

AGENDA ITEM #2A  
May 19, 2016  
**Worksession**

**MEMORANDUM**

TO: County Council

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

SUBJECT: **Worksession**—final reconciliation of the FY17-22 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 (G.O.) 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.

The Council's Initial CIP Reconciliation on April 26 closed most of the gap each year between revenues and expenditures. It assumed that there would be a major revenue increase, centering primarily on increases in the Recordation Tax School Increment and the Recordation Tax Premium, both of which were approved on May 18. Even so, because of further CIP proposals that emerged after April 26 as well as corrections to revenue and spending assumptions, the Draft CIP through May 16 still has somewhat more spending planned than revenues available in FYs17-19. The opposite is the case for the back end of the six-year period, where substantial fiscal capacity exists. To close this gap in the early years and to take advantage of the excess capacity of the later years, Council staff recommends that the Council approve all the actions described in this packet. Together they will reconcile the FY17-22 CIP to all spending affordability guidelines for G.O. Bonds and Park and Planning Bonds and to FY17-22 revenue forecasts for Current Revenue, while retaining the 10% PAYGO policy in all years and achieving nearly the same G.O. Bond reserve recommended by the Executive in April.

*The primary result of this proposal is to increase the MCPS capital program by about 12% to its highest level ever, even higher than the Board of Education's (BOE's) own request.* It is about \$160 million more than recommended by the Executive and covers a State aid shortfall of about \$24 million as well.

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 and John McLean, Montgomery College; and Sandra Marin and the capital budget analysts on the Council staff.

## **I. PARK & PLANNING BONDS, IMPACT TAXES, AND RECORDATION TAXES**

The few additions to projects funded with bonds issued by the Maryland-National Capital Park and Planning Commission will not exceed the Spending Affordability Guidelines confirmed in February; for these bonds, these expenditures are reconciled with revenues in every year.

In this year's CIP, impact taxes and recordation taxes will be shown as offsets against Current Revenue and G.O. Bonds in special reconciliation project description forms (PDFs), rather than on each project-specific PDF. The impact tax expenditures match the revenue assumptions approved in February, and the recordation tax spending matches the revenue assumed from the passage of Expedited Bill 15-16.

## **II. GENERAL OBLIGATION (G.O.) BONDS**

G.O. Bond expenditures can be reconciled to available revenue with the following set of actions:

***Recognize less State school construction aid than had been assumed in FY17.*** Initially the Executive assumed \$55.5 million annually in State aid. On April 26 the Council revised the assumption down to \$51.7 million annually. Subsequently, the Board of Public Works allocated \$50,128,000 for Montgomery County Public Schools (MCPS) capital projects, \$1,572,000 less than the April 26 assumption. See ©1 Line 5.

***School facility payment revenue.*** Through the first ten months of FY16, the County has collected about \$611,000 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. Of this amount \$212,000 has already been allocated in the Executive's Recommended CIP, so there is \$399,000 left to allocate. These remaining funds collected to date span seven clusters, and so six projects will use these funds. See ©1 Lines 6 and 35-38.

***Council Office Building Garage.*** On April 26 the Council cut the second part of the COB Garage project, totaling \$2,176,000. The Executive sent a letter on May 9 letter indicating that the second stage of work was as critical to the remediation of the garage as the first part (©3-4). He noted that the Council had already approved the project and its full appropriation earlier this year (on March 8). Given these facts, it would be prudent to return this spending to the CIP. See ©1 Line 7, and ©5.

***EOB/HVAC Renovation.*** On April 26 the Council deferred this project from FYs19-20 to FYs21-22. The Executive's May 9 letter also urged that the Council not defer this work due to continuing calls due to poor performance of the EOB's aging HVAC system, and he noted that an energy

performance contract services could provide substantial savings. This Final CIP Reconciliation proposal assumes re-accelerating the project by one year, to FYs20-21. See ©1 Line 8, and ©6.

**Resurfacing: Residential/Rural Roads.** On April 26 the Council reduced its proposed increase for FY17 from \$5.0 million to \$1.5 million. This Final CIP Reconciliation proposal assumes deferring the \$1.5 million to FYs21-22. See ©1 Line 9, and ©7.

**Seminary Road Intersection Improvement.** On April 21 the Executive recommended deferring the completion of this project by several months, which would have the effect of shifting some funds from FYs17-19 into FY20. This Final CIP Reconciliation proposal assumes the Executive's proposal. The project would still be scheduled for completion in FY20. See ©1 Line 10, and ©8-9.

**HVAC: MCPS.** The Approved CIP funds this program at \$18 million annually. The BOE requested a \$12 million (67%) increase for FYs17-18, raising the total to \$30 million in each year. In its non-recommended reductions, it showed these levels reduced back down to \$18 million each year. On April 26 the Council tentatively decided to add the \$12 million in FY17 as the BOE requested, plus \$500,000 in FY18.

This Final CIP Reconciliation proposal would add \$9 million instead of \$12 million in FY17, satisfying 90% of the BOE's request and 75% of its proposed increase in that year. It also would not add the \$500,000 in FY18. However, it would add back this \$3.5 million in FY21, plus an additional \$6 million in FYs21-22 that is beyond the BOE's request. Based on what the BOE had requested for FYs17-18 it will ask these additional funds in FYs21-22; since there is sufficient fiscal capacity to program these funds, it would seem prudent to program them now. See ©1 Line 11.

**Takoma Park/Silver Spring Math & Science Center.** On April 26 the Council deferred the schedule of this project by one year, with planning beginning in FY19 and FY22. This Final CIP Reconciliation proposal would reaccelerate the schedule slightly, programming \$1.5 million for planning in FY18 and \$8 million of construction in FY20. The project would likely be finished a few months earlier in FY22. See ©1 Line 12, and ©10.

**Goshen Road South.** The Executive proposed deferring the project one year and the Council deferred it a second year, so that construction would not begin until FY23. This Final CIP Reconciliation proposal would spread out the cost of right-of-way acquisition more evenly between FYs20-21. See ©1 Line 13, and ©11.

**Montrose Parkway East.** The Executive proposed deferring the project one year and the Council deferred it another year-and-a-half, so that construction would not begin until late FY21. This Final CIP Reconciliation proposal would better align land acquisition and construction supervision funds, but would also re-accelerate construction so that it could start in early FY21. The net result is that the project would be delayed two years rather than two-and-a-half years. See ©1 Line 14, and ©12-13.

**Bicycle and Pedestrian Priority Area Improvements.** Initially the Council wished to increase the funding for this project by 150%, from \$1 million up to \$2.5 million annually. On April 26 the

Council reduced the increase by \$500,000 each year in FYs17-19. This Final CIP Reconciliation proposal would add back this \$1.5 million in FYs21-22. See ©1 Line 15, and ©14.

**Permanent Patching: Residential/Rural Roads.** On April 26 the Council reduced the funding in FY19 by \$500,000. This Final CIP Reconciliation proposal would add back the \$500,000 in FYs21-22. See ©1 Line 16, and ©15.

**Residential and Rural Road Rehabilitation.** On April 26 the Council reduced the funding in FY19 by \$3.5 million. This Final CIP Reconciliation proposal would add back the \$3.5 million in FYs21-22. See ©1 Line 17, and ©16.

**Ballfield Improvements.** On April 26 the Council reduced the funding in FYs17-18 by \$300,000 each year. This Final CIP Reconciliation proposal would add back the \$600,000 in FYs21-22. See ©1 Line 18, and ©17.

**Technical adjustments to MCPS projects.** MCPS staff has noted changes to the funding schedules of 11 projects that would better align schedules to expenditures: funds would be shifted sooner in three projects and later in eight projects. None of these changes affect completion schedules. See ©1 Lines 19-29.

**G.O. Bond reserve.** The final capital reserve for G.O. Bonds in FYs17-22 CIP as a result of this Reconciliation is about \$267 million. See ©1 Line 31. The Executive proposed a reserve of about \$184 million in April, but that assumed the Council would act on his proposed additional \$47.2 million for the White Oak Science Gateway Redevelopment Project. This Council has not acted on that proposal, and will await an updated and more detailed request this summer. Therefore the \$270 million reserve should be compared to the Executive's effect reserve of about \$231 million. See ©1 Line 32.

On a year-by-year basis, the Council's final reserve is only slightly lower than the Executive's in FYs17-21, and considerably larger in FY22. The larger reserve in FY22 will be useful in cushioning the fiscal blow of additional major projects that will be proposed in the next year or two, especially from the BOE. Therefore, the Council's reserve should be considered sufficient.

### **III. CURRENT REVENUE**

To date the Council's draft CIP is about \$30.3 million higher than the funds available according to the Executive's April 21 transmittal. Nearly all of this deficit can be made up by applying about \$29.5 million of the new revenue from Bill 15-16. See ©2 Line 46. The exception is in FY17, when \$5.0 million will be needed from the Operating Budget to close the gap between Current Revenue expenditures and revenue. See ©2 Line 47. In the later years funds can be added to restore funding to the following two projects:

**Facility Planning-Transportation.** This winter the Council added funds for facility planning studies for the widening of Old Columbia Pike from Stewart Lane to Industrial Parkway (including the reconstruction and reopening of the bridge over Paint Branch) and the connection of Crabbs Branch Way to Amity Drive in Shady Grove. On April 26 the Council deleted them as part of the Initial CIP

Reconciliation, but this Final CIP Reconciliation restores these studies, which are a precursor to their construction in later years. See ©2 Lines 43-44, and ©18-20.

**PLAR: Non-Local Parks.** On April 26 the Council reduced the funding in FYs17-18 by \$960,000 each year. This Final CIP Reconciliation proposal would add back the \$1,920,000 in FYs21-22. See ©2 Line 45, and ©21-22.

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	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O
1															
2		<b>May 19, 2016</b>					<b>CIP Reconciliation: G.O. Bonds (\$000)</b>								
3					<u>FY 17</u>	<u>FY 18</u>	<u>FY 19</u>	<u>FY 20</u>	<u>FY 21</u>	<u>FY 22</u>	<u>FY17-22</u>	<u>Comments</u>			
4		<b>Council, thru May 16</b>			<b>15,771</b>	<b>4,241</b>	<b>8,955</b>	<b>-26,249</b>	<b>-65,584</b>	<b>-70,661</b>	<b>-133,527</b>	Spending compared to funds available			
5		State school construction aid			1,572						1,572	\$50.128M instead of \$51.7M			
6		School Facility Payments			-330	-69					-399	* See note below.			
7		COB Garage			259	2,399	58				2,716	Undo cut in Initial CIP Reconciliation			
8		EOB HVAC						2,000	4,000	-6,000	0	Delay 1 year, not 2 years			
9		Resurfacing: Residential/Rural Roads			-1,500				750	750	0	Add \$1.5M in FYs21-22, not FY17			
10		Seminary Rd Intersection Imp			-433	-1,121	-2,833	4,387			0	Exec proposal			
11		HVAC: MCPS			-3,000	-500			5,500	4,000	6,000	Defer \$3.5M to FY21; +\$6M more in 21-22			
12		TP/SS Math & Science Center				750		3,250		-4,000	0	Accel \$750K to FY18; Accel \$4M to FY20			
13		Goshen Road South						-4,000	4,000		0	Spread land costs evenly between FY20-21			
14		Montrose Parkway West					-1,300	-1,700	14,000	5,000	16,000	Delay 2 years, not 2.5 years			
15		BPPA Improvements							750	750	1,500	Make up for \$1.5M cut in FYs17-19			
16		Permanent Patching							250	250	500	Make up for \$0.5M cut in FY19			
17		Residential & Rural Road Rehab							1,500	2,000	3,500	Make up for \$3.5M cut in FY19			
18		Ballfield Improvements							300	300	600	Make up for \$600K cut in FYs17-18			
19		Pyle MS Addition					1,400	2,600	-4,000		0	Technical adjustment			
20		Takoma Park MS Addition					1,400	2,600	-4,000		0	Technical adjustment			
21		Piney Branch ES Addition							500	-500	0	Technical adjustment			
22		Tilden MS Rev/Ex					-4,000	3,000	1,000		0	Technical adjustment			
23		Wootton HS Rev/Ex					-4,000		4,000		0	Technical adjustment			
24		Maryvale/Sandburg Rev/Ex					-1,000	-3,000	4,000		0	Technical adjustment			
25		Gaithersburg ES Solution						-1,000	1,000		0	Technical adjustment			
26		Greencastle ES Addition							-1,000	1,000	0	Technical adjustment			
27		E. Brooke Lee MS Addition						-1,500	1,500		0	Technical adjustment			
28		Resnik ES Addition					-1,000	1,000			0	Technical adjustment			
29		Wait Whitman HS Addition						-1,500	1,500		0	Technical adjustment			
30		New CIP revenue for GO Bond projects			-22,761	-24,756	-28,862	-27,755	-29,493	-32,310	-165,937	Apply as offset against GO Bonds			
31		<b>Final Reserve</b>			<b>-10,422</b>	<b>-19,056</b>	<b>-31,182</b>	<b>-47,867</b>	<b>-59,527</b>	<b>-99,421</b>	<b>-267,475</b>				
32		Exec's April 21 reserve + White Oak			-10,830	-21,300	-33,525	-51,340	-59,634	-54,677	-231,306	Reserving \$47.2M for White Oak Redev.			
33															
34		* School Facility Payment revenue													
35		In FY17: \$7K for B-CC MS#2; \$37K for Gaithersburg Cluster ES Solution; \$41K for Farquhar MS Rev/Ex (in Current Rev/Ex); \$48K for Diamond ES Addition;													
36		and \$197K for Ashburton ES Addition													
37		In FY18: \$13K for Einstein Cluster HS Solution and \$56K for Northwood Cluster HS Solution													
38															

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	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O		
39																	
40		<b>May 19, 2016</b>					<b>CIP Reconciliation: Current Revenue (\$000)</b>										
41					<b>FY 17</b>	<b>FY 18</b>	<b>FY 19</b>	<b>FY 20</b>	<b>FY 21</b>	<b>FY 22</b>	<b>FY17-22</b>	<b>Comments</b>					
42		<b>Council, thru May 16</b>			<b>6,983</b>	<b>6,062</b>	<b>3,547</b>	<b>4,968</b>	<b>4,626</b>	<b>4,163</b>	<b>30,349</b>	<b>Above Exec's April 21 Current Revenue</b>					
43		Facility Planning-Transportation						390	390	650	1,430	<b>Add back Old Colum. Pk. Study, FYs20-23</b>					
44		Facility Planning-Transportation						130	390	260	780	<b>Add back Crabbs Branch-Amity Study</b>					
45		PLAR: NL Parks							960	960	1,920	<b>Make up for \$1.92M cut in FYs17-18</b>					
46		New CIP revenue for Curr. Rev. projects			-1,983	-6,062	-3,547	-5,488	-6,366	-6,033	-29,479	<b>Supplant CR with Recordation Tax</b>					
47		Funds allocated from Op. Budget			-5,000						-5,000						
48		Gap			0	0	0	0	0	0	0						
49																	
50		<b>Total new CIP revenue</b>			<b>-24,744</b>	<b>-30,818</b>	<b>-32,409</b>	<b>-33,243</b>	<b>-35,859</b>	<b>-38,343</b>	<b>-195,416</b>	<b>Offsets against GO Bonds &amp; Current Rev.</b>					

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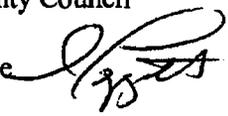
OFFICE OF THE COUNTY EXECUTIVE  
ROCKVILLE, MARYLAND 20850

Isiah Leggett  
County Executive

RECEIVED  
MONTGOMERY COUNTY  
COUNCIL

**MEMORANDUM**

May 9, 2016

TO: Nancy Floreen, President, County Council  
FROM: Isiah Leggett, County Executive   
SUBJECT: EOB HVAC Renovation and Council Office Building Garage Delays and Reductions

I am writing to express my concern over the delay and reduction to the Executive Office Building (EOB) HVAC Replacement and Council Office Building (COB) Garage projects. Both of these projects significantly contribute to the continued functioning of many County facilities and are in need of extensive renovations.

The EOB currently consumes approximately \$836,000 annually in electricity and water/sewer charges. This can be dramatically reduced with an Energy Performance Contract to renovate the necessary systems. My recommended budget assumed an Energy Performance Contract which will require GO Bonds in FY19 and FY20 to cover non-ESCO eligible expenses. Without the GO Bond funding, this project cannot proceed. The EOB systems are aged and require significant maintenance and ongoing repair to ensure basic operation. The control system is also outdated and must frequently be recalibrated in order to maintain the current, minimally, acceptable, environmental conditions. Since January 2015, DGS has responded to 17 HVAC related work order requests at the EOB. These conditions routinely register displeasure with the public and employees throughout the year, regardless of season. Further delaying this CIP project to FY21 and FY22 will result in deteriorating conditions in the EOB.

The Council Office Building Parking Garage underwent a minor renovation over thirty years ago. A recent detailed inspection revealed it is in imminent need of repair. The project was submitted as a supplemental appropriation of \$4,759,000 and unanimously fully funded by the Council outside the standard CIP cycle due to the urgency for remediation efforts. The inspection noted three categories of repairs: "immediate"- to be performed as soon as possible, "necessary"- to be performed within 12 to 18 months after the inspection, and "extended"- to be performed within three to five years after the inspection.

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The supplemental I sent over requested funding for the immediate and necessary repairs, planning, design, and construction. Given the timing of the procurement process, the necessary repairs would need to occur directly after the immediate repairs.

The Council's mini-reconciliation eliminated funding for the planning, design, contingency, and those repairs defined by the engineers' inspection as "necessary". In this renovation, the necessary work reinforces the effectiveness of the work defined as "immediately" needed in order to prevent deterioration in the Council Office Building Garage.

Please consider:

- The necessary repairs include brick, concrete slabs, bollards, curbs, stairs, and guardrails which are required to address safety issues and prevent continuing deterioration of the garage.
- The elimination of necessary repairs deletes the installation of waterproofing which will accelerate the degradation of the newly installed concrete repairs.
- Waiting to restore funding at a later date for the necessary repairs will further increase costs, and separating the Immediate and "necessary" repairs will extend the impact of repairs on the garage users for an additional 12 or more months.

I urge you to reconsider delaying and reducing these projects. As County facilities age, regularly scheduled maintenance and renovations extend the lives of these buildings and ensure the continued delivery of the essential services that the County provides.

## Council Office Building Garage (P011601)

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

Planning, Design and Supervision	875	0	159	716	395	263	58	0	0	0	0
and	0	0	0	0	0	0	0	0	0	0	0
ite Improvements and Utilities	0	0	0	0	0	0	0	0	0	0	0
onstruction	3,884	0	0	3,884	1,748	2,136	0	0	0	0	0
ther	0	0	0	0	0	0	0	0	0	0	0
<b>Total</b>	<b>4,759</b>	<b>0</b>	<b>159</b>	<b>4,600</b>	<b>2,143</b>	<b>2,399</b>	<b>58</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>

### FUNDING SCHEDULE (\$000s)

Local Bonds	4,759	0	159	4,600	2,143	2,399	58	0	0	0	0
<b>Total</b>	<b>4,759</b>	<b>0</b>	<b>159</b>	<b>4,600</b>	<b>2,143</b>	<b>2,399</b>	<b>58</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>

### APPROPRIATION AND EXPENDITURE DATA (000s)

Appropriation Request	FY 17	0
Appropriation Request Est.	FY 18	0
Supplemental Appropriation Request		0
Transfer		0
Cumulative Appropriation		4,759
Expenditure / Encumbrances		0
Unencumbered Balance		0

Date First Appropriation	FY 16	
First Cost Estimate		
Current Scope	FY 16	4,759
Last FY's Cost Estimate		4,759

#### Description

The project provides for the design and construction of repairs to the Council Office Building Garage (COBG). Repairs include, but are not limited to, concrete deck, structural steel, drains, post-tensioned concrete tendons, curbs, painting of structural steel, and a new waterproof membrane. The project will be completed in phases in order to keep the garage open in continuous operation. Each phase will require closing approximately 100 parking spaces for construction.

#### Location

Rockville Core

#### Estimated Schedule

The project is expected to take 32 months to complete.

#### Justification

Montgomery County Department of General Services contracted with an independent consultant to assess the condition of the COB garage. The Council Office Building Parking Garage Condition Assessment dated August 10, 2015 provides recommendations for various repairs.

#### Disclosures

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

#### Coordination

County Council, Department of Technology Services, Department of Police, Department of General Services, Department of Transportation, Department of Fire Rescue Services, Office of Management and Budget, City of Rockville, and Montgomery County Circuit Court

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# EOB HVAC Renovation (P361103)

Category	General Government	Date Last Modified	5/12/16
Sub Category	County Offices and Other Improvements	Required Adequate Public Facility	No
Administering Agency	General Services (AAGE29)	Relocation Impact	None
Planning Area	Rockville	Status	Planning Stage

	Total	Thru FY15	Est FY16	Total 6 Years	FY 17	FY 18	FY 19	FY 20	FY 21	FY 22	Beyond 6 Yrs
<b>EXPENDITURE SCHEDULE (\$000s)</b>											
Planning, Design and Supervision	0	0	0	0	0	0	0	0	0	0	0
and	0	0	0	0	0	0	0	0	0	0	0
Site Improvements and Utilities	0	0	0	0	0	0	0	0	0	0	0
Construction	8,000	0	0	8,000	0	0	0	2,000	6,000	0	0
Other	0	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>2,000</b>	<b>6,000</b>	<b>0</b>	<b>0</b>

	Total	Thru FY15	Est FY16	Total 6 Years	FY 17	FY 18	FY 19	FY 20	FY 21	FY 22	Beyond 6 Yrs
<b>FUNDING SCHEDULE (\$000s)</b>											
Gen. O. Bonds	8,000	0	0	8,000	0	0	0	2,000	6,000	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>2,000</b>	<b>6,000</b>	<b>0</b>	<b>0</b>

### APPROPRIATION AND EXPENDITURE DATA (000s)

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

Date First Appropriation	FY 16
First Cost Estimate	
Current Scope	FY 14      8,000
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.

#### Location

101 Monroe St. Rockville, MD

#### Estimated Schedule

The ESCO analysis and design has been rescheduled to occur in <sup>FY 20</sup> ~~FY 21~~ with an agreement with the ESCO and construction occurring in ~~FY 21 and 22~~ <sup>20 and 21</sup>.

#### 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

Project has been delayed 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

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## Resurfacing: Residential/Rural Roads (P500511)

Category  
Sub Category  
Administering Agency  
Planning Area

Transportation  
Highway Maintenance  
Transportation (AAGE30)  
Countywide

Date Last Modified  
Required Adequate Public Facility  
Relocation Impact  
Status

5/9/16  
No  
None  
Ongoing

	Total	Thru FY15	Est FY16	Total 6 Years	FY 17	FY 18	FY 19	FY 20	FY 21	FY 22	Beyond 6 Yrs
<b>EXPENDITURE SCHEDULE (\$000s)</b>											
Planning, Design and Supervision	8,506	74	2,807	5,625	586,840	465	975	1,125	1237,125	1237,125	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	123,612	75,827	15,910	31,875	3314,690	2,635	5,525	6,375	7013,6375	7013,6375	0
Other	46	46	0	0	0	0	0	0	0	0	0
<b>Total</b>	<b>132,164</b>	<b>75,947</b>	<b>18,717</b>	<b>37,500</b>	<b>3900,640</b>	<b>3,100</b>	<b>6,500</b>	<b>7,500</b>	<b>8250,7500</b>	<b>8250,7500</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	130,238	74,021	18,717	37,500	3900,640	3,100	6,500	7,500	8250,7500	8250,7500	0
PAYGO	1,617	1,617	0	0	0	0	0	0	0	0	0
<b>Total</b>	<b>132,164</b>	<b>75,947</b>	<b>18,717</b>	<b>37,500</b>	<b>3900,640</b>	<b>3,100</b>	<b>6,500</b>	<b>7,500</b>	<b>8250,7500</b>	<b>8250,7500</b>	<b>0</b>

### APPROPRIATION AND EXPENDITURE DATA (000s)

Appropriation Request	FY 17	3900,640
Appropriation Request Est.	FY 18	3,100
Supplemental Appropriation Request		0
Transfer		0
Cumulative Appropriation		94,664
Expenditure / Encumbrances		76,670
Unencumbered Balance		17,994

Date First Appropriation	FY 05
First Cost Estimate	
Current Scope	FY 17 132,164
Last FY's Cost Estimate	115,664

#### Description

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

#### Cost Change

Cost increase due to the addition of FY21-22 to this ongoing level-of-effort project.

#### Justification

In FY09, the Department of Transportation instituted a contemporary pavement management system. This system provides for systematic physical condition surveys. The surveys note the type, level, and extent of residential pavement deterioration combined with average daily traffic and other usage characteristics. This information is used to calculate specific pavement ratings, types of repair strategies needed, and associated repair cost, as well as the overall Pavement Condition Index (PCI) of the entire residential network. The system also provides for budget optimization and recommending annual budgets for a systematic approach to maintaining a healthy residential pavement inventory.

#### Other

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

#### Fiscal Note

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

#### Disclosures

Expenditures will continue indefinitely.

#### Coordination

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

## Seminary Road Intersection Improvement (P501307)

Category	Transportation	Date Last Modified	4/19/16
Sub Category	Roads	Required Adequate Public Facility	No
Administering Agency	Transportation (AAGE30)	Relocation Impact	None
Planning Area	Silver Spring	Status	Preliminary Design Stage

	Total	Thru FY15	Est FY16	Total 6 Years	FY 17	FY 18	FY 19	FY 20	FY 21	FY 22	Beyond 6 Yrs
<b>EXPENDITURE SCHEDULE (\$000s)</b>											
Planning, Design and Supervision	1,533	0	408	1,125	13	31	200	881	0	0	0
Land	605	0	58	547	12	227	200	108	0	0	0
Site Improvements and Utilities	570	0	0	570	0	0	0	570	0	0	0
Construction	4,550	0	0	4,550	0	200	1,179	3,171	0	0	0
Other	0	0	0	0	0	0	0	0	0	0	0
<b>Total</b>	<b>7,258</b>	<b>0</b>	<b>466</b>	<b>6,792</b>	<b>25</b>	<b>458</b>	<b>1,579</b>	<b>4,730</b>	<b>0</b>	<b>0</b>	<b>0</b>

<b>FUNDING SCHEDULE (\$000s)</b>											
G.O. Bonds	7,233	0	466	6,767	25	458	1,579	4,705	0	0	0
Intergovernmental	25	0	0	25	0	0	0	25	0	0	0
<b>Total</b>	<b>7,258</b>	<b>0</b>	<b>466</b>	<b>6,792</b>	<b>25</b>	<b>458</b>	<b>1,579</b>	<b>4,730</b>	<b>0</b>	<b>0</b>	<b>0</b>

<b>OPERATING BUDGET IMPACT (\$000s)</b>											
Energy				2	0	0	0	0	1	1	
<b>Net Impact</b>				<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>1</b>	

### APPROPRIATION AND EXPENDITURE DATA (000s)

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

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

### Description

This project provides for the design, land acquisition, and construction of an approximate 400-foot segment of Seminary Road between the Brookville Road/Seminary Place and Linden Lane/Second Avenue intersections on a new alignment; reconstruction of 650 feet of Seminary Place from Seminary Road to 450 feet east of Riley Place with a vertical alignment revision at Riley Place; increasing the Linden Lane curb lane widths along the 250 foot section between Brookville Road and Second Avenue to provide two 15-foot shared-use lanes to accommodate bicyclists; and reconstruction of the 250 foot segment of Brookville Road between Linden Lane and Seminary Road. Seminary Road will be a closed-section roadway with two 15-foot shared-use lanes, sidewalks, and will have auxiliary turn lanes at the Brookville Road/Seminary Place and Linden Lane/Second Avenue intersections. Seminary Place will be a closed section roadway with two 15-foot shared-use lanes and a sidewalk along the northern side. Brookville Road will be a closed-section roadway with one southbound 16-foot shared-use lane, sidewalks, and a parking lane on the western side. The project amenities include street lights, landscaping, and stormwater management.

### Capacity

The Seminary Road Average Daily Traffic (ADT) volume for year 2007 was 11,300.

### Estimated Schedule

Final design began in Summer 2015. Construction will start in FY18 and will complete in FY20.

### Justification

This project will simplify vehicle movements and improve traffic congestion by eliminating the Seminary Road "sweep" between Brookville Road and Second Avenue. In addition, pedestrian and bicyclist safety will be improved. The proposed Seminary Place vertical alignment revision at Riley Place will increase intersection sight distance. Reconstruction of the segment of Seminary Road intersections between Brookville Road and Second Avenue is recommended in the North and West Silver Spring Master Plan. Facility Planning - Phase I study completed in FY09 and Phase II in FY11.

### Fiscal Note

Intergovernmental revenues represent the Washington Suburban Sanitary Commission's (WSSC) share of the water and sewer relocation costs. The project schedule is adjusted due to fiscal capacity.

### Disclosures

A pedestrian impact analysis has been completed for this project.

### Coordination

## Seminary Road Intersection Improvement (P501307)

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

# Takoma Park/Silver Spring Math & Science Center (P076607)

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

Date Last Modified: 4/25/16  
 Required Adequate Public Facility: No  
 Relocation Impact: None  
 Status: Planning Stage

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

Planning, Design and Supervision	13,026	0	0	13,026	0	1,500	0	4,582	<del>4,884</del> 6,384	2,060	0	0
Land	0	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	0
Construction	65,130	0	0	65,130	0	0	0	0	<del>8,000</del> 8,000	25,440	<del>316,890</del> 316,890	0
Other	9,772	0	0	9,772	0	0	0	0	0	0	9,772	0
<b>Total</b>	<b>87,928</b>	<b>0</b>	<b>0</b>	<b>87,928</b>	<b>0</b>	<b>1,500</b>	<b>0</b>	<b>4,582</b>	<b><del>12,884</del> 6,384</b>	<b>27,500</b>	<b><del>414,662</del> 49,462</b>	<b>0</b>

### FUNDING SCHEDULE (\$000s)

G.O. Bonds	43,964	0	0	43,964	0	750	0	2,291	<del>6,442</del> 3,192	13,750	<del>20,731</del> 24,731	0
State Aid	43,964	0	0	43,964	0	750	0	2,291	<del>6,442</del> 3,192	13,750	<del>20,731</del> 24,731	0
<b>Total</b>	<b>87,928</b>	<b>0</b>	<b>0</b>	<b>87,928</b>	<b>0</b>	<b>1,500</b>	<b>0</b>	<b>4,582</b>	<b><del>12,884</del> 6,384</b>	<b>27,500</b>	<b><del>414,662</del> 49,462</b>	<b>0</b>

### APPROPRIATION AND EXPENDITURE DATA (000s)

Appropriation Request	FY 17	0
Appropriation Request Est.	FY 18	13,026
Supplemental Appropriation Request		0
Transfer		0
Cumulative Appropriation		0
Expenditure / Encumbrances		0
Unencumbered Balance		0

Date First Appropriation	
First Cost Estimate	
Current Scope	FY 17
Last FY's Cost Estimate	88,027

#### Description

This project provides funding for the design and construction of a new academic building (134,600 gross square feet) supporting science programs, such as Biology, Chemistry, and the Physical Sciences, and the Mathematics Department, as described in the Takoma Park Campus Facilities Master Plan, 2006-2016 (9/10). The science and math complex will be completed in two phases, beginning with the demolition and replacement of Science South, followed by the demolition and replacement of Science North.

#### Cost Change

Project expenditures assume that a portion of Information Technology (IT) equipment costs may be funded through the Information Technology (No. P856509) project. The cost of this project has increased to match the State's allowable cost escalation factor (3%).

#### Justification

Under the application of the State space guidelines, the enrollment growth on the Takoma Park/Silver Spring Campus has resulted in a significant instructional space deficit. The Takoma Park/Silver Spring Campus has a Fall 2014 laboratory space deficit of 100,392 NASF and a total space deficit of 74,322 NASF. Even with the completion of the Takoma Park Campus Expansion Project and the Cafritz Foundation Art Center, the 2024 projected laboratory space deficit is 155,556 NASF and the total space deficit is anticipated to be 192,855 NASF. The construction of the Math & Science Center will address this deficit as well as replace Science North and Science South that are in exceedingly poor condition (as identified in the Collegewide Facilities Condition Assessment, 12/13). In addition, the replacement of Science North and Science South allows the campus to capitalize on site capacities with large buildings, given the restricted development opportunities available on the campus. Relevant studies include the Collegewide Facilities Condition Assessment Update (12/13), and the Collegewide Facilities Master Plan Update (1/15).

#### Other

FY17 and FY18 Appropriation: 0, FY19 Appropriation: \$13,026,000; \$6,513,000 (G.O. Bonds), and \$6,513,000 (State Aid). Relocation costs and design fees above approximately 7% of estimated construction costs may not be eligible for State reimbursement. The construction costs in the expenditure schedule (\$65,130,000) include: site improvement costs (\$4,664,000), building construction costs (\$60,466,000). The building construction cost per gross square foot equals \$449 (\$60,466,000/134,600).

#### 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 (CIP No. P886686)

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# Goshen Road South (P501107)

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

Date Last Modified: 5/9/16  
 Required Adequate Public Facility: No  
 Relocation Impact: None  
 Status: Preliminary Design Stage

	Total	Thru FY15	Est FY16	Total 6 Years	FY 17	FY 18	FY 19	FY 20	FY 21	FY 22	Beyond 6 Yrs
<b>EXPENDITURE SCHEDULE (\$000s)</b>											
Planning, Design and Supervision	12,913	4,207	1,043	2,852	329	25	25	100	330	2,043	4,811
Land	17,010	24	0	16,986	671	904	1,100	1,836	4,475	0	0
Site Improvements and Utilities	14,730	0	0	10,317	0	0	0	0	4,909	5,408	4,413
Construction	87,806	0	0	0	0	0	0	0	0	0	87,806
Other	28	28	0	0	0	0	0	0	0	0	0
<b>Total</b>	<b>132,487</b>	<b>4,259</b>	<b>1,043</b>	<b>30,155</b>	<b>1,000</b>	<b>929</b>	<b>1,125</b>	<b>1,936</b>	<b>5,744</b>	<b>7,451</b>	<b>97,030</b>

	Total	Thru FY15	Est FY16	Total 6 Years	FY 17	FY 18	FY 19	FY 20	FY 21	FY 22	Beyond 6 Yrs
<b>FUNDING SCHEDULE (\$000s)</b>											
G.O. Bonds	120,725	2,637	1,012	20,046	1,000	929	0	6474	6977	4,504	97,030
Impact Tax	4,162	1,622	31	2,509	0	0	1,125	662	275	447	0
Intergovernmental	7,600	0	0	7,600	0	0	0	2,600	2,500	2,500	0
<b>Total</b>	<b>132,487</b>	<b>4,259</b>	<b>1,043</b>	<b>30,155</b>	<b>1,000</b>	<b>929</b>	<b>1,125</b>	<b>1,936</b>	<b>5,744</b>	<b>7,451</b>	<b>97,030</b>

### APPROPRIATION AND EXPENDITURE DATA (000s)

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

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

#### Description

This project provides for the design, land acquisition, utility relocations, and construction of roadway improvements along Goshen Road from south of Girard Street to 1,000 feet North of Warfield Road, a distance of approximately 3.5 miles. The improvements will widen Goshen Road from the existing two-lane open section to a four-lane divided, closed section roadway using 12-foot inside lanes, 11-foot outside lanes, 18-foot median, and five-foot on-road bike lanes. A five-foot concrete sidewalk and an eight-foot bituminous hiker/biker path along the east and west side of the road, respectively, are also proposed along with storm drain improvements, street lighting and landscaping. The project also entails construction of approximately 6,000 linear feet of retaining wall.

#### Capacity

The Average Daily Traffic (ADT) on Goshen Road for the year 2025 is forecasted to be about 26,000.

#### Estimated Schedule

Final design is underway and will conclude in FY16. Property acquisition will start in FY17 and will be completed by FY21. Utility relocations will begin in FY21 and construction will begin in FY23.

#### Cost Change

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

#### Justification

This project is needed to reduce existing and future congestion and improve pedestrian and vehicular safety. Based on projected traffic volumes (year 2025), all intersections along Goshen Road will operate at an unacceptable level-of-service if the road remains in its current condition. The proposed project will provide congestion relief and create improved roadway network efficiency, provide for alternate modes of transportation, and will significantly improve pedestrian safety by constructing a sidewalk and a hiker/biker path. The Gaithersburg Vicinity Master Plan (January 1985; Amended May 1988; Amended July 1990) identifies Goshen Road as a major highway slated for improvement to 4-6 lanes.

#### Fiscal Note

Intergovernmental revenue is from the Washington Suburban Sanitary Commission (WSSC) for its agreed share of water and sewer relocation costs.

#### Disclosures

A pedestrian impact analysis has been completed for this project.

#### Coordination

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

## Montrose Parkway East (P500717)

Category	Transportation	Date Last Modified	5/13/16
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 FY15	Est FY16	Total 6 Years	FY 17	FY 18	FY 19	FY 20	FY 21	FY 22	Beyond 6 Yrs					
<b>EXPENDITURE SCHEDULE (\$000s)</b>																
Planning, Design and Supervision	18,512	3,282	170	7566	190	319	340	640	615	3,315	2596	2,698	3406	4,406	7444	3,494
Land	18,056	3,916	7,350	6,790	1,258	1,039	1088	2,068	1970	.970	1,455		0			0
Site Improvements and Utilities	6,490	0	0	3,300	0	0	0	0	0	3,100		200				3,190
Construction	96,830	0	0	45142	0	0	0	0	20744	6,749	24344	18,394	5162			71,687
Other	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>Total</b>	<b>139,888</b>	<b>7,198</b>	<b>7,520</b>	<b>46,799</b>	<b>1,448</b>	<b>1,358</b>	<b>1408</b>	<b>2,708</b>	<b>2585</b>	<b>4,285</b>	<b>14,000</b>	<b>23,000</b>	<b>28000</b>	<b>23,000</b>	<b>62371</b>	<b>78,371</b>

	Total	Thru FY15	Est FY16	Total 6 Years	FY 17	FY 18	FY 19	FY 20	FY 21	FY 22	Beyond 6 Yrs					
<b>FUNDING SCHEDULE (\$000s)</b>																
EDAET	504	504	0	0	0	0	0	0	0	0	0					
G.O. Bonds	87,049	4,163	1,308	45567	649	1,358	0	223	1,929	22003	8,003	21274	16,274	37371	53,371	
Impact Tax	20,043	1,617	6,212	10914	799	0	1408	2,708	2,362	3,172		3,173			0	
Intergovernmental	728	0	0	728	0	0	0	0	0	0		728			0	
Recordation Tax Premium	6,564	914	0	5,650	0	0	0	0	0	2,825		2,825			0	
State Aid	25,000	0	0	0	0	0	0	0	0	0	0	0	0	0	25,000	
<b>Total</b>	<b>139,888</b>	<b>7,198</b>	<b>7,520</b>	<b>46,799</b>	<b>1,448</b>	<b>1,358</b>	<b>1408</b>	<b>2,708</b>	<b>2585</b>	<b>4,285</b>	<b>14,000</b>	<b>23,000</b>	<b>28000</b>	<b>23,000</b>	<b>62371</b>	<b>78,371</b>

### APPROPRIATION AND EXPENDITURE DATA (000s)

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

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

#### Description

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

#### Capacity

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

#### Estimated Schedule

Design and land acquisition phase is expected to be complete in FY18. Construction is expected to start in FY21 and be completed in FY2524

#### Cost Change

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

#### Justification

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

#### Other

Design of this project will take into consideration the master planned Veirs Mill Bus Rapid Transit (BRT) service. Consistent with the County's master plan, trucks with more than four wheels will be prohibited from Montrose Parkway East between Parklawn Drive and Veirs Mill Road, except for trucks allowed for the parkway's maintenance and in emergency situations.

#### Fiscal Note

## Montrose Parkway East (P500717)

\$25 million in State Aid is programmed in the Beyond 6-Years; the County will continue to pursue additional state funding for the construction of the portion of the roadway between MD 355 and Parklawn Drive. \$9 million for the design of the SHA segment between the MD 355/Montrose Parkway interchange and Parklawn Drive is funded through State Transportation Participation (CIP #500722). Intergovernmental revenue represents the Washington Suburban Sanitary Commission's (WSSC) share of water and sewer relocation costs.

### **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**

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.

# Bicycle-Pedestrian Priority Area Improvements (P501532)

Category  
Sub Category  
Administering Agency  
Planning Area

Transportation  
Pedestrian Facilities/Bikeways  
Transportation (AAGE30)  
Countywide

Date Last Modified: 5/9/16  
Required Adequate Public Facility: No  
Relocation Impact: None  
Status: TBA

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

Planning, Design and Supervision	2,600 2,550	309	216	2,075 2,025	300	300	300	375	400 375	400 375	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	13,775 12,925	0	850	12,475 11,475	1,700	1,700	1,700	2,125	2,850 2,425	2,850 2,425	0
Other	0	0	0	0	0	0	0	0	0	0	0
<b>Total</b>	16,375 14,875	309	1,066	15,000 13,500	2,000	2,000	2,000	2,500	3,250 2,500	3,250 2,500	0

### FUNDING SCHEDULE (\$000s)

Current Revenue: General	375	309	66	0	0	0	0	0	0	0	0
G.O. Bonds	16,000 14,500	0	1,000	15,000 13,500	2,000	2,000	2,000	2,500	3,250 2,500	3,250 2,500	0
<b>Total</b>	16,375 14,875	309	1,066	15,000 13,500	2,000	2,000	2,000	2,500	3,250 2,500	3,250 2,500	0

### APPROPRIATION AND EXPENDITURE DATA (000s)

Appropriation Request	FY 17	2,000
Appropriation Request Est.	FY 18	2,000
Supplemental Appropriation Request		0
Transfer		0
Cumulative Appropriation		1,375
Expenditure / Encumbrances		309
Unencumbered Balance		1,066

Date First Appropriation	FY 16
First Cost Estimate	
Current Scope	FY 17 16,375
Last FY's Cost Estimate	5,375

#### Description

The project provides for the design and construction of bicycle and pedestrian capital improvements in the 28 Bicycle-Pedestrian Priority Areas (BiPPAs) identified in County master plans. Examples of such improvements include, but are not limited to: sidewalk, curb, and curb ramp reconstruction to meet ADA best practices, bulb-outs, cycle tracks, street lighting, and relocation of utility poles.

#### Location

A study in FY15 identified sub-projects in the following BiPPAs: Glenmont, Grosvenor, Silver Spring Central Business District, Veirs Mill/Randolph Road, and Wheaton Central Business District.

#### Estimated Schedule

Subprojects in the Silver Spring CBD BiPPA began in FY16. Planning for the Flower Avenue/Piney Branch Road; Piney Branch Road/University Boulevard, and the Takoma-Langley Sector Plan will occur in FY17. Implementation of subprojects in the Grosvenor, Glenmont, Wheaton CD, Veirs Mill Road/Randolph Road, Flower Avenue/Piney Branch Road; Piney Branch Road/University Boulevard, and Takoma-Langley Crossroads BiPPAs will begin in FY17 and subsequent years.

#### Cost Change

Cost Change due to the addition of FY21 And FY22 to this ongoing project and additional \$1.0 million per year level of effort FY17-19, and \$1.5 million FY20-22 in FY20, and \$2.25 million in FY21 and FY22.

#### Justification

This project will enhance the efforts in other projects to improve pedestrian and bicycle mobility in those areas where walking and biking are most prevalent. These efforts will also help meet master plan non-auto-driver mode share (NADMS) goals.

#### Other

The 28 BiPPAs are identified in various county master plans.

#### Disclosures

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

#### Coordination

Chambers of Commerce, Department of Permitting Services, Maryland-National Capital Park and Planning Commission, Maryland State Highway Administration, Regional Service Centers, Urban Districts, Utility companies, Washington Metropolitan Area Transit Authority

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

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

Date Last Modified: 5/6/16  
 Required Adequate Public Facility: No  
 Relocation Impact: None  
 Status: Ongoing

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

Planning, Design and Supervision	5,726	5	3,486	2,235	360	210	360	435	435	435	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	36,466	21,382	2,419	13,145	2,040	1,190	2,040	2,465	2,715	2,465	2,715
Other	0	0	0	0	0	0	0	0	0	0	0
<b>Total</b>	<b>42,192</b>	<b>21,387</b>	<b>5,905</b>	<b>14,900</b>	<b>2,400</b>	<b>1,400</b>	<b>2,400</b>	<b>2,900</b>	<b>3,150</b>	<b>2,900</b>	<b>3,150</b>

### FUNDING SCHEDULE (\$000s)

G.O. Bonds	41,700	20,395	5,905	14,900	2,400	1,400	2,400	2,900	3,150	2,900	3,150
State Aid	992	992	0	0	0	0	0	0	0	0	0
<b>Total</b>	<b>42,692</b>	<b>21,387</b>	<b>5,905</b>	<b>14,900</b>	<b>2,400</b>	<b>1,400</b>	<b>2,400</b>	<b>2,900</b>	<b>3,150</b>	<b>2,900</b>	<b>3,150</b>

### APPROPRIATION AND EXPENDITURE DATA (000s)

Appropriation Request	FY 17	2,400
Appropriation Request Est.	FY 18	1,400
Supplemental Appropriation Request		0
Transfer		0
Cumulative Appropriation		27,292
Expenditure / Encumbrances		21,388
Unencumbered Balance		5,904

Date First Appropriation	FY 11
First Cost Estimate	
Current Scope	FY 17 42,692, 42,482
Last FY's Cost Estimate	34,892
Partial Closeout Thru	0
New Partial Closeout	0
Total Partial Closeout	0

#### Description

This project provides for permanent patching of residential/rural roads in older residential communities. This permanent patching program provides for deep patching of residential and rural 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

Cost increase due to the addition of FY21-22 to this ongoing level-of-effort project.

#### Justification

In FY09, the Department of Transportation instituted a 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 2015 pavement condition survey indicated that 672 lane-miles (16 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

\$40M is the annual cost required to maintain the current Countywide Pavement Condition Index of 67 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

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

(15)

## Residential and Rural Road Rehabilitation (P500914)

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

Date Last Modified 5/9/16  
 Required Adequate Public Facility No  
 Relocation Impact None  
 Status Ongoing

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

Planning, Design and Supervision	6477 8,452	9	1,975	4993 4,468	343	690	465	990	1215 990	1290 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	12311 69,536	33,019	11,200	28422 25,947	1,942	3,910	2,635	5,610	6885 5,610	7310 5,610	0
Other	9	9	0	0	0	0	0	0	0	0	0
<b>Total</b>	79497 75,997	33,037	13,175	33285 28,786	2,285	4,600	3,100	6,600	8100 6,600	8600 6,600	0

### FUNDING SCHEDULE (\$000s)

G.O. Bonds	65417 64,517	25,506	13,175	26736 28,236	0	1,702	3,100	5,234	8100 6,600	8600 6,600	0
Recordation Tax Premium	14,080	7,531	0	6,549	2,285	2,898	0	1,366	0	0	0
<b>Total</b>	79497 75,997	33,037	13,175	33285 28,786	2,285	4,600	3,100	6,600	8100 6,600	8600 6,600	0

### APPROPRIATION AND EXPENDITURE DATA (000s)

Appropriation Request	FY 17	2,285
Appropriation Request Est.	FY 18	4,600
Supplemental Appropriation Request		0
Transfer		0
Cumulative Appropriation		46,212
Expenditure / Encumbrances		33,606
Unencumbered Balance		12,606

Date First Appropriation	FY 09
First Cost Estimate	
Current Scope	FY 17 79497 75,997
Last FY's Cost Estimate	68,297

#### Description

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

#### Cost Change

Cost increase due to the addition of FY21-22 to this ongoing level-of-effort project.

#### Justification

In FY09, the Department of Transportation instituted a contemporary pavement management system. This system provides for systematic physical condition surveys. The physical condition surveys note the type, level, and extent of residential pavement deterioration combined with average daily traffic and other usage characteristics. This information is used to calculate specific pavement ratings, types of repair strategies needed, and associated repair costs, as well as the overall Pavement Condition Index (PCI) of the entire residential network. The system also provides for budget optimization for a systematic approach to maintaining a healthy residential pavement inventory. The updated 2015 pavement condition survey indicated that 308 lane-miles (or 7 percent) of residential pavement have fallen into the lowest possible category and are in need of structural reconstruction. Typically, pavements rated in this category require between 15-20 percent permanent patching per lane-mile. Physical condition inspections of residential pavements will occur on a 2-3 year cycle.

#### Other

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

#### Fiscal Note

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

#### Disclosures

A pedestrian impact analysis has been completed for this project.

Expenditures will continue indefinitely.

#### Coordination

16

## Ballfield Improvements (P008720)

Category M-NCPPC  
 Sub Category Development  
 Administering Agency M-NCPPC (AAGE13)  
 Planning Area Countywide

Date Last Modified 5/13/16  
 Required Adequate Public Facility No  
 Relocation Impact None  
 Status Ongoing

	Total	Thru FY15	Est FY16	Total 6 Years	FY 17	FY 18	FY 19	FY 20	FY 21	FY 22	Beyond 6 Yrs	
<b>EXPENDITURE SCHEDULE (\$000s)</b>												
Planning, Design and Supervision	682,862	0	112,570	550	100	100	80	90	100	80	100	90
Land	0	0	0	0	0	0	0	0	0	0	0	0
Site Improvements and Utilities	729,674	0	961,633	2,750	1,300	1,050	820	860	1,150	860	1,150	860
Construction	0	0	0	0	0	0	0	0	0	0	0	0
Other	0	0	0	0	0	0	0	0	0	0	0	0
<b>Total</b>	<b>797,373</b>	<b>0</b>	<b>1,073,670</b>	<b>5,300</b>	<b>1,400</b>	<b>1,150</b>	<b>900</b>	<b>950</b>	<b>1,250</b>	<b>950</b>	<b>1,250</b>	<b>950</b>

	Total	Thru FY15	Est FY16	Total 6 Years	FY 17	FY 18	FY 19	FY 20	FY 21	FY 22	Beyond 6 Yrs	
<b>FUNDING SCHEDULE (\$000s)</b>												
G.O. Bonds	722,823	0	1,073,615	550	900	900	900	950	1,250	950	1,250	950
Intergovernmental	750	0	0	750	500	250	0	0	0	0	0	0
<b>Total</b>	<b>797,373</b>	<b>0</b>	<b>1,073,615</b>	<b>5,300</b>	<b>1,400</b>	<b>1,150</b>	<b>900</b>	<b>950</b>	<b>1,250</b>	<b>950</b>	<b>1,250</b>	<b>950</b>

### APPROPRIATION AND EXPENDITURE DATA (000s)

Appropriation Request	FY 17	1,400
Appropriation Request Est.	FY 18	1,150
Supplemental Appropriation Request		0
Transfer		0
Cumulative Appropriation		1,073
Expenditure / Encumbrances		250
Unencumbered Balance		823

Date First Appropriation	FY 99
First Cost Estimate	
Current Scope	FY 16 6,463
Last FY's Cost Estimate	5,325

#### Description

This project addresses countywide ballfield needs by funding ballfield improvements on parkland, school sites, and other public sites. Improvements may include, but are not limited to, ballfield lighting, irrigation, drainage improvements, reconfigurations, and upgrades. Generally, ballfields to be constructed as part of new park construction or reconstruction will be shown in the individual new park construction or reconstruction pdfs. Projects proposed for the six-year period include: fencing and backstop replacements, turf and infield renovations, bleacher replacements at selected recreational parks, new or upgraded irrigation systems, drainage improvements, and cricket field design.

#### Cost Change

Added \$750k of Community Use of Public Facilities (CUPF) funding in FY17 and FY18 to renovate 15 school fields as per ongoing assessment. Increase due to the addition of FY21 and FY22 to this ongoing project, increase in construction and regulatory costs, and to address aging infrastructure in parks system. Overall cost increase due to implementation of alternative project delivery model aimed at shortening project development process and allowing staff to be more responsive to changes in user needs and funding availability. This new method uses various level-of-effort pdfs to fund smaller or phased projects in lieu of creating a standalone PDF for a complete park renovation that may take years to complete.

#### Justification

2012 Parks, Recreation and Open Space (PROS) Plan. Montgomery County users of parks and recreation facilities identified a serious shortage of ballfields throughout the County. The Ballfield Work Group Reports, Phases 1 and 2, 1999.

#### Other

In January 1999, the Planning Board established a Work Group comprised of major sport user groups, public agencies and the Countywide Recreation Advisory Board to address the acute shortages of ballfields in the County.

#### Fiscal Note

Prior year partial capitalization of expenditures through FY15 totalled \$15,642,000. CUPF funding to renovate 10 school fields in FY17 and 5 school fields in FY18 as per ongoing assessment. FY14 transferred in \$40K GO bonds from Pollution Prevention #078701. Due to fiscal capacity \$250,000 GO Bonds shifted from this project in FY15 and FY16 to fund Urban Park Elements project #871540

#### Disclosures

Expenditures will continue indefinitely.

## Facility Planning-Transportation (P509337)

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

Date Last Modified 5/9/16  
 Required Adequate Public Facility No  
 Relocation Impact None  
 Status Ongoing

	Total	Thru FY15	Est FY16	Total 6 Years	FY 17	FY 18	FY 19	FY 20	FY 21	FY 22	Beyond 6 Yrs
<b>EXPENDITURE SCHEDULE (\$000s)</b>											
Planning, Design and Supervision	58,742 56,583	42,346	2,927	135,310	2,950	1,470	2,125	2,235 1,745	2,435 1,655	2,305 1,395	0
Land	622	622	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>	59,649 57,439	43,202	2,927	135,310 11,310	2,950	1,470	2,125	2,235 1,745	2,435 1,655	2,305 1,395	0

<b>FUNDING SCHEDULE (\$000s)</b>											
Contributions	4	4	0	0	0	0	0	0	0	0	0
Current Revenue: General	43,504 41,204	33,129	0	105,35	1,235	300	2,060	2,170 1,650	2,370 1,590	2,240 1,330	0
Impact Tax	6,070	3,050	1,500	1,520	610	910	0	0	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	5,453	2,422	1,406	1,625	1,105	260	65	65	65	65	0
Recordation Tax Premium	1,659	1,659	0	0	0	0	0	0	0	0	0
State Aid	75	75	0	0	0	0	0	0	0	0	0
<b>Total</b>	59,649 57,439	43,202	2,927	135,310 11,310	2,950	1,470	2,125	2,235 1,745	2,435 1,655	2,305 1,395	0

### APPROPRIATION AND EXPENDITURE DATA (000s)

Appropriation Request	FY 17	1,720
Appropriation Request Est.	FY 18	1,470
Supplemental Appropriation Request		0
Transfer		0
Cumulative Appropriation		47,359
Expenditure / Encumbrances		45,087
Unencumbered Balance		2,272

Date First Appropriation	FY 93
First Cost Estimate	
Current Scope	FY 17 59,649 57,439
Last FY's Cost Estimate	56,799

### 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.

### Cost Change

Cost changes due to the addition of several new studies and the addition of FY21-22 to this ongoing level-of-effort 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

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.

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## Facility Planning-Transportation (P509337)

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

### **Coordination**

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

**FACILITY PLANNING TRANSPORTATION – No. 509337  
FY17-22 PDF Project List**

**Studies Underway or to Start in FY17-18:**

**Road Projects**

- Dorsey Mill Road Extended and Bridge (over I-270)
- Midcounty Hwy Extended (Mont. Village Ave – MD27)
- Summit Avenue Extended (Plyers Mill Rd – University Blvd)

**Sidewalk/Bikeway Projects**

- Goldsboro Road Bikeway (MacArthur Blvd – River Rd)
- MacArthur Blvd Bikeway Improvements Segment 1 (Stable La – I-495)
- Tuckerman Lane Sidewalk (Gainsborough Rd – Old Georgetown Rd)

**Mass Transit Projects**

- Boyds Transit Improvements
- Germantown Transit Center Expansion
- Lakeforest Transit Center Modernization
- Milestone Transit Center Expansion
- Upcounty Park-and-Ride Expansion

**Candidate Studies to Start in FY19-22:**

**Road Projects**

- MD 355 (Clarksburg) Bypass
- North High Street Extended to Morningwood Drive
- Old Columbia Pike (Stewart La to Industrial Pkwy)
- Crabbs Branch Way-Amity Drive Connector

**Sidewalk/Bikeway Projects**

- Bowie Mill Road Bikeway (MD115 – MD108)
- Capitol View Ave/Metropolitan Ave (MD192) Sidewalk/Bikeway (Forest Glen Rd-Ferndale St)
- Sandy Spring Bikeway (MD108 – MD182 – Norwood Rd)

**Mass Transit Projects**

- Clarksburg Transit Center
- Olney Longwood Park-and-Ride

Planned Lifecycle Asset Replacement: NL Parks (P9000000)

Version: Working

Category  
Sub Category  
Administering Agency  
Planning Area

Date Last Modified  
Required Adequate Public Facility  
Relocation Impact  
Status

	Total	Thru FY15	Est FY16	Total 6 Years	FY 17	FY 18	FY 19	FY 20	FY 21	FY 22	Beyond 6 Yrs
<b>EXPENDITURE SCHEDULE (\$000s)</b>											
Planning, Design and Supervision	1,751	0	337	1,414	245	245	231	231	231	231	0
Land	0	0	0	0	0	0	0	0	0	0	0
Site Improvements and Utilities	17480	0	2,934	14506	2,095	2,095	2,109	2,109	4029	4029	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>19231</b>	<b>0</b>	<b>3,271</b>	<b>15960</b>	<b>2,340</b>	<b>2,340</b>	<b>2,340</b>	<b>2,340</b>	<b>3300</b>	<b>3300</b>	<b>0</b>

<b>FUNDING SCHEDULE (\$000s)</b>											
Current Revenue: General	13028	0	2,128	10900	1,040	1,040	1,740	1,740	2700	2700	0
G.O. Bonds	6,143	0	1,143	5,000	1,300	1,300	600	600	600	600	0
<b>Total</b>	<b>19231</b>	<b>0</b>	<b>3,271</b>	<b>15960</b>	<b>2,340</b>	<b>2,340</b>	<b>2,340</b>	<b>2,340</b>	<b>3300</b>	<b>3300</b>	<b>0</b>

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

Appropriation Request	FY 17	2,340
Appropriation Request Est.	FY 18	2,340
Supplemental Appropriation Request		0
Transfer		0
Cumulative Appropriation		3,261
Expenditure / Encumbrances		1,212
Unencumbered Balance		2,049

Date First Appropriation	FY 16
First Cost Estimate	
Current Scope	19231 17,341
Last FY's Cost Estimate	12,935
Partial Closeout Thru	23,175
New Partial Closeout	2,474
Total Partial Closeout	25,649

**Description**

This project schedules renovation, modernization, or replacement of aging, unsafe, or obsolete park facilities or components of park facilities in non-local parks. These parks include Regional, Recreational, Stream Valley, Conservation and Special Parks, most of which are over 30 years old. There are five sub-categories of work funded in PLAR NL, and each has a prioritized list of candidate projects, but schedules may change as needs arise. 1. Boundary Markings: provides for survey work to delineate park boundaries. 2. Minor Renovations: provides for infrastructure improvements for a variety of park amenities and infrastructure, such as bridge repairs/replacements. 3. Play Equipment: the life span of most play equipment is 20 years. Changes in safety standards sometimes require replacement at earlier intervals. Amenities included in this project are the play area border and protective surfacing under equipment, as well as benches and trees to shade the play equipment, if needed. 4. Tennis & Multi-Use Court Renovation: the asphalt base and fences generally last 20 years. Work includes fence repairs or replacement, new asphalt base, color-coating of courts, installation of new nets and standards, drainage improvements, and lights as needed. 5. Resurfacing Parking Lots and Paths: pavement and drainage rehabilitation for parking lots, entrance roads and walkways.

**Justification**

Over 100 non-local parks and facilities require scheduled renovation in order to maintain a reasonable level of service for park users and avoid costly emergency repairs. Failure to renovate or replace aging park facilities or components on a scheduled basis before the end of their useful life results in decreased levels of service to park users and an overall increase in capital costs as repairs become emergencies.

**Other**

Repairs to hiker-biker and natural surface trails and roof replacements are funded through other PDFs.

**Fiscal Note**

Prior year partial capitalization of expenditures through FY15 totalled \$25,649,000. In FY14 transferred out \$49,000 of GO Bonds to Cost Sharing NL, #761682. In FY13, disappropriate \$105,000 of State Aid not received; reduce Current Revenue \$50,000 for fiscal capacity. In FY12, transferred \$48,000 to Restoration of Historic Structures. In FY11, \$60,000 was transferred in from Brookside Gardens, PDF #848704. In April 2011, Reduce current revenue by \$75,000 in FY12 for fiscal capacity. In March 2011, Reduce current revenue by \$100,000 in FY12 for fiscal capacity. In December 2010, Reduce current revenue by \$125,000 in FY12 for fiscal capacity. In April 2010, the Council approved a reduction of \$200,000 in Current Revenue in FY11. In January 2010, the Executive recommended and Council approved a reduction of \$100,000 in Current Revenue as part of the FY10 Savings Plan. In FY10, \$375,000 (General Obligation Bonds) was transferred in from Lake Needwood Dam Remediation, PDF #078710 (\$373,000) and Rickman Horse Farm Park, PDF #008722 (\$2,000). In FY09, \$141,000 in current revenue was transferred out to Wheaton Tennis Bubble Renovation, PDF# 078708.

**Disclosures**

Expenditures will continue indefinitely.

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**Coordination**

Montgomery County Department of Recreation, Resurfacing Parking Lots and Paths, PDF 998740, Roof Replacement Non-Local, PDF 838882, Trails: Hard Surface Renovation, PDF 888754, Trails: Natural Surface Trails, PDF 858710