

AGENDA ITEM #3  
May 14, 2015  
**Worksession**

**MEMORANDUM**

TO: County Council

FROM: Glenn Orlin, <sup>GO</sup>Deputy Council Administrator

SUBJECT: **Worksession**—reconciliation of the FY15-20 Capital Improvements Program for Park and Planning Bonds, Recordation Tax Premium, School Recordation Tax, School and Transportation Impact Taxes, Current Revenue, and General Obligation Bonds

At the end of the review of a capital improvements program (CIP), the Council attempts to reconcile the year-by-year General Obligation Bond expenditures and Park and Planning Bond expenditures with their respective bond guidelines and targets as identified in the CIP Spending Affordability Guidelines. If the Council cannot reduce bond expenditures below the pre-set guidelines, then seven affirmative votes are needed to approve the CIP. At the same time the Council tries to reconcile planned spending backed by Current Revenue, Recordation Taxes and Impact Taxes in each year of the CIP with the projected revenue in that year.

As of May 11, when the Council completed its worksessions on the capital budget, its draft CIP was about \$117 million over the spending affordability guidelines and targets for G.O. Bonds and the targets for the other major CIP resources, based on the CIP assumptions the Council set on February 3. To close this gap, Council staff recommends that the Council approve all the actions described in this packet. Together they will:

- Reconcile the amended FY15-20 CIP to all spending affordability guidelines for General Obligation Bonds and Park and Planning Bonds.
- Reconcile planned spending to FY15-20 revenue forecasts for Current Revenue and the Impact and Recordation Taxes.
- Reach the 10% PAYGO policy in all years.
- Accelerate payback of some Interim Financing.
- Achieve effectively the same G.O. bond reserve recommended by the Executive in March.

Council staff wishes to acknowledge the significant assistance provided from several people: Mary Beck, Anita Aryeetey, and Erika López-Finn, Office of Management and Budget; Adrienne Karamihas and James Song, Montgomery County Public Schools; Sogand Seirafi, Department of Transportation; Kristina Schramm, Montgomery College; and Sandra Marin and the capital budget analysts on the Council staff.

## I. PARK AND PLANNING BONDS

The Maryland-National Capital Park and Planning Commission did not recommend amendments to the CIP this year. Since the spending in the Approved CIP was within the Spending Affordability Guidelines for these bonds, these expenditures are reconciled with revenues in every year.

## II. IMPACT TAXES AND RECORDATION TAXES (©1)

At this time of the year the revenues from the school and transportation impact taxes and the school and County recordation tax increments are reviewed to determine whether more or less revenue is available from the current fiscal year. The tables below show the Department of Finance's December 2014 estimates for FY15, the Council's February 3 assumptions, and Council staff's projections for FY15 based on extrapolation of the actual revenue collected through the first ten months of FY15. The net result of these new estimates is a reduction of \$5,274,000 in FY15 that is available for the CIP.

<b>FY 15 Impact Tax Revenue</b>	<b>School Impact Tax</b>	<b>Transportation Impact Tax</b>
December 2014 assumption from Finance	\$48,937,000	\$9,446,000
Council's February 3 assumption	\$48,937,000	\$19,567,000
Council staff's May 14 assumption	\$45,609,000	\$17,221,000
<i>Change from February 3 assumption</i>	<i>-\$3,328,000</i>	<i>-\$2,346,000</i>

<b>FY 15 Recordation Tax Revenue</b>	<b>School Increment</b>	<b>Recordation Tax Premium</b>
December 2014 assumption from Finance	\$31,991,000	\$9,191,000
Council's February 3 assumption	\$24,100,000	\$8,100,000
Council staff's May 14 assumption	\$24,600,000	\$8,000,000
<i>Change from February 3 assumption</i>	<i>+\$500,000</i>	<i>-\$100,000</i>

To reconcile all four of these revenue sources, this Reconciliation recommends changing the sources of funding in over 20 projects identified in the table on ©1 and ©3 and in the project description forms (PDFs) on ©4-18, 21-22, 24-26, 51-52, and 57. The result of these switches is to isolate the overages within G.O. bond-funded projects, which represent a majority of the spending in the CIP.

## III. GENERAL OBLIGATION BONDS (©2-3)

The gap in G.O. bond funding can be closed with the following set of actions:

***Do not accelerate nine elementary school additions*** (©19-27). The Board of Education (BOE) recommended a very large increase in this CIP off-year: \$223.3 million. All but about \$213 million was to be funded by School Financing Bonds, which did not materialize. At the Education Committee's request, the BOE identified how the Council could back out about \$210 million of these funds. However, it left in the acceleration of three renovation/expansion projects (at Wayside ES, Brown Station ES, and Wheaton Woods ES) and \$2.5 million more in Planned Lifecycle Asset Replacement funds in FY16. It also retained the acceleration of nine elementary schools. For five of them, the

construction start would be accelerated from FY18 to FY17, and for the other four the start would be moved forward from FY19 to FY18.

This Reconciliation does not include the acceleration of these nine additions at this time. However, the BOE has the opportunity to request the same acceleration for the first five additions next year, as part of the FY17-22 CIP. For the second group of four, the BOE has two opportunities to request a one-year acceleration: next year, and the following year when amendments to the FY17-22 CIP will be considered.

***Replace less Interim Financing.*** The Executive recommends using G.O. bonds to replace about \$255 million of Interim Financing. The Reconciliation replaces \$238 million, about 93% of this amount. The \$17 million difference is in MCPS & MNCPPC Maintenance Facilities Relocation (©28-29).

***Program School Facilities Payment (SFP) revenue.*** Through the first ten months of FY15, the County has collected about \$871,000 from developments that were approved on condition of making a School Facilities Payment. These funds must be spent in the development's cluster, and they can only be used for capacity-adding projects. The funds collected to date span six clusters, and so six projects will use these funds (©4-6, 30-32).

***Change expenditures within existing schedules.*** In Capital Crescent Trail, shift \$4 million from FYs16-17 to FYs20-21 (©14). In the Bethesda Metro Station South Entrance, shift \$2 million from FY17 to FY18 (©33). In EOB HVAC Renovation, change the pattern of funding in FY19 and FY20 to \$2 million and \$6 million, respectively (©34). In Bethesda CBD Streetscape, shift \$2 million from FY19 to FY18, thus not amending the PDF in the Approved CIP (©35). (As noted in earlier worksessions, the proposed amendment would result in an unrealistic schedule.) In each project, the start and completion years are unchanged.

***Recognize several production delays and technical adjustments.*** Montgomery College reports a one-year delay in the completion of Germantown Science & Applied Studies Phase 1 Renovation (©36-37) and a two-year deferral in the design of Germantown Observation Drive Reconstruction (©38). The Department of Transportation reports delays of approximately one year in seven projects: Park Valley Road Bridge (©39-40), Piney Meetinghouse Road Bridge (©41-42), Frederick Road Bikepath (©43), Platt Ridge Drive Extended (©44-45), Needwood Road Bikepath (©46), Wapakoneta Road Improvements (©47), and Gold Mine Road Bridge (©48). Furthermore, MCPS staff notes that \$3.2 million of the funds programmed in FY20 for the Seneca Valley HS renovation/expansion (in Current Renovations/Expansions) can be assumed to be spent in FY21 (included in ©4). Also, College staff has identified a \$1,000,000 adjustment in the schedule for Science West Building Renovation (©49-50).

***Accelerate road, sidewalk, and curb infrastructure maintenance.*** Earlier this year the Executive recommended accelerating funding for these types of projects, but the Council deferred action until it understood what funding would be available in FYs15-16 as part of this CIP Reconciliation. Due to the aforementioned production delays—mostly in DOT projects—this package accelerates \$16.7 million into FYs15-16 in five projects: \$5.7 million in Resurfacing: Primary/Arterial (©51-52), \$3.5 million in Resurfacing: Residential/Rural (©53), \$4.0 million in Permanent Patching (©54), \$2.0 million in Residential Road Rehabilitation (©55), and \$1.5 million in Sidewalk and Curb Replacement (©56).

**G.O. bond reserve.** The final capital reserve for G.O. bonds in FYs16-20 CIP as a result of this Reconciliation is about \$102 million. The Executive proposed a reserve of about \$110 million in March. However, the Council has programmed about \$8.2 million for four school “solution” projects; essentially these are programmed reserves for projects under development by MCPS that will ultimately supplant these placeholder PDFs. Therefore, the G.O. bond reserve is effectively the same as the Executive’s recommendation (©3).

#### **IV. CURRENT REVENUE (©3)**

To date the Council’s draft CIP has \$5,066,000 more Current Revenue spending compared with the Executive’s proposal. As with the projects funded with impact and recordation taxes, the gap is closed by funding source switches (©12-13, 57).

One of the projects tentatively funded by the Council is an additional \$2 million in FY16 for the MCPS’s Technology Modernization project (©57). To date the BOE has not formally requested these funds for its FY16 capital budget. Our interpretation of State law—an interpretation long-shared by MCPS staff—is that while the Council may *program* MCPS funds that have not been requested, it may not *appropriate* them. Therefore, this Reconciliation includes the programming of the additional \$2 million but does not appropriate it. The understanding is that the BOE will, later this month or in June, formally request an FY16 appropriation for the \$2 million, and the Council will be able to act on it in July, after a public hearing.



**CIP Reconciliation: G.O. Bonds (\$000)**

	<b>FY 15</b>	<b>FY 16</b>	<b>FY 17</b>	<b>FY 18</b>	<b>FY 19</b>	<b>FY 20</b>	<b>FY15-20</b>	<b>Comments</b>
<b>Council, thru May 11</b>	<b>8,028</b>	<b>70</b>	<b>22,525</b>	<b>25,555</b>	<b>16,385</b>	<b>-17,317</b>	<b>55,246</b>	
\$340M in FYs16-20		14,398	15,822	20,199	20,002	21,306	<b>91,727</b>	Change from App CIP (include. imp. & infl. adjs)
Slippage adjustment	-7,256	-5,508	-172				<b>-12,936</b>	Change from Approved CIP
<b>Change funding sources</b>								
MCPS & MNCPPC Maint Fac Re			-7,047	-21,654		11,700	<b>-17,001</b>	Substitute with Interim Finance
Capital Crescent Trail	-334	-5,720			-2,200	-2,706	<b>-10,960</b>	Substitute with Transportation Impact Tax
Montrose Parkway East	-2,314	-1,610					<b>-3,924</b>	Substitute with Transportation Impact Tax
Snouffer School Road North			2,880	3,516			<b>6,396</b>	Substitute for Transportation Impact Tax
Current Rev./Expansions	7,391	7,335	3,205	4,646	5,783	7,176	<b>35,536</b>	Substitute for School Recordation Tax
Christa McAuliffe ES Addition			-364		-2,868	-4,255	<b>-7,487</b>	Substitute with School Impact Tax
Judith Resnik ES Addition			-413		-3,254	-4,494	<b>-8,161</b>	Substitute with School Impact Tax
Kemp Mill ES Addition		-310		-2,438	-3,255	-2,453	<b>-8,456</b>	Substitute with School Impact Tax
Highland ES Addition		-285		-2,249	-2,129	-1,118	<b>-5,781</b>	Substitute with School Impact Tax
Burtonsville ES Addition			-469		-1,743	-4,585	<b>-6,797</b>	Substitute with School Impact Tax
Clarksburg/Damascus MS (New)		-5,324					<b>-5,324</b>	Substitute with School Impact Tax
B-CC MS #2		-841	-10,281	-2,134			<b>-13,256</b>	Substitute with School Impact Tax
Lucy Barnsley ES Addition		-347		-1,693			<b>-2,040</b>	Substitute with School Impact Tax
Diamond ES Addition				-1,018			<b>-1,018</b>	Substitute with School Impact Tax
BCC HS Addition				-2,639			<b>-2,639</b>	Substitute with School Impact Tax
Current Rev./Expansions	3,328						<b>3,328</b>	Substitute for School Impact Tax
Traffic Signals	1,191	3,018	1,806	2,308	2,644	3,077	<b>14,044</b>	Substitute for Recordation Tax Premium
Resurfacing: Primary/Arterial		3,416					<b>3,416</b>	Substitute for Recordation Tax Premium
B-CC HS Addition		-151					<b>-151</b>	Substitute with School Facility Payments
Clarksburg HS Addition		-3					<b>-3</b>	Substitute with School Facility Payments
Current Rev./Expns. (Gaith. HS)	-259						<b>-259</b>	Substitute with School Facility Payments
Diamond ES Addition		-241	-95				<b>-336</b>	Substitute with School Facility Payments
Arcola ES Addition		-37					<b>-37</b>	Substitute with School Facility Payments
North Bethesda MS Addition		-31					<b>-31</b>	Substitute with School Facility Payments
<b>Change funding schedules</b>								
<b>MCPS</b>								
Ashburton ES Addition				-1,860	-2,029	1,757	<b>-2,132</b>	Do not accelerate construction
Brookhaven ES Addition			-1,371	-1,559	1,581	1,349	<b>0</b>	Do not accelerate construction
Burtonsville ES Addition				-3,340	-3,714	4,002	<b>-3,052</b>	Do not accelerate construction
Glen Haven ES Addition			-1,196	-911	935	1,172	<b>0</b>	Do not accelerate construction
Highland ES Addition			-2,106	-2,253	2,312	2,047	<b>0</b>	Do not accelerate construction
Kemp Mill ES Addition			-2,283	-2,365	2,195	2,453	<b>0</b>	Do not accelerate construction
Christa McAuliffe ES Addition				-2,686	-2,778	3,053	<b>-2,411</b>	Do not accelerate construction
Judith Resnik ES Addition				-3,048	-3,143	3,150	<b>-3,041</b>	Do not accelerate construction
Sargent Shriver ES Addition			-1,006	-1,062	1,602	466	<b>0</b>	Do not accelerate construction
Current Rev./Expns. (SV HS)						-3,200	<b>-3,200</b>	Technical adjustment
<b>Montgomery College</b>								
Germ Science & App Studies		-5,210	-2,916	8,126			<b>0</b>	Production delay
Science West Building Renov.		-500	500				<b>0</b>	Technical adjustment
Germ Observation Dr Recon	-350		350				<b>0</b>	Production delay

	<u>FY 15</u>	<u>FY 16</u>	<u>FY 17</u>	<u>FY 18</u>	<u>FY 19</u>	<u>FY 20</u>	<u>FY15-20</u>	<u>Comments</u>
<b>County Government</b>								
Park Valley Road Bridge	-50	-858	813	95			0	Production delay
Piney Meetinghouse Road Bridge		-548	-18	566			0	Production delay
Frederick Road Bike Path		-2,305	-542	2,847			0	Production delay
Platt Ridge Drive Extended	-110	-1,485	1,595				0	Production delay
Needwood Road Bikepath	-1,297	126	146	910			-115	Production delay
Needwood Road Bikepath	115						115	Acceleration adjustment
Wapakoneta Road Improvements	-818	968	250				400	Production delay
Wapakoneta Road Improvements	-127	-273					-400	Slippage adjustment
Gold Mine Road Bridge	-925	-1,047	2,218				246	Production delay
Gold Mine Road Bridge		-246					-246	Slippage adjustment
Capital Crescent Trail		-1,500	-2,500			2,000	-2,000	Does not affect completion year
Resurfacing: Primary/Arterial	3,326	2,374	-3,000	-1,350	-1,350		0	Acceleration to address maintenance
Resurfacing: Residential/Rural	1,000	2,500	-1,250	-1,250	-1,000		0	Acceleration to address maintenance
Permanent Patching	1,000	3,000	-2,500	-1,500			0	Acceleration to address maintenance
Residential Road Rehabilitation		2,000	-2,000				0	Acceleration to address maintenance
Sidewalk & Curb Replacement		1,500	-1,500				0	Acceleration to address maintenance
Bethesda Metro South Entrance			-2,000	-2,000		4,000	0	Does not affect completion year
EOB HVAC Renovation					-4,000	4,000	0	Completion remains in FY20
Bethesda CBD Streetscape				2,000	-2,000			Return to Approved CIP schedule
<b>Change since Approved CIP</b>	<b>11,539</b>	<b>6,325</b>	<b>7,081</b>	<b>11,759</b>	<b>17,976</b>	<b>32,580</b>	<b>87,260</b>	
Reduce reserve	-10,610	-6,198	-4,536	-9,842	-18,122	-29,849	-79,157	Exec March 20 assumption
Starting reserve (March 2015)	-929	-14,648	-18,324	-19,099	-19,290	-37,967	-110,257	Exec March 20 assumption
<b>Starting reserve (July 2015)</b>	<b>0</b>	<b>-14,521</b>	<b>-15,779</b>	<b>-17,182</b>	<b>-19,436</b>	<b>-35,236</b>	<b>-102,154</b>	
MCPS "Solution" projects				-442	-2,780	-4,969	-8,191	Placeholders for future MCPS projects
<b>Effective reserve (July 2015)</b>	<b>0</b>	<b>-14,521</b>	<b>-15,779</b>	<b>-17,624</b>	<b>-22,216</b>	<b>-40,205</b>	<b>-110,345</b>	
<b>CIP Reconciliation: Current Revenue (\$000)</b>								
	<u>FY 15</u>	<u>FY 16</u>	<u>FY 17</u>	<u>FY 18</u>	<u>FY 19</u>	<u>FY 20</u>	<u>FY15-20</u>	<u>Comments</u>
<b>Council, thru May 11</b>	<b>5,556</b>	<b>-8,945</b>	<b>1,433</b>	<b>-349</b>	<b>1,624</b>	<b>96</b>	<b>-585</b>	
Change in resources	-5,556	14,011	-1,433	349	-1,624	-96	5,651	Exec: March 16
Facility Planning-Transportation		-1,500					-1,500	Substitute with Transportation Impact Tax
Technology Modernization: MCPS		-3,566					-3,566	Substitute with School Recordation Tax
<b>Gap</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	

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## Current Revitalizations/Expansions(P926575)

Category	Montgomery County Public Schools	Date Last Modified	11/17/14
Sub Category	Countywide	Required Adequate Public Facility	No
Administering Agency	Public Schools (AAGE18)	Relocation Impact	None
Planning Area	Countywide	Status	Ongoing

	Total	Thru FY14	Rem FY14	Total 6 Years	FY 15	FY 16	FY 17	FY 18	FY 19	FY 20	Beyond 6 Yrs
<b>EXPENDITURE SCHEDULE (\$000s)</b>											
Planning, Design and Supervision	83,448	40,243	8,031	34,606	6,446	8,741	8,362	6,857	3,393	807	568
Land	0	0	0	0	0	0	0	0	0	0	0
Site Improvements and Utilities	180,816	63,497	13,806	95,971	16,342	17,359	10,434	19,430	22,981	9,425	7,542
Construction	928,247	256,737	94,682	537,423	75,221	91,276	92,394	75,404	102,214	100,914	39,405
Other	38,888	10,569	5,463	20,756	1,765	3,278	2,599	2,609	3,847	6,658	2,100
<b>Total</b>	<b>1,231,399</b>	<b>371,046</b>	<b>121,982</b>	<b>688,756</b>	<b>99,774</b>	<b>120,654</b>	<b>113,789</b>	<b>104,300</b>	<b>132,435</b>	<b>117,804</b>	<b>49,615</b>

	Total	Thru FY14	Rem FY14	Total 6 Years	FY 15	FY 16	FY 17	FY 18	FY 19	FY 20	Beyond 6 Yrs
<b>FUNDING SCHEDULE (\$000s)</b>											
Contributions	2,791	291	0	2,500	2,500	0	0	0	0	0	0
Current Revenue: General	44	0	0	44	0	0	44	0	0	0	0
Current Revenue: Recordation Tax	143,078 178,644	14,582	19,082	109,414 144,960	2478 9,869	1,884 9,349	23,047 26,252	23,974 28,640	27,670 33,481	30,213 37,389	0
G.O. Bonds	717,963 879,358	295,163	76,523	433,462 458,957	61,223 50,763	112,882 144,197	90,698 87,493	80,806 75,660	81,315 75,532	61,388 67,442	52,815 49,615
School Facilities Payment	655,396	0	0	655,396	517,268	138	0	0	0	0	0
Schools Impact Tax	72,581 75,909	17,352	5,132	50,077 58,425	3,672 7,000	0	0	0	23,422	23,003	0
State Aid	94,287	43,658	21,245	29,384	29,384	0	0	0	0	0	0
<b>Total</b>	<b>1,231,399</b>	<b>371,046</b>	<b>121,982</b>	<b>688,756</b>	<b>99,774</b>	<b>120,654</b>	<b>113,789</b>	<b>104,300</b>	<b>132,435</b>	<b>117,804</b>	<b>49,615</b>

	Total	Thru FY14	Rem FY14	Total 6 Years	FY 15	FY 16	FY 17	FY 18	FY 19	FY 20	Beyond 6 Yrs
<b>OPERATING BUDGET IMPACT (\$000s)</b>											
Energy				4,701	1,191	1,310	1,022	1,178	0	0	0
Maintenance				9,643	2,273	2,592	2,180	2,598	0	0	0
<b>Net Impact</b>				<b>14,344</b>	<b>3,464</b>	<b>3,902</b>	<b>3,202</b>	<b>3,776</b>	<b>0</b>	<b>0</b>	<b>0</b>

### APPROPRIATION AND EXPENDITURE DATA (000s)

Appropriation Request	FY 16	168,639
Supplemental Appropriation Request		0
Transfer		0
Cumulative Appropriation		722,602
Expenditure / Encumbrances		371,046
Unencumbered Balance		351,556

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

### Description

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

### Disclosures

Expenditures will continue indefinitely.

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

### Coordination

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

## Bethesda-Chevy Chase HS Addition (P651513)

Category	Montgomery County Public Schools	Date Last Modified	4/21/14
Sub Category	Individual Schools	Required Adequate Public Facility	No
Administering Agency	Public Schools (AAGE18)	Relocation Impact	None
Planning Area	Bethesda-Chevy Chase	Status	Planning Stage

	Total	Thru FY13	Est FY14	Total 6 Years	FY 15	FY 16	FY 17	FY 18	FY 19	FY 20	Beyond 6 Yrs
<b>EXPENDITURE SCHEDULE (\$000s)</b>											
Planning, Design and Supervision	2,808	0	0	2,808	1,123	842	562	281	0	0	0
Land	0	0	0	0	0	0	0	0	0	0	0
Site Improvements and Utilities	5,170	0	0	5,170	0	0	3,878	1,292	0	0	0
Construction	21,569	0	0	21,569	0	0	4,314	9,099	8,156	0	0
Other	1,240	0	0	1,240	0	0	0	372	868	0	0
<b>Total</b>	<b>30,787</b>	<b>0</b>	<b>0</b>	<b>30,787</b>	<b>1,123</b>	<b>842</b>	<b>8,754</b>	<b>11,044</b>	<b>9,024</b>	<b>0</b>	<b>0</b>
<b>FUNDING SCHEDULE (\$000s)</b>											
G.O. Bonds	27,572	0	0	27,572	698	691	842	8,754	8,405	9,024	0
School Facilities Payment	576	425	0	576	425	151	0	0	0	0	0
<b>Total</b>	<b>30,787</b>	<b>0</b>	<b>0</b>	<b>30,787</b>	<b>1,123</b>	<b>842</b>	<b>8,754</b>	<b>11,044</b>	<b>9,024</b>	<b>0</b>	<b>0</b>
<b>OPERATING BUDGET IMPACT (\$000s)</b>											
Energy				374,400	0	0	0	124,800	124,800	124,800	
Maintenance				912,600	0	0	0	304,200	304,200	304,200	
<b>Net Impact</b>				<b>1,287,000</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>429,000</b>	<b>429,000</b>	<b>429,000</b>	

### APPROPRIATION AND EXPENDITURE DATA (000s)

Appropriation Request	FY 15	2,808	Date First Appropriation	FY 15	
Appropriation Request Est.	FY 16	0	First Cost Estimate		
Supplemental Appropriation Request		0	Current Scope		0
Transfer		0	Last FY's Cost Estimate		0
Cumulative Appropriation		0			
Expenditure / Encumbrances		0			
Unencumbered Balance		0			

### Description

Enrollment projections at Bethesda-Chevy Chase High School reflect a need for an addition. Bethesda-Chevy Chase High School has a program capacity for 1692 students. Enrollment is expected to reach 2286 students by the 2019-2020 school year. A feasibility study was conducted in FY 2013 to determine the cost and scope of the project. An FY 2015 appropriation was approved to begin planning this addition. While the planning funds for this project remain on the schedule requested by the Board of Education, due to fiscal constraints, the construction funds were programmed one year later in the approved FY 2015-2020 CIP. This project is scheduled to be completed by August 2018.

### Disclosures

#### Coordination

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

## Diamond ES Addition (P651510)

Category  
Sub Category  
Administering Agency  
Planning Area

Montgomery County Public Schools  
Individual Schools  
Public Schools (AAGE18)  
Gaithersburg

Date Last Modified  
Required Adequate Public Facility  
Relocation Impact  
Status

4/21/14  
No  
None  
Planning Stage

	Total	Thru FY13	Est FY14	Total 6 Years	FY 15	FY 16	FY 17	FY 18	FY 19	FY 20	Beyond 6 Yrs
<b>EXPENDITURE SCHEDULE (\$000s)</b>											
Planning, Design and Supervision	804	0	0	804	322	241	161	80	0	0	0
Land	0	0	0	0	0	0	0	0	0	0	0
Site Improvements and Utilities	1,531	0	0	1,531	0	0	1,149	382	0	0	0
Construction	6,123	0	0	6,123	0	0	1,225	2,787	2,111	0	0
Other	468	0	0	468	0	0	0	141	327	0	0
<b>Total</b>	<b>8,926</b>	<b>0</b>	<b>0</b>	<b>8,926</b>	<b>322</b>	<b>241</b>	<b>2,535</b>	<b>3,390</b>	<b>2,438</b>	<b>0</b>	<b>0</b>

	Total	Thru FY13	Est FY14	Total 6 Years	FY 15	FY 16	FY 17	FY 18	FY 19	FY 20	Beyond 6 Yrs
<b>FUNDING SCHEDULE (\$000s)</b>											
<i>Schools Impact Tax</i>	<i>7250</i>	<i>0</i>	<i>0</i>	<i>7250</i>	<i>0</i>	<i>241</i>	<i>2410</i>	<i>2312</i>	<i>3800</i>	<i>2438</i>	<i>0</i>
G.O. Bonds	8,694	0	0	8,694	0	0	2,535	2,312	3,800	2,438	0
School Facilities Payment	322	0	0	322	322	241	0	95	0	0	0
<b>Total</b>	<b>8,926</b>	<b>0</b>	<b>0</b>	<b>8,926</b>	<b>322</b>	<b>241</b>	<b>2,535</b>	<b>3,390</b>	<b>2,438</b>	<b>0</b>	<b>0</b>

<b>OPERATING BUDGET IMPACT (\$000s)</b>											
Energy				81,600	0	0	0	27,200	27,200	27,200	
Maintenance				198,900	0	0	0	66,300	66,300	66,300	
<b>Net Impact</b>				<b>280,500</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>93,500</b>	<b>93,500</b>	<b>93,500</b>	

### APPROPRIATION AND EXPENDITURE DATA (000s)

Appropriation Request	FY 15	804
Appropriation Request Est.	FY 16	0
Supplemental Appropriation Request		0
Transfer		0
Cumulative Appropriation		0
Expenditure / Encumbrances		0
Unencumbered Balance		0

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

### Description

Enrollment projections at Diamond Elementary School reflect a need for an addition. Diamond Elementary School has a program capacity for 463 students. Enrollment is expected to reach 686 students by the 2017-2018 school year. A feasibility study was conducted in FY 2013 to determine the cost and scope of the project. An FY 2015 appropriation was approved to begin planning this addition. While the planning funds remain on the schedule requested by the Board of Education, due to fiscal constraints, the construction funds were programmed one year later in the approved FY2015-2020 CIP. This project is scheduled to be completed by August 2018.

### Disclosures

#### Coordination

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

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

Category	Montgomery County Public Schools	Date Last Modified	4/21/14
Sub Category	Individual Schools	Required Adequate Public Facility	No
Administering Agency	Public Schools (AAGE18)	Relocation Impact	None
Planning Area	Clarksburg	Status	Planning Stage

	Total	Thru FY13	Est FY14	Total 6 Years	FY 15	FY 16	FY 17	FY 18	FY 19	FY 20	Beyond 6 Yrs
<b>EXPENDITURE SCHEDULE (\$000s)</b>											
Planning, Design and Supervision	2,631	200	1,107	1,324	784	540	0	0	0	0	0
Land	0	0	0	0	0	0	0	0	0	0	0
Site Improvements and Utilities	7,690	0	0	7,690	5,514	2,176	0	0	0	0	0
Construction	40,813	0	0	40,813	6,335	27,020	7,458	0	0	0	0
Other	1,630	0	0	1,630	0	510	1,120	0	0	0	0
<b>Total</b>	<b>52,764</b>	<b>200</b>	<b>1,107</b>	<b>51,457</b>	<b>12,633</b>	<b>30,246</b>	<b>8,578</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>

<b>FUNDING SCHEDULE (\$000s)</b>											
Current Revenue: Recordation Tax	16,086	0	0	16,086	0	16,086	0	0	0	0	0
G.O. Bonds	13,102 18,426	200	0	12,902 18,226	1,508	2,816 8,140	8,578	0	0	0	0
Schools Impact Tax	235,766 18,252	0	1,107	224,679 17,145	11,125	113,444 6,020	0	0	0	0	0
<b>Total</b>	<b>52,764</b>	<b>200</b>	<b>1,107</b>	<b>51,457</b>	<b>12,633</b>	<b>30,246</b>	<b>8,578</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>

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

### APPROPRIATION AND EXPENDITURE DATA (000s)

Appropriation Request	FY 15	48,750
Appropriation Request Est.	FY 16	1,400
Supplemental Appropriation Request		0
Transfer		0
Cumulative Appropriation		2,614
Expenditure / Encumbrances		200
Unencumbered Balance		2,414

Date First Appropriation	FY 13
First Cost Estimate	
Current Scope	0
Last FY's Cost Estimate	44,348

### Description

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

### Capacity

Program Capacity after Project: 988

### Coordination

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

## Bethesda-Chevy Chase MS #2 (P136502)

Category	Montgomery County Public Schools	Date Last Modified	4/21/14
Sub Category	Individual Schools	Required Adequate Public Facility	No
Administering Agency	Public Schools (AAGE18)	Relocation Impact	None
Planning Area	Bethesda-Chevy Chase	Status	Planning Stage

	Total	Thru FY13	Est FY14	Total 6 Years	FY 15	FY 16	FY 17	FY 18	FY 19	FY 20	Beyond 6 Yrs
<b>EXPENDITURE SCHEDULE (\$000s)</b>											
Planning, Design and Supervision	2,698	0	250	2,448	829	809	540	270	0	0	0
Land	0	0	0	0	0	0	0	0	0	0	0
Site Improvements and Utilities	8,705	0	0	8,705	0	6,529	2,176	0	0	0	0
Construction	39,211	0	0	39,211	0	5,843	29,448	3,920	0	0	0
Other	1,700	0	0	1,700	0	0	510	1,190	0	0	0
<b>Total</b>	<b>52,314</b>	<b>0</b>	<b>250</b>	<b>52,064</b>	<b>829</b>	<b>13,181</b>	<b>32,674</b>	<b>5,380</b>	<b>0</b>	<b>0</b>	<b>0</b>

<b>FUNDING SCHEDULE (\$000s)</b>											
G.O. Bonds	<del>38206</del> 24,950	0	250	<del>37956</del> 24,700	829	360 1,201	<del>30662</del> 20,581	<del>4423</del> 2,289	0	0	0
Schools Impact Tax	<del>14189</del> 27,364	0	0	<del>14188</del> 27,364	0	<del>12821</del> 11,980	<del>2012</del> 12,293	<del>957</del> 3,091	0	0	0
<b>Total</b>	<b>52,314</b>	<b>0</b>	<b>250</b>	<b>52,064</b>	<b>829</b>	<b>13,181</b>	<b>32,674</b>	<b>5,380</b>	<b>0</b>	<b>0</b>	<b>0</b>

### APPROPRIATION AND EXPENDITURE DATA (000s)

Appropriation Request	FY 15	0
Appropriation Request Est.	FY 16	47,916
Supplemental Appropriation Request		0
Transfer		0
Cumulative Appropriation		2,698
Expenditure / Encumbrances		0
Unencumbered Balance		2,698

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

### Description

Enrollment projections at Westland Middle School and the plan to reassign Grade 6 students from Chevy Chase and North Chevy Chase elementary schools to the middle school level, will result in a total cluster middle school enrollment of approximately 1,600 students. This projected enrollment would far exceed the current capacity of Westland Middle School. Therefore, a new middle school is needed in the cluster to accommodate the projected enrollment. A feasibility study was conducted to determine the cost and scope of the project. An FY 2014 appropriation was approved to begin planning this new school. An FY 2016 appropriation will be requested for construction funds. This project is scheduled to be completed by August 2017.

### Capacity

Program Capacity: 944

### Coordination

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

## Lucy V. Barnsley ES Addition (P651504)

Category	Montgomery County Public Schools	Date Last Modified	4/21/14
Sub Category	Individual Schools	Required Adequate Public Facility	No
Administering Agency	Public Schools (AAGE18)	Relocation Impact	None
Planning Area	Rockville	Status	Planning Stage

	Total	Thru FY13	Est FY14	Total 6 Years	FY 15	FY 16	FY 17	FY 18	FY 19	FY 20	Beyond 6 Yrs
<b>EXPENDITURE SCHEDULE (\$000s)</b>											
Planning, Design and Supervision	1,156	0	0	1,156	462	347	231	116	0	0	0
Land	0	0	0	0	0	0	0	0	0	0	0
Site Improvements and Utilities	1,660	0	0	1,660	0	0	1,245	415	0	0	0
Construction	9,349	0	0	9,349	0	0	1,870	6,545	934	0	0
Other	809	0	0	809	0	0	0	243	566	0	0
<b>Total</b>	<b>12,974</b>	<b>0</b>	<b>0</b>	<b>12,974</b>	<b>462</b>	<b>347</b>	<b>3,346</b>	<b>7,319</b>	<b>1,500</b>	<b>0</b>	<b>0</b>
<b>FUNDING SCHEDULE (\$000s)</b>											
<i>Schools Impact Tax</i>	<i>2,040</i>	<i>0</i>	<i>0</i>	<i>2,040</i>	<i>0</i>	<i>347</i>	<i>0</i>	<i>1,693</i>	<i>0</i>	<i>0</i>	<i>0</i>
G.O. Bonds	<i>10,934</i> 12,962	0	0	<i>10,934</i> 12,962	450	0	3,346	<i>5,625</i> 7,349	1,500	0	0
School Facilities Payment	12	0	0	12	12	0	0	0	0	0	0
<b>Total</b>	<b>12,974</b>	<b>0</b>	<b>0</b>	<b>12,974</b>	<b>462</b>	<b>347</b>	<b>3,346</b>	<b>7,319</b>	<b>1,500</b>	<b>0</b>	<b>0</b>
<b>OPERATING BUDGET IMPACT (\$000s)</b>											
Energy				141,600	0	0	0	47,200	47,200	47,200	
Maintenance				345,150	0	0	0	115,050	115,050	115,050	
<b>Net Impact</b>				<b>486,750</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>162,250</b>	<b>162,250</b>	<b>162,250</b>	

### APPROPRIATION AND EXPENDITURE DATA (000s)

Appropriation Request	FY 15	1,156
Appropriation Request Est.	FY 16	0
Supplemental Appropriation Request		0
Transfer		0
Cumulative Appropriation		0
Expenditure / Encumbrances		0
Unencumbered Balance		0

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

### Description

Enrollment projections at Lucy V. Barnsley Elementary School reflect a need for an addition. Lucy V. Barnsley Elementary School has a program capacity for 411 students. Enrollment is expected to reach 637 students by the 2019-2020 school year. A feasibility study was conducted in FY 2013 to determine the cost and scope of the project. An FY 2015 appropriation was approved to begin planning this addition. While the planning funds remain on the schedule requested by the Board of Education, due to fiscal constraints, the construction funds were programmed one year later in the approved FY 2015-2020 CIP. This project is scheduled to be completed by August 2018.

### Disclosures

### Coordination

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

## Montrose Parkway East (P500717)

Category	Transportation	Date Last Modified	4/21/14
Sub Category	Roads	Required Adequate Public Facility	No
Administering Agency	Transportation (AAGE30)	Relocation Impact	None
Planning Area	North Bethesda-Garrett Park	Status	Final Design Stage

	Total	Thru FY13	Est FY14	Total 6 Years	FY 15	FY 16	FY 17	FY 18	FY 19	FY 20	Beyond 6 Yrs
<b>EXPENDITURE SCHEDULE (\$000s)</b>											
Planning, Design and Supervision	16,290	2,864	261	6,595	96	63	0	0	2,436	4,000	6,570
Land	18,139	2,544	6,796	8,799	6,154	1,631	880	134	0	0	0
Site Improvements and Utilities	8,370	0	0	7,440	400	0	0	866	6,174	0	930
Construction	77,091	10	0	27,951	0	0	0	0	15,695	12,256	49,130
Other	0	0	0	0	0	0	0	0	0	0	0
<b>Total</b>	<b>119,890</b>	<b>5,418</b>	<b>7,057</b>	<b>50,785</b>	<b>6,650</b>	<b>1,694</b>	<b>880</b>	<b>1,000</b>	<b>24,305</b>	<b>16,256</b>	<b>56,630</b>

	Total	FY13	FY14	Total 6 Years	FY 15	FY 16	FY 17	FY 18	FY 19	FY 20	Beyond 6 Yrs	
<b>FUNDING SCHEDULE (\$000s)</b>												
EDAET	504	504	0	0	0	0	0	0	0	0	0	
G.O. Bonds	42,420 96,344	4,163	4,945	38,760 42,684	2,694	84	1,694	81	1,000	21,321	13,894	44,552
Impact Tax	20,313 16,995	751	1,198	18,115 8,101	4,270	1,610	0	799	0	2,984	2,362	6,345
Intergovernmental	83	0	0	0	0	0	0	0	0	0	83	
Recordation Tax Premium	6,564	0	914	0	0	0	0	0	0	0	5,650	
<b>Total</b>	<b>119,890</b>	<b>5,418</b>	<b>7,057</b>	<b>50,785</b>	<b>6,650</b>	<b>1,694</b>	<b>880</b>	<b>1,000</b>	<b>24,305</b>	<b>16,256</b>	<b>56,630</b>	

### APPROPRIATION AND EXPENDITURE DATA (000s)

Appropriation Request	FY 15	2,157
Appropriation Request Est.	FY 16	1,643
Supplemental Appropriation Request		0
Transfer		0
Cumulative Appropriation		17,019
Expenditure / Encumbrances		5,667
Unencumbered Balance		11,352

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

### Description

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

### Capacity

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

### Estimated Schedule

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

### Justification

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

### Other

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

### Fiscal Note

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## Montrose Parkway East (P500717)

Expenditure schedule reflects fiscal capacity. In the FY15-20 period, a total of \$9.033 million in GO bonds was switched for impact taxes. \$9 million for the design of the SHA segment between the MD 355/Montrose Parkway interchange and Parklawn Drive is funded through State Transportation Participation (CIP #500722). The SHA portion of the road project has increased by \$30 million, which is not reflected in the expenditure schedule. The County will coordinate with the State for reimbursement of construction expenditures for the SHA portion of the road between the MD 355/Montrose Parkway interchange and Parklawn Drive. Intergovernmental revenue represents the Washington Suburban Sanitary Commission's (WSSC) share of water and sewer relocation costs.

### **Disclosures**

A pedestrian impact analysis has been completed for this project.

### **Coordination**

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

## Facility Planning-Transportation (P509337)

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

Planning, Design and Supervision	55,949	41,089	2,152	10,668	1,543	1,725	1,720	1,660	2,015	2,005	2,040
Land	616	616	0	0	0	0	0	0	0	0	0
Site Improvements and Utilities	128	128	0	0	0	0	0	0	0	0	0
Construction	54	54	0	0	0	0	0	0	0	0	0
Other	52	52	0	0	0	0	0	0	0	0	0
<b>Total</b>	<b>56,799</b>	<b>41,939</b>	<b>2,152</b>	<b>10,668</b>	<b>1,543</b>	<b>1,725</b>	<b>1,720</b>	<b>1,660</b>	<b>2,015</b>	<b>2,005</b>	<b>2,040</b>

### FUNDING SCHEDULE (\$000s)

Contributions	4	4	0	0	0	0	0	0	0	0	0
Current Revenue: General	41,431 42,766	33,129	0	6,262 7,597	1,032	0 1,335	785	555	1,950	1,940	2,040
Impact Tax	6,079 4,570	1,895	1,155	3,020 1,520	0	1,500 0	610	910	0	0	0
Intergovernmental	785	764	21	0	0	0	0	0	0	0	0
Land Sale	2,099	2,099	0	0	0	0	0	0	0	0	0
Mass Transit Fund	4,276 4,844	2,352	938	1,386 1,554	511	225 390	325	195	65	65	0
Recordation Tax Premium	1,659	1,621	38	0	0	0	0	0	0	0	0
State Aid	75	75	0	0	0	0	0	0	0	0	0
<b>Total</b>	<b>56,799</b>	<b>41,939</b>	<b>2,152</b>	<b>10,668</b>	<b>1,543</b>	<b>1,725</b>	<b>1,720</b>	<b>1,660</b>	<b>2,015</b>	<b>2,005</b>	<b>2,040</b>

### APPROPRIATION AND EXPENDITURE DATA (000s)

Appropriation Request	FY 16	1,725
Supplemental Appropriation Request		0
Transfer		0
Cumulative Appropriation		45,634
Expenditure / Encumbrances		43,779
Unencumbered Balance		1,855

Date First Appropriation	FY 93
First Cost Estimate	
Current Scope	FY 15            56,799
Last FY's Cost Estimate	56,799
Partial Closeout Thru	0
New Partial Closeout	0
Total Partial Closeout	0

#### Description

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

#### Justification

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

#### Fiscal Note

\$75,000 for the Dale Drive sidewalk study is shifted from FY16 to FY17. Starting in FY01, Mass Transit Funds provide for mass transit related candidate projects. Impact taxes will continue to be applied to qualifying projects.

#### Disclosures

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

Expenditures will continue indefinitely.

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

#### Coordination

## Facility Planning-Transportation (P509337)

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

## Capital Crescent Trail (P501316)

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

	Total	Thru FY14	Rem FY14	Total 6 Years	FY 15	FY 16	FY 17	FY 18	FY 19	FY 20	Beyond 6 Yrs
<b>EXPENDITURE SCHEDULE (\$000s)</b>											
Planning, Design and Supervision	4,834	0	0	4,834	134	1,700	0	1,500	1,500	0	0
Land	1,400	0	0	1,400	0	0	0	0	700	700	0
Site Improvements and Utilities	0	0	0	0	0	0	0	0	0	0	0
Construction	89,622	0	0	56,369	200	5,520	8,283	11,453	11,608	19,305	33,253
Other	0	0	0	0	0	0	0	0	0	0	0
<b>Total</b>	<b>95,856</b>	<b>0</b>	<b>0</b>	<b>62,603</b>	<b>334</b>	<b>7,220</b>	<b>8,283</b>	<b>12,953</b>	<b>13,808</b>	<b>20,005</b>	<b>33,253</b>
<b>FUNDING SCHEDULE (\$000s)</b>											
Impact Tax	10960	0	0	10960	334	5720	0	0	2200	2706	0
G.O. Bonds	49643	0	0	49643	0	7220	5783	11608	17299	35253	0
<b>Total</b>	<b>95,856</b>	<b>0</b>	<b>0</b>	<b>62,603</b>	<b>334</b>	<b>7,220</b>	<b>5,783</b>	<b>12,953</b>	<b>13,808</b>	<b>20,005</b>	<b>33,253</b>

### APPROPRIATION AND EXPENDITURE DATA (000s)

Appropriation Request	FY 16	2,886
Supplemental Appropriation Request		0
Transfer		0
Cumulative Appropriation		4,668
Expenditure / Encumbrances		0
Unencumbered Balance		4,668

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

#### Description

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

#### Estimated Schedule

The schedule assumes a 6-month delay as a result of likely state delays in the Purple Line project, with additional delays from FY15 to FY18.

#### Justification

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

#### Other

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

#### Fiscal Note

The project schedule and cost estimates have changed as a result of the MTA's proposed public-private partnership for the Purple Line. \$2.0 million is shifted from FY15 to FY16 to reflect additional delays.

#### Coordination

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

## Snouffer School Road North (Webb Tract) (P501119)

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

	Total	Thru FY14	Rem FY14	Total 6 Years	FY 15	FY 16	FY 17	FY 18	FY 19	FY 20	Beyond 6 Yrs
<b>EXPENDITURE SCHEDULE (\$000s)</b>											
Planning, Design and Supervision	2,374	1,219	0	1,155	608	147	150	250	0	0	0
Land	416	0	0	416	0	416	0	0	0	0	0
Site Improvements and Utilities	727	0	0	727	0	327	400	0	0	0	0
Construction	9,965	19	0	9,946	0	500	3,980	5,466	0	0	0
Other	0	0	0	0	0	0	0	0	0	0	0
<b>Total</b>	<b>13,482</b>	<b>1,238</b>	<b>0</b>	<b>12,244</b>	<b>608</b>	<b>1,390</b>	<b>4,530</b>	<b>5,716</b>	<b>0</b>	<b>0</b>	<b>0</b>

	Total	Thru FY14	Rem FY14	Total 6 Years	FY 15	FY 16	FY 17	FY 18	FY 19	FY 20	Beyond 6 Yrs
<b>FUNDING SCHEDULE (\$000s)</b>											
G.O. Bonds	9017 2,624	1,238	0	7779 4,383	0	0	2880 0	4844 1,385	0	0	0
Impact Tax	4465 10,861	0	0	4465 10,861	608	1,390	1650 4,530	817 4,333	0	0	0
<b>Total</b>	<b>13,482</b>	<b>1,238</b>	<b>0</b>	<b>12,244</b>	<b>608</b>	<b>1,390</b>	<b>4,530</b>	<b>5,716</b>	<b>0</b>	<b>0</b>	<b>0</b>

	Total	Thru FY14	Rem FY14	Total 6 Years	FY 15	FY 16	FY 17	FY 18	FY 19	FY 20	Beyond 6 Yrs
<b>OPERATING BUDGET IMPACT (\$000s)</b>											
Energy				4	0	0	1	1	1	1	1
Maintenance				4	0	0	1	1	1	1	1
<b>Net Impact</b>				<b>8</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>2</b>	<b>2</b>	<b>2</b>	<b>2</b>

### APPROPRIATION AND EXPENDITURE DATA (000s)

Appropriation Request	FY 16	0
Supplemental Appropriation Request		0
Transfer		0
Cumulative Appropriation		13,482
Expenditure / Encumbrances		1,529
Unencumbered Balance		11,953

Date First Appropriation	FY 11
First Cost Estimate	
Current Scope	FY 15      13,482
Last FY's Cost Estimate	13,482

### Description

This project provides for the design, land acquisition, and construction of 1,300 linear feet of roadway widening and resurfacing along Snouffer School Road between Centerway Road and Turkey Thicket Drive and a new traffic signal at Alliston Hollow Way and Turkey Thicket Drive, providing left-turn lanes at both signals as well as providing for grading for two northern lanes and resurfacing two southern lanes from Turkey Thicket Drive to Alliston Hollow Way. The closed-section roadway typical section consists of two through lanes southbound and one through lane northbound separated by a raised median, an eight-foot shared use path on the northern side, and a five-foot sidewalk on the southern side within a 100-foot right-of-way. The sidewalk and shared use path will extend for a distance of 2,500 linear feet from Centerway Road to Alliston Hollow Way. The project will include a bridge for the northbound traffic lanes and replacement of the existing bridge for the southbound traffic lane over Cabin Branch, street lights, storm drainage, stormwater management, landscaping, and utility relocations.

### Capacity

Average Daily Traffic is projected to be 15,000 vehicles per day by 2015.

### Estimated Schedule

Final design to be completed in Spring 2016. Utility relocations are anticipated to be completed in Summer 2016 and construction will begin in Fall 2016. Completion is anticipated in Fall 2017.

### Justification

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

### Fiscal Note

Interim financing will be used in the short term, with permanent funding sources to include G.O. Bonds. For FY15-20, impact taxes will be used in lieu of interim financing.

### Disclosures

A pedestrian impact analysis has been completed for this project.

### Coordination

**Snouffer School Road North (Webb Tract) (P501119)**

Snouffer School Road (CIP #501109), Public Services Training Academy Relocation, Washington Suburban Sanitary Commission, Maryland-National Capital Park and Planning Commission, Department of Permitting Services, Department of General Services, Maryland Department of the Environment

## Traffic Signals (P507154)

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

Date Last Modified 4/21/14  
 Required Adequate Public Facility No  
 Relocation Impact None  
 Status Ongoing

	Total	Thru FY13	Est FY14	Total 6 Years	FY 15	FY 16	FY 17	FY 18	FY 19	FY 20	Beyond 6 Yrs
<b>EXPENDITURE SCHEDULE (\$000s)</b>											
Planning, Design and Supervision	8,582	2,395	1,778	4,409	784	725	725	725	725	725	0
Land	0	0	0	0	0	0	0	0	0	0	0
Site Improvements and Utilities	32,202	3,102	4,109	24,991	4,441	4,110	4,110	4,110	4,110	4,110	0
Construction	27	27	0	0	0	0	0	0	0	0	0
Other	78	13	65	0	0	0	0	0	0	0	0
<b>Total</b>	<b>40,889</b>	<b>5,537</b>	<b>5,952</b>	<b>29,400</b>	<b>5,225</b>	<b>4,835</b>	<b>4,835</b>	<b>4,835</b>	<b>4,835</b>	<b>4,835</b>	<b>0</b>

<b>FUNDING SCHEDULE (\$000s)</b>											
G.O. Bonds	32653 18,600	5,537	3,378	23728 3,694	2685 1,494	4835 4,847	2659 1,863	4765 2,457	3911 4,207	3883 806	0
Recordation Tax Premium	8236 22,280	0	2,574	5662 19,706	2540 3,731	0 3,018	1176 2,982	70 2,378	924 3,568	952 4,029	0
<b>Total</b>	<b>40,889</b>	<b>5,537</b>	<b>5,952</b>	<b>29,400</b>	<b>5,225</b>	<b>4,835</b>	<b>4,835</b>	<b>4,835</b>	<b>4,835</b>	<b>4,835</b>	<b>0</b>

<b>OPERATING BUDGET IMPACT (\$000s)</b>											
Energy				504	24	48	72	96	120	144	
Maintenance				252	12	24	36	48	60	72	
Program-Staff				450	50	50	50	100	100	100	
<b>Net Impact</b>				<b>1,206</b>	<b>86</b>	<b>122</b>	<b>158</b>	<b>244</b>	<b>280</b>	<b>316</b>	
Full Time Equivalent (FTE)					1.0	1.0	1.0	2.0	2.0	2.0	

### APPROPRIATION AND EXPENDITURE DATA (000s)

Appropriation Request	FY 15	5,293
Appropriation Request Est.	FY 16	4,767
Supplemental Appropriation Request		0
Transfer		0
Cumulative Appropriation		11,489
Expenditure / Encumbrances		5,730
Unencumbered Balance		5,759

Date First Appropriation	FY 71
First Cost Estimate	
Current Scope	FY 15 40,889
Last FY's Cost Estimate	35,106
Partial Closeout Thru	84,224
New Partial Closeout	5,537
Total Partial Closeout	89,761

### Description

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

### Cost Change

Increase due to \$2,007,000 increase in project scope and the addition of FY19 and FY20 to this ongoing level of effort project, partially offset by the capitalization of prior year expenditures

### Justification

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

### Other

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

### Fiscal Note

## Traffic Signals (P507154)

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

### **Disclosures**

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

Expenditures will continue indefinitely.

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

### **Coordination**

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

Ashburton ES Addition (P651514)

DO NOT AMEND

Category	Montgomery County Public Schools	Date Last Modified	4/21/14
Sub Category	Individual Schools	Required Adequate Public Facility	No
Administering Agency	Public Schools (AAGE18)	Relocation Impact	None
Planning Area	Rockville	Status	Planning Stage

	Total	Thru FY13	Est FY14	Total 6 Years	FY 15	FY 16	FY 17	FY 18	FY 19	FY 20	Beyond 6 Yrs
<b>EXPENDITURE SCHEDULE (\$000s)</b>											
Planning, Design and Supervision	640	0	0	640	0	0	256	192	128	64	0
Land	0	0	0	0	0	0	0	0	0	0	0
Site Improvements and Utilities	1,657	0	0	1,165	0	0	0	0	874	291	492
Construction	4,777	0	0	3,137	0	0	0	0	986	2,151	1,640
Other	147	0	0	147	0	0	0	0	0	147	0
<b>Total</b>	<b>7,221</b>	<b>0</b>	<b>0</b>	<b>5,089</b>	<b>0</b>	<b>0</b>	<b>256</b>	<b>192</b>	<b>1,988</b>	<b>2,653</b>	<b>2,132</b>

<b>FUNDING SCHEDULE (\$000s)</b>											
G.O. Bonds	7,221	0	0	5,089	0	0	256	192	1,988	2,653	2,132
<b>Total</b>	<b>7,221</b>	<b>0</b>	<b>0</b>	<b>5,089</b>	<b>0</b>	<b>0</b>	<b>256</b>	<b>192</b>	<b>1,988</b>	<b>2,653</b>	<b>2,132</b>

<b>OPERATING BUDGET IMPACT (\$000s)</b>											
Energy				25,298	0	0	0	0	0	0	25,298
Maintenance				61,633	0	0	0	0	0	0	61,633
<b>Net Impact</b>				<b>86,931</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>86,931</b>

APPROPRIATION AND EXPENDITURE DATA (000s)

Appropriation Request	FY 15	0
Appropriation Request Est.	FY 16	0
Supplemental Appropriation Request		0
Transfer		0
Cumulative Appropriation		0
Expenditure / Encumbrances		0
Unencumbered Balance		0

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

**Description**

Enrollment projections at Ashburton Elementary School reflect a need for an addition. Ashburton Elementary School has a program capacity for 628 students. Enrollment is expected to reach 781 students by the 2019-2020 school year. A feasibility study was conducted in FY 2013 to determine the cost and scope of the project. An FY 2017 appropriation will be requested to begin planning this addition. While the planning funds for this project remain on the schedule requested by the Board of Education, due to fiscal constraints, the construction funds were programmed one year later in the approved FY 2015-2020 CIP. This project is scheduled to be completed by August 2020.

**Disclosures**

**Coordination**

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

## Brookhaven ES Addition (DCC Solution) (P651512)

Category	Montgomery County Public Schools	Date Last Modified	4/21/14
Sub Category	Individual Schools	Required Adequate Public Facility	No
Administering Agency	Public Schools (AAGE18)	Relocation Impact	#MISSING
Planning Area	Silver Spring	Status	Planning Stage

	Total	Thru FY13	Est FY14	Total 6 Years	FY 15	FY 16	FY 17	FY 18	FY 19	FY 20	Beyond 6 Yrs
<b>EXPENDITURE SCHEDULE (\$000s)</b>											
Planning, Design and Supervision	481	0	0	481	0	192	144	96	49	0	0
Land	0	0	0	0	0	0	0	0	0	0	0
Site Improvements and Utilities	826	0	0	826	0	0	0	620	206	0	0
Construction	3,754	0	0	3,754	0	0	0	751	1,878	1,125	0
Other	320	0	0	320	0	0	0	0	96	224	0
<b>Total</b>	<b>5,381</b>	<b>0</b>	<b>0</b>	<b>5,381</b>	<b>0</b>	<b>192</b>	<b>144</b>	<b>1,467</b>	<b>2,229</b>	<b>1,349</b>	<b>0</b>

<b>FUNDING SCHEDULE (\$000s)</b>											
G.O. Bonds	5,381	0	0	5,381	0	192	144	1,467	2,229	1,349	0
<b>Total</b>	<b>5,381</b>	<b>0</b>	<b>0</b>	<b>5,381</b>	<b>0</b>	<b>192</b>	<b>144</b>	<b>1,467</b>	<b>2,229</b>	<b>1,349</b>	<b>0</b>

<b>OPERATING BUDGET IMPACT (\$000s)</b>											
Energy				43,440	0	0	0	0	21,720	21,720	
Maintenance				105,886	0	0	0	0	52,943	52,943	
<b>Net Impact</b>				<b>149,326</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>74,663</b>	<b>74,663</b>	

**APPROPRIATION AND EXPENDITURE DATA (000s)**

Appropriation Request	FY 15	0
Appropriation Request Est.	FY 16	481
Supplemental Appropriation Request		0
Transfer		0
Cumulative Appropriation		0
Expenditure / Encumbrances		0
Unencumbered Balance		0

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

**Description**

A comprehensive capacity study to address overutilization at several elementary schools in the midsection of the Downcounty Consortium was conducted during the 2012-2013 school year. The following elementary schools were included in the study: Arcola, Brookhaven, Forest Knolls, Georgian Forest, Glen Haven, Glenallan, Harmony Hills, Highland, Kemp Mill, Sargent Shriver, Weller Road and Wheaton Woods. Based on the outcome of the study, additions will be constructed at the following elementary schools: Brookhaven, Glen Haven, Highland, Kemp Mill, and Sargent Shriver. An FY 2016 appropriation will be requested for planning funds. While the planning funds for this project remain on the schedule requested by the Board of Education, due to fiscal constraints, the construction funds were programmed one year later in the approved FY 2015-2020 CIP. This project is scheduled to be completed August 2019.

**Disclosures**

**Coordination**

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

## Burtonsville ES Addition (P651511)

Category  
Sub Category  
Administering Agency  
Planning Area

Montgomery County Public Schools  
Individual Schools  
Public Schools (AAGE18)  
Colesville-White Oak

Date Last Modified  
Required Adequate Public Facility  
Relocation impact  
Status

4/21/14  
No  
None  
Planning Stage

	Total	Thru FY13	Est FY14	Total 6 Years	FY 15	FY 16	FY 17	FY 18	FY 19	FY 20	Beyond 6 Yrs
<b>EXPENDITURE SCHEDULE (\$000s)</b>											
Planning, Design and Supervision	1,172	0	0	1,172	0	0	469	352	234	117	0
Land	0	0	0	0	0	0	0	0	0	0	0
Site Improvements and Utilities	2,013	0	0	2,013	0	0	0	0	1,510	503	0
Construction	9,149	0	0	6,435	0	0	0	0	1,830	4,605	2,714
Other	484	0	0	146	0	0	0	0	0	146	338
<b>Total</b>	<b>12,818</b>	<b>0</b>	<b>0</b>	<b>9,766</b>	<b>0</b>	<b>0</b>	<b>469</b>	<b>352</b>	<b>3,574</b>	<b>5,371</b>	<b>3,052</b>
<b>FUNDING SCHEDULE (\$000s)</b>											
Schools Impact Tax	6,797	0	0	6,797	0	0	469	0	1,743	4,585	0
G.O. Bonds	6,021	0	0	2,969	0	0	0	352	1,831	786	3,052
<b>Total</b>	<b>12,818</b>	<b>0</b>	<b>0</b>	<b>9,766</b>	<b>0</b>	<b>0</b>	<b>469</b>	<b>352</b>	<b>3,574</b>	<b>5,371</b>	<b>3,052</b>
<b>OPERATING BUDGET IMPACT (\$000s)</b>											
Energy				44,256	0	0	0	0	0	0	44,256
Maintenance				107,874	0	0	0	0	0	0	107,874
<b>Net Impact</b>				<b>152,130</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>152,130</b>

### APPROPRIATION AND EXPENDITURE DATA (000s)

Appropriation Request	FY 15	0
Appropriation Request Est.	FY 16	0
Supplemental Appropriation Request		0
Transfer		0
Cumulative Appropriation		0
Expenditure / Encumbrances		0
Unencumbered Balance		0

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

#### Description

Enrollment projections at Burtonsville Elementary School reflect a need for an addition. Burtonsville Elementary School has a program capacity for 502 students. Enrollment is expected to reach 672 students by the 2019-2020 school year. A feasibility study was conducted in FY 2013 to determine the cost and scope of the project. An FY 2017 appropriation will be requested to begin planning this addition. While the planning funds remain on the schedule requested by the Board of Education, due to fiscal constraints, the construction funds were programmed one year later in the approved FY 2015-2020 CIP. This project is scheduled to be completed by August 2020.

#### Disclosures

#### Coordination

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

## Highland ES Addition (DCC Solution) (P651508)

Category	Montgomery County Public Schools	Date Last Modified	4/21/14
Sub Category	Individual Schools	Required Adequate Public Facility	No
Administering Agency	Public Schools (AAGE18)	Relocation Impact	None
Planning Area	Silver Spring	Status	Planning Stage

	Total	Thru FY13	Est FY14	Total 6 Years	FY 15	FY 16	FY 17	FY 18	FY 19	FY 20	Beyond 6 Yrs
<b>EXPENDITURE SCHEDULE (\$000s)</b>											
Planning, Design and Supervision	713	0	0	713	0	285	214	143	71	0	0
Land	0	0	0	0	0	0	0	0	0	0	0
Site Improvements and Utilities	1,358	0	0	1,358	0	0	0	1,019	339	0	0
Construction	5,432	0	0	5,432	0	0	0	1,087	2,803	1,542	0
Other	722	0	0	722	0	0	0	0	217	505	0
<b>Total</b>	<b>8,225</b>	<b>0</b>	<b>0</b>	<b>8,225</b>	<b>0</b>	<b>285</b>	<b>214</b>	<b>2,249</b>	<b>3,430</b>	<b>2,047</b>	<b>0</b>
<b>FUNDING SCHEDULE (\$000s)</b>											
Schools Impact Tax	5,781	0	0	5,781	0	285	0	2,249	2,125	1,118	0
G.O. Bonds	2,444	0	0	2,444	0	0	214	0	1,305	929	0
<b>Total</b>	<b>8,225</b>	<b>0</b>	<b>0</b>	<b>8,225</b>	<b>0</b>	<b>285</b>	<b>214</b>	<b>2,249</b>	<b>3,430</b>	<b>2,047</b>	<b>0</b>

<b>OPERATING BUDGET IMPACT (\$000s)</b>											
Energy				59,520	0	0	0	0	29,760	29,760	
Maintenance				145,080	0	0	0	0	72,540	72,540	
<b>Net Impact</b>				<b>204,600</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>102,300</b>	<b>102,300</b>	

### APPROPRIATION AND EXPENDITURE DATA (000s)

Appropriation Request	FY 15	0
Appropriation Request Est.	FY 16	713
Supplemental Appropriation Request		0
Transfer		0
Cumulative Appropriation		0
Expenditure / Encumbrances		0
Unencumbered Balance		0

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

### Description

A comprehensive capacity study to address overutilization at several elementary schools in the midsection of the Downcounty Consortium was conducted during the 2012-2013 school year. The following elementary schools were included in the study: Arcola, Brookhaven, Forest Knolls, Georgian Forest, Glen Haven, Glenallan, Harmony Hills, Highland, Kemp Mill, Sargent Shriver, Weller Road and Wheaton Woods. Based on the outcome of the study, additions will be constructed at the following elementary schools: Brookhaven, Glen Haven, Highland, Kemp Mill, and Sargent Shriver. An FY 2016 appropriation will be requested for planning funds. While the planning funds remain on the schedule requested by the Board of Education, due to fiscal constraints, the construction funds were programmed one year later in the FY2015-2020 CIP. This project is scheduled to be completed August 2019.

### Disclosures

#### Coordination

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

Glen Haven ES Addition (DCC Solution) (P651509)

DO NOT AMEND

Category	Montgomery County Public Schools	Date Last Modified	4/21/14
Sub Category	Individual Schools	Required Adequate Public Facility	No
Administering Agency	Public Schools (AAGE18)	Relocation Impact	None
Planning Area	Silver Spring	Status	Planning Stage

	Total	Thru FY13	Est FY14	Total 6 Years	FY 15	FY 16	FY 17	FY 18	FY 19	FY 20	Beyond 6 Yrs
<b>EXPENDITURE SCHEDULE (\$000s)</b>											
Planning, Design and Supervision	367	0	0	367	0	147	110	73	37	0	0
Land	0	0	0	0	0	0	0	0	0	0	0
Site Improvements and Utilities	905	0	0	905	0	0	0	679	226	0	0
Construction	2,585	0	0	2,585	0	0	0	517	1,060	1,008	0
Other	235	0	0	235	0	0	0	0	71	164	0
<b>Total</b>	<b>4,092</b>	<b>0</b>	<b>0</b>	<b>4,092</b>	<b>0</b>	<b>147</b>	<b>110</b>	<b>1,269</b>	<b>1,394</b>	<b>1,172</b>	<b>0</b>

<b>FUNDING SCHEDULE (\$000s)</b>											
G.O. Bonds	4,092	0	0	4,092	0	147	110	1,269	1,394	1,172	0
<b>Total</b>	<b>4,092</b>	<b>0</b>	<b>0</b>	<b>4,092</b>	<b>0</b>	<b>147</b>	<b>110</b>	<b>1,269</b>	<b>1,394</b>	<b>1,172</b>	<b>0</b>

<b>OPERATING BUDGET IMPACT (\$000s)</b>											
Energy				27,840	0	0	0	0	13,920	13,920	
Maintenance				67,860	0	0	0	0	33,930	33,930	
<b>Net Impact</b>				<b>95,700</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>47,850</b>	<b>47,850</b>	

**APPROPRIATION AND EXPENDITURE DATA (000s)**

Appropriation Request	FY 15	0
Appropriation Request Est.	FY 16	367
Supplemental Appropriation Request		0
Transfer		0
Cumulative Appropriation		0
Expenditure / Encumbrances		0
Unencumbered Balance		0

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

**Description**

A comprehensive capacity study to address overutilization at several elementary schools in the midsection of the Downcounty Consortium was conducted during the 2012-2013 school year. The following elementary schools were included in the study: Arcola, Brookhaven, Forest Knolls, Georgian Forest, Glen Haven, Glenallan, Harmony Hills, Highland, Kemp Mill, Sargent Shriver, Weller Road and Wheaton Woods. Based on the outcome of the study, additions will be constructed at the following elementary schools: Brookhaven, Glen Haven, Highland, Kemp Mill, and Sargent Shriver. An FY 2016 appropriation will be requested for planning funds. While the planning funds remain on the schedule requested by the Board of Education, due to fiscal constraints, the construction funds were programmed one year later in the approved FY2015-2020 CIP. This project is scheduled to be completed August 2019.

**Disclosures**

**Coordination**

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

## Kemp Mill ES Addition (DCC Solution) (P651506)

Category	Montgomery County Public Schools	Date Last Modified	4/21/14
Sub Category	Individual Schools	Required Adequate Public Facility	No
Administering Agency	Public Schools (AAGE18)	Relocation Impact	None
Planning Area	Silver Spring	Status	Planning Stage

	Total	Thru FY13	Est FY14	Total 6 Years	FY 15	FY 16	FY 17	FY 18	FY 19	FY 20	Beyond 6 Yrs
<b>EXPENDITURE SCHEDULE (\$000s)</b>											
Planning, Design and Supervision	774	0	0	774	0	310	232	155	77	0	0
Land	0	0	0	0	0	0	0	0	0	0	0
Site Improvements and Utilities	1,473	0	0	1,473	0	0	0	1,105	368	0	0
Construction	5,890	0	0	5,890	0	0	0	1,178	2,623	2,089	0
Other	521	0	0	521	0	0	0	0	157	364	0
<b>Total</b>	<b>8,658</b>	<b>0</b>	<b>0</b>	<b>8,658</b>	<b>0</b>	<b>310</b>	<b>232</b>	<b>2,438</b>	<b>3,225</b>	<b>2,453</b>	<b>0</b>
<b>FUNDING SCHEDULE (\$000s)</b>											
<i>Schools Impact Tax</i>	<i>8348</i>	<i>0</i>	<i>0</i>	<i>8348</i>	<i>0</i>	<i>310</i>	<i>0</i>	<i>2438</i>	<i>3225</i>	<i>2453</i>	<i>0</i>
G.O. Bonds	232	0	0	232	0	310	232	2,438	3,225	2,453	0
<b>Total</b>	<b>8,658</b>	<b>0</b>	<b>0</b>	<b>8,658</b>	<b>0</b>	<b>310</b>	<b>232</b>	<b>2,438</b>	<b>3,225</b>	<b>2,453</b>	<b>0</b>

<b>OPERATING BUDGET IMPACT (\$000s)</b>											
Energy				68,160	0	0	0	0	34,080	34,080	
Maintenance				166,140	0	0	0	0	83,070	83,070	
<b>Net Impact</b>				<b>234,300</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>117,150</b>	<b>117,150</b>	

### APPROPRIATION AND EXPENDITURE DATA (000s)

Appropriation Request	FY 15	0
Appropriation Request Est.	FY 16	774
Supplemental Appropriation Request		0
Transfer		0
Cumulative Appropriation		0
Expenditure / Encumbrances		0
Unencumbered Balance		0

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

### Description

A comprehensive capacity study to address overutilization at several elementary schools in the midsection of the Downcounty Consortium was conducted during the 2012-2013 school year. The following elementary schools were included in the study: Arcola, Brookhaven, Forest Knolls, Georgian Forest, Glen Haven, Glenallan, Harmony Hills, Highland, Kemp Mill, Sargent Shriver, Weller Road and Wheaton Woods. Based on the outcome of the study, additions will be constructed at the following elementary schools: Brookhaven, Glen Haven, Highland, Kemp Mill, and Sargent Shriver. An FY 2016 appropriation will be requested for planning funds. While the planning funds remain on the schedule requested by the Board of Education, due to fiscal constraints, the construction funds were programmed one year later in the approved FY2015-2020 CIP. This project is scheduled to be completed August 2019.

### Disclosures

#### Coordination

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

## Judith Resnik ES Addition (P651507)

Category	Montgomery County Public Schools	Date Last Modified	4/21/14
Sub Category	Individual Schools	Required Adequate Public Facility	No
Administering Agency	Public Schools (AAGE18)	Relocation Impact	None
Planning Area	Germentown	Status	Planning Stage

	Total	Thru FY13	Est FY14	Total 6 Years	FY 15	FY 16	FY 17	FY 18	FY 19	FY 20	Beyond 6 Yrs
<b>EXPENDITURE SCHEDULE (\$000s)</b>											
Planning, Design and Supervision	1,032	0	0	1,032	0	0	413	310	206	103	0
Land	0	0	0	0	0	0	0	0	0	0	0
Site Improvements and Utilities	2,751	0	0	1,966	0	0	0	0	1,475	491	785
Construction	7,533	0	0	5,277	0	0	0	0	1,573	3,704	2,256
Other	196	0	0	196	0	0	0	0	0	196	0
<b>Total</b>	<b>11,512</b>	<b>0</b>	<b>0</b>	<b>8,471</b>	<b>0</b>	<b>0</b>	<b>413</b>	<b>310</b>	<b>3,254</b>	<b>4,494</b>	<b>3,041</b>
<b>FUNDING SCHEDULE (\$000s)</b>											
G.O. Bonds	11,512	0	0	8,471	0	0	413	310	3,254	4,494	3,041
<b>Total</b>	<b>11,512</b>	<b>0</b>	<b>0</b>	<b>8,471</b>	<b>0</b>	<b>0</b>	<b>413</b>	<b>310</b>	<b>3,254</b>	<b>4,494</b>	<b>3,041</b>
<b>OPERATING BUDGET IMPACT (\$000s)</b>											
Energy				39,464	0	0	0	0	0	0	39,464
Maintenance				96,194	0	0	0	0	0	0	96,194
<b>Net Impact</b>				<b>135,658</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>135,658</b>

### APPROPRIATION AND EXPENDITURE DATA (000s)

Appropriation Request	FY 15	0
Appropriation Request Est.	FY 16	0
Supplemental Appropriation Request		0
Transfer		0
Cumulative Appropriation		0
Expenditure / Encumbrances		0
Unencumbered Balance		0

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

#### Description

Enrollment projections at Judith Resnik Elementary School reflect a need for an addition. Judith Resnik Elementary School has a program capacity for 503 students. Enrollment is expected to reach 655 students by the 2019-2020 school year. A feasibility study was conducted in FY 2013 to determine the cost and scope of the project. An FY 2017 appropriation will be requested to begin planning this addition. While the planning funds remain on the schedule requested by the Board of Education, due to fiscal constraints, the construction funds were programmed one year later in the approved FY2015-2020 CIP. This project is scheduled to be completed by August 2020.

#### Disclosures

#### Coordination

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

## S. Christa McAuliffe ES Addition (P651502)

Category  
Sub Category  
Administering Agency  
Planning Area

Montgomery County Public Schools  
Individual Schools  
Public Schools (AAGE18)  
Germantown

Date Last Modified  
Required Adequate Public Facility  
Relocation Impact  
Status

4/21/14  
No  
None  
Planning Stage

	Total	Thru FY13	Est FY14	Total 6 Years	FY 15	FY 16	FY 17	FY 18	FY 19	FY 20	Beyond 6 Yrs
<b>EXPENDITURE SCHEDULE (\$000s)</b>											
Planning, Design and Supervision	910	0	0	910	0	0	364	273	182	91	0
Land	0	0	0	0	0	0	0	0	0	0	0
Site Improvements and Utilities	1,733	0	0	1,733	0	0	0	0	1,300	433	0
Construction	6,930	0	0	4,937	0	0	0	0	1,386	3,551	1,993
Other	598	0	0	180	0	0	0	0	0	180	418
<b>Total</b>	<b>10,171</b>	<b>0</b>	<b>0</b>	<b>7,760</b>	<b>0</b>	<b>0</b>	<b>364</b>	<b>273</b>	<b>2,868</b>	<b>4,255</b>	<b>2,411</b>
<b>FUNDING SCHEDULE (\$000s)</b>											
<i>Schools Impact Tax</i>	<i>7487</i>	<i>0</i>	<i>0</i>	<i>7487</i>	<i>0</i>	<i>0</i>	<i>364</i>	<i>0</i>	<i>2868</i>	<i>4255</i>	
G.O. Bonds	2684	0	0	273	0	0	0	273	0	2,868	2,411
<b>Total</b>	<b>10,171</b>	<b>0</b>	<b>0</b>	<b>7,760</b>	<b>0</b>	<b>0</b>	<b>364</b>	<b>273</b>	<b>2,868</b>	<b>4,255</b>	<b>2,411</b>
<b>OPERATING BUDGET IMPACT (\$000s)</b>											
Energy				40,032	0	0	0	0	0	0	40,032
Maintenance				97,578	0	0	0	0	0	0	97,578
<b>Net Impact</b>				<b>137,610</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>137,610</b>

### APPROPRIATION AND EXPENDITURE DATA (000s)

Appropriation Request	FY 15	0
Appropriation Request Est.	FY 16	0
Supplemental Appropriation Request		0
Transfer		0
Cumulative Appropriation		0
Expenditure / Encumbrances		0
Unencumbered Balance		0

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

#### Description

Enrollment projections at S. Christa McAuliffe Elementary School reflect a need for an addition. S. Christa McAuliffe Elementary School has a program capacity for 533 students. Enrollment is expected to reach 697 students by the 2019-2020 school year. A feasibility study was conducted in FY 2013 to determine the cost and scope of the project. An FY 2017 appropriation will be requested to begin planning this addition. While the planning funds remain on the schedule requested by the Board of Education, due to fiscal constraints, the construction funds were programmed one year later in the approved FY 2015-2020 CIP. This project is scheduled to be completed by August 2020.

#### Disclosures

#### Coordination

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

## Sargent Shriver ES Addition (DCC Solution) (P651501)

Category	Montgomery County Public Schools	Date Last Modified	4/21/14
Sub Category	Individual Schools	Required Adequate Public Facility	No
Administering Agency	Public Schools (AAGE18)	Relocation Impact	None
Planning Area	Silver Spring	Status	Planning Stage

	Total	Thru FY13	Est FY14	Total 6 Years	FY 15	FY 16	FY 17	FY 18	FY 19	FY 20	Beyond 6 Yrs
<b>EXPENDITURE SCHEDULE (\$000s)</b>											
Planning, Design and Supervision	341	0	0	341	0	136	102	68	35	0	0
Land	0	0	0	0	0	0	0	0	0	0	0
Site Improvements and Utilities	649	0	0	649	0	0	0	487	162	0	0
Construction	2,593	0	0	2,593	0	0	0	519	1,816	258	0
Other	298	0	0	298	0	0	0	0	90	208	0
<b>Total</b>	<b>3,881</b>	<b>0</b>	<b>0</b>	<b>3,881</b>	<b>0</b>	<b>136</b>	<b>102</b>	<b>1,074</b>	<b>2,103</b>	<b>466</b>	<b>0</b>

<b>FUNDING SCHEDULE (\$000s)</b>											
Current Revenue: Recordation Tax	3,000	0	0	3,000	0	0	0	1,000	2,000	0	0
G.O. Bonds	881	0	0	881	0	136	102	74	103	466	0
<b>Total</b>	<b>3,881</b>	<b>0</b>	<b>0</b>	<b>3,881</b>	<b>0</b>	<b>136</b>	<b>102</b>	<b>1,074</b>	<b>2,103</b>	<b>466</b>	<b>0</b>

<b>OPERATING BUDGET IMPACT (\$000s)</b>											
Energy				30,000	0	0	0	0	15,000	15,000	
Maintenance				73,126	0	0	0	0	36,563	36,563	
<b>Net Impact</b>				<b>103,126</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>51,563</b>	<b>51,563</b>	

### APPROPRIATION AND EXPENDITURE DATA (000s)

Appropriation Request	FY 15	0
Appropriation Request Est.	FY 16	341
Supplemental Appropriation Request		0
Transfer		0
Cumulative Appropriation		0
Expenditure / Encumbrances		0
Unencumbered Balance		0

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

### Description

A comprehensive capacity study to address overutilization at several elementary schools in the midsection of the Downcounty Consortium was conducted during the 2012-2013 school year. The following elementary schools were included in the study: Arcola, Brookhaven, Forest Knolls, Georgian Forest, Glen Haven, Glenallan, Harmony Hills, Highland, Kemp Mill, Sargent Shriver, Weller Road and Wheaton Woods. Based on the outcome of the study, additions will be constructed at the following elementary schools: Brookhaven, Glen Haven, Highland, Kemp Mill, and Sargent Shriver. An FY 2016 appropriation will be requested for planning funds. While the planning funds remain on the schedule requested by the Board of Education, due to fiscal constraints, the construction funds were programmed one year later in the approved FY2015-2020 CIP. This project is scheduled to be completed August 2019.

### Disclosures

#### Coordination

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

# MCPS & M-NCPPC Maintenance Facilities Relocation (P361109)

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

	Total	Thru FY14	Rem FY14	Total 6 Years	FY 15	FY 16	FY 17	FY 18	FY 19	FY 20	Beyond 6 Yrs
<b>EXPENDITURE SCHEDULE (\$000s)</b>											
Planning, Design and Supervision	6,844	996	998	4,850	2,570	1,206	1,074	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	60,785	0	0	60,785	0	31,866	28,919	0	0	0	0
Other	1,410	0	0	1,410	0	0	1,410	0	0	0	0
<b>Total</b>	<b>69,039</b>	<b>996</b>	<b>998</b>	<b>67,045</b>	<b>2,570</b>	<b>33,072</b>	<b>31,403</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>

FUNDING SCHEDULE (\$000s)											
G.O. Bonds	42,607	996	0	42,607	0	12,910	0	29,697	0	11,700	17,001
Interim Finance	26,432	0	998	26,432	2,570	20,162	3,140	24,356	0	-11,700	-17,001
<b>Total</b>	<b>69,039</b>	<b>996</b>	<b>998</b>	<b>67,045</b>	<b>2,570</b>	<b>33,072</b>	<b>31,403</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>

OPERATING BUDGET IMPACT (\$000s)											
Energy				2,331	0	0	0	777	777	777	
Maintenance				2,762	0	0	0	921	921	921	
<b>Net Impact</b>				<b>5,093</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1,698</b>	<b>1,698</b>	<b>1,698</b>	

### APPROPRIATION AND EXPENDITURE DATA (000s)

Appropriation Request	FY 16	64,475
Supplemental Appropriation Request		0
Transfer		0
Cumulative Appropriation		4,564
Expenditure / Encumbrances		3,711
Unencumbered Balance		853

Date First Appropriation	FY 15
First Cost Estimate	
Current Scope	FY 14 69,039
Last FY's Cost Estimate	69,039

### Description

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

### Location

8301 and 8401 Turkey Thicket Road, Montgomery Village

### Estimated Schedule

The design phase commenced in the Winter of 2014 and is expected to last twelve months, followed by a six-month construction bidding period. Construction is expected to be completed in 22 months.

### Justification

In order to implement the County's Shady Grove Sector Plan which would capitalize on the existing investment in mass transit by creating a transit-oriented development community, the County Service Park must be relocated. Relocation of the facilities at the County Service Park will enable the County to realize both the transit-oriented development intended for the area and address unmet needs. The County is faced with aging facilities that require extensive investment of funds to meet our needs. With the age of some of the facilities, the extent of the required investment must be weighed against the long-term ability of the facilities to satisfy current and future County needs. The planned facilities will meet the current and projected maintenance facility needs while also furthering the County's transit-oriented development goals. Plans and studies for this project include: M-NCPPC Shady Grove Sector Plan, approved by the Montgomery County Council, January 2006, adopted by the M-NCPPC, March 15, 2006; Montgomery County Property Use Study Updated Briefing to County Council, April 29, 2008 (based on Staubach Reports); Montgomery County Smart Growth Initiative Update to County Council, September 23, 2008; Projected Space Requirements for MCPS Division of Maintenance (Delmar Architects, 2005 and 2008); Montgomery County Multi-Agency Service Park Master Plan and Design Guideline, February 23, 2011; Montgomery County Department of Parks, Shady Grove Maintenance Facility Relocation - Program of Requirements, Lukmire Partnership Architects, May 2010".

### Other

The PSTA and Multi-Agency Service Park - Site Dev. (PDF No. 470907) appropriated \$46.546 million for the purchase of the Webb Tract and \$1.695 million for master site planning. \$37.95 million of the total expenditure of \$69.039 million is allocated to the M-NCPPC facility and its proportional share of the parking garage. The M-NCPPC share of the budget funds 114,117 GSF of building space including maintenance, fleet, and horticultural facilities. In addition, it funds 83,977 GSF of covered vehicle/equipment parking sheds to meet NPDES requirements and 25,365 GSF of bulk material and compost storage bays. Special Capital Projects Legislation will be proposed by the County Executive.

### Fiscal Note

## MCPS & M-NCPPC Maintenance Facilities Relocation (P361109)

Interim financing will be used for land acquisition and project costs in the short term, with permanent funding sources to include G.O. Bonds and Land Sale Proceeds. All site improvement-related work is being shifted from this project to the PSTA and Multi-Agency Service Park - Site Development project (PDF No. 470907) and the cumulative appropriation adjusted accordingly.

Programmed GO Bonds no longer needed to repay Interim Finance in the Public Safety Headquarters project (P470906) and the MCPS Food Distribution Facility Relocation project (P361111) have been reallocated to this project.

### **Disclosures**

A pedestrian impact analysis has been completed for this project.

### **Coordination**

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

## Arcola ES Addition (P136500)

Category	Montgomery County Public Schools	Date Last Modified	4/21/14
Sub Category	Individual Schools	Required Adequate Public Facility	No
Administering Agency	Public Schools (AAGE18)	Relocation Impact	None
Planning Area	Silver Spring	Status	Planning Stage

	Total	Thru FY13	Est FY14	Total 6 Years	FY 15	FY 16	FY 17	FY 18	FY 19	FY 20	Beyond 6 Yrs
<b>EXPENDITURE SCHEDULE (\$000s)</b>											
Planning, Design and Supervision	281	141	84	56	56	0	0	0	0	0	0
Land	0	0	0	0	0	0	0	0	0	0	0
Site Improvements and Utilities	543	0	434	109	109	0	0	0	0	0	0
Construction	2,887	0	578	2,309	866	1,443	0	0	0	0	0
Other	130	0	0	130	26	104	0	0	0	0	0
<b>Total</b>	<b>3,841</b>	<b>141</b>	<b>1,096</b>	<b>2,604</b>	<b>1,057</b>	<b>1,547</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>FUNDING SCHEDULE (\$000s)</b>											
<i>School Facilities Payment</i>	27	0	0	27	0	0	0	0	0	0	0
G.O. Bonds	3,814	141	1,096	2,604	1,057	1,547	0	0	0	0	0
<b>Total</b>	<b>3,841</b>	<b>141</b>	<b>1,096</b>	<b>2,604</b>	<b>1,057</b>	<b>1,547</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>

<b>OPERATING BUDGET IMPACT (\$000s)</b>											
Energy				80	0	16	16	16	16	16	16
Maintenance				220	0	44	44	44	44	44	44
<b>Net Impact</b>				<b>300</b>	<b>0</b>	<b>60</b>	<b>60</b>	<b>60</b>	<b>60</b>	<b>60</b>	<b>60</b>

### APPROPRIATION AND EXPENDITURE DATA (000s)

Appropriation Request	FY 15	130
Appropriation Request Est.	FY 16	0
Supplemental Appropriation Request		0
Transfer		0
Cumulative Appropriation		3,711
Expenditure / Encumbrances		141
Unencumbered Balance		3,570

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

### Description

Enrollment projections at Arcola Elementary School reflect a need for an addition. Arcola Elementary School has a program capacity for 486 students. Enrollment is expected to reach 745 students by the 2015-2016 school year. A feasibility study was conducted in FY 2011 to determine the cost and scope of the project. An FY 2013 appropriation was approved to begin planning this addition. An FY 2014 appropriation was approved for construction funds. An FY 2015 appropriation was approved to complete this project. This project is scheduled to be completed by August 2015.

### Capacity

Program Capacity After Addition: 624

### Coordination

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

## North Bethesda MS Addition (P651503)

Category	Montgomery County Public Schools	Date Last Modified	4/21/14
Sub Category	Individual Schools	Required Adequate Public Facility	No
Administering Agency	Public Schools (AAGE18)	Relocation Impact	None
Planning Area	Bethesda-Chevy Chase	Status	Planning Stage

	Total	Thru FY13	Est FY14	Total 6 Years	FY 15	FY 16	FY 17	FY 18	FY 19	FY 20	Beyond 6 Yrs
<b>EXPENDITURE SCHEDULE (\$000s)</b>											
Planning, Design and Supervision	1,691	0	0	1,691	676	507	338	170	0	0	0
Land	0	0	0	0	0	0	0	0	0	0	0
Site Improvements and Utilities	2,903	0	0	2,903	0	0	2,178	725	0	0	0
Construction	13,195	0	0	13,195	0	0	2,639	5,237	5,319	0	0
Other	821	0	0	821	0	0	0	247	574	0	0
<b>Total</b>	<b>18,810</b>	<b>0</b>	<b>0</b>	<b>18,810</b>	<b>676</b>	<b>507</b>	<b>5,155</b>	<b>6,379</b>	<b>5,893</b>	<b>0</b>	<b>0</b>

<b>FUNDING SCHEDULE (\$000s)</b>											
G.O. Bonds	18,810	0	0	18,810	438	476	507	5,155	6,379	5,893	0
School Facilities Payment	269	238	0	269	238	31	0	0	0	0	0
<b>Total</b>	<b>18,810</b>	<b>0</b>	<b>0</b>	<b>18,810</b>	<b>676</b>	<b>507</b>	<b>5,155</b>	<b>6,379</b>	<b>5,893</b>	<b>0</b>	<b>0</b>

<b>OPERATING BUDGET IMPACT (\$000s)</b>											
Energy				229,038	0	0	0	76,346	76,346	76,346	
Maintenance				558,276	0	0	0	186,092	186,092	186,092	
<b>Net Impact</b>				<b>787,314</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>262,438</b>	<b>262,438</b>	<b>262,438</b>	

### APPROPRIATION AND EXPENDITURE DATA (000s)

Appropriation Request	FY 15	1,691
Appropriation Request Est.	FY 16	0
Supplemental Appropriation Request		0
Transfer		0
Cumulative Appropriation		0
Expenditure / Encumbrances		0
Unencumbered Balance		0

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

### Description

Enrollment projections at North Bethesda Middle School reflect a need for an addition. North Bethesda Middle School has a program capacity for 864 students. Enrollment is expected to reach 1156 students by the 2017-2018 school year. A feasibility study was conducted in FY 2013 to determine the cost and scope of the project. An FY 2015 appropriation was approved to begin planning this addition. While the planning funds remain on the schedule requested by the Board of Education, due to fiscal constraints, the construction funds were programmed one year later in the approved FY2015-2020 CIP. This project is scheduled to be completed by August 2018.

### Disclosures

### Coordination

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

## Clarksburg HS Addition (P116505)

Category	Montgomery County Public Schools	Date Last Modified	4/21/14
Sub Category	Individual Schools	Required Adequate Public Facility	No
Administering Agency	Public Schools (AAGE18)	Relocation Impact	None
Planning Area	Clarksburg	Status	Planning Stage

	Total	Thru FY13	Est FY14	Total 6 Years	FY 15	FY 16	FY 17	FY 18	FY 19	FY 20	Beyond 6 Yrs
<b>EXPENDITURE SCHEDULE (\$000s)</b>											
Planning, Design and Supervision	755	377	226	152	152	0	0	0	0	0	0
Land	0	0	0	0	0	0	0	0	0	0	0
Site Improvements and Utilities	1,492	0	1,194	298	298	0	0	0	0	0	0
Construction	9,047	0	1,809	7,238	2,714	4,524	0	0	0	0	0
Other	529	0	0	529	105	424	0	0	0	0	0
<b>Total</b>	<b>11,823</b>	<b>377</b>	<b>3,229</b>	<b>8,217</b>	<b>3,269</b>	<b>4,948</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>

	Total	Thru FY13	Est FY14	Total 6 Years	FY 15	FY 16	FY 17	FY 18	FY 19	FY 20	Beyond 6 Yrs
<b>FUNDING SCHEDULE (\$000s)</b>											
<i>School Facilities Payment</i>	3	0	0	3	0	0	0	0	0	0	0
G.O. Bonds	1,554	377	229	948	0	948	0	0	0	0	0
Schools Impact Tax	10,269	0	3,000	7,269	3,269	4,000	0	0	0	0	0
<b>Total</b>	<b>11,823</b>	<b>377</b>	<b>3,229</b>	<b>8,217</b>	<b>3,269</b>	<b>4,948</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>

	Energy	Maintenance	Net Impact
	480	912	1,392
	80	152	232
	80	152	232
	80	152	232
	80	152	232

### APPROPRIATION AND EXPENDITURE DATA (000s)

Appropriation Request	FY 15	529
Appropriation Request Est.	FY 16	0
Supplemental Appropriation Request		0
Transfer		0
Cumulative Appropriation		11,294
Expenditure / Encumbrances		377
Unencumbered Balance		10,917

Date First Appropriation	FY 13
First Cost Estimate	
Current Scope	0
Last FY's Cost Estimate	12,015

### Description

The Clarksburg Master Plan, approved in 1994, allows for the potential development of 15,000 housing units. Development of this community resulted in the formation of a new cluster of schools. Enrollment projections at Clarksburg High School reflect a need for an 18-classroom addition. Clarksburg High School has a program capacity for 1,566 students. Enrollment is expected to reach 1,958 students by the 2014-2015 school year. A feasibility study was conducted in FY 2009 to determine the cost and scope of the project. An FY 2012 appropriation was included in the Board of Education's FY 2011-2016 CIP to begin planning this addition project. However, due to fiscal constraints, the County Council adopted FY 2011-2016 CIP delayed this project one year, from August 2014 to August 2015. An FY 2013 appropriation was approved to begin planning this addition project. An FY 2014 appropriation was approved for construction funds. An FY 2015 appropriation was approved to complete this project. This addition is scheduled to be completed by August 2015.

### Capacity

Program Capacity after Project: 1,971

### Coordination

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

## Bethesda Metro Station South Entrance (P500929)

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

	Total	Thru FY14	Rem FY14	Total 6 Years	FY 15	FY 16	FY 17	FY 18	FY 19	FY 20	Beyond 6 Yrs
<b>EXPENDITURE SCHEDULE (\$000s)</b>											
Planning, Design and Supervision	1,665	1,565	0	100	100	0	0	0	0	0	0
Land	0	0	0	0	0	0	0	0	0	0	0
Site Improvements and Utilities	7,000	0	0	7,000	0	5,250	1,750	0	0	0	0
Construction	48,945	0	0	45,727	580	3,133	8058	14443	12,443	11,212	8,300
Other	0	0	0	0	0	0	0	0	0	0	0
<b>Total</b>	<b>57,610</b>	<b>1,565</b>	<b>0</b>	<b>52,827</b>	<b>680</b>	<b>8,383</b>	<b>9809</b>	<b>14443</b>	<b>12,443</b>	<b>11,212</b>	<b>8,300</b>

<b>FUNDING SCHEDULE (\$000s)</b>											
G.O. Bonds	51,815	301	0	48,296	680	3,852	4809	14443	12,443	11,212	8,300
PAYGO	795	795	0	0	0	0	0	0	0	0	0
Revenue Bonds: Liquor Fund	5,000	469	0	4,531	0	4,531	0	0	0	0	0
<b>Total</b>	<b>57,610</b>	<b>1,565</b>	<b>0</b>	<b>52,827</b>	<b>680</b>	<b>8,383</b>	<b>9809</b>	<b>14443</b>	<b>12,443</b>	<b>11,212</b>	<b>8,300</b>

### APPROPRIATION AND EXPENDITURE DATA (000s)

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

Date First Appropriation	FY 09	
First Cost Estimate		
Current Scope	FY 15	57,610
Last FY's Cost Estimate		57,610

#### Description

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

#### Estimated Schedule

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

#### Other

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

#### Fiscal Note

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

#### Coordination

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

## EOB HVAC Renovation (P361103)

Category  
Sub Category  
Administering Agency  
Planning Area

General Government  
County Offices and Other Improvements  
General Services (AAGE29)  
Rockville

Date Last Modified  
Required Adequate Public Facility  
Relocation Impact  
Status

11/17/14  
No  
None  
Planning Stage

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

Planning, Design and Supervision	0	0	0	0	0	0	0	0	0	0
Land	0	0	0	0	0	0	0	0	0	0
Site Improvements and Utilities	0	0	0	0	0	0	0	0	0	0
Construction	8,000	0	0	8,000	0	0	0	6,000	2,000	0
Other	0	0	0	0	0	0	0	0	0	0
<b>Total</b>	<b>8,000</b>	<b>0</b>	<b>0</b>	<b>8,000</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>6,000</b>	<b>2,000</b>	<b>0</b>

### FUNDING SCHEDULE (\$000s)

G.O. Bonds	8,000	0	0	8,000	0	0	0	2,000	6,000	2,000	0
<b>Total</b>	<b>8,000</b>	<b>0</b>	<b>0</b>	<b>8,000</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2,000</b>	<b>6,000</b>	<b>2,000</b>	<b>0</b>

### APPROPRIATION AND EXPENDITURE DATA (000s)

Appropriation Request	FY 16	-2,000
Supplemental Appropriation Request		0
Transfer		0
Cumulative Appropriation		2,000
Expenditure / Encumbrances		0
Unencumbered Balance		-2,000

Date First Appropriation	FY 15
First Cost Estimate	
Current Scope	FY 14
Last FY's Cost Estimate	8,000

#### Description

This project provides for the procurement and partial compensation of an Energy Service Company (ESCO) to replace the outdated and energy-inefficient HVAC systems in the Executive Office Building (EOB) located at 101 Monroe Street, Rockville, Maryland. The ESCO analyzes, designs, and constructs the energy-efficient Heating Ventilation, and Air Conditioning (HVAC) replacement systems. In return, the ESCO receives a portion of the saved energy costs in addition to direct compensation.

#### Estimated Schedule

The ESCO analysis and design has been rescheduled to occur in FY17 with an agreement with the ESCO and construction occurring in late FY19-20.

#### Justification

The EOB was built in 1979, and its HVAC system is over 30 years old. In 2006, the Department of General Services hired a consultant (URS Inc.) to conduct a condition assessment study to identify the condition of the HVAC system. The outcome of this study indicated that all equipment and components have reached the end of their economic life expectancy. Moreover, the existing all electric heating system is highly inefficient and is costly to operate. The consultant study recommended that the entire HVAC system be redesigned with state-of-the-art-technology, highly efficient equipment, and be replaced in its entirety. The ESCO approach to this project saves the County considerable upfront costs.

#### Fiscal Note

Shift funding due to fiscal affordability.

#### Coordination

Department of General Services, City of Rockville, Offices of the County Executive, Department of Technology Services, Department of Finance, Montgomery County Fire and Rescue Service, Department of Human Resources, Office of Management and Budget, Department of Transportation, Washington Gas, WSSC, PEPCO

## Bethesda CBD Streetscape (P500102)

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

	Total	Thru FY14	Rem FY14	Total 6 Years	FY 15	FY 16	FY 17	FY 18	FY 19	FY 20	Beyond 6 Yrs
<b>EXPENDITURE SCHEDULE (\$000s)</b>											
Planning, Design and Supervision	2,562	413	685	1,464	0	60	897	490-94	17-443	0	0
Land	0	0	0	0	0	0	0	0	0	0	0
Site Improvements and Utilities	1,196	0	0	1,196	0	0	0	0	1,196	0	0
Construction	4,456	0	0	4,456	0	0	1,286	1982-378	1188	2,792	0
Other	0	0	0	0	0	0	0	0	0	0	0
<b>Total</b>	<b>8,214</b>	<b>413</b>	<b>685</b>	<b>7,116</b>	<b>0</b>	<b>60</b>	<b>2,183</b>	<b>2472-472</b>	<b>2401-4401</b>	<b>0</b>	<b>0</b>

<b>FUNDING SCHEDULE (\$000s)</b>											
G.O. Bonds	8,214	413	685	7,116	0	60	2,183	2472-472	2401-4401	0	0
<b>Total</b>	<b>8,214</b>	<b>413</b>	<b>685</b>	<b>7,116</b>	<b>0</b>	<b>60</b>	<b>2,183</b>	<b>2472-472</b>	<b>2401-4401</b>	<b>0</b>	<b>0</b>

### APPROPRIATION AND EXPENDITURE DATA (000s)

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

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

#### Description

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

#### Estimated Schedule

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

#### Justification

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

#### Other

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

#### Fiscal Note

Expenditure schedule reflects a shift of \$2,000,000 from FY18 to FY19.

#### Disclosures

A pedestrian impact analysis has been completed for this project.

#### Coordination

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

## Germantown Science & Applied Studies Phase 1-Renov (P136600)

Category: Montgomery College  
 Sub Category: Higher Education  
 Administering Agency: Montgomery College (AAGE15)  
 Planning Area: Germantown

Date Last Modified: 8/25/14  
 Required Adequate Public Facility: No  
 Relocation Impact: None  
 Status: Planning Stage

	Total	Thru FY14	Rem FY14	Total 6 Years	FY 15	FY 16	FY 17	FY 18	FY 19	FY 20	Beyond 6 Yrs
<b>EXPENDITURE SCHEDULE (\$000s)</b>											
Planning, Design and Supervision	4,529	2,622	397	1,510	1,510	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	5,000	15,000	0	0	0	0
Construction	30,840	0	0	30,840	0	<del>15,420</del>	<del>15,420</del>	10,840	0	0	0
Other	5,020	0	0	5,020	0	0	<del>5,020</del>	5,020	0	0	0
<b>Total</b>	<b>40,389</b>	<b>2,622</b>	<b>397</b>	<b>37,370</b>	<b>1,510</b>	<b>15,420</b>	<b>20,440</b>	<b>15,860</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>FUNDING SCHEDULE (\$000s)</b>											
G.O. Bonds	20,799	1,583	199	19,017	891	2,500	7,500	8,120	0	0	0
State Aid	19,590	1,039	198	18,353	819	<del>7,710</del>	<del>7,500</del>	7,734	0	0	0
<b>Total</b>	<b>40,389</b>	<b>2,622</b>	<b>397</b>	<b>37,370</b>	<b>1,510</b>	<b>15,420</b>	<b>20,440</b>	<b>15,860</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>OPERATING BUDGET IMPACT (\$000s)</b>											
Energy				315	0	0	0	100	105	110	
Maintenance				633	0	0	0	127	253	253	
<b>Net Impact</b>				<b>948</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>227</b>	<b>358</b>	<b>363</b>	
Full Time Equivalent (FTE)					0.0	0.0	0.0	4.0	4.0	4.0	

### APPROPRIATION AND EXPENDITURE DATA (000s)

Appropriation Request	FY 16	30,840
Supplemental Appropriation Request		0
Transfer		0
Cumulative Appropriation		4,529
Expenditure / Encumbrances		2,643
Unencumbered Balance		1,886

Date First Appropriation	FY 13
First Cost Estimate	
Current Scope	FY 16
Last FY's Cost Estimate	39,025

### Description

This project provides for the realignment/renovation of space in the Science and Applied Studies building (65,015 GSF) on the Germantown Campus in accordance with the College's Facilities Master Plan (9/10) and the building educational space specifications. The renovated building will house open class labs, classrooms, offices and support space related to the physics, engineering, and mathematics departments. The Science and Applied Studies Renovation will occur in two phases. The first phase involves the renovation of the second floor, and a 29,330 GSF building addition, to support the Physics, Engineering, and Mathematics disciplines. There will be vacant space in the building when various departments move to the Bioscience Education Center, which makes it necessary to renovate this building to support new disciplines. The current building layout is inappropriate for the Physics, Engineering, and Mathematics departments, which makes it necessary to renovate laboratory spaces, classrooms, and faculty and staff offices. This building also has outdated laboratory equipment, which does not properly support the new functions, and technological changes in teaching methods. Programmatic changes are necessary to prepare this building for these uses. The second phase of this project will deal with the renovation of the first floor. Overall growth at the Germantown Campus in combination with the transition to lab instruction for mathematics and engineering expansion has created the demand for additional academic space. Renovation for these disciplines co-locates them near the Bioscience Education Center, creating good programmatic synergy on the campus. Renovation of this facility is contingent on completion of the Bioscience Education Center. Based on student interest, enrollment trends, existing and projected County and State workforce needs, and the teaching and learning strategies, including the final report of The Governor's Science Technology Engineering Mathematics Task Force, Investing in STEM to Secure Maryland's Future, the Germantown Campus will be well positioned to meet the needs of its students and the region. Design funding for this project was appropriated in FY13.

### Estimated Schedule

Project construction is scheduled to be completed in the Winter of 2017

### Cost Change

The cost of this project has increased to match the State's allowed cost escalation factor (4%).

### Justification

Under the application of the State space guidelines, the enrollment growth on the Germantown Campus has resulted in a significant instructional space deficit. The Germantown Campus has a 2022 projected instructional space deficit of 132,252 NASF and a total space deficit anticipated to be 227,390 NASF. In addition, this project will position the College to address workforce shortages in the Science, Technology, Engineering, and Mathematics fields. This project will impact local and Maryland workforce shortages through educating students to fill technical jobs. Relevant studies include the Collegewide Facilities Master Plan Update (1/13), the Renovation/Addition to Sciences & Applied Studies Building at Montgomery College Germantown Campus, Part 1, Part 2 (3/11), and the Collegewide Facilities Conditions Assessment Update (pending 11/13).

## Germantown Science & Applied Studies Phase 1-Renov (P136600)

### **Other**

FY15 Appropriation: \$0

FY16 Appropriation: \$30,840,000 Total; \$15,420,000 (G.O. Bonds), \$15,420,000 (State Aid).

Project expenditures assume that a portion of Information Technology (IT) equipment costs may be funded through the Information Technology (No. P856509) project.

The construction costs in the expenditure schedule (\$30,840,000) include: site improvement costs (\$2,390,000), building construction costs (\$28,450,000). The building construction cost per gross square foot equals \$438 (\$28,450,000/65,015).

### **Disclosures**

A pedestrian impact analysis has been completed for this project.

Montgomery College (A15) asserts that this project conforms to the requirements of relevant local plans, as required by the Maryland Economic Growth, Resource Protection and Planning Act.

### **Coordination**

Facility Planning: College (No. P886686), Bioscience Education Center (No. P056603), Energy Conservation: College (No. P816611), PLAR: College (No. P926659)

## Germantown Observation Drive Reconstruction (P096604)

Category: Montgomery College  
 Sub Category: Higher Education  
 Administering Agency: Montgomery College (AAGE15)  
 Planning Area: Germantown

Date Last Modified: 10/2/13  
 Required Adequate Public Facility: No  
 Relocation Impact: None  
 Status: Final Design Stage

	Total	Thru FY13	Est FY14	Total 6 Years	FY 15	FY 16	FY 17	FY 18	FY 19	FY 20	Beyond 6 Yrs
<b>EXPENDITURE SCHEDULE (\$000s)</b>											
Planning, Design and Supervision	1,000	0	600	400	50	400	0	350	0	0	0
Land	0	0	0	0	0	0	0	0	0	0	0
Site Improvements and Utilities	0	0	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0	0
Other	0	0	0	0	0	0	0	0	0	0	0
<b>Total</b>	<b>1,000</b>	<b>0</b>	<b>600</b>	<b>400</b>	<b>50</b>	<b>400</b>	<b>0</b>	<b>350</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>FUNDING SCHEDULE (\$000s)</b>											
G.O. Bonds	1,000	0	600	400	50	400	0	350	0	0	0
<b>Total</b>	<b>1,000</b>	<b>0</b>	<b>600</b>	<b>400</b>	<b>50</b>	<b>400</b>	<b>0</b>	<b>350</b>	<b>0</b>	<b>0</b>	<b>0</b>

### APPROPRIATION AND EXPENDITURE DATA (000s)

Appropriation Request	FY 15	0
Appropriation Request Est.	FY 16	0
Supplemental Appropriation Request		0
Transfer		0
Cumulative Appropriation		1,000
Expenditure / Encumbrances		0
Unencumbered Balance		1,000

Date First Appropriation	FY 09
First Cost Estimate	
Current Scope	FY09 1,000
Last FY's Cost Estimate	1,000

**Description**

This project funds the design for reconstruction of the existing main entrance road (Observation Drive) from MD-118 into the Campus. Ongoing repairs to the main road on the Germantown Campus are no longer sufficient and existing conditions require a major reconstruction. Originally constructed in the mid 1970's, this road was largely constructed on grade without the sub-base construction that is now typical for roads with the heavy vehicle and bus traffic that the Campus operations impose.

**Estimated Schedule**

Project design is scheduled to be completed in the Fall of 2015. 2017.

**Justification**

During the Fall 2012 semester, 7,739 students attended the Germantown campus, which was an enrollment increase of 7.6% from the previous fall semester. The existing main entrance road (Observation Drive) is inadequate for serving the current and growing student body and requires reconstruction due to the heavy vehicle and bus traffic currently experienced on the campus. According to the Geotechnical Report for Observation Drive Pavement Assessment, problems identified with the existing Observation Drive are the non-existent sub base, longitudinal cracks, alligator cracks, potholes, and raveling. Related studies include the Collegewide Facilities Condition Assessment (pending 11/13), and the Geotechnical Report for Observation Drive Pavement Assessment (5/07).

**Other**

Funding Source: G.O. Bonds.

**Coordination**

Site Improvements: College (CIP No. P076601)

# Park Valley Road Bridge (P501523)

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

Date Last Modified 4/21/14  
 Required Adequate Public Facility Yes  
 Relocation Impact None  
 Status Preliminary Design Stage

Total	Thru FY13	Est FY14	Total 6 Years	FY 15	FY 16	FY 17	FY 18	FY 19	FY 20	Beyond 6 Yrs
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### EXPENDITURE SCHEDULE (\$000s)

Planning, Design and Supervision	545	0	0	545	0	45	495	450	0	50	0	0
Land	0	0	0	0	0	0	0	0	0	0	0	0
Site Improvements and Utilities	30	0	0	30	0	0	.30	0	0	30	0	0
Construction	3,375	0	0	3,375	0	100	475	875	2600	0	300	0
Other	0	0	0	0	0	0	0	0	0	0	0	0
<b>Total</b>	<b>3,950</b>	<b>0</b>	<b>0</b>	<b>3,950</b>	<b>0</b>	<b>150</b>	<b>520</b>	<b>880</b>	<b>3050</b>	<b>0</b>	<b>380</b>	<b>0</b>

### FUNDING SCHEDULE (\$000s)

Federal Aid	2,912	0	0	2,912	0	100	390	2,812	2227	0	285	0
G.O. Bonds	1,038	0	0	1,038	0	50	130	.988	813	0	95	0
<b>Total</b>	<b>3,950</b>	<b>0</b>	<b>0</b>	<b>3,950</b>	<b>0</b>	<b>150</b>	<b>520</b>	<b>880</b>	<b>3050</b>	<b>0</b>	<b>380</b>	<b>0</b>

### APPROPRIATION AND EXPENDITURE DATA (000s)

Appropriation Request	FY 15	3,950
Appropriation Request Est.	FY 16	0
Supplemental Appropriation Request		0
Transfer		0
Cumulative Appropriation		0
Expenditure / Encumbrances		0
Unencumbered Balance		0

Date First Appropriation	
First Cost Estimate	
Current Scope	FY 15 3,950
Last FY's Cost Estimate	0

## Description

This project provides for the replacement of the existing Park Valley Road Bridge over Sligo Creek, reconfiguration of the Park Valley Road/Sligo Creek Parkway intersection, and realignment of the nearby existing Sligo Creek Hiker/Biker Trail. The replacement Park Valley Road Bridge will be a 30 foot single span simply supported prestressed concrete slab beam structure carrying a 26 foot clear roadway and a 5 foot 8 inch wide sidewalk on the south side, for a total clear bridge width of 32 feet 4 inches. An approximately 120 foot long approach roadway will be reconstructed to tie the bridge to the existing roadway and an approximately 120 foot long sidewalk will be constructed to tie the sidewalk on the bridge to the existing trail. The existing standard mini-circle Park Valley Road/Sligo Creek Parkway intersection will be reconfigured to a regular T-intersection. The realignment of the existing Sligo Creek Hiker/Biker Trail will include a new 12 foot wide approximately, 55 foot single span simply supported prefabricated steel truss pedestrian bridge over Sligo Creek, plus an approximately 160 foot long new approach trail to tie the new pedestrian bridge to the existing trail.

## Location

The project site is located west of the intersection of Park Valley Road and Sligo Creek Parkway in Silver Spring.

## Capacity

Upon completion, the Average Daily Traffic [ADT] on the Park Valley Road Bridge will remain under 1,100 vehicles per day.

## Estimated Schedule

The design of the project is expected to finish in the Summer 2014 under C.I.P. No. 509132. The construction is scheduled to start in the Summer 2015 and be completed in the Summer 2016. *The schedule is delayed due to requirements for Federal funding and additional stream work and drainage required for MNCPPC park permit.*

## Justification

The existing Park Valley Road Bridge, built in 1931, is a 30 foot single span structure carrying a 20 foot clear roadway and a 5 foot wide sidewalk on the south side, for a total clear bridge width of 25 feet 9 inches. The 2011 inspection revealed that the concrete deck and abutments are in very poor condition. This bridge is considered structurally deficient. The bridge has posted load limits of 30,000 lb. The reconfigured T-intersection will improve traffic safety and provide better access for school buses and fire-rescue apparatus. The trail realignment is necessary to maintain pedestrian/bicycle access during construction of the replacement of the Park Valley Road Bridge and will provide a safer pedestrian/bicycle access.

Park Valley Road is classified as a secondary residential roadway in the East Silver Spring Master Plan. The Sligo Creek Hiker/Biker Trail runs in the north-south direction along Sligo Creek and through the existing Park Valley Road Bridge.

## Other

## Park Valley Road Bridge (P501523)

The road will be closed and vehicular traffic will be detoured during construction. Right-of-way acquisition is not required. The construction will be implemented in two phases. Phase 1: Construct the intersection reconfiguration, new pedestrian bridge and hiker/biker trail realignment. Pedestrian/bicycle access will be maintained through the existing Park Valley Road Bridge. Phase 2: Construct the replacement of the Park Valley Road Bridge and approach roadway pavement. Pedestrian/bicycle access will be maintained through the new pedestrian and hiker/biker trail.

### **Fiscal Note**

The costs of construction and construction management for the replacement of the Park Valley Road Bridge and associated approach work are eligible for up to 80 percent Federal Aid. The cost of construction and construction management of the reconfiguration of the Park Valley Road/Sligo Creek Parkway intersection and realignment of the nearby existing Sligo Creek Hiker/Biker Trail, including the new pedestrian bridge, will be 100 percent General Obligation Bonds.

### **Disclosures**

A pedestrian impact analysis has been completed for this project.

### **Coordination**

Bridge Design Project CIP 509132

FHWA – Federal Aid Bridge Replacement/Rehabilitation Program

Maryland State Highway Administration

Maryland Department of the Environment

M-NCPPC

Department of Permitting Services

WSSC

PEPCO

Verizon Maryland

# Piney Meetinghouse Road Bridge (P501522)

Category	Transportation	Date Last Modified	1/6/14
Sub Category	Bridges	Required Adequate Public Facility	No
Administering Agency	Transportation (AAGE30)	Relocation Impact	None
Planning Area	Potomac-Travilah	Status	Preliminary Design Stage

	Total	Thru FY13	Est FY14	Total 6 Years	FY 15	FY 16	FY 17	FY 18	FY 19	FY 20	Beyond 6 Yrs
<b>EXPENDITURE SCHEDULE (\$000s)</b>											
Planning, Design and Supervision	512	0	0	512	0	0	254	258	0	0	0
Land	104	0	0	104	104	0	0	0	0	0	0
Site Improvements and Utilities	285	0	0	285	0	0	142	143	0	0	0
Construction	3,124	0	0	3,124	0	0	1,529	1,595	0	0	0
Other	0	0	0	0	0	0	0	0	0	0	0
<b>Total</b>	<b>4,025</b>	<b>0</b>	<b>0</b>	<b>4,025</b>	<b>104</b>	<b>0</b>	<b>1,925</b>	<b>1,996</b>	<b>0</b>	<b>0</b>	<b>0</b>

	Total	Thru FY13	Est FY14	Total 6 Years	FY 15	FY 16	FY 17	FY 18	FY 19	FY 20	Beyond 6 Yrs
<b>FUNDING SCHEDULE (\$000s)</b>											
Federal Aid	2,807	0	0	2,807	0	0	1,327	1,430	0	0	0
G.O. Bonds	1,218	0	0	1,218	104	0	548	566	0	0	0
<b>Total</b>	<b>4,025</b>	<b>0</b>	<b>0</b>	<b>4,025</b>	<b>104</b>	<b>0</b>	<b>1,925</b>	<b>1,996</b>	<b>0</b>	<b>0</b>	<b>0</b>

### APPROPRIATION AND EXPENDITURE DATA (000s)

Appropriation Request	FY 15	4,025
Appropriation Request Est.	FY 16	0
Supplemental Appropriation Request		0
Transfer		0
Cumulative Appropriation		0
Expenditure / Encumbrances		0
Unencumbered Balance		0

Date First Appropriation	
First Cost Estimate	
Current Scope	FY 15 4,025
Last FY's Cost Estimate	0

### Description

This project provides for the replacement of the existing Piney Meetinghouse Road Bridge over Watts Branch. The existing bridge, built in 1950, is a single span concrete T-Beam structure carrying a 24 foot roadway. The proposed replacement bridge includes a single span prestressed concrete New England Extreme Tee (NEXT) beam structure carrying a 24 foot roadway and a 4 foot shoulder on each side. This width will allow for the implementation of safe on-road bicycling, in accordance with the Master Plan. The project includes approach roadway work at each end of the bridge as necessary to tie-in to the existing roadway. The bridge and road will be closed to traffic during construction. Accelerated bridge construction techniques will be utilized to minimize the disruption to the traveling public and local community.

### Location

The project site is located approximately 2600 feet north of the intersection of River Road and Piney Meetinghouse Road.

### Capacity

The roadway Average Daily Traffic (ADT) is approximately 5,400 and the roadway capacity will not change as a result of this project.

### Estimated Schedule

The design of the project is expected to finish in the winter of <sup>2015</sup>2014. Land will be purchased in FY15. Construction is scheduled to start in spring <sup>2017</sup>2016 and be completed in fall of <sup>2017</sup>2016. Bridge will be closed to traffic from June <sup>2017</sup>2016 to August <sup>2017</sup>2016.

### Justification

The proposed replacement work is necessary to provide a safe roadway condition for the travelling public. The 2011 bridge inspection revealed that the concrete T-beams are in poor condition. All beams have several horizontal cracks with heavy efflorescence approximately 2" below the underside of the deck. The beams have several isolated spalls with exposed rebar. The undersides of the beams have moderate to severe scaling with exposed stirrups at several locations. All four wingwalls have a 1 foot 6 inch high band of minor scaling above the waterline. There are heavy efflorescence and spalls for both abutments. The bridge is considered structurally deficient. Implementation of this project would allow the bridge to be restored to full capacity.

The Potomac Subregion Master Plan designates Piney Meetinghouse Road as Arterial (A-34) with a minimum right-of-way of 80 feet. The Countywide Bikeways Functional Master Plan calls for dual bikeway – shared use path and signed shared roadway (DB-23). 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 are being 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).

### Fiscal Note

The costs of bridge construction and construction management for this project are eligible for up to 80 percent Federal Aid.

### Disclosures

A pedestrian impact analysis has been completed for this project.

### Coordination

41

*The schedule is delayed due to lengthy environmental documentation process and additional out of scope work requested by Maryland State Highway Administration Office of Structures and District 3 Traffic Office, and additional stream work required for...*

## Piney Meetinghouse Road Bridge (P501522)

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  
Bridge Design Project CIP 509132

# Frederick Road Bike Path (P501118)

Category  
Sub Category  
Administering Agency  
Planning Area

Transportation  
Pedestrian Facilities/Bikeways  
Transportation (AAGE30)  
Clarksburg

Date Last Modified  
Required Adequate Public Facility  
Relocation Impact  
Status

1/6/14  
No  
None  
Final Design Stage

	Total	Thru FY13	Est FY14	Total 6 Years	FY 15	FY 16	FY 17	FY 18	FY 19	FY 20	Beyond 6 Yrs
<b>EXPENDITURE SCHEDULE (\$000s)</b>											
Planning, Design and Supervision	1,584	328	489	767	192	10 397	226 478	339 -0	0	0	0
Land	1,199	1	322	876	465	411	0	0	0	0	0
Site Improvements and Utilities	637	0	0	637	0	0 40	392 597	245 -0	0	0	0
Construction	3,773	0	0	3,773	0	0 4,878	1,510 1,895	2,263 -0	0	0	0
Other	0	0	0	0	0	0	0	0	0	0	0
<b>Total</b>	<b>7,193</b>	<b>329</b>	<b>811</b>	<b>6,053</b>	<b>657</b>	<b>421 2,726</b>	<b>2,128 2,670</b>	<b>2,847 -0</b>	<b>0</b>	<b>0</b>	<b>0</b>

<b>FUNDING SCHEDULE (\$000s)</b>											
G.O. Bonds	7,193	329	811	6,053	657	421 2,726	2,128 2,670	2,847 -0	0	0	0
<b>Total</b>	<b>7,193</b>	<b>329</b>	<b>811</b>	<b>6,053</b>	<b>657</b>	<b>421 2,726</b>	<b>2,128 2,670</b>	<b>2,847 -0</b>	<b>0</b>	<b>0</b>	<b>0</b>

<b>OPERATING BUDGET IMPACT (\$000s)</b>											
Energy				15	0	0	0	5	5	5	
Maintenance				15	0	0	0	5	5	5	
<b>Net Impact</b>				<b>30</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>10</b>	<b>10</b>	

### APPROPRIATION AND EXPENDITURE DATA (000s)

Appropriation Request	FY 15	657	
Appropriation Request Est.	FY 16	4,621	#2.1
Supplemental Appropriation Request		0	
Transfer		0	
Cumulative Appropriation		1,140	
Expenditure / Encumbrances		681	
Unencumbered Balance		459	

Date First Appropriation	FY 11
First Cost Estimate	
Current Scope	FY 15 7,193
Last FY's Cost Estimate	5,536

### Description

This project provides for the design, land acquisition, and construction of a new 10-foot wide hiker-biker path along the west side of Frederick Road (MD 355) between Stringtown Road and the existing hiker-biker path near Milestone Manor Lane, a distance of approximately 2.5 miles. The entire project will replace about 0.9 miles of existing sidewalk segments in order to provide a continuous route serving two schools, two parks, and a church. The project includes streetlights and street trees.

### Estimated Schedule

Final design and land acquisitions are currently underway. Utility relocations will start in FY<sup>16</sup> and will be completed in FY<sup>17</sup>. Construction will start in FY<sup>17</sup> and will be completed in FY<sup>18</sup>. *Project schedule delayed one year due to duration of reviews by permitting agencies.*

### Cost Change

Cost and scope increase due to state requirements for state-owned roads to widen the proposed path from an 8-foot width to a 10-foot width, requiring additional right-of-way and compensating for impacts to utility poles. The County will also complete 400 linear feet of the bike path that was previously the responsibility of a developer.

### Justification

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

### Fiscal Note

Funds for this project were originally programmed through Public Facilities Roads (CIP #507310).

### Disclosures

A pedestrian impact analysis has been completed for this project.

### Coordination

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

## Platt Ridge Drive Extended (P501200)

Category	Transportation	Date Last Modified	4/21/14
Sub Category	Roads	Required Adequate Public Facility	No
Administering Agency	Transportation (AAGE30)	Relocation Impact	None
Planning Area	Bethesda-Chevy Chase	Status	Final Design Stage

	Total	Thru FY13	Est FY14	Total 6 Years	FY 15	FY 16	FY 17	FY 18	FY 19	FY 20	Beyond 6 Yrs
<b>EXPENDITURE SCHEDULE (\$000s)</b>											
Planning, Design and Supervision	826	181	339	306	50	<del>125</del> 256	131	0	0	0	0
Land	0	0	0	0	0	0	0	0	0	0	0
Site Improvements and Utilities	30	0	0	30	0	10	20	0	0	0	0
Construction	2,844	0	0	2,844	0	<del>1400</del> 2,744	144	0	0	0	0
Other	0	0	0	0	0	0	0	0	0	0	0
<b>Total</b>	<b>3,700</b>	<b>181</b>	<b>339</b>	<b>3,180</b>	<b>50</b>	<b>1535</b> 3,020	<b>1595</b> 0	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>

<b>FUNDING SCHEDULE (\$000s)</b>											
G.O. Bonds	3,639	181	278	3,180	50	1535	1595	0	0	0	0
Intergovernmental	61	0	61	0	0	0	0	0	0	0	0
<b>Total</b>	<b>3,700</b>	<b>181</b>	<b>339</b>	<b>3,180</b>	<b>50</b>	<b>1535</b> 3,020	<b>1595</b> 0	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>

<b>OPERATING BUDGET IMPACT (\$000s)</b>											
Maintenance				4	0	0	1	1	1	1	
<b>Net Impact</b>				<b>4</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>1</b>	<b>1</b>	<b>1</b>	

### APPROPRIATION AND EXPENDITURE DATA (000s)

Appropriation Request	FY 15	0
Appropriation Request Est.	FY 16	0
Supplemental Appropriation Request		0
Transfer		0
Cumulative Appropriation		3,700
Expenditure / Encumbrances		372
Unencumbered Balance		3,328

Date First Appropriation	FY 12	
First Cost Estimate		
Current Scope	FY 12	3,700
Last FY's Cost Estimate		3,700

### Description

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

### Estimated Schedule

Detailed planning and design activities began in FY12 and will be completed in FY<sup>16</sup>14. Construction will start in FY<sup>16</sup>15 and be completed in FY1617. *The project has been delayed due to lengthy resolution of park notification issues.*

### Justification

Vehicular ingress and egress anticipated from the Chevy Chase Valley community is currently difficult and will become even more difficult with the predicted increase in traffic from the Base Realignment and Closure (BRAC) relocation of Walter Reed Army Medical Center to Bethesda, especially with construction of a new southbound lane on Connecticut Avenue between I-495 and Jones Bridge Road now proposed by the Maryland State Highway Administration. As a result, an engineering traffic study seeking solutions to the congestion problem was commissioned by the Department of Transportation. The study entitled "Spring Valley Traffic Study" dated June 2010 was prepared by STV Incorporated and serves as the facility planning document for this project. Four alternative solutions to the traffic problem were studied. It was found that Alternative 2 (a new traffic signal at Jones Bridge Road and Spring Valley Road) would have a positive effect for a limited period of time. As a result, a temporary traffic signal was installed in FY11 with funding from the Traffic Signals project (CIP No. #507154). It was also found that Alternative 3 (the extension of Platt Ridge Drive to Montrose Driveway) would provide the most cost-effective approach to a permanent solution. All planning and design work will be done in close consultation and coordination with the M-NCPPC.

### Other

Right-of-way for this project will be dedicated to the public by the M-NCPPC or purchased through ALARF funding. The project will benefit the residents and visitors of the community of Chevy Chase Valley and the motorists, pedestrians, and bicyclists using Jones Bridge Road from Platt Ridge Drive to Connecticut Avenue who are impacted by the BRAC relocation.

### Fiscal Note

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

### Disclosures

A pedestrian impact analysis has been completed for this project.

## Platt Ridge Drive Extended (P501200)

### **Coordination**

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

## Needwood Road Bikepath (P501304)

Category	Transportation	Date Last Modified	4/21/14
Sub Category	Pedestrian Facilities/Bikeways	Required Adequate Public Facility	Yes
Administering Agency	Transportation (AAGE30)	Relocation Impact	None
Planning Area	Shady Grove Vicinity	Status	Planning Stage

	Total	Thru FY13	Est FY14	Total 6 Years	FY 15	FY 16	FY 17	FY 18	FY 19	FY 20	Beyond 6 Yrs
<b>EXPENDITURE SCHEDULE (\$000s)</b>											
Planning, Design and Supervision	1,000	0	312	688	395	140 231	70 62	83 0	0	0	0
Land	100	0	0	100	0 60	50	50 0	0	0	0	0
Site Improvements and Utilities	370	0	0	370	0 40	12 40	358 290	0	0	0	0
Construction	2,730	0	0	2,730	0 1,667	1333 883	570 280	827 0	0	0	0
Other	0	0	0	0	0	0	0	0	0	0	0
<b>Total</b>	<b>4,200</b>	<b>0</b>	<b>312</b>	<b>3,888</b>	<b>395 2,052</b>	<b>1535 1,204</b>	<b>1048 632</b>	<b>910 0</b>	<b>0</b>	<b>0</b>	<b>0</b>

<b>FUNDING SCHEDULE (\$000s)</b>											
G.O. Bonds	3,340	0	312 197	3028 3,143	280 1,577	1060 934	778 632	910 0	0	0	0
State Aid	860	0	0 415	860 745	115 475	475 270	270 0	0	0	0	0
<b>Total</b>	<b>4,200</b>	<b>0</b>	<b>312</b>	<b>3,888</b>	<b>395 2,052</b>	<b>1535 1,204</b>	<b>1048 632</b>	<b>910 0</b>	<b>0</b>	<b>0</b>	<b>0</b>

<b>OPERATING BUDGET IMPACT (\$000s)</b>											
Maintenance				13	0	1	3	3	3	3	3
<b>Net Impact</b>				<b>13</b>	<b>0</b>	<b>1</b>	<b>3</b>	<b>3</b>	<b>3</b>	<b>3</b>	<b>3</b>

### APPROPRIATION AND EXPENDITURE DATA (000s)

Appropriation Request	FY 15	704	Date First Appropriation	FY 15
Appropriation Request Est.	FY 16	1,214	First Cost Estimate	
Supplemental Appropriation Request		0	Current Scope	FY 13
Transfer		0	Last FY's Cost Estimate	4,200
Cumulative Appropriation		1,930		
Expenditure / Encumbrances		0		
Unencumbered Balance		1,930		

### Description

This project provides for the design and construction of a new 8-foot wide shared use path along the south side of Needwood Road, a distance of approximately 1.7 miles, between Deer Lake Road and Muncaster Mill Road (MD 115) in order to provide a safe and continuous pedestrian and bike connection to the Shady Grove Metro Station, Colonel Zadok Magruder High School, the Inter-County Connector (ICC) Shared Use Path, Rock Creek Trail, future North Branch Trail, and Rock Creek Regional Park (Lake Needwood). The project will also include the design and construction of the crossing of Muncaster Mill Road at Needwood Road intersection and a new 6-foot sidewalk along the east side of Muncaster Mill Road, a distance of approximately 450 feet, from Needwood Road to Colonel Zadok Magruder High School.

### Estimated Schedule

Due to the requirements of a grant from the Maryland Department of Transportation for the design and construction of a shared-use path along Needwood Road from the ICC to west of Lake Needwood, design work is accelerated to begin in FY14 and construction is scheduled to start in FY15. The remaining portions will begin design in FY15. Construction will start in FY16 and be completed in FY17.

### Justification

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

### Fiscal Note

This project is approved for \$860,000 in state grants for the design and construction of a shared-use path along Needwood Road from the ICC to west of Lake Needwood. An FY14 supplemental appropriation request was approved for this project for the amount of \$1,930,000 (including \$860,000 in state aid and \$1,070,000 in matching County bonds). Funds for this project were originally programmed through Bikeway Program - Minor Projects (CIP #507596).

### Disclosures

A pedestrian impact analysis has been completed for this project.

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

### Coordination

Maryland Department of Transportation, Maryland State Highway Administration, Maryland-National Capital Park and Planning Commission

## Wapakoneta Road Improvements (P501101)

Category	Transportation	Date Last Modified	1/6/14
Sub Category	Roads	Required Adequate Public Facility	No
Administering Agency	Transportation (AAGE30)	Relocation Impact	None
Planning Area	Bethesda-Chevy Chase	Status	Preliminary Design Stage

	Total	Thru FY13	Est FY14	Total 6 Years	FY 15	FY 16	FY 17	FY 18	FY 19	FY 20	Beyond 6 Yrs
<b>EXPENDITURE SCHEDULE (\$000s)</b>											
Planning, Design and Supervision	528	158	43 243	327,427	127	150 -0	50 -0	0	0	0	0
Land	217	1	16 246	200 -0	0	200 -0	0	0	0	0	0
Site Improvements and Utilities	10	0	0	10	0 40	10 -0	0	0	0	0	0
Construction	808	0	0	808	0 808	608 -0	200 -0	0	0	0	0
Other	0	0	0	0	0	0	0	0	0	0	0
<b>Total</b>	<b>1,563</b>	<b>159</b>	<b>59 459</b>	<b>1345 945</b>	<b>127 945</b>	<b>968 -0</b>	<b>250 -0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>

<b>FUNDING SCHEDULE (\$000s)</b>											
G.O. Bonds	1,533	159	59 459	1315 945	97 915	968 -0	250 -0	0	0	0	0
Intergovernmental	30	0	0	30	30	0	0	0	0	0	0
<b>Total</b>	<b>1,563</b>	<b>159</b>	<b>59 459</b>	<b>1345 945</b>	<b>127 945</b>	<b>968 -0</b>	<b>250 -0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>

<b>OPERATING BUDGET IMPACT (\$000s)</b>											
Maintenance				5	0	1	1	1	1	1	1
<b>Net Impact</b>				<b>5</b>	<b>0</b>	<b>1</b>	<b>1</b>	<b>1</b>	<b>1</b>	<b>1</b>	<b>1</b>

### APPROPRIATION AND EXPENDITURE DATA (000s)

Appropriation Request	FY 15	0
Appropriation Request Est.	FY 16	0
Supplemental Appropriation Request		0
Transfer		0
Cumulative Appropriation		1,563
Expenditure / Encumbrances		239
Unencumbered Balance		1,324

Date First Appropriation	FY 13	
First Cost Estimate		
Current Scope	FY 13	1,563
Last FY's Cost Estimate		1,563

### Description

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

### Estimated Schedule

Design completed in Fall 2013. Property acquisition started in Spring 2013 and will conclude by Spring 2014. Construction is expected to start by Winter 2015 and will be completed by Summer 2016.

### Justification

A number of the properties experience severe flooding of their dwellings during rain storms and the lack of a drainage system or roadside ditches also causes erosion of shoulders and inundation of the roadway in this older community. The residents of this segment of Wapakoneta Road have submitted a petition requesting installation of curb and gutters, storm drain improvements, and reconstruction of the road. This project is to alleviate erosion of road shoulders and inundation of the roadways and private properties along the west side of the street. The installation of the proposed storm drain improvements will be followed by the reconstruction/resurfacing of the pavement section. The project would benefit all residences in this part of Wapakoneta Road by reducing flooding. A review of impacts of pedestrians, bicycles and ADA (Americans with Disabilities Act of 1991) is being performed and addressed by this project. Traffic signals, streetlights, crosswalks, bus stops, ADA ramps, bikeways, and other pertinent issues are being considered in the design of the project to ensure pedestrian safety.

### Other

Intergovernmental represents the Washington Suburban Sanitary Commission's share of utility relocation costs.

### Disclosures

A pedestrian impact analysis has been completed for this project.

### Coordination

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

## Gold Mine Road Bridge M-0096 (P501302)

Category	Transportation	Date Last Modified	12/23/13
Sub Category	Bridges	Required Adequate Public Facility	No
Administering Agency	Transportation (AAGE30)	Relocation Impact	None
Planning Area	Olney	Status	Under Construction

	Total	Thru FY13	Est FY14	Total 6 Years	FY 15	FY 16	FY 17	FY 18	FY 19	FY 20	Beyond 6 Yrs
<b>EXPENDITURE SCHEDULE (\$000s)</b>											
Planning, Design and Supervision	1,030	0	0	1,030	0.395	103.635	927.0	0	0	0	0
Land	315	0	0.245	315.69	0.69	246.0	69.0	0	0	0	0
Site Improvements and Utilities	390	0	0	390	0.236	39.162	351.0	0	0	0	0
Construction	2,698	0	0	2,698	0.827	270.1871	2428.0	0	0	0	0
Other	0	0	0	0	0	0	0	0	0	0	0
<b>Total</b>	<b>4,433</b>	<b>0</b>	<b>0.245</b>	<b>4,187</b>	<b>0.4529</b>	<b>658.2658</b>	<b>3775.0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>

	Total	Thru FY13	Est FY14	Total 6 Years	FY 15	FY 16	FY 17	FY 18	FY 19	FY 20	Beyond 6 Yrs
<b>FUNDING SCHEDULE (\$000s)</b>											
Federal Aid	1,730	0	0	1,730	0.604	173.1426	1557.0	0	0	0	0
G.O. Bonds	2,703	0	0.245	2703.457	0.925	485.1532	2218.0	0	0	0	0
<b>Total</b>	<b>4,433</b>	<b>0</b>	<b>0.245</b>	<b>4433.487</b>	<b>0.4529</b>	<b>658.2658</b>	<b>3775.0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>

<b>OPERATING BUDGET IMPACT (\$000s)</b>											
Energy				12	2	2	2	2	2	2	2
<b>Net Impact</b>				<b>12</b>	<b>2</b>						

### APPROPRIATION AND EXPENDITURE DATA (000s)

Appropriation Request	FY 15	0	Date First Appropriation	FY 13
Appropriation Request Est.	FY 16	0	First Cost Estimate	
Supplemental Appropriation Request		0	Current Scope	FY 13
Transfer		0	Last FY's Cost Estimate	4,433
Cumulative Appropriation		4,433		
Expenditure / Encumbrances		0		
Unencumbered Balance		4,433		

### Description

This project provides for the replacement of the existing Gold Mine Road Bridge over Hawlings River and the construction of 8'-0" bike path from James Creek Court to New Hampshire Avenue. The existing bridge, built in 1958, is a one (1) span 30' steel beam with an asphalt filled corrugated metal deck structure carrying a 15'-8" clear roadway with W-beam guardrail on each side, for a total deck width of 16'-7". The proposed replacement bridge includes a one (1) span 53' prestressed concrete slab beam structure with a 33'-0" clear roadway width. The project includes 250-feet of approach roadway work at each end of the bridge that consists of widening and raising the roadway profile by 5' at the bridge. The new bridge will carry two lanes of traffic, improve sight distances at the bridge, raise the bridge elevation to reduce flooding at the roadway, carry all legal vehicles, and provide pedestrian facilities across the river. The bridge will be closed for four months in the summer and fall of 2015.

### Estimated Schedule

The design of the project is expected to finish in the *fall 2015* *summer 2016* of 2014. The construction is scheduled to start in *fall 2014* and be completed in the fall of 2015.

### Justification

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

### Fiscal Note

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

### 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, Bridge Design PDF (CIP 509132)

## Science West Building Renovation (P076622)

Category	Montgomery College	Date Last Modified	4/21/14
Sub Category	Higher Education	Required Adequate Public Facility	No
Administering Agency	Montgomery College (AAGE15)	Relocation Impact	None
Planning Area	Rockville	Status	Final Design Stage

	Total	Thru FY13	Est FY14	Total 6 Years	FY 15	FY 16	FY 17	FY 18	FY 19	FY 20	Beyond 6 Yrs
<b>EXPENDITURE SCHEDULE (\$000s)</b>											
Planning, Design and Supervision	3,062	2,912	50	100	50	50	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	26,609	0	8,832	17,777	7,943	8,834	1,000	0	0	0	0
Other	5,675	0	0	5,675	1,000	4,675	0	0	0	0	0
<b>Total</b>	<b>35,346</b>	<b>2,912</b>	<b>8,882</b>	<b>23,552</b>	<b>8,993</b>	<b>13,509</b>	<b>1,000</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>

	Total	FY13	FY14	FY15	FY16	FY17	FY18	FY19	FY20	Beyond 6 Yrs
<b>FUNDING SCHEDULE (\$000s)</b>										
G.O. Bonds	18,885	1,897	4,466	12,522	4,466	8,056	500	0	0	0
State Aid	16,461	1,015	4,416	11,030	4,527	6,503	500	0	0	0
<b>Total</b>	<b>35,346</b>	<b>2,912</b>	<b>8,882</b>	<b>23,552</b>	<b>8,993</b>	<b>14,559</b>	<b>1,000</b>	<b>0</b>	<b>0</b>	<b>0</b>

	FY15	FY16	FY17	FY18	FY19	FY20	Beyond 6 Yrs
<b>OPERATING BUDGET IMPACT (\$000s)</b>							
Energy			59	0	11	11	12
Maintenance			485	0	97	97	97
<b>Net Impact</b>			<b>544</b>	<b>0</b>	<b>108</b>	<b>108</b>	<b>109</b>

APPROPRIATION AND EXPENDITURE DATA (000s)		
Appropriation Request	FY 15	5,786
Appropriation Request Est.	FY 16	0
Supplemental Appropriation Request		0
Transfer		0
Cumulative Appropriation		29,560
Expenditure / Encumbrances		3,071
Unencumbered Balance		26,489

Date First Appropriation	FY 09
First Cost Estimate	
Current Scope	FY 15
Last FY's Cost Estimate	35,015

### Description

This project (total 70,164 GSF) provides for the realignment/renovation of space in the Science West Building (41,988 GSF), and for the addition of a third floor (28,176 GSF) on the Rockville Campus in accordance with the College's Facilities Master Plan (1/04) and the building educational space specifications. The renovated building will house the Math department faculty offices and the Math Learning Center. The building renovation will include general building improvements, HVAC system replacement and related energy conservation measures, and building access improvements. The addition will add a third floor to the Science West building to provide additional classroom support to address instructional space deficits at the Rockville Campus. A building survey in FY91 determined that the building structure is fireproofed with a sprayed on asbestos product and asbestos thermal insulation is used on the mechanical systems. An asbestos removal is determined to be the most appropriate response under Federal and State asbestos guidelines. The removal project will include mechanical system reinsulation and refireproofing in conformance with the local fire code.

### Estimated Schedule

Project construction is scheduled to be completed in the Summer of ~~2015~~ 2016.

### Cost Change

The cost of this project has increased to match the State's allowed cost escalation factor (4%).

### Justification

Science West was constructed in 1971. The building no longer adequately supports the educational programs and support functions housed in it. The College will coordinate the renovation of Science West with the construction of the Rockville Science Center. The Chemistry and Biology departments will relocate to the new Rockville Science Center when it is completed in FY11. The existing mechanical system is inadequate and will be replaced along with the existing lighting to create better illumination levels and greater energy efficiency. The funds requested will also provide for the reassignment, realignment, and renovation of space, including furniture and equipment; energy conservation; and handicapped modification measures. Relevant studies include the Collegewide Facilities Condition Assessment (pending 11/13), a Collegewide Facilities Master Plan Update (1/13), and the Part 1 and 2 Program documentation submitted to the State for the Renovation/Addition to the Science East & Science West Buildings (5/06).

### Other

FY2015 Appropriation: \$5,786,000 total; \$3,589,000 (G.O.Bonds), \$2,197,000 (State Aid). FY2016 Appropriation: 0.

State share of project is based on anticipated eligible costs. Relocation costs and design fees above approximately 7% of estimated construction costs may not be eligible for State reimbursement. Building renovation planning and design began in FY09 with a building asbestos removal and renovation scheduled to begin in FY14.

### Disclosures

## Science West Building Renovation (P076622)

A pedestrian impact analysis has been completed for this project.

Montgomery College (A15) 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**

Rockville Science Center (CIP No. P036600), Science East Building Renovation (CIP No. P076623)

## Resurfacing: Primary/Arterial (P508527)

Category  
Sub Category  
Administering Agency  
Planning Area

Transportation  
Highway Maintenance  
Transportation (AAGE30)  
Countywide

Date Last Modified  
Required Adequate Public Facility  
Relocation Impact  
Status

4/21/14  
No  
None  
Ongoing

	Total	Thru FY13	Est FY14	Total 6 Years	FY 15	FY 16	FY 17	FY 18	FY 19	FY 20	Beyond 6 Yrs
<b>EXPENDITURE SCHEDULE (\$000s)</b>											
Planning, Design and Supervision	9,793	1	4,302	5,490	915	915	915	915	915	915	0
Land	0	0	0	0	0	0	0	0	0	0	0
Site Improvements and Utilities	0	0	0	0	0	0	0	0	0	0	0
Construction	50,098	9,044	9,944	31,110	5,185	5,185	5,185	5,185	5,185	5,185	0
Other	26	4	22	0	0	0	0	0	0	0	0
<b>Total</b>	<b>59,917</b>	<b>9,049</b>	<b>14,268</b>	<b>36,600</b>	<b>6,400</b>	<b>6,400</b>	<b>6,400</b>	<b>6,400</b>	<b>6,400</b>	<b>6,100</b>	<b>0</b>

	Total	Thru FY13	Est FY14	Total 6 Years	FY 15	FY 16	FY 17	FY 18	FY 19	FY 20	Beyond 6 Yrs
<b>FUNDING SCHEDULE (\$000s)</b>											
G.O. Bonds	37,781	9,049	14,268	14,248	6,070	6,129	399	1,303	1,672	1,364	500
Recordation Tax Premium	21,926	0	0	26,352	30	2,345	5,761	4,797	4,428	4,736	5,600
<b>Total</b>	<b>59,917</b>	<b>9,049</b>	<b>14,268</b>	<b>36,600</b>	<b>6,400</b>	<b>6,400</b>	<b>6,400</b>	<b>6,400</b>	<b>6,400</b>	<b>6,100</b>	<b>0</b>

### APPROPRIATION AND EXPENDITURE DATA (000s)

Appropriation Request	FY 15	6,100
Appropriation Request Est.	FY 16	6,400
Supplemental Appropriation Request	FY 15	3,326
Transfer		0
Cumulative Appropriation		23,317
Expenditure / Encumbrances		9,374
Unencumbered Balance		13,943

Date First Appropriation	FY 85
First Cost Estimate	
Current Scope	FY 15 59,618
Last FY's Cost Estimate	51,436
Partial Closeout Thru	87,466
New Partial Closeout	9,049
Total Partial Closeout	96,515

### Description

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

### Cost Change

Increase due to the addition of a \$4.369 million FY-14 supplemental and FY19-20 to this ongoing level-of-effort project.

### Justification

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

### Other

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

### Fiscal Note

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

### Disclosures

A pedestrian impact analysis has been completed for this project.

Expenditures will continue indefinitely.

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## Resurfacing: Primary/Arterial (P508527)

### **Coordination**

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

## Resurfacing: Residential/Rural Roads (P500511)

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

Date Last Modified 4/21/14  
 Required Adequate Public Facility No  
 Relocation Impact None  
 Status Ongoing

	Total	Thru FY13	Est FY14	Total 6 Years	FY 15	FY 16	FY 17	FY 18	FY 19	FY 20	Beyond 6 Yrs
<b>EXPENDITURE SCHEDULE (\$000s)</b>											
Planning, Design and Supervision	9,956	58	1,423	8,475	2,850	1,125	1,125	1,125	1,125	1,125	0
Land	0	0	0	0	0	0	0	0	0	0	0
Site Improvements and Utilities	0	0	0	0	0	0	0	0	0	0	0
Construction	105,663	49,574	8,064	48,025	16,150	6,375	6,375	6,375	6,375	6,375	0
Other	45	45	0	0	0	0	0	0	0	0	0
<b>Total</b>	<b>115,664</b>	<b>49,677</b>	<b>9,487</b>	<b>56,500</b>	<b>16,150</b>	<b>7,500</b>	<b>7,500</b>	<b>7,500</b>	<b>7,500</b>	<b>7,500</b>	<b>0</b>

<b>FUNDING SCHEDULE (\$000s)</b>											
Current Revenue: General	309	309	0	0	0	0	0	0	0	0	0
G.O. Bonds	113,738	47,751	9,487	56,500	19,900	7,500	7,500	7,500	7,500	7,500	0
PAYGO	1,617	1,617	0	0	0	0	0	0	0	0	0
<b>Total</b>	<b>115,664</b>	<b>49,677</b>	<b>9,487</b>	<b>56,500</b>	<b>19,900</b>	<b>7,500</b>	<b>7,500</b>	<b>7,500</b>	<b>7,500</b>	<b>7,500</b>	<b>0</b>

### APPROPRIATION AND EXPENDITURE DATA (000s)

Appropriation Request	FY 15	19,000
Appropriation Request Est.	FY 16	10,000 7,500
Supplemental Appropriation Request	FY 15	1,000 0
Transfer		0
Cumulative Appropriation		59,164
Expenditure / Encumbrances		49,835
Unencumbered Balance		9,329

Date First Appropriation	FY 05
First Cost Estimate	
Current Scope	FY 15 115,664
Last FY's Cost Estimate	74,866
Partial Closeout Thru	0
New Partial Closeout	0
Total Partial Closeout	0

### Description

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

### Cost Change

~~\$19 million added to the approved funding in FY15-17 to maintain core transportation infrastructure and to help avoid the need to fund significantly more costly rehabilitation work on 129 lane miles of County roads. \$15 million added in FY19 and FY20 to this ongoing level of effort project. The additional funds will prevent the need for more costly road rehabilitation work which is about five-times more expensive and will address the significant deterioration in the condition of many residential or rural roads. Increase cost also due to an additional \$3.966 million in FY14 supplementals.~~

### Justification

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

### Other

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

### Fiscal Note

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

### Disclosures

Expenditures will continue indefinitely.

### Coordination

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

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

Category  
Sub Category  
Administering Agency  
Planning Area

Transportation  
Highway Maintenance  
Transportation (AAGE30)  
Countywide

Date Last Modified  
Required Adequate Public Facility  
Relocation Impact  
Status

4/21/14  
No  
None  
Ongoing

	Total	Thru FY13	Est FY14	Total 6 Years	FY 15	FY 16	FY 17	FY 18	FY 19	FY 20	Beyond 6 Yrs
<b>EXPENDITURE SCHEDULE (\$000s)</b>											
Planning, Design and Supervision	4,631	0	2,021	2,610	435	435	435	435	435	435	0
Land	0	0	0	0	0	REVISABLE	0	0	0	0	0
Site Improvements and Utilities	0	0	0	0	0	APPROPRIATE	0	0	0	0	0
Construction	30,261	11,766	3,705	14,790	2,465	2,465	2,465	2,465	2,465	2,465	0
Other	0	0	0	0	0	0	0	0	0	0	0
<b>Total</b>	<b>34,892</b>	<b>11,766</b>	<b>5,726</b>	<b>17,400</b>	<b>3,900</b>	<b>5,900</b>	<b>4,000</b>	<b>1,400</b>	<b>2,900</b>	<b>2,900</b>	<b>0</b>

<b>FUNDING SCHEDULE (\$000s)</b>											
G.O. Bonds	33,900	11,766	4,734	17,400	3,900	5,900	4,000	1,400	2,900	2,900	0
State Aid	992	0	992	0	0	0	0	0	0	0	0
<b>Total</b>	<b>34,892</b>	<b>11,766</b>	<b>5,726</b>	<b>17,400</b>	<b>3,900</b>	<b>5,900</b>	<b>4,000</b>	<b>1,400</b>	<b>2,900</b>	<b>2,900</b>	<b>0</b>

### APPROPRIATION AND EXPENDITURE DATA (000s)

Appropriation Request	FY 15	2,900
Appropriation Request Est.	FY 16	5,900 2,900
Supplemental Appropriation Request	FY 15	1,000 0
Transfer		0
Cumulative Appropriation		17,492
Expenditure / Encumbrances		11,766
Unencumbered Balance		5,726

Date First Appropriation	FY 11
First Cost Estimate	
Current Scope	FY 15 37,892
Last FY's Cost Estimate	26,000
Partial Closeout Thru	0
New Partial Closeout	0
Total Partial Closeout	0

### Description

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

### Cost Change

Increase due to addition of a \$2.992 million FY14 supplemental and FY19-20 to this ongoing level of effort project.

### Justification

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

### Fiscal Note

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

### Disclosures

Expenditures will continue indefinitely.

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

### Coordination

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

## Residential and Rural Road Rehabilitation (P500914)

Category	Transportation	Date Last Modified	4/21/14
Sub Category	Highway Maintenance	Required Adequate Public Facility	No
Administering Agency	Transportation (AAGE30)	Relocation Impact	None
Planning Area	Countywide	Status	Ongoing

	Total	Thru FY13	Est FY14	Total 6 Years	FY 15	FY 16	FY 17	FY 18	FY 19	FY 20	Beyond 6 Yrs
<b>EXPENDITURE SCHEDULE (\$000s)</b>											
Planning, Design and Supervision	9,124	8	3,176	5,940	990	990	990	990	990	990	0
Land	0	0	0	0	0	0	0	0	0	0	0
Site Improvements and Utilities	0	0	0	0	0	0	0	0	0	0	0
Construction	59,165	18,306	7,199	33,660	5,610	5,610	5,610	5,610	5,610	5,610	0
Other	8	8	0	0	0	0	0	0	0	0	0
<b>Total</b>	<b>68,297</b>	<b>18,322</b>	<b>10,375</b>	<b>39,600</b>	<b>6,600</b>	<b>6,600</b>	<b>6,600</b>	<b>6,600</b>	<b>6,600</b>	<b>6,600</b>	<b>0</b>

	Total	Thru FY13	Est FY14	Total 6 Years	FY 15	FY 16	FY 17	FY 18	FY 19	FY 20	Beyond 6 Yrs
<b>FUNDING SCHEDULE (\$000s)</b>											
G.O. Bonds	54,665	14,447	6,719	33,499	6,600	6,600	3,702	6,600	5,234	0	0
Recordation Tax Premium	13,632	3,875	3,656	6,101	0	0	1,837	2,898	0	1,366	0
<b>Total</b>	<b>68,297</b>	<b>18,322</b>	<b>10,375</b>	<b>39,600</b>	<b>6,600</b>	<b>6,600</b>	<b>6,600</b>	<b>6,600</b>	<b>6,600</b>	<b>6,600</b>	<b>0</b>

### APPROPRIATION AND EXPENDITURE DATA (000s)

Appropriation Request	FY 15	6,600
Appropriation Request Est.	FY 16	2600 <del>6,600</del>
Supplemental Appropriation Request		0
Transfer		0
Cumulative Appropriation		28,697
Expenditure / Encumbrances		18,802
Unencumbered Balance		9,895

Date First Appropriation	FY 09
First Cost Estimate	
Current Scope	FY 15 68,297
Last FY's Cost Estimate	54,997
Partial Closeout Thru	0
New Partial Closeout	0
Total Partial Closeout	0

### Description

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

### Cost Change

\$13.2 million increase due to addition of FY 19-20 to this ongoing level of effort project.

### Justification

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

### Other

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

### Fiscal Note

\$36 million is the annual cost required to maintain the current Countywide Pavement Condition Index of 68 on residential/rural roads. Related CIP projects include Permanent/Patching: Residential/Rural Roads (#501106) and Resurfacing: Residential/Rural Roads (#500511).

### Disclosures

A pedestrian impact analysis has been completed for this project.

Expenditures will continue indefinitely.

### Coordination

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

## Sidewalk & Curb Replacement (P508182)

Category	Transportation	Date Last Modified	4/21/14
Sub Category	Highway Maintenance	Required Adequate Public Facility	No
Administering Agency	Transportation (AAGE30)	Relocation Impact	None
Planning Area	Countywide	Status	Ongoing

	Total	Thru FY13	Est FY14	Total 6 Years	FY 15	FY 16	FY 17	FY 18	FY 19	FY 20	Beyond 6 Yrs
<b>EXPENDITURE SCHEDULE (\$000s)</b>											
Planning, Design and Supervision	8,594	1	2,563	6,030	1,005	1,005	1,005	1,005	1,005	1,005	0
Land	0	0	0	0	0	0	0	0	0	0	0
Site Improvements and Utilities	0	0	0	0	0	0	0	0	0	0	0
Construction	47,430	8,641	4,619	34,170	5,695	5,695	5,695	5,695	5,695	5,695	0
Other	35	1	34	0	0	0	0	0	0	0	0
<b>Total</b>	<b>56,059</b>	<b>8,643</b>	<b>7,216</b>	<b>40,200</b>	<b>6,700</b>	<b>6,700</b>	<b>6,700</b>	<b>6,700</b>	<b>6,700</b>	<b>6,700</b>	<b>0</b>

<b>FUNDING SCHEDULE (\$000s)</b>											
Contributions	4,259	0	1,259	3,000	500	500	500	500	500	500	0
G.O. Bonds	51,800	8,643	5,957	37,200	6,200	6,200	6,200	6,200	6,200	6,200	0
<b>Total</b>	<b>56,059</b>	<b>8,643</b>	<b>7,216</b>	<b>40,200</b>	<b>6,700</b>	<b>6,700</b>	<b>6,700</b>	<b>6,700</b>	<b>6,700</b>	<b>6,700</b>	<b>0</b>

### APPROPRIATION AND EXPENDITURE DATA (000s)

Appropriation Request	FY 15	6,700
Appropriation Request Est.	FY 16	8,200 <del>6,700</del>
Supplemental Appropriation Request		0
Transfer		0
Cumulative Appropriation		15,859
Expenditure / Encumbrances		8,770
Unencumbered Balance		7,089

Date First Appropriation	FY 81
First Cost Estimate	
Current Scope	FY 15
Last FY's Cost Estimate	44,762
Partial Closeout Thru	100,323
New Partial Closeout	8,643
Total Partial Closeout	108,966

### Description

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

### Cost Change

Increase due to increased scope and addition of FY19-20 to this ongoing level of effort project partially offset by the capitalization of prior year expenditures.

### Justification

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

### Other

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

### Fiscal Note

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

### Disclosures

Expenditures will continue indefinitely.

### Coordination

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

## Technology Modernization (P036510)

Category	Montgomery County Public Schools	Date Last Modified	4/21/14
Sub Category	Countywide	Required Adequate Public Facility	No
Administering Agency	Public Schools (AAGE18)	Relocation Impact	None
Planning Area	Countywide	Status	Ongoing

	Total	Thru FY13	Est FY14	Total 6 Years	FY 15	FY 16	FY 17	FY 18	FY 19	FY 20	Beyond 6 Yrs
<b>EXPENDITURE SCHEDULE (\$000s)</b>											
Planning, Design and Supervision	294,215	138,949	22,088	133,178	24,758	23,538	21,358	21,998	20,728	20,798	0
Land	0	0	0	0	0	0	0	0	0	0	0
Site Improvements and Utilities	0	0	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0	0
Other	0	0	0	0	0	0	0	0	0	0	0
<b>Total</b>	<b>294,215</b>	<b>138,949</b>	<b>22,088</b>	<b>133,178</b>	<b>24,758</b>	<b>23,538</b>	<b>21,358</b>	<b>21,998</b>	<b>20,728</b>	<b>20,798</b>	<b>0</b>

	Total	Thru FY13	Est FY14	Total 6 Years	FY 15	FY 16	FY 17	FY 18	FY 19	FY 20	Beyond 6 Yrs
<b>FUNDING SCHEDULE (\$000s)</b>											
Current Revenue: General	152,861 160,227	37,004	11,920	107,727 447,503	9,664	19,292 20,959	20,278	20,918	19,789	19,695	0
Current Revenue: Recordation Tax	125,846 123,280	91,237	10,168	254,211 24,876	15,094	6175 2,579	1,080	1,080	939	1,103	0
Federal Aid	10,708	10,708	0	10,708	0	0	0	0	0	0	0
<b>Total</b>	<b>294,215</b>	<b>138,949</b>	<b>22,088</b>	<b>133,178</b>	<b>24,758</b>	<b>25,867</b>	<b>21,358</b>	<b>21,998</b>	<b>20,728</b>	<b>20,798</b>	<b>0</b>

### APPROPRIATION AND EXPENDITURE DATA (000s)

Appropriation Request	FY 15	24,758
Appropriation Request Est.	FY 16	23,538
Supplemental Appropriation Request		0
Transfer		0
Cumulative Appropriation		164,421
Expenditure / Encumbrances		138,949
Unencumbered Balance		25,472

Date First Appropriation	FY 03
First Cost Estimate	
Current Scope	0
Last FY's Cost Estimate	216,755

### Description

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

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

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

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

### Fiscal Note

A FY2014 supplemental appropriation of \$3,384 million in federal e-rate funds was approved by Council in June 2014.

### Coordination

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