	2,103	1,238	1,238	1,238	1,238	0

	Total	Thru FY15	Est FY16	Total 6 Years	FY 17	FY 18	FY 19	FY 20	FY 21	FY 22	Beyond 6 Yrs
OPERATING BUDGET IMPACT (\$000s)											
Maintenance				54	3	5	8	10	13	15	
Program-Staff				600	50	50	100	100	150	150	
Program-Other				36	3	3	6	6	9	9	
Net Impact				690	56	58	114	116	172	174	
Full Time Equivalent (FTE)					1.0	1.0	2.0	2.0	3.0	3.0	

APPROPRIATION AND EXPENDITURE DATA (000s)

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

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

Description

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

Estimated Schedule

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

Cost Change

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

Justification

Traffic Signal System Modernization (P500704)

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

Fiscal Note

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

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

Coordination

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



OFFICE OF THE COUNTY EXECUTIVE
ROCKVILLE, MARYLAND 20850

March 28, 2016

Isiah Leggett
County Executive

Mr. Pete K. Rahn, Secretary
Maryland Department of Transportation
7201 Corporate Center Drive
Hanover, Maryland 21076

Dear Secretary Rahn:

The future economic vitality of Montgomery County depends on increased transportation investment to accommodate more residents and to encourage job growth. One of my highest priorities is to provide world-class transportation options for those who live and work throughout the County. These options are critical to providing congestion relief and unlocking Montgomery County's economic potential. I strongly believe that developing an efficient and effective Bus Rapid Transit (BRT) system is critical to our county's continued economic growth, mobility, and vitality.

I am very appreciative of the support we have received from the State in moving our BRT plans forward. We enthusiastically embrace the opportunity to continue working collaboratively with the Maryland Department of Transportation (MDOT) on these important initiatives. While we continue our work with the State to plan for longer term BRT solutions as outlined in our Countywide Transit Corridors Functional Master Plan and on our Transportation Priorities letter, I am committed to putting practical, cost-effective transit options on the ground in the near term. I respectfully request your continued partnership and cooperation to make BRT a reality in Montgomery County.

For that reason, I am recommending \$6.5 million in my Fiscal Year (FY) 2017-2022 Capital Budget for the planning and design of a high-quality US 29 BRT with the intent of getting this route up and running in less than four years. I have directed my Department of Transportation (MCDOT) to work with the State to initiate design of a BRT on US 29 that will operate within the existing pavement. Much of this BRT route will use the roadway shoulders as a dedicated bus lane. Other portions will operate in managed lanes with only limited sections in mixed traffic. Our Director of Transportation, Al Roshdieh, has reached out to State Highway Administrator (SHA) Greg Johnson to initiate detailed discussions to move this project forward, and I would appreciate the continued support and involvement of your office, SHA, and the Maryland Transit Administration (MTA) on this high priority project.

I am also committed to advancing BRT on MD 355 by partnering with the State on the \$10 million cost for the next phase of project planning. I am programming \$5 million in my

Mr. Peter Rahn
March 28, 2016
Page 2

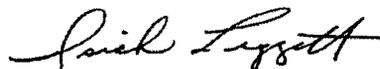
Capital Budget and I am asking MDOT to match my commitment with an additional \$5 million to continue the MD 355 BRT study to the Locally Preferred Alternative (LPA) stage. Following selection of an LPA, we will have the necessary detailed information to allow us to identify and allocate funds for design and construction.

The current State-led BRT planning study on Veirs Mill Road will result in a Locally Preferred Alternative in FY 2017. Following selection of an LPA, we can evaluate options for design and construction of the BRT. However, in the near term, I feel that there is a strong need for improved transit service in this corridor. We have been informed by the Washington Metropolitan Area Transit Authority (WMATA) that they have the buses available to implement the MetroExtra Q9 bus service within the next 6-9 months. The Q9 MetroExtra bus service is a limited stop service added to the existing Metrobus service. This service would be tremendously beneficial to the bus riders in this corridor; therefore I am requesting that the State fund the estimated \$1.8 million annual WMATA operating cost necessary to implement peak-period, MetroExtra service on Veirs Mill Road.

The Corridor Cities Transitway also remains one of the County's highest transportation priorities, and I support the State's efforts to develop a practical and sensible design that can be implemented at a lower cost, but still provide a high quality rapid transit option for the County. I also believe the State's plan to submit the project for Federal funding makes sense, and I support MDOT's efforts in doing so.

Our future and ability to stay competitive depend on increased transportation investment to accommodate more residents and to encourage job growth within the State and the County. Therefore, I ask that that the State partner with the County on these important transit initiatives through the steps outlined above. Together we can move transit forward in an efficient and fiscally responsible way by more effectively using our limited financial resources and existing infrastructure and timing projects to coordinate with development along our transportation corridors. I look forward to continuing our work together on improving transit service and making BRT in Montgomery County a reality.

Sincerely,



Isiah Leggett
County Executive

IL/ar
cc: Al R. Roshdieh, Director, MCD

SENATOR NANCY J. KING
SENATE DELEGATION CHAIR

SENATOR ROGER MANNO
SENATE DELEGATION VICE CHAIR

301-858-3686 · 410-841-3686
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DELEGATE SHANE ROBINSON
HOUSE DELEGATION CHAIR

DELEGATE KIRILL REZNIK
HOUSE DELEGATION VICE CHAIR

301-858-3010 · 410-841-3010
800-492-7122 Ext. 3010

THE MARYLAND GENERAL ASSEMBLY
ANNAPOLIS, MARYLAND 21401
MONTGOMERY COUNTY DELEGATION

April 11, 2016

Dear Secretary Rahn:

We write in support of Montgomery County Executive Ike Leggett's March 28 letter to you regarding Bus Rapid Transit (BRT). As the County Executive explained, the future economic vitality of Montgomery County depends on increased transportation investment to accommodate more residents and to encourage job growth. One of the County's highest priorities is to provide world-class transportation options for those who live and work throughout the County and the County believes that developing an efficient and effective BRT system is critical to its continued economic growth, mobility, and vitality.

The County Executive letter makes several specific requests which we would strongly urge you to consider and approve:

1. US 29: The County Executive has requested the continued cooperation of the State Highway Administration in planning and design of a high-quality US 29 BRT using existing roadway shoulders as dedicated bus lanes with other portions operating in managed lanes with only limited sections in mixed traffic.
2. MD 355: The County Executive is requesting \$5 million as a state match for local funds being used for the next phase of project of project planning.
3. MD 586: \$1.8 million in additional funding for the Washington Metropolitan Area Transit Authority (WMATA) MetroExtra Q9 bus service along this heavily traveled corridor.
4. Corridor Cities Transitway: Continue with state plans to submit the project for federal funding.

As you know from the County Executive's letter and prior communications, Montgomery County is contributing significant resources to many of these projects as well as numerous other transportation priorities. We appreciate your Department's cooperation in these efforts.

Thank you for your consideration and support.

Sincerely,


Nancy King

Senate Delegation Chair


Shane Robinson

House Delegation Chair

8

Corridor/Project	State Funding through FY16	County Funding through FY16	Additional County Funding Request
Veirs Mill Road (MD 586)	\$0	\$6M	\$0 ^a
MD 355	\$6.5M	\$0	\$5M ^b
US 29	\$3.0M	\$1 M	\$5.5M ^c
Program Support (MCDOT)	\$0.5M	\$1.6 M	\$2M
Marketing/Branding	\$0	\$0	\$1.25M
TOTAL	\$10M	\$8.6M	\$13.75M

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^a County has requested that MDOT fund peak-period Q9 MetroExtra service at an estimated annual operating cost of \$1.8 million.

^b Represents 50% of MTA's estimated \$10 million cost to advance study to selection of a Locally Preferred Alternative (LPA). County has requested that the State fund the additional \$5 million.

^c \$1 million allocated by Council for New Hampshire Avenue Study in FY16 has been reallocated to US 29 corridor planning and design.

Montgomery County Council
April 6, 2016

Re: Operating Budget and Bust Rapid Transit Plans

Dear Council President Floreen and County Councilmembers:

As a member of the Bus Rapid Transit (BRT) Community Advisory Committee (CAC) for the US 29 South corridor, a resident of the Woodmoor neighborhood, and a daily transit user, I was very concerned with County Executive Leggett's recent statements at the March 3rd press conference - echoed afterwards by several Councilmembers, that he had decided to develop a BRT system for Route 29, had a plan, and that it would be built within four years, followed by a request in a supplemental CIP for several million dollars more for the BRT system. Since the public hearing on the CIP took place before this press conference, and money in the operating budget may also go towards elements of this process, I would like to address the issue here tonight.

The CAC was established in order to provide direct input from residents and businesses around the impacted area. It was designed so that members could address issues directly with the engineers. As stated in the documents that the CAC members received at Meeting #2 on March 31, 2015, the CAC was to be a part of the corridor planning study which would "assess potential impacts and cost estimates, conduct a thorough and transparent public process to receive input on proposed alternatives, and develop final report and recommendation on proposed BRT conceptual alternative for US 29." We have given generously of our time to meet regularly for the past year at 2-3 hour long meetings every other month and are really only at the beginning stages of this process. We are in the midst of discussions on the large Draft Purpose and Need of the Project document. As some of you are aware, this is really the first step in the planning study so the work is just getting underway. No alternatives or options have been presented or studied yet. Therefore, adding additional funding at this time for future stages of the BRT study project is premature and subverts the public process that the Council established to help make this decision that could so heavily impact residents and businesses along the US 29 corridor.

I ask that you refrain from short circuiting the important process of public input into developing the best transit plan for US 29 and allow the CAC to continue its work in evaluating alternatives before funding additional studies. The County has already committed sufficient funds for the BRT study and the Council should allow the CAC process that you mandated in the Master Plan to work through the process before dedicating millions more to it when there are so many more important priorities, such as education for the children in this County.

Thank you for your service and the opportunity to address you tonight.

Sincerely,

Melissa Goemann

(10)

My name is Kevin Harris and I'm a small business owner, and President of the Greater Four Corners Alliance – a coalition of business owners and residents working to improve the quality of life and business environment in Four Corners. I'm testifying today to urge you to focus Montgomery County spending on schools, roads, and smart transit solutions.

My wife and I returned to Montgomery County 3 years ago in large part for the school system. We knew that the school system was highly rated and were confident that we were making the right choice for our kids. Unfortunately, we now wonder whether we shouldn't have moved to Arlington. While we're happy with the Principal and most of the staff at Silver Spring International, we were shocked to learn of the intense overcrowding and the poor condition of the building. My sons sit in classrooms with 35 children. That's 35 children. No matter how good of a teacher you have, it's virtually impossible to provide individual attention to students when you have that many packed into one classroom. This overcrowding also leads to a long staggering of lunch sessions. My kids leave the house at 7:30 each day and don't sit down to lunch until 1:05. How many of you go for that long of a stretch without a meal? It also results in a lunch sitting in their lunch bag for 5 and a half hours which is way beyond what is a safe time frame for the unrefrigerated holding of prepared foods. I believe the deterioration of the school system represents the greatest threat to the health of the local economy and I urge you to fully fund the MCPS requested budget.

As President of the Greater Four Corners Alliance I have also been a participant in a Citizens Advisory Committee to study a proposed BRT on Route 29. The BRT study that the Route 29 CAC is working on has just reached the Purpose and Need for the Project Stage and we are in the midst of discussing a very large Draft of this Purpose and Need Document. This is really the beginning stage of the study. Further funding of future stages of the Route 29 BRT project is extremely premature as the planning study process has really only just begun and we have not yet evaluated any alternatives or options. The County and State have already committed sufficient funds out of a total of \$56 million allocated for BRT Planning Studies in addition to several million dollars spent for Task Force activities and studies. Before allocating any additional money for the Route 29 BRT future stages, the Council should allow the CAC process that you mandated in the Master Plan to work through the process and begin evaluating the details that were promised. Without any supporting data, the County Executive and some Council Members seem to have an almost religious faith that BRT will solve the "problems" on Route 29. We're to believe that if the County builds a "state of the art" (whatever that is) system, residents will magically get out of their cars, forget that they have to drop off and pick up their kids at daycare, and hop on a shiny new bus. There simply has not been enough analysis to ascertain whom the current and future auto and bus riders there are on the corridor, and what their needs are for transit. There are many steps that the County can take to improve transit services and increase ridership on Route 29 including adding express bus service, and building adequate bus shelters. Given the County's

finances, we should first tackle the low hanging, affordable fruit before investing in large, costly projects that have not been fully vetted.

The lack of investment in road maintenance is another threat to the health of our economy. There is a close to \$500 million backlog in deferred maintenance on our roadways, and the CIP budget proposes a 30% reduction in road paving which we urge you not to support. The conditions of the roads are atrocious and lead my wife and I to once again question why it is exactly that we moved to the County. While paying some of the highest taxes in the region, we're getting severely overcrowded schools, terrible roads, and poorly designed transit service. These sentiments are fairly common in my community.

I urge you to vote on a budget that gets back to the basics – fix what we have first before embarking on grand new projects. Fully fund the schools, fix the roads we have, and improve transit with sensible, low cost solutions.

and analysis, data management and reporting, modeling, and study results. At the conclusion of the Sediment Study, Exelon will present the study report's findings to the members of the Clean Chesapeake Coalition. In addition, Exelon shall continue its discussions with the Maryland Department of the Environment, the Maryland Department of Natural Resources, and other stakeholders on other issues relating to the licensing of Conowingo Dam.

**Condition 43: Pilot Project to Provide Public Recreational Use of Pepco
Utility Corridors and to Enhance Utility Access to Facilities**

Pepco shall coordinate with the Maryland Department of Natural Resources ("DNR"), Montgomery County, Prince George's County and the Maryland - National Capital Park and Planning Commission ("M-NCPPC") to establish a pilot project in its Maryland service territory by which Pepco will grant to an appropriate governmental or private entity in both Counties a limited, non-exclusive license to access specified portions of Pepco's transmission-line property for recreational and transportation use by the public. Paths will provide increased access by Pepco to its facilities along the transmission corridor; therefore, Pepco will have access along any path to serve its facilities. Permanent paths will provide for faster access for restoration of lines damaged during storms and less impact on wetlands and streams since pathways will be built to mitigate damage to sensitive areas. Pepco shall work cooperatively with DNR, Montgomery County, Prince George's County and M-NCPPC to define the license terms. The first pilot project will be a combined paved and natural surface trail system along the transmission corridor from Westlake Drive near Montgomery Mall to the Soccerplex in Germantown (the "Bethesda-Dickerson Corridor"). Within four months after merger

closing, Pepco shall solicit the input and work cooperatively with the DNR, Montgomery County, Prince George's County, M-NCPPC, and other interested parties on the design of an unpaved trail in the portion of the Bethesda-Dickerson Corridor between the Soccerplex and Quince Orchard Road (the "Unpaved Trail").

The terms of the licenses for the pilot projects shall include, but are not limited to, the following:

- i. Construction (e.g., access points and parking, standards, path material, bridges, signs);
- ii. Maintenance (including but not limited to responsibility for snow removal, grass cutting, debris removal);
- iii. Times of Use;
- iv. Acceptable non-motorized uses, including pedestrians, dog walkers, runners, cyclists, horseback riding;
- v. Monitoring acceptable use;
- vi. Responsibility for handling complaints from adjoining landowners, including intake and response;
- vii. Liability and safety requirements;
- viii. Assurance that Pepco's access and use of its property and facilities located therein are not limited in any way; and
- ix. Pepco shall retain final approval regarding the location of the pilot project(s) and the site of any future access, based upon factors such as safety, security, and Pepco's need to continue to provide safe and reliable electric service consistent with its obligations to customers. Pepco will not forfeit or abridge its property rights in any way.

Pepco shall work with the Counties, M-NCPPC, and DNR to gain approval of these trails and to construct them in a way that reasonably minimizes the portion deemed to be impervious surfaces in order to reduce the storm water retention requirements. Subject to the receipt of local contributions toward the pilot projects, Pepco may seek recovery in regulated transmission and distribution rates of the costs that it incurs in

connection with the project. Pepco shall pay reasonable costs associated with the pilot project if it is able to obtain such recovery in regulated rates. If Pepco is not able to obtain rate recovery of the requested amount of pilot project costs (minus the local contribution), it will work with the Counties, M-NCPPC and DNR to reevaluate and appropriately limit the scope of the pilot project, pay the costs of designing the Unpaved Trail, and cooperate to seek alternate sources of funding to complete the pilot project.

Pepco shall follow the implementation of the pilot project, collect lessons learned and identify criteria and conditions under which it would consider future projects to allow access to its property for non-motorized recreational and transportation use.

Condition 44: System Hardening to Support Washington Suburban Sanitary Commission ("WSSC") Potomac Water Treatment Plant

Within six months after the merger closing, Pepco shall provide to Montgomery County and to Prince George's County an analysis of transmission- or distribution-system options, and associated costs, to enhance the reliability and resiliency of electric service to the WSSC Potomac Water Treatment Plant, which serves both Montgomery and Prince George's Counties.

Condition 45: Pepco and BGE Cooperation with the Office of Emergency Management and Homeland Security ("OEMHS")

Pepco shall continue its strong working relationship, coordination and communication with OEMHS and Montgomery and Prince George's Counties during storm-restoration events, including with respect to identification of priority facilities to be restored. Exelon shall commit that BGE shall continue a similar relationship in its service territory.

Sidewalk & Curb Replacement (P508182)

Category
Sub Category
Administering Agency
Planning Area

Transportation
Highway Maintenance
Transportation (AAGE30)
Countywide

Date Last Modified
Required Adequate Public Facility
Relocation Impact
Status

11/17/14
No
None
Ongoing

	Total	Thru FY15	Est FY16	Total 6 Years	FY 17	FY 18	FY 19	FY 20	FY 21	FY 22	Beyond 6 Yrs
EXPENDITURE SCHEDULE (\$000s)											
Planning, Design and Supervision	8,315	0	2,510	5,805	780	1,005	1,005	1,005	1,005	1,005	0
Land	0	0	0	0	0	0	0	0	0	0	0
Site Improvements and Utilities	0	0	0	0	0	0	0	0	0	0	0
Construction	45,001	6,741	5,365	32,895	4,420	5,695	5,695	5,695	5,695	5,695	0
Other	35	3	32	0	0	0	0	0	0	0	0
Total	53,351	6,744	7,907	38,700	5,200	6,700	6,700	6,700	6,700	6,700	0

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

APPROPRIATION AND EXPENDITURE DATA (000s)

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

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

Description

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

Cost Change

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

Justification

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

Other

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

Fiscal Note

Since FY87, the County has offered to replace deteriorated driveway aprons at the property owners' expense up to a total of \$500,000 annually. Payments for this work are displayed as Contributions in the funding schedule. In FY16, \$1.0M in Recordation Tax Premium was transferred to Street Tree Preservation (#500700) as part of the FY16 savings plan.

Disclosures

Expenditures will continue indefinitely.

Sidewalk & Curb Replacement (P508182)

Coordination

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

Brookville Service Park (P509928)

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	Silver Spring	Status	Under Construction

	Total	Thru FY15	Est FY16	Total 6 Years	FY 17	FY 18	FY 19	FY 20	FY 21	FY 22	Beyond 6 Yrs
EXPENDITURE SCHEDULE (\$000s)											
Planning, Design and Supervision	2,802	2,798	4	0	0	0	0	0	0	0	0
Land	665	665	0	0	0	0	0	0	0	0	0
Site Improvements and Utilities	3,481	3,481	0	0	0	0	0	0	0	0	0
Construction	9,394	9,394	0	0	0	0	0	0	0	0	0
Other	287	280	7	0	0	0	0	0	0	0	0
Total	16,629	16,618	11	0	0	0	0	0	0	0	0

	Total	Thru FY15	Est FY16	Total 6 Years	FY 17	FY 18	FY 19	FY 20	FY 21	FY 22	Beyond 6 Yrs
FUNDING SCHEDULE (\$000s)											
Current Revenue: General	25	15	10	0	0	0	0	0	0	0	0
G.O. Bonds	16,604	16,603	1	0	0	0	0	0	0	0	0
Total	16,629	16,618	11	0	0	0	0	0	0	0	0

APPROPRIATION AND EXPENDITURE DATA (000s)

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

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

Description

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

Estimated Schedule

Construction is estimated to end in the Spring of 2011.

Justification

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

Other

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

Fiscal Note

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

Disclosures

A pedestrian impact analysis has been completed for this project.

Coordination

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Brookville Service Park (P509928)

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

Bridge Design (P509132)

Category
Sub Category
Administering Agency
Planning Area

Transportation
Bridges
Transportation (AAGE30)
Countywide

Date Last Modified
Required Adequate Public Facility
Relocation Impact
Status

11/17/14
No
None
Ongoing

	Total	Thru FY15	Est FY16	Total 6 Years	FY 17	FY 18	FY 19	FY 20	FY 21	FY 22	Beyond 6 Yrs
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EXPENDITURE SCHEDULE (\$000s)											
Planning, Design and Supervision	18,262	12,296	1,882	4,084	1,022	873	694	605	492	398	0
Land	425	425	0	0	0	0	0	0	0	0	0
Site Improvements and Utilities	78	78	0	0	0	0	0	0	0	0	0
Construction	92	92	0	0	0	0	0	0	0	0	0
Other	18	18	0	0	0	0	0	0	0	0	0
Total	18,875	12,909	1,882	4,084	1,022	873	694	605	492	398	0

FUNDING SCHEDULE (\$000s)											
Federal Aid	956	956	0	0	0	0	0	0	0	0	0
G.O. Bonds	18,133	10,960	1,089	4,084	1,022	873	694	605	492	398	0
Land Sale	15	15	0	0	0	0	0	0	0	0	0
PAYGO	340	340	0	0	0	0	0	0	0	0	0
State Aid	1,431	638	793	0	0	0	0	0	0	0	0
Total	18,875	12,909	1,882	4,084	1,022	873	694	605	492	398	0

APPROPRIATION AND EXPENDITURE DATA (000s)

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

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

Description

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

Cost Change

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

Justification

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

Other

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

Fiscal Note

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

Disclosures

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

Bridge Design (P509132)

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

Coordination

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

Bridge Renovation (P509753)

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

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

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

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

FUNDING SCHEDULE (\$000s)

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

APPROPRIATION AND EXPENDITURE DATA (000s)

Appropriation Request	FY 17	2,000
Appropriation Request Est.	FY 18	0
Supplemental Appropriation Request		0
Transfer		0
Cumulative Appropriation		6,895
Expenditure / Encumbrances		2,321
Unencumbered Balance		3,574

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

Description

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

Cost Change

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

Justification

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

Other

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

Fiscal Note

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

Disclosures

Expenditures will continue indefinitely.

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

Coordination

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

Cedar Lane Bridge (M0074) (P501105)

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

	Total	Thru FY15	Est FY16	Total 6 Years	FY 17	FY 18	FY 19	FY 20	FY 21	FY 22	Beyond 6 Yrs
EXPENDITURE SCHEDULE (\$000s)											
Planning, Design and Supervision	1,012	263	749	0	0	0	0	0	0	0	0
Land	21	0	21	0	0	0	0	0	0	0	0
Site Improvements and Utilities	107	25	82	0	0	0	0	0	0	0	0
Construction	3,469	3,176	293	0	0	0	0	0	0	0	0
Other	0	0	0	0	0	0	0	0	0	0	0
Total	4,609	3,464	1,145	0	0	0	0	0	0	0	0

	Total	Thru FY15	Est FY16	Total 6 Years	FY 17	FY 18	FY 19	FY 20	FY 21	FY 22	Beyond 6 Yrs
FUNDING SCHEDULE (\$000s)											
Federal Aid	3,310	2,166	1,144	0	0	0	0	0	0	0	0
G.O. Bonds	1,299	1,298	1	0	0	0	0	0	0	0	0
Total	4,609	3,464	1,145	0	0	0	0	0	0	0	0

	Total	Thru FY15	Est FY16	Total 6 Years	FY 17	FY 18	FY 19	FY 20	FY 21	FY 22	Beyond 6 Yrs
OPERATING BUDGET IMPACT (\$000s)											
Energy				4	1	1	1	1	0	0	
Net Impact				4	1	1	1	1	0	0	

APPROPRIATION AND EXPENDITURE DATA (000s)

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

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

Description

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

Location

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

Capacity

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

Estimated Schedule

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

Justification

Cedar Lane Bridge (M0074) (P501105)

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

Other

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

Fiscal Note

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

Disclosures

A pedestrian impact analysis has been completed for this project.

Coordination

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

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

Category	Transportation	Date Last Modified	11/17/14
Sub Category	Bridges	Required Adequate Public Facility	No
Administering Agency	Transportation (AAGE30)	Relocation Impact	None
Planning Area	Poolesville	Status	Under Construction

	Total	Thru FY15	Est FY16	Total 6 Years	FY 17	FY 18	FY 19	FY 20	FY 21	FY 22	Beyond 6 Yrs
EXPENDITURE SCHEDULE (\$000s)											
Planning, Design and Supervision	328	328	0	0	0	0	0	0	0	0	0
Land	59	59	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	2,098	2,060	38	0	0	0	0	0	0	0	0
Other	0	0	0	0	0	0	0	0	0	0	0
Total	2,485	2,447	38	0	0	0	0	0	0	0	0

	Total	Thru FY15	Est FY16	Total 6 Years	FY 17	FY 18	FY 19	FY 20	FY 21	FY 22	Beyond 6 Yrs
FUNDING SCHEDULE (\$000s)											
G.O. Bonds	2,485	2,447	38	0	0	0	0	0	0	0	0
Total	2,485	2,447	38	0	0	0	0	0	0	0	0

APPROPRIATION AND EXPENDITURE DATA (000s)

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

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

Description

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

Location

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

Estimated Schedule

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

Justification

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

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

Other

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

Fiscal Note

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

Disclosures

A pedestrian impact analysis has been completed for this project.

Coordination

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

Century Boulevard (P501115)

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

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

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

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

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

APPROPRIATION AND EXPENDITURE DATA (000s)

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

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

Description

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

Estimated Schedule

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

Justification

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

Other

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

Fiscal Note

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

Disclosures

A pedestrian impact analysis has been completed for this project.

Coordination

Century Boulevard (P501115)

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

Glenmont Metro Parking Expansion (P500552)

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

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

	Total	Thru FY15	Est FY16	Total 6 Years	FY 17	FY 18	FY 19	FY 20	FY 21	FY 22	Beyond 6 Yrs
EXPENDITURE SCHEDULE (\$000s)											
Planning, Design and Supervision	25	2	23	0	0	0	0	0	0	0	0
Land	352	352	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	22,491	17,560	4,931	0	0	0	0	0	0	0	0
Other	0	0	0	0	0	0	0	0	0	0	0
Total	22,868	17,914	4,954	0	0	0	0	0	0	0	0

	Total	Thru FY15	Est FY16	Total 6 Years	FY 17	FY 18	FY 19	FY 20	FY 21	FY 22	Beyond 6 Yrs
FUNDING SCHEDULE (\$000s)											
Current Revenue: WMATA Surcharge	4,885	0	4,885	0	0	0	0	0	0	0	0
G.O. Bonds	1	1	0	0	0	0	0	0	0	0	0
PAYGO	375	375	0	0	0	0	0	0	0	0	0
Revenue Bonds	7,569	7,569	0	0	0	0	0	0	0	0	0
Revenue Bonds: Liquor Fund	10,038	9,969	69	0	0	0	0	0	0	0	0
Total	22,868	17,914	4,954	0	0	0	0	0	0	0	0

APPROPRIATION AND EXPENDITURE DATA (000s)

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

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

Description

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

Cost Change

Decrease reflects actual project costs.

Justification

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

Other

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

Fiscal Note

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

Disclosures

A pedestrian impact analysis has been completed for this project.

Coordination

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



Transportation

Mission Statement

The mission of the Department of Transportation (DOT) programs supported by the General Fund is to provide an effective and efficient transportation system to ensure the safe and convenient movement of persons and vehicles on County roads; to plan, design, and coordinate development and construction of transportation and pedestrian routes to maintain the County's transportation infrastructure; to operate and maintain the traffic signal system and road network in a safe and efficient manner; and to develop and implement transportation policies to maximize efficient service delivery. The General Fund supports programs in the Division of Traffic Engineering and Operations, the Division of Parking Management, the Division of Highway Maintenance, the Division of Transportation Engineering, the Division of Transit Services, and the Director's Office.

Budget Overview

The total recommended FY17 Operating Budget for the Department of Transportation is \$53,365,223, an increase of \$1,832,809 or 3.56 percent from the FY16 Approved Budget of \$51,532,414. Personnel Costs comprise 46.59 percent of the budget for 454 full-time position(s) and nine part-time position(s), and a total of 282.30 FTEs. Total FTEs may include seasonal or temporary positions and may also reflect workforce charged to or from other departments or funds. Operating Expenses account for the remaining 53.41 percent of the FY17 budget.

Significant multi-program adjustments in Traffic Planning, Transportation Design, Transportation Policy, and Transportation Planning are due to corrections in staffing allocation across programs.

In addition, this department's Capital Improvements Program (CIP) requires Current Revenue funding.

Linkage to County Result Areas

While this program area supports all eight of the County Result Areas, the following are emphasized:

- ❖ An Effective and Efficient Transportation Network
- ❖ Healthy and Sustainable Neighborhoods
- ❖ A Responsive, Accountable County Government
- ❖ Safe Streets and Secure Neighborhoods
- ❖ Vital Living for All of Our Residents

Department Performance Measures

Performance measures for this department are included below (where applicable), with multi-program measures displayed at the front of this section and program-specific measures shown with the relevant program. The FY16 estimates reflect funding based on the FY16 approved budget. The FY17 and FY18 figures are performance targets based on the FY17 recommended budget and funding for comparable service levels in FY18.

Initiatives

- ★ Continue expansion of the bikeshare network.
- ★ Provide overall management of the County's transit initiatives.
- ★ Implement a load testing program on bridges where heavy vehicles such as Fire Rescue apparatus are restricted. This real-life method of determining bridge weight limits for bridges is more accurate than in-house calculations. The results may allow restrictions to be

lifted and eliminate costly rehabilitation projects.

Accomplishments

- ✓ 790 crosswalks were installed in FY15, an increase of 36% over FY14 and 815 stop bars were installed representing a 27% increase over FY14.
- ✓ Fully implemented a Road Weather Information System (RWIS) which provides up-to-minute pavement conditions at four locations around the County. Discussions have begun to expand the program by two additional stations.
- ✓ Resurfaced 405 lane-miles in FY15.
- ✓ Awarded with a prestigious National Association of Counties (NACo) Award for DOT's Public Outreach Program "Social Solutions In Public Works."
- ✓ Responded to 13 storm events totaling 52.5 inches of snow to date in FY16.
- ✓ The Annual Leafing Operation program collected over 925 tons of debris on over 2,175 miles of roads.
- ✓ Completed three major FiberNet Hub site upgrades in FY15, which included increasing the number of fibers available and re-establishing all county sites associated with each regional Hub site.
- ✓ The Glenmont Town Center streetlight upgrade was completed with the installation of 59 Light Emitting Diode (LED) lights. LED Streetlights consume significantly less energy than the conventional High Pressure Sodium (HPS) lights and reduce the carbon footprint.
- ✓ Tree Maintenance Section crews and arborists responded to over 20,155 Service Requests, pruned 10,002 trees, removed 2,392 stumps, and planted 1,016 trees.
- ✓ Completed the biennial 2015 Pavement Condition Index (PCI) study providing conditions along 5,200 lane-miles of roads.

Productivity Improvements

- ✱ Developed GIS-based storm drain asset management application to electronically collect and share data on storm drain infrastructure.
- ✱ The Division of Highway Services has implemented its social media program. There have been nearly 2 million views on Twitter, Facebook and YouTube.

Program Contacts

Contact Emil Wolanin of the Department of Transportation at 240.777.7170 or Brady Goldsmith of the Office of Management and Budget at 240.777.2793 for more information regarding this department's operating budget.

Program Descriptions

Automation

The Automation Program provides staffing, material, and support to develop and maintain information systems in support of the Department's business operations. This includes the purchase and maintenance of IT equipment, service and support for major business systems, strategic visioning and analysis for planned IT investments, and day-to-day end use support. In addition, this program provides for coordination with the County Department of Technology Services.

FY17 Recommended Changes	Expenditures	FTEs
FY16 Approved	463,099	2.85
Multi-program adjustments, including negotiated compensation changes, employee benefit changes, changes due to staff turnover, reorganizations, and other budget changes affecting multiple programs.	25,707	0.00

FY17 Recommended Changes	Expenditures	FTEs
FY17 Recommended	488,806	2.85

Bike Share

This program administers and operates the BikeShare program in the County. The purpose of this program is developing additional options for short trips, promoting the use of transit and contributing to a more pedestrian and bicycle-friendly atmosphere. This includes managing implementation of the County's system, administering the operation of the system, and coordinating with other regional BikeShare programs.

FY17 Recommended Changes	Expenditures	FTEs
FY16 Approved	1,596,678	1.00
Increase Cost: Bikeshare Operation and Maintenance	212,304	0.00
Multi-program adjustments, including negotiated compensation changes, employee benefit changes, changes due to staff turnover, reorganizations, and other budget changes affecting multiple programs.	(4,416)	0.00
FY17 Recommended	1,804,566	1.00

Bridge Maintenance

This program provides for the basic maintenance of bridges and box culverts along County-maintained roadways, including removal of debris under and around bridges; wall and abutment repainting; trimming trees and mowing banks around bridge approaches; and guardrail repair. Minor asphalt repairs and resurfacing of bridges and bridge approaches are also included.

FY17 Recommended Changes	Expenditures	FTEs
FY16 Approved	182,140	1.04
Multi-program adjustments, including negotiated compensation changes, employee benefit changes, changes due to staff turnover, reorganizations, and other budget changes affecting multiple programs.	(2,825)	0.00
FY17 Recommended	179,315	1.04

Transportation Engineering and Management Services

This program oversees a portion of the transportation programs, monitors and evaluates standards, investigates complaints, and implements strategies to maximize cost savings. This program is also responsible for the personnel, budget, and finance functions of several divisions in the Department of Transportation, providing essential services to the Department and serving as a point of contact for other departments.

FY17 Recommended Changes	Expenditures	FTEs
FY16 Approved	940,926	8.00
Multi-program adjustments, including negotiated compensation changes, employee benefit changes, changes due to staff turnover, reorganizations, and other budget changes affecting multiple programs.	29,275	0.00
FY17 Recommended	970,201	8.00

Parking Outside the Parking Districts

This program administers, operates, and maintains the parking program outside the Parking Districts. Included in this program are residential permit parking and peak hour traffic enforcement. The residential permit parking program is responsible for the sale of parking permits and parking enforcement in these areas. Participation in the program is requested through a petition of the majority of the citizens who live in that area. The program is designed to mitigate the adverse impact of commuters parking in residential areas. Peak hour traffic enforcement in the Bethesda and Silver Spring Central Business Districts assures the availability of travel lanes during peak traffic periods. The program is also responsible for the management of County employee parking in the Rockville core.

FY17 Recommended Changes	Expenditures	FTEs
FY16 Approved	1,072,795	1.60
Multi-program adjustments, including negotiated compensation changes, employee benefit changes, changes due to staff turnover, reorganizations, and other budget changes affecting multiple programs.	2,913	0.00
FY17 Recommended	1,075,708	1.60

Resurfacing

This program provides for the contracted pavement surface treatment of the County's residential and rural roadway infrastructure.

Program Performance Measures	Actual FY14	Actual FY15	Estimated FY16	Target FY17	Target FY18
Percent of primary/arterial road quality rated fair or better	55%	60%	55%	48%	41%
Percent of rural/residential road quality rated fair or better	52%	48%	43%	37%	34%
Percentage of annual requirement for residential resurfacing funded	55%	75%	48%	48%	48%

FY17 Recommended Changes	Expenditures	FTEs
FY16 Approved	2,114,410	0.00
FY17 Recommended	2,114,410	0.00

Roadway and Related Maintenance

Roadway maintenance includes hot mix asphalt road patching (temporary and permanent roadway repairs, skin patching, and crack sealing); shoulder maintenance; and storm drain maintenance, including erosion repairs, roadway ditch and channel repairs, cleaning enclosed storm drains, and repair and/or replacement of drainage pipes. Related activities include: mowing; roadside vegetation clearing and grubbing; traffic barrier repair and replacement; street cleaning; regrading and reshaping dirt/gravel roads; and temporary maintenance of curbs, gutters, and sidewalks. Starting in FY07, DOT began providing routine maintenance of roadway, bridges, and storm drain surfaces and other miscellaneous items for Park roads.

FY17 Recommended Changes	Expenditures	FTEs
FY16 Approved	17,331,440	122.74
Increase Cost: Maintenance of Newly Accepted Subdivision Roads	24,690	0.00
Multi-program adjustments, including negotiated compensation changes, employee benefit changes, changes due to staff turnover, reorganizations, and other budget changes affecting multiple programs.	393,062	(0.01)
FY17 Recommended	17,749,192	122.73

Snow Removal/Wind/Rain Storms

This program includes the removal of storm debris within right of ways and snow from County roadways. This includes plowing and applying salt and sand; equipment preparation and cleanup from snow storms; and wind and rain storm cleanup. Efforts to improve the County's snow removal operation have included public snow plow mapping, snow summit conferences; equipping other County vehicles with plows; and using a variety of contracts to assist in clearing streets. Expenditures over the budgeted program amount for this purpose will be covered by the Snow Removal and Storm Cleanup NDA.

FY17 Recommended Changes	Expenditures	FTEs
FY16 Approved	3,338,759	24.78
Multi-program adjustments, including negotiated compensation changes, employee benefit changes, changes due to staff turnover, reorganizations, and other budget changes affecting multiple programs.	3,447	0.00
FY17 Recommended	3,342,206	24.78

Streetlighting

This program includes investigation of citizen requests for new or upgraded streetlights; design or review of plans for streetlight installations on existing roads, bikeways and pedestrian facilities, and projects that are included in the CIP; coordination and inspection of streetlight installations and maintenance by utility companies; maintenance of all County-owned streetlights by contract; and inspection of contractual maintenance and repair work.

FY17 Recommended Changes	Expenditures	FTEs
FY16 Approved	579,356	0.50
Increase Cost: Streetlight Relamping and Maintenance	17,169	0.00
Multi-program adjustments, including negotiated compensation changes, employee benefit changes, changes due to staff turnover, reorganizations, and other budget changes affecting multiple programs.	614	0.00
FY17 Recommended	597,139	0.50

Traffic Planning

This program provides for traffic engineering and safety review of road construction projects in the CIP; review of master plans, preliminary development plans, and road geometric standards from a pedestrian, bicycle, and traffic engineering and safety standpoint. The program also includes studies to identify small scale projects to improve the capacity and safety of intersections at spot locations throughout the County, the design of conceptual plans for such improvements, as well as the review of development plans and coordination of all such reviews within the Department of Transportation; review of traffic and pedestrian impact studies for the Local Area Review process; and development, review, approval, and monitoring of development-related transportation mitigation agreements.

FY17 Recommended Changes	Expenditures	FTEs
FY16 Approved	384,907	3.60
Multi-program adjustments, including negotiated compensation changes, employee benefit changes, changes due to staff turnover, reorganizations, and other budget changes affecting multiple programs.	258,633	1.40
FY17 Recommended	643,540	5.00

Traffic and Pedestrian Safety

This program provides for engineering studies to evaluate and address concerns about pedestrian and traffic safety and parking issues on neighborhood streets, arterial, and major roadways. Data on speed, vehicular and pedestrian volumes, geometric conditions and collision records are collected and analyzed. Plans are developed to enhance neighborhood and school zone safety, maintain livable residential environments, and provide safe and efficient traffic flow as well as safe pedestrian access on arterial and major roads.

Program Performance Measures	Actual FY14	Actual FY15	Estimated FY16	Target FY17	Target FY18
Average number of days to respond to requests for traffic studies	61	65	67	69	71
Number of traffic studies pending	249	254	261	268	275

FY17 Recommended Changes	Expenditures	FTEs
FY16 Approved	1,820,193	10.40
Decrease Cost: End of Safe Routes to School Grant	(14,984)	(0.19)
Multi-program adjustments, including negotiated compensation changes, employee benefit changes, changes due to staff turnover, reorganizations, and other budget changes affecting multiple programs.	185,172	1.46
FY17 Recommended	1,990,381	11.67

Traffic Sign and Marking

This program includes conducting engineering investigations of citizen complaints about traffic signs, street names, pavement markings (centerline, lane lines, edge lines, crosswalks, raised pavement markers, etc.) and inadequate visibility at intersections. It also includes design, review, and field inspection of traffic control plans for CIP road projects and for permit work performed in right-of-ways. This program

includes fabrication and/or purchase of signs; installation and maintenance of all traffic and pedestrian signs and street name signs (including special advance street name signs); repair or replacement of damaged signs; installation and maintenance of all pavement markings; safety-related trimming of roadside foliage obstructing traffic control devices; and day-to-day management of the traffic materials and supplies inventory. This program is also responsible for the issuance of permits for use of County roads and rights-of-ways for special events such as parades, races, and block parties.

FY17 Recommended Changes	Expenditures	FTEs
FY16 Approved	2,797,441	13.60
Multi-program adjustments, including negotiated compensation changes, employee benefit changes, changes due to staff turnover, reorganizations, and other budget changes affecting multiple programs.	(47,477)	(0.57)
FY17 Recommended	2,749,964	13.03

Traffic Signals & Advanced Transportation Mgmt System

This program provides for the general engineering and maintenance activities associated with the design, construction, and maintenance of traffic signals, the Advanced Transportation Management System (ATMS), and the communication, infrastructure that supports these programs and the County's fiber optic based network. Included in this program are proactive and reactive maintenance of the field devices and related components such as traffic signals, flashers, traffic surveillance cameras, variable message signs, travelers' advisory radio sites, twisted pair copper interconnect, and fiber optic cable and hub sites; and support of the Traffic Signal, ATMS, and FiberNet CIP projects. This programs also includes provision of testimony for the County in court cases involving traffic signals.

Program Performance Measures	Actual FY14	Actual FY15	Estimated FY16	Target FY17	Target FY18
The backlog of signalized intersections with a malfunctioning sensor	138	161	163	165	167

FY17 Recommended Changes	Expenditures	FTEs
FY16 Approved	1,932,010	7.12
Multi-program adjustments, including negotiated compensation changes, employee benefit changes, changes due to staff turnover, reorganizations, and other budget changes affecting multiple programs.	48,144	0.40
FY17 Recommended	1,980,154	7.52

Transportation Community Outreach

The Transportation Community Outreach program objective is to inform County residents of DOT's services, programs, and procedures; enhance their understanding of the department's organization and responsibilities; enhance their ability to contact directly the appropriate DOT office; and provide feedback so DOT can improve its services. Staff works with the Public Information Office to respond to media inquiries. Staff refers and follows up on residents' concerns; attends community meetings; and convenes action group meetings at the request of the Regional Services Center directors. Significant components of this program are the coordination of Renew Montgomery, a neighborhood revitalization program, and the Keep Montgomery County Beautiful program, which includes the Adopt-A-Road program, a beautification grants program, and annual beautification awards.

FY17 Recommended Changes	Expenditures	FTEs
FY16 Approved	220,352	1.00
Multi-program adjustments, including negotiated compensation changes, employee benefit changes, changes due to staff turnover, reorganizations, and other budget changes affecting multiple programs.	1,941	0.00
FY17 Recommended	222,293	1.00

Property Acquisition

This program is responsible for acquiring land for transportation capital projects and includes land acquisitions for other departments on an as-needed basis. This program includes administering the abandonment of rights-of-ways which have been or currently are in public use.

FY17 Recommended Changes	Expenditures	FTEs
FY16 Approved	99,668	0.60
Multi-program adjustments, including negotiated compensation changes, employee benefit changes, changes due to staff turnover, reorganizations, and other budget changes affecting multiple programs.	(6,852)	0.00
FY17 Recommended	92,816	0.60

Transportation Planning

Transportation Planning: The Transportation Engineering Planning Unit manages both the Facility Planning and the Annual Bikeways programs. Prior to a capital project being funded for design and construction, it must first undergo Facility Planning. The planning process examines transportation improvements that are in compliance with the area master plans to meet the forecasted conditions. These analyses are performed at a higher level of detail than what is provided during the master plan process. Facility Planning culminates with a project prospectus report and preliminary design plans which allow projects to compete for funding as a stand-alone CIP. The Annual Bikeways Program plans, designs and constructs bikeways, trails and directional route signs throughout the County. The purpose of this project is to develop the bikeway network specified by master plans and those requested by the community to provide access to commuter rail, mass transit, major employment centers, recreational and educational facilities, and other major attractions.

FY17 Recommended Changes	Expenditures	FTEs
FY16 Approved	130,904	0.75
Multi-program adjustments, including negotiated compensation changes, employee benefit changes, changes due to staff turnover, reorganizations, and other budget changes affecting multiple programs.	(41,860)	(0.20)
FY17 Recommended	89,044	0.55

Transportation Design

This program provides for the development of engineering construction plans and specifications for all transportation-related projects in the County's Capital Improvements Program (CIP). This includes planning, surveying, designing of roads, bridges, traffic improvements, pedestrian, bicycle and mass transit facilities, and storm drains; as well as the inventory, inspection, renovation, preservation and rehabilitation of existing bridges. All of these plans are environmentally sound and aesthetically pleasing and meet applicable local, State, and Federal laws and regulations.

Program Performance Measures	Actual FY14	Actual FY15	Estimated FY16	Target FY17	Target FY18
Linear feet of sidewalk construction completed (000)	39	30	20	20	20

FY17 Recommended Changes	Expenditures	FTEs
FY16 Approved	356,049	1.14
Enhance: Implement Bridge Load Testing Program	300,000	0.00
Multi-program adjustments, including negotiated compensation changes, employee benefit changes, changes due to staff turnover, reorganizations, and other budget changes affecting multiple programs.	76,179	0.40
FY17 Recommended	732,228	1.54

Transportation Construction

This program provides overall construction administration and inspection of the Department's transportation CIP projects. This includes preparing and awarding construction contracts, monitoring construction expenditures and schedules, processing contract payments, providing construction inspection, and inspecting and testing materials used in capital projects. It measures and controls the quality of manufactured construction materials incorporated into the transportation infrastructure. This program also includes materials (manufacturing) plant inspections and testing of materials for work performed by private developers under permit with the County.

Program Performance Measures	Actual FY14	Actual FY15	Estimated FY16	Target FY17	Target FY18
Transportation capital improvement projects completed within 10% of the cost estimate	100%	100%	90%	90%	90%

Program Performance Measures	Actual FY14	Actual FY15	Estimated FY16	Target FY17	Target FY18
Transportation capital improvement projects completed within 3 months of projected timeline	66%	75%	90%	90%	90%

FY17 Recommended Changes	Expenditures	FTEs
FY16 Approved	284,810	0.85
Decrease Cost: Charge Materials Testing Program to Permitting Services	(80,000)	0.00
Multi-program adjustments, including negotiated compensation changes, employee benefit changes, changes due to staff turnover, reorganizations, and other budget changes affecting multiple programs.	897	0.00
FY17 Recommended	205,707	0.85

Traffic Management and Operations

The Traffic Management and Operations program provides for the daily operations of the County's transportation management program to include operations of the Transportation Management Center (TMC), the computerized traffic signal system, and multi-agency incident management response and special event traffic management. This program also provides hardware and software for the TMC's computer and network infrastructure, and investigation of citizen complaints about traffic signal timing, synchronization and optimization.

FY17 Recommended Changes	Expenditures	FTEs
FY16 Approved	2,061,133	7.30
Increase Cost: Uninterrupted Power Supply (UPS) Unit Maintenance	7,150	0.00
Decrease Cost: Annualize FY16 Elimination of Airplane Surveillance	(274,809)	0.00
Multi-program adjustments, including negotiated compensation changes, employee benefit changes, changes due to staff turnover, reorganizations, and other budget changes affecting multiple programs.	(182,154)	(1.50)
FY17 Recommended	1,611,320	5.80

Transportation Policy

This program provides for the integration of all transportation plans, projects, and programs to ensure Department-wide coordination and consistency. The program provides a strategic planning framework for the identification and prioritization of new capital and operating transportation projects and programs for implementation at the County and State levels. The program advocates and explains the County's transportation priorities to the Council and State Delegation. This program also includes a liaison role and active participation with local and regional bodies such as WMATA, M-NCPPC, the Metropolitan Washington Council of Governments (COG), the Transportation Planning Board (TPB), and the Maryland Department of Transportation. This program involves active participation in the master planning process in order to advance transportation priorities and ensure the ability to implement proposed initiatives. The development of transportation policy, legislation, and infrastructure financing proposals are included in this program, including administration of the Impact Tax Program, development and negotiation of participation agreements with private developers, and the Development Approval Payment program.

FY17 Recommended Changes	Expenditures	FTEs
FY16 Approved	502,209	3.00
Increase Cost: Purple Line Coordinator starting January 2017	70,000	1.00
Multi-program adjustments, including negotiated compensation changes, employee benefit changes, changes due to staff turnover, reorganizations, and other budget changes affecting multiple programs.	(99,689)	0.00
FY17 Recommended	472,520	4.00

Tree Maintenance

The operating budget portion of the Tree Maintenance program provides for emergency tree maintenance services in the public rights-of-way. The program provides priority area-wide emergency tree and stump removal and pruning to ensure the safety of pedestrians and cyclists, minimize damage to property, and provide adequate road clearance and sign, signal, and streetlight visibility for motorists. Starting in FY07, the street tree planting function was transferred to DOT as part of the overall Tree Maintenance program.

FY17 Recommended Changes	Expenditures	FTEs
FY16 Approved	4,740,816	17.36
Multi-program adjustments, including negotiated compensation changes, employee benefit changes, changes due to staff turnover, reorganizations, and other budget changes affecting multiple programs.	53,443	0.01
FY17 Recommended	4,794,259	17.37

Vacuum Leaf Collection

The Vacuum Leaf Collection program provides two vacuum leaf collections to the residents in the Leaf Vacuuming District during the late fall/winter months. Vacuum leaf collection is an enhanced service which complements homeowner responsibilities related to the collection of the high volume of leaves generated in this part of the County. This program is supported by a separate leaf vacuum collection fee that is charged to property owners in the Leaf Vacuuming District.

FY17 Recommended Changes	Expenditures	FTEs
FY16 Approved	5,417,595	30.83
Increase Cost: Charges from Finance for Collection of Fees	132,571	0.20
Increase Cost: Motor Pool Adjustment	48,697	0.00
Increase Cost: FY17 Compensation Adjustment	44,798	0.00
Increase Cost: Group Insurance Adjustment	19,125	0.00
Increase Cost: Annualization of FY16 Personnel Costs	10,625	0.00
Decrease Cost: Retirement Adjustment	(11,927)	0.00
FY17 Recommended	5,661,484	31.03

Administration

The Director's Office provides overall leadership for the Department, including policy development, planning, accountability, service integration, customer service, and the formation of partnerships. It also handles administration of the day-to-day operations of the Department, including direct service delivery, budget and fiscal management oversight (capital and operating), training, contract management, logistics and facilities support, human resources management, and information technology. In addition, administration staff coordinates the departmental review of proposed State legislation and provides a liaison between the County and WMATA. The Department consists of five divisions: the Division of Traffic Engineering and Operations, the Division of Parking Management, the Division of Highway Maintenance, the Division of Transportation Planning, and the Division of Transit Services. The Administration program includes efforts of staff from all divisions of the Department.

FY17 Recommended Changes	Expenditures	FTEs
FY16 Approved	3,164,724	18.94
Increase Cost: Project Search Position	27,000	0.50
Multi-program adjustments, including negotiated compensation changes, employee benefit changes, changes due to staff turnover, reorganizations, and other budget changes affecting multiple programs.	606,246	0.40
FY17 Recommended	3,797,970	19.84

Budget Summary

	Actual FY15	Budget FY16	Estimate FY16	REC FY17	% Chg Bud/Rec
COUNTY GENERAL FUND					
EXPENDITURES					
Salaries and Wages	18,170,153	14,818,211	15,208,396	15,402,629	3.9 %
Employee Benefits	6,537,695	6,389,488	5,929,959	6,213,343	-2.8 %
County General Fund Personnel Costs	24,707,848	21,207,699	21,138,355	21,615,972	1.9 %
Operating Expenses	42,774,814	24,892,136	24,861,271	26,087,767	4.8 %

	Actual FY15	Budget FY16	Estimate FY16	REC FY17	%Chg Bud/Rec
County General Fund Expenditures	67,482,662	46,099,835	45,999,626	47,703,739	3.5 %
PERSONNEL					
Full-Time	449	453	453	454	0.2 %
Part-Time	8	8	8	9	12.5 %
FTEs	243.98	247.98	247.98	251.27	1.3 %
REVENUES					
Federal Grants	963,875	0	0	0	—
Miscellaneous Revenues	7,375	5,000	5,000	143,665	2773.3 %
Motor Pool Charges/Fees	9,135	0	0	0	—
Other Charges/Fees	439,226	440,000	440,000	440,000	—
Other Fines/Forfeitures	5,175	0	0	0	—
Parking Fees	208,446	317,000	210,000	210,000	-33.8 %
Parking Fines	2,414,881	0	0	0	—
Residential Parking Permits	217,874	200,000	35,000	24,000	-88.0 %
State Aid: Highway User	3,368,037	4,125,000	3,719,706	3,742,245	-9.3 %
State Grants	0	0	0	650,000	—
Street Tree Planting	89,250	75,000	75,000	75,000	—
Subdivision Plan Review	302,457	200,000	300,000	300,000	50.0 %
Traffic Signals Maintenance	0	994,000	994,000	994,000	—
County General Fund Revenues	8,025,731	6,356,000	5,778,706	6,578,910	3.5 %
LEAF VACUUMING					
EXPENDITURES					
Salaries and Wages	2,023,759	2,332,201	2,076,870	2,459,627	5.5 %
Employee Benefits	634,486	761,183	575,623	786,417	3.3 %
Leaf Vacuuming Personnel Costs	2,658,245	3,093,384	2,652,493	3,246,044	4.9 %
Operating Expenses	3,201,158	2,324,211	2,765,102	2,415,440	3.9 %
Leaf Vacuuming Expenditures	5,859,403	5,417,595	5,417,595	5,661,484	4.5 %
PERSONNEL					
Full-Time	0	0	0	0	—
Part-Time	0	0	0	0	—
FTEs	30.83	30.83	30.83	31.03	0.6 %
REVENUES					
Investment Income	2,693	8,790	6,090	8,700	-1.0 %
Leaf Vacuum Collection Fees	6,532,082	6,835,000	6,898,902	7,202,921	5.4 %
Other Charges/Fees	11,948	0	0	0	—
Systems Benefit Charge	(11)	0	0	0	—
Leaf Vacuuming Revenues	6,546,712	6,843,790	6,904,992	7,211,621	5.4 %
GRANT FUND - MCG					
EXPENDITURES					
Salaries and Wages	0	10,917	10,917	0	-100.0 %
Employee Benefits	0	4,067	4,067	0	-100.0 %
Grant Fund - MCG Personnel Costs	0	14,984	14,984	0	-100.0 %
Operating Expenses	73,169	0	0	0	—
Grant Fund - MCG Expenditures	73,169	14,984	14,984	0	-100.0 %
PERSONNEL					
Full-Time	0	0	0	0	—
Part-Time	0	0	0	0	—
FTEs	0.19	0.19	0.19	0.00	-100.0 %
REVENUES					
State Grants	73,169	14,984	14,984	0	-100.0 %
Grant Fund - MCG Revenues	73,169	14,984	14,984	0	-100.0 %
DEPARTMENT TOTALS					
Total Expenditures	73,415,234	51,532,414	51,432,205	53,365,223	3.6 %

	Actual FY15	Budget FY16	Estimate FY16	REC FY17	%Chg Bud/Rec
Total Full-Time Positions	449	453	453	454	0.2 %
Total Part-Time Positions	8	8	8	9	12.5 %
Total FTEs	275.00	279.00	279.00	282.30	1.2 %
Total Revenues	14,645,612	13,214,774	12,698,682	13,790,531	4.4 %

FY17 Recommended Changes

	Expenditures	FTEs
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COUNTY GENERAL FUND

FY16 ORIGINAL APPROPRIATION **46,099,835 247.98**

Changes (with service impacts)

Enhance: Implement Bridge Load Testing Program [Transportation Design] 300,000 0.00

Other Adjustments (with no service impacts)

Increase Cost: Motor Pool Adjustment 1,029,533 0.00

Increase Cost: FY17 Compensation Adjustment 407,958 0.00

Increase Cost: Bikeshare Operation and Maintenance [Bike Share] 212,304 0.00

Increase Cost: Group Insurance Adjustment 169,697 0.00

Increase Cost: Annualization of FY16 Compensation Increases 82,061 0.00

Increase Cost: Purple Line Coordinator starting January 2017 [Transportation Policy] 70,000 1.00

Increase Cost: Project Search Position [Administration] 27,000 0.50

Increase Cost: Maintenance of Newly Accepted Subdivision Roads [Roadway and Related Maintenance] 24,690 0.00

Increase Cost: Streetlight Relamping and Maintenance [Streetlighting] 17,169 0.00

Increase Cost: Printing and Mail 7,286 0.00

Increase Cost: Uninterrupted Power Supply (UPS) Unit Maintenance [Traffic Management and Operations] 7,150 0.00

Shift: Telecommunications to the Telecommunications Non-Departmental Account (47,692) 0.00

Decrease Cost: Charge Materials Testing Program to Permitting Services [Transportation Construction] (80,000) 0.00

Increase Cost: Annualization of FY16 Personnel Costs (105,556) 1.79

Decrease Cost: Retirement Adjustment (242,887) 0.00

Decrease Cost: Annualize FY16 Elimination of Airplane Surveillance [Traffic Management and Operations] (274,809) 0.00

FY17 RECOMMENDED **47,703,739 251.27**

LEAF VACUUMING

FY16 ORIGINAL APPROPRIATION **5,417,595 30.83**

Other Adjustments (with no service impacts)

Increase Cost: Charges from Finance for Collection of Fees [Vacuum Leaf Collection] 132,571 0.20

Increase Cost: Motor Pool Adjustment [Vacuum Leaf Collection] 48,697 0.00

Increase Cost: FY17 Compensation Adjustment [Vacuum Leaf Collection] 44,798 0.00

Increase Cost: Group Insurance Adjustment [Vacuum Leaf Collection] 19,125 0.00

Increase Cost: Annualization of FY16 Personnel Costs [Vacuum Leaf Collection] 10,625 0.00

Decrease Cost: Retirement Adjustment [Vacuum Leaf Collection] (11,927) 0.00

FY17 RECOMMENDED **5,661,484 31.03**

GRANT FUND - MCG

FY16 ORIGINAL APPROPRIATION **14,984 0.19**

Other Adjustments (with no service impacts)

Decrease Cost: End of Safe Routes to School Grant [Traffic and Pedestrian Safety] (14,984) (0.19)

FY17 RECOMMENDED **0 0.00**

Program Summary

Program Name	FY16 APPR		FY17 REC	
	Expenditures	FTEs	Expenditures	FTEs
Automation	463,099	2.85	488,806	2.85
Bike Share	1,596,678	1.00	1,804,566	1.00
Bridge Maintenance	182,140	1.04	179,315	1.04
Transportation Engineering and Management Services	940,926	8.00	970,201	8.00
Parking Outside the Parking Districts	1,072,795	1.60	1,075,708	1.60
Resurfacing	2,114,410	0.00	2,114,410	0.00
Roadway and Related Maintenance	17,331,440	122.74	17,749,192	122.73
Snow Removal/Wind/Rain Storms	3,338,759	24.78	3,342,206	24.78
Streetlighting	579,356	0.50	597,139	0.50
Traffic Planning	384,907	3.60	643,540	5.00
Traffic and Pedestrian Safety	1,820,193	10.40	1,990,381	11.67
Traffic Sign and Marking	2,797,441	13.60	2,749,964	13.03
Traffic Signals & Advanced Transportation Mgmt System	1,932,010	7.12	1,980,154	7.52
Transportation Community Outreach	220,352	1.00	222,293	1.00
Property Acquisition	99,668	0.60	92,816	0.60
Transportation Planning	130,904	0.75	89,044	0.55
Transportation Design	356,049	1.14	732,228	1.54
Transportation Construction	284,810	0.85	205,707	0.85
Traffic Management and Operations	2,061,133	7.30	1,611,320	5.80
Transportation Policy	502,209	3.00	472,520	4.00
Tree Maintenance	4,740,816	17.36	4,794,259	17.37
Vacuum Leaf Collection	5,417,595	30.83	5,661,484	31.03
Administration	3,164,724	18.94	3,797,970	19.84
Total	51,532,414	279.00	53,365,223	282.30

Charges to Other Departments

Charged Department	Charged Fund	FY16		FY17	
		Total\$	FTEs	Total\$	FTEs
COUNTY GENERAL FUND					
Urban Districts	Bethesda Urban District	25,000	0.00	25,000	0.00
Urban Districts	Silver Spring Urban District	13,000	0.00	13,000	0.00
Urban Districts	Wheaton Urban District	12,900	0.00	12,900	0.00
Transit Services	Mass Transit	188,861	1.00	205,908	1.00
Permitting Services	Permitting Services	0	0.00	200,000	0.75
Environmental Protection	Water Quality Protection	3,646,398	32.29	3,608,861	32.29
Solid Waste Services	Solid Waste Disposal	263,290	2.90	265,964	2.90
CIP	Capital Fund	17,912,489	148.07	15,236,938	147.22
Cable Television Communications Plan	Cable TV	880,196	0.75	880,020	0.75
Total		22,942,134	185.01	20,448,591	184.91

Future Fiscal Impacts

Title	CE RECOMMENDED (\$000s)					
	FY17	FY18	FY19	FY20	FY21	FY22
COUNTY GENERAL FUND						
EXPENDITURES						
FY17 Recommended	47,704	47,704	47,704	47,704	47,704	47,704
No inflation or compensation change is included in outyear projections.						
Labor Contracts	0	327	327	327	327	327

Title	CE RECOMMENDED (\$000s)					
	FY17	FY18	FY19	FY20	FY21	FY22
These figures represent the estimated annualized cost of general wage adjustments, service increments, and other negotiated items.						
Subtotal Expenditures	47,704	48,031	48,031	48,031	48,031	48,031

LEAF VACUUMING

EXPENDITURES

FY17 Recommended	5,661	5,661	5,661	5,661	5,661	5,661
No inflation or compensation change is included in outyear projections.						
Labor Contracts	0	43	43	43	43	43
These figures represent the estimated annualized cost of general wage adjustments, service increments, and other negotiated items.						
Subtotal Expenditures	5,661	5,704	5,704	5,704	5,704	5,704

FY17-22 PUBLIC SERVICES PROGRAM: FISCAL PLAN		Vacuum Leaf Collection					
FISCAL PROJECTIONS	FY16 ESTIMATE	FY17 REC	FY18 PROJECTION	FY19 PROJECTION	FY20 PROJECTION	FY21 PROJECTION	FY22 PROJECTION
ASSUMPTIONS							
Indirect Cost Rate	15.98%	16.45%	16.45%	16.45%	16.45%	16.45%	16.45%
CPI (Fiscal Year)	0.8%	1.8%	2.3%	2.5%	2.7%	2.7%	2.7%
Investment Income Yield	0.4%	0.5%	1.0%	1.5%	2.5%	2.5%	3.0%
Charge per single-family household	\$ 93.00	\$ 97.99	\$ 109.18	\$ 114.11	\$ 115.75	\$ 120.36	\$ 125.91
% of leaves attributed to single-family households	97.2%	97.3%	97.2%	97.2%	97.2%	97.2%	97.2%
% of leaves attributed to multi-family units and townhome	2.8%	2.6%	2.8%	2.8%	2.8%	2.8%	2.8%
BEGINNING FUND BALANCE	21,740	(37,407)	292,467	309,867	385,967	570,768	614,269
REVENUES							
Charges For Services	6,898,902	7,202,921	8,024,901	8,387,427	8,508,284	8,846,930	9,255,118
Miscellaneous	6,090	8,700	17,400	26,100	34,800	43,500	52,200
Subtotal Revenues	6,904,992	7,211,621	8,042,301	8,413,527	8,543,084	8,890,430	9,307,318
INTERFUND TRANSFERS (Net Non-CIP)							
Transfers To The General Fund	(1,546,544)	(1,220,263)	(1,995,618)	(1,952,160)	(1,636,795)	(1,877,248)	(2,027,412)
Indirect Costs	(494,320)	(532,337)	(553,630)	(577,436)	(603,998)	(631,782)	(660,844)
Transfers To Special Fds: Non-Tax + ISF To Solid Waste Disposal Fund	(1,052,224)	(687,926)	(1,441,988)	(1,374,724)	(1,032,797)	(1,245,466)	(1,366,568)
TOTAL RESOURCES	5,380,188	5,953,951	6,339,150	6,771,234	7,292,256	7,583,956	7,894,175
PSP OPER. BUDGET APPROP/ EXPS.							
Operating Budget	(5,417,593)	(5,661,484)	(5,986,493)	(6,342,479)	(6,678,700)	(6,926,893)	(7,184,918)
Labor Agreement	n/a	0	(42,788)	(42,788)	(42,788)	(42,788)	(42,788)
Subtotal PSP Oper Budget Approp / Exp's	(5,417,593)	(5,661,484)	(6,029,283)	(6,385,267)	(6,721,488)	(6,969,681)	(7,227,706)
TOTAL USE OF RESOURCES	(5,417,593)	(5,661,484)	(6,029,283)	(6,385,267)	(6,721,488)	(6,969,681)	(7,227,706)
YEAR END FUND BALANCE	(37,407)	292,467	309,867	385,967	570,768	614,269	666,469
END-OF-YEAR RESERVES AS A PERCENT OF RESOURCES							
	-0.7%	4.9%	4.9%	5.7%	7.8%	8.1%	8.4%

Assumptions:

1. Leaf vacuuming rates are adjusted to achieve cost recovery.
2. The Vacuum Leaf Collection fund balance policy target is \$500,000. In future years, rates will be adjusted annually to fund the approved service program and maintain the appropriate ending balance.

Pending Traffic Studies

	As of 4/8/2016	As of 4/1/2015	As of 4/15/2014	As of 3/29/2013	As of 4/1/2012	As of 4/1/2011	As of 4/2/2010	As of 4/2/2009	As of 4/7/2008	As of 4/11/2007	As of 3/27/2006	As of 4/1/2005
Access Restrictions	10	11	12	11	11	10	15	14	13	15	16	13
Arterial Traffic Safety/Calming	3	2	3	2	8	1	9	9	14	16	23	34
Business District Parking	0	0	0	0	2	1	2	3	3	5	4	5
CBD Street Safety	0	0	0	0	0	0	0	0	1	1	3	4
Foliage	2	0	1	-	-	-	-	-	-	-	-	-
Intersection Safety	9	13	12	8	14	17	15	16	21	33	40	47
Marking Request	4	2	1	-	-	-	-	-	-	-	-	-
Uncategorized Issues	7	6	7	9	4	5	7	10	9	14	16	18
Ped/Bike Safety	12	10	11	9	5	6	5	4	6	12	15	12
Permit Parking	1	3	1	1	4	0	2	1	2	6	7	6
Plan Review	0	1	0	2	-	-	-	-	-	-	-	-
Residential Parking	6	8	7	13	17	13	11	15	9	49	71	79
Residential Traffic Safety/Calming	28	27	34	30	28	30	32	29	40	49	51	59
Sight Distance Investigations	5	4	5	2	2	0	2	1	1	2	4	5
Speed Hump Studies	12	13	12	12	6	7	6	6	6	10	9	16
Signalized Intersection Operations	6	6	6	4	2	2	3	3	3	-	-	-
Sign Request	20	14	11	6	-	-	-	-	-	-	-	-
Speed Limit Review	3	2	2	2	1	1	3	2	2	4	5	7
Residential Stop Signs	7	5	7	7	4	3	5	6	10	27	43	60
Site Plan Review	12	10	12	8	12	5	3	3	1	0	0	1
School Zone Safety	11	17	14	10	20	25	21	18	23	16	31	23
Traffic Impact Study	2	0	1	-	-	-	-	-	-	-	-	-
Traffic Signal Request (New)	17	14	18	15	8	11	13	13	10	10	15	20
Traffic Signal Study	62	53	55	46	47	33	29	16	9	-	-	-
Crosswalks	4		7	8	4	15	12	10	12	18	28	32
Total	243	221	239	205	199	185	195	179	195	287	381	441

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	A	B	C	D	E	F	G
1	Infrastructure Element	Component	Maintenance Activity	Annual Requirement in FY16 \$	Approved Budget FY16	Proposed Budget FY17	Criticality Rating
2							
3							
4	Montgomery County Government						
5	Infrastructure Maintenance: Operating Budget						
6	HVAC	Heating, ventilation, air conditioning systems and components of facilities	Preventive maintenance of HVAC systems and components	\$1,993,050	\$814,475	\$1,634,003	4
7	Electrical	Electrical systems and components of facilities	Preventive maintenance of electrical systems and components	\$1,494,787	\$457,000	\$980,402	4
8	Structural	Structural systems and components of facilities	Preventive maintenance of structural systems and components	\$1,494,787	\$1,202,657	\$1,634,003	4
9	Roofing	Roofing systems and components of facilities	Preventive maintenance of roofing systems and components	\$250,000	\$60,000	\$80,000	5
10	Exterior Painting	Facilities maintained by Division of Facilities Management	Painting	\$498,262	\$20,000	\$15,000	4
11	Grounds	Grounds areas adjacent to facilities	Preventive maintenance of grounds areas adjacent to facilities	\$2,400,000	\$1,889,564	\$1,095,635	3
12	Resurfacing	Residential Roadways (contractual only)	Crack seal, slurry seal, other preventive maintenance treatments PCI 70 @ 25 Years Requires 595 LMs	\$4,015,200	\$1,789,410	\$2,114,410	4
13	Patching	All roadways maintained by Montgomery County	Includes pothole repair, emergency patching, spot patching, skin patching, routine patching, and patching not included in CIP, < PCI 80, 3393 LMs	\$1,618,557	\$1,521,322	\$1,697,837	4
14	Curb & Gutter Repair	Curb & Gutter within right of way	Preventive maintenance and repair of curb and gutters	\$300,000	\$173,887	\$217,373	3
15	Sidewalk Repair	Sidewalks within right of way	Preventive maintenance and repair of sidewalks	\$300,000	\$116,874	\$726,735	3
16	Tree Maintenance	Trees within County easements (contractual only)	Emergency pruning, emergency tree removal, and emergency stump removal	\$7,950,000	\$4,530,898	\$4,719,259	5
17	Crosswalk Maintenance	Crosswalks within County roadway system	Three-year cycle per Pedestrian Safety Committee guidance	\$370,500	\$276,990	\$326,990	5
18	Streetlight Maintenance	Streetlights on County roadways	Work includes relamping and servicing	\$512,200	\$454,300	\$528,769	5
19	Sign Repair & Replacement	Signs on County roadways	Repair and replacement of signs	\$800,000	\$368,660	\$371,410	5
20	Centerline Paint Program	Roadways throughout the County	Paint centerline on roadways	\$900,000	\$550,420	\$550,420	4
21	Signal Maintenance	Signals maintained by the County	Provides repairs, service, and maintenance to signal devices during the year	\$1,687,600	\$1,398,936	\$1,396,326	5
22							

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Historical Activities

This NDA contains a General Fund appropriation of \$77,250 and provides funding for the following agencies and programs:

- **Historic Preservation Commission:** The Historic Preservation Commission's main responsibility is to administer the historic preservation ordinance including recommending Montgomery County sites of potential historical significance. These efforts are administered by the Maryland-National Capital Park and Planning Commission (M-NCPPC). Starting in FY14, funding to support the Commission is no longer budgeted in this NDA but is appropriated to the M-NCPPC.
- **Historical Society:** Funding for the Montgomery County Historical Society provides support for the Society's Education Program staff, educational and outreach programs for County residents, and to maintain the Historical Society's research library and museums.

FY17 Recommended Changes	Expenditures	FTEs
FY16 Approved	77,250	0.00
FY17 Recommended	77,250	0.00

Homeowner's Association Road Maintenance Reimburse

This NDA provides a partial reimbursement to homeowners' associations (HOAs) for their maintenance of certain privately-owned roadways. The payment is currently restricted to through roadways, accessible to the public, which are one-quarter mile or longer and which provide vehicular access to more than four dwelling units. In FY97, an Executive Regulation was enacted allowing homeowners' associations to request that their roadways be deemed "private maintenance roads." This designation qualifies the HOAs for State reimbursement of their roadway maintenance costs. The County annually submits to the State its estimate of reimbursable miles, including those accepted as private maintenance roads. The State then reimburses the County and, subsequently, the County forwards the funds to HOAs.

FY17 Recommended Changes	Expenditures	FTEs
FY16 Approved	59,070	0.00
FY17 Recommended	59,070	0.00

Housing Opportunities Commission

The Housing Opportunities Commission of Montgomery County (HOC) is a public body corporate and politic duly organized under Division II of the Housing Community Development Article of the Annotated Code of Maryland, as amended, known as the Housing Authorities Law. As such, the Commission acts as a builder, developer, financier, owner, and manager of housing for people of low- and moderate- (eligible) income. The Commission also provides eligible families and individuals with affordable housing and supportive services.

FY17 Recommended Changes	Expenditures	FTEs
FY16 Approved	6,401,408	0.00
Increase Cost: Annualization of Personnel Costs	219,660	0.00
Increase Cost: Rental Licenses Fee Adjustment	20,000	0.00
Decrease Cost: Operating Expenses	(128,028)	0.00
FY17 Recommended	6,513,040	0.00

Inauguration & Transition

The Montgomery County Charter provides for the quadrennial election of a County Executive and County Council. This NDA provides for a ceremony and smooth transition of the County Executive and County Council every four years.

FY17 Recommended Changes	Expenditures	FTEs
FY16 Approved	0	0.00
FY17 Recommended	0	0.00

FY17 Recommended Changes	Expenditures	FTEs
FY16 Approved	43,520,060	0.00
Decrease Cost: County Contribution Based on Actuarial Valuation	(6,510)	0.00
FY17 Recommended	43,513,550	0.00

Risk Management (General Fund Portion)

This NDA funds the General Fund contribution to the Liability and Property Coverage Self-Insurance Fund. The Self-Insurance Fund, managed by the Division of Risk Management in the Department of Finance, provides comprehensive insurance coverage to contributing agencies. Contribution levels are based on the results of an annual actuarial study. Special and Enterprise Funds, as well as outside agencies and other jurisdictions, contribute to the Self-Insurance Fund directly. A listing of these member agencies and the amounts contributed can be found in the Department of Finance, Risk Management Budget Summary.

FY17 Recommended Changes	Expenditures	FTEs
FY16 Approved	15,568,426	0.00
Decrease Cost: County Contribution Based on Actuarial Valuation	(291,483)	0.00
FY17 Recommended	15,276,943	0.00

Rockville Parking District

This NDA provides funding towards the redevelopment of the City of Rockville Town Center and the establishment of a parking district. The funding reflects a payment from the County to the City of Rockville for County buildings in the Town Center development and is based on the commercial square footage of County buildings.

Also included are funds for the cost of library employee parking and the County's capital cost contribution for the garage facility as agreed in the General Development Agreement.

FY17 Recommended Changes	Expenditures	FTEs
FY16 Approved	383,400	0.00
Increase Cost: Employee Parking	42,100	0.00
FY17 Recommended	425,500	0.00

Snow Removal and Storm Cleanup

This NDA funds the snow removal and storm clean up costs for the Department of Transportation and General Services above the budgeted amounts in these departments for this purpose. This program includes the removal of storm debris and snow from County roadways and facilities. This includes plowing, applying salt and sand, equipment preparation and cleanup from snow storms, and wind and rain storm cleanup.

FY17 Recommended Changes	Expenditures	FTEs
FY16 Approved	5,884,990	0.00
Increase Cost: Snow and Storm Costs	4,115,010	0.00
FY17 Recommended	10,000,000	0.00

State Positions Supplement

This NDA provides for the County supplement to State salaries and fringe benefits for secretarial assistance for the resident judges of the Maryland appellate courts.