

#6-1 - County Government CIP and Capital Budget

Clerk's Note: On June 17, 2014, the Council approved several changes to correct inconsistencies in the attachments. These revisions do not change the costs, scopes, or schedules of these projects.

Resolution No:	<u>17-1102 - Corrected</u>
Introduced:	<u>May 22, 2014</u>
Adopted:	<u>May 22, 2014</u>

COUNTY COUNCIL FOR MONTGOMERY COUNTY, MARYLAND

By: County Council

SUBJECT: Approval of the FY 2015-2020 Capital Improvements Program, and Approval of and Appropriation for the FY 2015 Capital Budget of the Montgomery County Government

Background

1. Section 302 of the County Charter requires the County Executive to send to the County Council by January 15 in each even-numbered calendar year a 6-year Capital Improvements Program (CIP), which the Executive did on January 15, 2014 for the 6-year period FY 2015-2020. Section 302 requires the affirmative vote of at least 5 Councilmembers to approve or modify the Executive's Recommended CIP. After the Council approves a CIP, Section 302 permits the Council to amend it at any time with the affirmative vote of at least 6 Councilmembers.
2. Section 303 of the Charter requires the Executive to send to the Council by January 15 in each year a recommended Capital Budget, which the Executive did on January 15, 2014 for FY 2015.
3. As required by Section 304 of the Charter, the Council held public hearings on the Capital Budget for FY 2015 and on the Recommended CIP for FY 2015-2020 on February 5 and 6, 2014.

Action

The County Council for Montgomery County, Maryland approves the following resolution:

1. For FY 2015, the Council approves the Capital Budget for the Montgomery County Government and appropriates the amounts by project, which are shown in part I.
2. The Council reappropriates the appropriations made in prior years for all capital projects:
 - a) except as specifically reflected elsewhere in this resolution;

- b) in the amounts and for the purposes specified in the Approved CIP for FY 2015-2020; and
- c) to the extent that those appropriations are not expended or encumbered.

3. The County appropriation for Acquisition: Non-Local Parks and Legacy Open Space includes (\$000):

998798	Acquisition Non-Local Parks-County Current Revenue-General	135
018710	Legacy Open Space-County Current Revenue-General	250
018710	Legacy Open Space-County G.O. Bonds	2,500

The County will contribute the following amounts for non-local park projects (\$000):

County G.O. Bonds	13,744
County Current Revenue-General	2,413

4. The Council approves the projects in the Executive's Recommended FY 2015 Capital Budget and CIP for Fiscal Years 2015-2020, with the exceptions which are attached in part II. These projects are approved as modified.
5. The Council approves the close out of the projects in part III.
6. The Council approves the partial close out of the projects in part IV.
7. For FY 2015, when the County Government decides that it will apply for a grant or respond to a granting agency on how it would spend a formula-awarded grant, the Chief Administrative Officer or his designee must notify the Council Administrator in writing of the name and purpose of the grant, the amount being requested or the formula-driven award amount, the name of the agency the application is directed to, the term of the grant, and the name of the department or departments that seek to receive the grant award. This requirement applies when any of the following conditions are met:
- the application is for a new grant of more than \$200,000 or formula-driven award of more than \$200,000 for a new program; or,
 - the grant or award would require the appropriation of new tax-supported funds in the current or any future fiscal year; or,
 - the grant application or proposal to spend formula-driven funds will create a new position in County Government.
- Upon request, the Chief Administrative Officer or his designee must send a copy of the grant application or description of the proposed use of a formula-driven award to the Council Administrator within 3 working days after submitting it to the funding agency.
8. In FY 2015 this resolution appropriates \$15.950 million to the Affordable Housing Acquisition and Preservation project (P760100). In addition, the Council appropriates any loan repayments associated with the Affordable Housing Acquisition and Preservation project that are received in FY2014 to this CIP project to be used for affordable housing. The Council also approves amending the FY 2015 expenditure and funding schedule to reflect additional loan repayments.

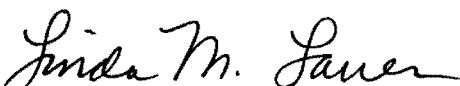
9. If a sign recognizing the contribution of any Federal, State, or local government or agency is displayed at any project for which funds are appropriated in this resolution, as a condition of spending those funds each sign must also expressly recognize the contribution of the County and the County's taxpayers.
10. As authorized by County Code Section 27-62A(f), the Office of Management and Budget need not analyze the feasibility of providing child care facilities in the following capital projects:

Indoor Air Quality Improvement -- Brookeville Buildings D&E
MCPS Bus Depot and Maintenance Relocation
Poolesville Depot Improvements
Seven Locks Signal Shop Building C
Damascus Depot Improvements
Multi-Use Central Warehouse (Supply and Evidence Facility)
Special Operation and Traffic Division Equipment and Vehicle Storage
Criminal Justice Complex
Department of Corrections and Rehabilitation Staff Training
Laytonsville Fire Station
Emergency Operations Center Relocation
Avery Road Treatment Center

11. As authorized by County Code Section 25B-7(e), the Office of Management and Budget need not analyze the feasibility of including a significant amount of affordable housing in the following capital projects

Indoor Air Quality Improvement -- Brookeville Buildings D&E
MCPS Bus Depot and Maintenance Relocation
Poolesville Depot Improvements
Seven Locks Signal Shop Building C
Damascus Depot Improvements
Multi-Use Central Warehouse (Supply and Evidence Facility)
Special Operation and Traffic Division Equipment and Vehicle Storage
Criminal Justice Complex
Department of Corrections and Rehabilitation Staff Training
Emergency Operations Center Relocation

This is a correct copy of Council action.



Linda M. Lauer, Clerk of the Council

PART I: FY 2015 CAPITAL BUDGET FOR MONTGOMERY COUNTY GOVERNMENT

The appropriation for FY 2015 in this Part are made to implement the projects in the Capital Improvements Program for FY 2015 - 2020.

Project Name(Project Number)	FY 15 Appropriation	Cumulative Appropriation	Total Appropriation
Technology Modernization -- MCG (P150701)	19,683,000	104,504,000	124,187,000
Public Safety System Modernization (P340901)	8,046,000	96,562,000	104,608,000
EOB HVAC Renovation (P361103)	2,000,000	0	2,000,000
Americans with Disabilities Act (ADA): Compliance (P361107)	4,500,000	11,000,000	15,500,000
EOB & Judicial Center Traffic Circle Repair (P361200)	267,000	4,757,000	5,024,000
Energy Systems Modernization (P361302)	10,300,000	20,000,000	30,300,000
Facilities Site Selection: MCG (P500152)	25,000	319,000	344,000
Environmental Compliance: MCG (P500918)	1,397,000	7,851,000	9,248,000
Energy Conservation: MCG (P507834)	-150,000	849,000	699,000
Roof Replacement: MCG (P508331)	2,203,000	7,288,000	9,491,000
Asbestos Abatement: MCG (P508728)	100,000	268,000	368,000
Facility Planning: MCG (P508768)	260,000	8,455,000	8,715,000
HVAC/Elec Replacement: MCG (P508941)	1,275,000	3,564,000	4,839,000
Planned Lifecycle Asset Replacement: MCG (P509514)	2,303,000	2,738,000	5,041,000
Resurfacing Parking Lots: MCG (P509914)	650,000	6,255,000	6,905,000
Elevator Modernization (P509923)	1,000,000	9,654,000	10,654,000
Life Safety Systems: MCG (P509970)	625,000	5,438,000	6,063,000
Building Envelope Repair (P361501)	1,165,000	0	1,165,000
Fibernet (P509651)	4,517,000	45,150,000	49,667,000
Technology Investment Loan Fund (P319485)	-1,000	1,000	0
Wheaton Redevelopment Program (P150401)	126,435,000	10,255,000	136,690,000
Long Branch Town Center Redevelopment (P150700)	100,000	0	100,000
White Flint Redevelopment Program (P151200)	-2,062,000	4,635,000	2,573,000
Universities at Shady Grove Expansion (P151201)	4,900,000	100,000	5,000,000
Fire Stations: Life Safety Systems (P450302)	29,000	2,499,000	2,528,000
Female Facility Upgrade (P450305)	500,000	1,612,000	2,112,000
Glenmont FS 18 Replacement (P450900)	471,000	14,307,000	14,778,000
Resurfacing: Fire Stations (P458429)	300,000	949,000	1,249,000
Roof Replacement: Fire Stations (P458629)	348,000	1,284,000	1,632,000
HVAC/Elec Replacement: Fire Stns (P458756)	111,000	3,186,000	3,297,000
White Flint Fire Station #23 (P451502)	4,806,000	0	4,806,000

PART I: FY 2015 CAPITAL BUDGET FOR MONTGOMERY COUNTY GOVERNMENT

The appropriation for FY 2015 in this Part are made to implement the projects in the Capital Improvements Program for FY 2015 - 2020.

Project Name(Project Number)	FY 15 Appropriation	Cumulative Appropriation	Total Appropriation
Apparatus Replacement Program (P451504)	13,688,000	0	13,688,000
Criminal Justice Complex (P421100)	-5,119,000	6,590,000	1,471,000
DOCR Staff Training Center (P421101)	-19,000	79,000	60,000
Detention Center Reuse (P429755)	-1,018,000	6,991,000	5,973,000
PSTA & Multi Agency Service Park - Site Dev. (P470907)	1,237,000	100,388,000	101,625,000
Public Safety Training Academy (PSTA) Relocation (P471102)	1,466,000	61,660,000	63,126,000
Montrose Parkway East (P500717)	2,157,000	17,019,000	19,176,000
Chapman Avenue Extended (P500719)	4,711,000	16,652,000	21,363,000
State Transportation Participation (P500722)	325,000	81,052,000	81,377,000
Thompson Road Connection (P500912)	-540,000	780,000	240,000
Snouffer School Road (P501109)	1,237,000	3,466,000	4,703,000
Snouffer School Road North (Webb Tract) (P501119)	1,383,000	12,099,000	13,482,000
White Flint District East: Transportation (P501204)	740,000	6,350,000	7,090,000
Public Facilities Roads (P507310)	100,000	2,403,000	2,503,000
Facility Planning-Transportation (P509337)	793,000	44,841,000	45,634,000
White Flint West Workaround (P501506)	300,000	0	300,000
Rainbow Drive - Thompson Road Connection (P501511)	540,000	0	540,000
Bridge Preservation Program (P500313)	1,008,000	6,743,000	7,751,000
Bridge Design (P509132)	91,000	13,688,000	13,779,000
Bridge Renovation (P509753)	789,000	4,622,000	5,411,000
Valley Road Bridge (P501521)	1,175,000	0	1,175,000
Piney Meetinghouse Road Bridge (P501522)	4,025,000	0	4,025,000
Park Valley Road Bridge (P501523)	3,950,000	0	3,950,000
Metropolitan Branch Trail (P501110)	1,430,000	2,936,000	4,366,000
Frederick Road Bike Path (P501118)	657,000	1,140,000	1,797,000
MD 355 Crossing (BRAC) (P501209)	4,806,000	68,174,000	72,980,000
Needwood Road Bikepath (P501304)	704,000	1,930,000	2,634,000
Sidewalk Program – Minor Projects (P506747)	2,365,000	5,593,000	7,958,000
Bikeway Program – Minor Projects (P507596)	32,000	2,245,000	2,277,000
ADA Compliance: Transportation (P509325)	1,076,000	3,397,000	4,473,000
Silver Spring Green Trail (P509975)	95,000	1,359,000	1,454,000

PART I: FY 2015 CAPITAL BUDGET FOR MONTGOMERY COUNTY GOVERNMENT

The appropriation for FY 2015 in this Part are made to implement the projects in the Capital Improvements Program for FY 2015 - 2020.

Project Name(Project Number)	FY 15 Appropriation	Cumulative Appropriation	Total Appropriation
Capital Crescent Trail (P501316)	4,668,000	0	4,668,000
Bicycle-Pedestrian Priority Area Improvements (P501532)	375,000	0	375,000
Pedestrian Safety Program (P500333)	1,500,000	9,890,000	11,390,000
Streetlight Enhancements-CBD/Town Center (P500512)	250,000	2,430,000	2,680,000
Traffic Signal System Modernization (P500704)	2,000,000	31,897,000	33,897,000
White Flint Traffic Analysis and Mitigation (P501202)	218,000	1,127,000	1,345,000
Intersection and Spot Improvements (P507017)	1,000,000	2,866,000	3,866,000
Streetlighting (P507055)	840,000	2,401,000	3,241,000
Traffic Signals (P507154)	5,293,000	11,489,000	16,782,000
Guardrail Projects (P508113)	315,000	649,000	964,000
Advanced Transportation Management System (P509399)	1,562,000	47,631,000	49,193,000
Neighborhood Traffic Calming (P509523)	310,000	941,000	1,251,000
Parking Lot Districts Service Facility (P501551)	3,585,000	0	3,585,000
Silver Spring Lot 3 Parking Garage (P501111)	100,000	90,000	190,000
Facility Planning Parking: Wheaton PLD (P501312)	45,000	90,000	135,000
Facility Planning Parking: Bethesda PLD (P501313)	90,000	180,000	270,000
Facility Planning Parking: Silver Spring PLD (P501314)	90,000	180,000	270,000
Pkg Beth Fac Renovations (P508255)	500,000	3,413,000	3,913,000
Pkg Wheaton Fac Renovations (P509709)	124,000	323,000	447,000
Rapid Transit System (P501318)	500,000	625,000	1,125,000
MCPS & M-NCPPC Maintenance Facilities Relocation (P361109)	117,000	4,447,000	4,564,000
Transit Park and Ride Lot Renovations (P500534)	315,000	1,274,000	1,589,000
Montgomery Mall Transit Center (P500714)	-1,311,000	1,342,000	31,000
Ride On Bus Fleet (P500821)	18,350,000	92,860,000	111,210,000
Resurfacing: Residential/Rural Roads (P500511)	19,000,000	59,164,000	78,164,000
North County Maintenance Depot (P500522)	-1,000,000	17,087,000	16,087,000
Street Tree Preservation (P500700)	3,000,000	12,900,000	15,900,000
Resurfacing Park Roads and Bridge Improvements (P500720)	600,000	4,560,000	5,160,000
Residential and Rural Road Rehabilitation (P500914)	6,600,000	28,697,000	35,297,000
Permanent Patching: Residential/Rural Roads (P501106)	2,900,000	17,492,000	20,392,000
Sidewalk & Curb Replacement (P508182)	6,700,000	15,859,000	22,559,000

PART I: FY 2015 CAPITAL BUDGET FOR MONTGOMERY COUNTY GOVERNMENT

The appropriation for FY 2015 in this Part are made to implement the projects in the Capital Improvements Program for FY 2015 - 2020.

Project Name(Project Number)	FY 15 Appropriation	Cumulative Appropriation	Total Appropriation
Resurfacing: Primary/Arterial (P508527)	6,100,000	22,918,000	29,018,000
School Based Health & Linkages to Learning Centers (P640400)	-248,000	9,958,000	9,710,000
High School Wellness Center (P640902)	301,000	3,897,000	4,198,000
Dennis Avenue Health Center (P641106)	12,128,000	26,255,000	38,383,000
Children's Resource Center (P641300)	-784,000	1,736,000	952,000
Progress Place Relocation and Personal Living Quarters (P601401)	142,000	143,000	285,000
Avery Road Treatment Center (P601502)	550,000	0	550,000
North Potomac Community Recreation Center (P720102)	1,430,000	35,932,000	37,362,000
Cost Sharing: MCG (P720601)	2,499,000	17,698,000	20,197,000
Good Hope Neighborhood Recreation Center (P720918)	389,000	883,000	1,272,000
Public Arts Trust (P729658)	140,000	317,000	457,000
Western County Outdoor Pool Renovation and Modernization (P721501)	393,000	0	393,000
Wheaton Library and Community Recreation Center (P361202)	52,034,000	5,621,000	57,655,000
Silver Spring Library (P710302)	296,000	69,233,000	69,529,000
Library Refurbishment Level of Effort (P711502)	1,000,000	0	1,000,000
21st Century Library Enhancements Level Of Effort (P711503)	500,000	0	500,000
Storm Drain General (P500320)	1,600,000	9,559,000	11,159,000
Facility Planning: Storm Drains (P508180)	250,000	4,704,000	4,954,000
Outfall Repairs (P509948)	426,000	5,357,000	5,783,000
Storm Drain Culvert Replacement (P501470)	1,200,000	1,500,000	2,700,000
SM Facility Major Structural Repair (P800700)	7,631,000	8,930,000	16,561,000
SM Retrofit - Government Facilities (P800900)	3,026,000	12,582,000	15,608,000
SM Retrofit - Roads (P801300)	7,440,000	27,925,000	35,365,000
SM Retrofit - Schools (P801301)	7,161,000	2,280,000	9,441,000
Misc Stream Valley Improvements (P807359)	6,936,000	8,499,000	15,435,000
SM Retrofit: Countywide (P808726)	17,121,000	36,730,000	53,851,000
Facility Planning: SM (P809319)	1,150,000	10,862,000	12,012,000
Ag Land Pres Easements (P788911)	-5,376,000	14,177,000	8,801,000

PART I: FY 2015 CAPITAL BUDGET FOR MONTGOMERY COUNTY GOVERNMENT

The appropriation for FY 2015 in this Part are made to implement the projects in the Capital Improvements Program for FY 2015 - 2020.

Project Name(Project Number)	FY 15 Appropriation	Cumulative Appropriation	Total Appropriation
Facility Planning: HCD (P769375)	125,000	3,420,000	3,545,000
Colesville/New Hampshire Avenue Community Revitalization (P761501)	200,000	0	200,000
Affordable Housing Acquisition and Preservation (P760100)	15,950,000	112,201,000	128,151,000
Total -- Montgomery County Government	460,633,000	1,670,898,000	2,131,531,000

*In addition to the appropriation shown for this project, any actual revolving loan repayments received from the prior year are appropriated.

PART II: REVISED PROJECTS

The projects described in this section were revised from, or were not included among, the projects as recommended by the County Executive in the County Executive's Recommended FY 2015 Capital Budget and Capital Improvements Program FY 2015-2020 of January 15, 2014. These projects are approved.

Americans with Disabilities Act (ADA): Compliance (P361107)

Category
Sub Category
Administering Agency
Planning Area

General Government
County Offices and Other Improvements
General Services (AAGE29)
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
EXPENDITURE SCHEDULE (\$000s)											
Planning, Design and Supervision	5,414	936	278	4,200	700	700	700	700	700	700	0
Land	0	0	0	0	0	0	0	0	0	0	0
Site Improvements and Utilities	283	283	0	0	0	0	0	0	0	0	0
Construction	32,147	466	8,881	22,800	3,800	3,800	3,800	3,800	3,800	3,800	0
Other	156	156	0	0	0	0	0	0	0	0	0
Total	38,000	1,841	9,159	27,000	4,500	4,500	4,500	4,500	4,500	4,500	0

FUNDING SCHEDULE (\$000s)											
Current Revenue: General	4,500	0	1,500	3,000	500	500	500	500	500	500	0
G.O. Bonds	33,500	1,841	7,659	24,000	4,000	4,000	4,000	4,000	4,000	4,000	0
Total	38,000	1,841	9,159	27,000	4,500	4,500	4,500	4,500	4,500	4,500	0

APPROPRIATION AND EXPENDITURE DATA (000s)

Appropriation Request	FY 15	4,500
Appropriation Request Est.	FY 16	4,500
Supplemental Appropriation Request		0
Transfer		0
Cumulative Appropriation		11,000
Expenditure / Encumbrances		2,444
Unencumbered Balance		8,556

Date First Appropriation	FY 11
First Cost Estimate	
Current Scope	FY 15 38,000
Last FY's Cost Estimate	29,000
Partial Closeout Thru	0
New Partial Closeout	0
Total Partial Closeout	0

Description

This program provides for an on-going comprehensive effort to ensure that County buildings and other facilities are built and maintained in compliance with Title II of the Americans with Disabilities Act (ADA) and the ADA 2010 Standards for Accessible Design (2010 Standards). This program includes both the correction of deficiencies identified by the United States Department of Justice (DOJ) during its proactive Project Civic Access (PCA) assessment of County facilities, an assessment by the County of all County government buildings and facilities not included in the PCA assessment and remediation of any deficiencies identified by those assessments. The program also includes policy development, advanced technical training for County architects and engineers to ensure that ADA compliance and accessibility are incorporated throughout the County's planning, staff training, design and construction process in order to ensure that County facilities are fully compliant with Title II of the ADA. In September 2010 revised Title II ADA regulations, including the 2010 Standards, were issued by DOJ. The new 2010 Standards include revisions to the 1991 ADA Accessibility Guideline (ADAAG) standards and supplemental standards for features not addressed in the 1991 ADAAG including pools, recreation facilities, ball fields, locker rooms, exercise rooms, picnic areas, golf courses, playgrounds and residential housing. The Title II ADA regulations require jurisdictions to proactively address the supplemental standards by bringing all features addressed in the supplemental standards into compliance with the 2010 Standards.

Estimated Schedule

The following facilities are listed per settlement agreement with the Department of Justice:

FY 15: Noyes Library, Montgomery Aquatic Center, Chevy Chase Library, Kensington Park Library, Bauer Drive Community Recreation Center (CRC), Long Branch Pool, Potomac CRC, Longwood CRC, Clara Barton Neighborhood Recreation Center, Twinbrook Library, Long Branch Library, Upcounty Regional Services Center.

FY16: 8818 Georgia Avenue - Silver Spring Health and Human Services Regional Center, 5th District Police, Outpatient Addictions Services, 703 Avery Road, Lawrence Court Halfway House, 3rd District Police, 401 Hungerford Drive, Kensington Volunteer Fire Department (VFD) Station 25, Council Office Building, Judicial Center, Historic Silver Theatre, Sandy Spring VFD Station 40.

In the following cases, ADA compliance will be achieved through replacement facilities in stand alone projects: 2nd District Police, Silver Spring Library, Wheaton Regional Library, Dennis Avenue Health Center, Judicial Center, Children's Resource Center.

Cost Change

Increase due to the addition of FY19 and FY20 to this ongoing project.

Justification

Americans with Disabilities Act (ADA): Compliance (P361107)

Montgomery County was selected by DOJ for a Project Civic Access review in 2006. Project Civic Access is a proactive, ongoing initiative of the Disability Rights Section (DRS) of the DOJ Civil Rights Division to ensure ADA compliance in local and state governments throughout the country. DOJ has completed reviews and signed settlement agreements with over 150 jurisdictions to date. DOJ has inspected approximately 112 County government buildings and facilities. In addition, they have inspected polling places, ballfields, golf courses, and local parks. Montgomery County signed a legally binding settlement agreement to address the findings in August, 2011. MNCPPC was a co-signer of the Agreement. The Agreement requires the County to remediate all problems identified by DOJ within a negotiated timeline and to survey all remaining buildings, facilities and programs not surveyed by DOJ. Programs and facilities must be surveyed within a three year time frame, with approximately 80 completed each year. The County is required to send a report of its findings to DOJ each year with a proposed remediation plan and timeline.

Disclosures

Expenditures will continue indefinitely.

Coordination

United States Department of Justice, Department of Health and Human Services, Department of Transportation, County Attorney's Office, Montgomery County Public Schools, Revenue Authority, Maryland-National Capital Park and Planning Commission, Department of General Services, Montgomery County Public Schools

MCPS Food Distribution Facility Relocation (P361111)

Category General Government
 Sub Category County Offices and Other Improvements
 Administering Agency General Services (AAGE29)
 Planning Area Gaithersburg

Date Last Modified 4/21/14
 Required Adequate Public Facility No
 Relocation Impact None
 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
EXPENDITURE SCHEDULE (\$000s)											
Planning, Design and Supervision	3,265	1,167	2,098	0	0	0	0	0	0	0	0
Land	0	0	0	0	0	0	0	0	0	0	0
Site Improvements and Utilities	0	0	0	0	0	0	0	0	0	0	0
Construction	24,036	0	24,036	0	0	0	0	0	0	0	0
Other	7,954	0	7,954	0	0	0	0	0	0	0	0
Total	35,255	1,167	34,088	0	0	0	0	0	0	0	0

FUNDING SCHEDULE (\$000s)											
G.O. Bonds	35,255	0	0	5,620	0	2,810	2,810	0	0	0	29,635
Interim Finance	0	1,167	34,088	-5,620	0	-2,810	-2,810	0	0	0	-29,635
Total	35,255	1,167	34,088	0	0	0	0	0	0	0	0

OPERATING BUDGET IMPACT (\$000s)											
Energy				954	124	166	166	166	166	166	
Maintenance				1,264	165	220	220	220	220	220	
Net Impact				2,219	289	386	386	386	386	386	

APPROPRIATION AND EXPENDITURE DATA (000s)

Appropriation Request	FY 15	0
Appropriation Request Est.	FY 16	0
Supplemental Appropriation Request		0
Transfer		0
Cumulative Appropriation		35,255
Expenditure / Encumbrances		1,505
Unencumbered Balance		33,750

Date First Appropriation	FY 13	
First Cost Estimate		
Current Scope	FY 13	35,255
Last FY's Cost Estimate		35,255

Description

This project is part of the Smart Growth Initiative and provides for design and construction of a new facility on the Webb Tract site on Snouffer School Road. The existing facility is located at the County Service Park on Crabbs Branch Way. The current Montgomery County Public Schools (MCPS) Food Distribution Facility is about 58,000 square feet with 150 parking spaces for the staff and 8 loading docks. The new facility includes expansion space to meet the future needs of the program.

Estimated Schedule

The design phase was completed in the spring of 2013, followed by approximately six months for bidding and a construction period of approximately thirteen months.

Justification

In order to implement the County's Shady Grove Sector Plan which capitalizes on the existing investment in mass transit by creating a transit-oriented development community, the County Service Park at Crabbs Branch must be relocated. Relocation of the facilities at the County Service Park will enable the County to realize housing and transit-oriented development while also addressing unmet County facilities needs. Plans and studies for this project include: Projected Space Requirements for MCPS Division of Food and Nutrition Services (Delmar Architects, 2005 and 2008); and Montgomery County Multi-Agency Service Park Master Plan and Design Guideline, February 23, 2011.

Other

This project is based on an estimated cost of \$28.655 million for construction of a 77,000 s.f. building and \$6.6 million for new food processing equipment. Proceeds from Land Sales of the County Service Park West must be allocated to retiring the Interim Financing for the MCPS & M-NCPPC Maintenance Facilities Relocation and Public Safety Training Academy (PSTA) & Multi-Agency Service Park Site Development projects.

Fiscal Note

The project provides for complete design and construction. Interim financing will be used for this effort 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.

Disclosures

A pedestrian impact analysis has been completed for this project.

Coordination

MCPS Food Distribution Facility Relocation (P361111)

Department of General Services, Montgomery County Public Schools, Department of Transportation, 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. Special Capital Projects Legislation [Bill No. 20-10] was adopted by Council June 15, 2010.

Building Envelope Repair (P361501)

Category General Government
 Sub Category County Offices and Other Improvements
 Administering Agency General Services (AAGE29)
 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
-------	--------------	----------	------------------	-------	-------	-------	-------	-------	-------	-----------------

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	6,165	0	0	6,165	1,165	1,000	1,000	1,000	1,000	1,000
Other	0	0	0	0	0	0	0	0	0	0
Total	6,165	0	0	6,165	1,165	1,000	1,000	1,000	1,000	1,000

FUNDING SCHEDULE (\$000s)

G.O. Bonds	6,165	0	0	6,165	1,165	1,000	1,000	1,000	1,000	1,000
Total	6,165	0	0	6,165	1,165	1,000	1,000	1,000	1,000	1,000

APPROPRIATION AND EXPENDITURE DATA (000s)

Appropriation Request	FY 15	1,165
Appropriation Request Est.	FY 16	1,000
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	FY 15
Last FY's Cost Estimate	0
Partial Closeout Thru	0
New Partial Closeout	0
Total Partial Closeout	0

Description

This level of effort project is needed to maintain the County's building infrastructure. This project funds the wholesale replacement of aged and outdated building envelope systems including the replacement of windows, exterior doors, siding, exterior walls, and weatherproofing. While the Planned Lifecycle Asset Replacement (PLAR) CIP project provides for incidental building envelope replacements, this project provides for a systematic wholesale replacement to maintain the building envelope, protect the building integrity, and allow for continued full and efficient use of County buildings.

Estimated Schedule

FY15: Strathmore Mansion, UpCounty Regional Center windows, UpCounty Recreation Center windows

FY16: Holiday Park Senior Center windows, Waring Station Daycare windows, Tess Community Center storefront doors, Colesville HHS facility

Cost Change

Increase cost in FY15 due to the addition of work at the Strathmore Mansion.

Justification

Window replacements, siding replacements, and exterior door replacements are critical to protect the life of a facility. Windows and doors can eliminate drafts to improve both comfort and energy efficiency. Siding protects the facility by eliminating potential leaks that can lead to damage of other facility components as well as creating health issues such as mold growth.

Other

Building envelope repairs have been neglected for many years. Many facilities still have single and/or double pane glass and are poorly sealed, leading to energy loss. Many exterior metal doors are rusted and frequently fail to close and latch which creates a safety hazard. Renovations will address leaks around windows and doors and will provide improved energy efficiency.

Disclosures

Expenditures will continue indefinitely.

Coordination

Department of General Services, Departments affected by building envelope repair projects

Energy Conservation: MCG (P507834)

Category General Government
 Sub Category County Offices and Other Improvements
 Administering Agency General Services (AAGE29)
 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
EXPENDITURE SCHEDULE (\$000s)											
Planning, Design and Supervision	284	29	57	198	33	33	33	33	33	33	0
Land	0	0	0	0	0	0	0	0	0	0	0
Site Improvements and Utilities	110	110	0	0	0	0	0	0	0	0	0
Construction	1,055	300	53	702	117	117	117	117	117	117	0
Other	0	0	0	0	0	0	0	0	0	0	0
Total	1,449	439	110	900	150	150	150	150	150	150	0

FUNDING SCHEDULE (\$000s)											
Current Revenue: General	4	0	4	0	0	0	0	0	0	0	0
G.O. Bonds	1,445	439	106	900	150	150	150	150	150	150	0
Total	1,449	439	110	900	150	150	150	150	150	150	0

OPERATING BUDGET IMPACT (\$000s)											
Energy				-147	-7	-14	-21	-28	-35	-42	
Maintenance				0	0	0	0	0	0	0	
Net Impact				-147	-7	-14	-21	-28	-35	-42	

APPROPRIATION AND EXPENDITURE DATA (000s)

Appropriation Request	FY 15	-150
Appropriation Request Est.	FY 16	150
Supplemental Appropriation Request		0
Transfer		0
Cumulative Appropriation		849
Expenditure / Encumbrances		513
Unencumbered Balance		336

Date First Appropriation	FY 78	
First Cost Estimate		
Current Scope	FY 15	1,449
Last FY's Cost Estimate		1,474
Partial Closeout Thru		10,190
New Partial Closeout		439
Total Partial Closeout		10,629

Description

This program provides for profitable energy conservation retrofits in County-owned buildings. Retrofits to lighting systems, building envelopes, heating and cooling controls, and boiler efficiency upgrades are provided through this project. A central Energy Management and Control System (EMCS) will be installed to monitor major buildings. Energy audits have been conducted to identify and prioritize energy conservation projects throughout the 105 largest buildings. Advanced energy-saving technologies are introduced into County facilities as they become economical and reliable. Retrofits are performed during off hours and do not disrupt services at affected buildings. For new construction and renovation projects, energy design guidance is provided to contractors, and energy budgets are developed and enforced. Utility costs for County facilities are monitored in a computer database. The project scope includes replacement, upgrade and conversion of the automatic temperature control (ATC) and building automation system (BAS) from existing non-reliable pneumatic controls and drives to integrated direct digital control (DDC) system. This will include electronic damper/valve drives for air ducts and hydronic loops and remote control and monitoring capability from 1301 Seven Locks Road.

Cost Change

Funding for FY19 and FY20 has been added and prior year expenditures have been capitalized.

Justification

This program is part of the County's cost-containment program. The projects pay for themselves in a short time, generally one to ten years. The County then continues to benefit for many years through lower utility costs. The program is environmentally responsible in reducing the need for utility power plants and decreasing greenhouse gas emissions. The project fulfills the County's voluntary commitment to reduce energy use in all its buildings under the EPA Energy Star Buildings Program. The project is necessary to fulfill the mandate of Montgomery County Code Section 8-14A, Building Energy Design Standards. Improvements in lighting and HVAC controls also improve employee comfort and productivity. Major retrofits of these energy technologies will be made at all County facilities not presently scheduled for renovation. Future maintenance costs are also reduced. Additional benefits include energy conservation, improved system control and response, improved indoor ambient conditions, improved system reliability and availability, and avoiding unavailability and obsolescence of the repair parts for the existing systems.

Other

Scheduled Upgrades: FY15: Controls Upgrades - Potomac Library, Kensington Library
 FY16: Controls Upgrades - Little Falls Library

Disclosures

Expenditures will continue indefinitely.

Coordination

Energy Conservation: MCG (P507834)

Energy Conservation Work Program - Energy Star Upgrades, Department of General Services, Department of Environmental Protection

Environmental Compliance: MCG (P500918)

Category General Government
 Sub Category County Offices and Other Improvements
 Administering Agency General Services (AAGE29)
 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
EXPENDITURE SCHEDULE (\$000s)											
Planning, Design and Supervision	3,022	805	725	1,492	247	247	247	251	250	250	0
Land	0	0	0	0	0	0	0	0	0	0	0
Site Improvements and Utilities	15	15	0	0	0	0	0	0	0	0	0
Construction	12,264	2,433	2,931	6,900	1,150	1,150	1,150	1,150	1,150	1,150	0
Other	942	942	0	0	0	0	0	0	0	0	0
Total	16,243	4,195	3,656	8,392	1,397	1,397	1,397	1,401	1,400	1,400	0

FUNDING SCHEDULE (\$000s)											
G.O. Bonds	16,113	4,195	3,526	8,392	1,397	1,397	1,397	1,401	1,400	1,400	0
Water Quality Protection Charge	130	0	130	0	0	0	0	0	0	0	0
Total	16,243	4,195	3,656	8,392	1,397	1,397	1,397	1,401	1,400	1,400	0

APPROPRIATION AND EXPENDITURE DATA (000s)

Appropriation Request	FY 15	1,397
Appropriation Request Est.	FY 16	1,397
Supplemental Appropriation Request		0
Transfer		0
Cumulative Appropriation		7,851
Expenditure / Encumbrances		5,278
Unencumbered Balance		2,573

Date First Appropriation	FY 09
First Cost Estimate	
Current Scope	FY 15
Last FY's Cost Estimate	13,443

Description

This project develops and implements plans for the prevention of pollution and the abatement and containment of potential pollution sources at County facilities - including the Department of Transportation, the Department of General Services Depots and maintenance shops - as well as other county facilities and offices. This project provides for the design and construction of structural covered areas to ensure appropriate storage of hazardous materials and potential pollution sources at County Depots. Work will also include replacement of the salt barns at County Depots and addressing environmental compliance issues of Underground Storage Tanks (USTs) and associated piping at County facilities.

Estimated Schedule

FY15 & 16: Petroleum storage tank upgrades/replacements: Burtonsville Fire Station (FS) #15; Silver Spring FS#16; and Rockville FS#31; Silver Spring Depot, bus fueling; Vehicle refueling stations
 Stormwater pollution prevention: update facility plans; implementation of best management practices
 Construction of covered storage areas for bulk materials: Silver Spring, Poolesville, and Bethesda depots

Cost Change

Funding for FY19 and FY20 has been added.

Justification

This project is supported by the Pollution Prevention Plan (P2) for County facilities and the Storm Water Pollution Prevention Plans (SWPPP) for County facilities to comply with aspects of the Federal Clean Water Act National Pollutant Discharge Elimination System (NPDES) Notice of Intent (NOI). Each of the County maintenance facilities must implement appropriate pollution prevention techniques to reduce contamination of stormwater runoff. Covered areas are required under the NPDES for all hazardous products and liquid drums that are stored outside to avoid the potential of drum deterioration, leakage and/or runoff contamination. Structural improvements of covered areas and salt barn structures are scheduled at the Silver Spring, Poolesville, and Bethesda Depots. This project also includes efforts to address environmental compliance issues of UST's and associated piping at County facilities.

Coordination

Department of General Services, Department of Transportation, Department of Permitting Services, Department of Environmental Protection, Maryland Department of the Environment

Facility Planning: MCG (P508768)

Category
Sub Category
Administering Agency
Planning Area

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

Date Last Modified 1/6/14
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
EXPENDITURE SCHEDULE (\$000s)											
Planning, Design and Supervision	9,550	7,343	647	1,560	260	260	260	260	260	260	0
Land	87	87	0	0	0	0	0	0	0	0	0
Site Improvements and Utilities	7	7	0	0	0	0	0	0	0	0	0
Construction	159	159	0	0	0	0	0	0	0	0	0
Other	212	212	0	0	0	0	0	0	0	0	0
Total	10,015	7,808	647	1,560	260	260	260	260	260	260	0

FUNDING SCHEDULE (\$000s)											
Current Revenue: General	9,370	7,163	647	1,560	260	260	260	260	260	260	0
G.O. Bonds	625	625	0	0	0	0	0	0	0	0	0
Solid Waste Disposal Fund	20	20	0	0	0	0	0	0	0	0	0
Total	10,015	7,808	647	1,560	260	260	260	260	260	260	0

APPROPRIATION AND EXPENDITURE DATA (000s)

Appropriation Request	FY 15	260
Appropriation Request Est.	FY 16	260
Supplemental Appropriation Request		0
Transfer		0
Cumulative Appropriation		8,455
Expenditure / Encumbrances		7,853
Unencumbered Balance		602

Date First Appropriation	FY 87
First Cost Estimate	
Current Scope	FY 15 10,015
Last FY's Cost Estimate	9,495
Partial Closeout Thru	0
New Partial Closeout	0
Total Partial Closeout	0

Description

This project provides for general government facility planning studies for a variety of projects under consideration in the CIP. In addition, facility planning serves as a transition stage for a project between the master plan or conceptual stage and its inclusion as a stand-alone project in the CIP. Prior to the establishment of a stand-alone project, Montgomery County develops a Program of Requirements (POR) that outlines the general and specific features required on the project. Selected projects range in type including: new buildings, renovation of existing buildings, stormwater management, and recycling centers. Facility planning is a decision making process that includes the determination of the purpose of and need for a candidate project, a rigorous investigation of non-County sources of funding, and an estimate of the cost of the design and an estimated range of the cost of construction of the project. Facility planning represents planning and preliminary design and develops a POR in advance of full programming of a project in the CIP. Depending upon the results of a facility planning determination of purpose and need, a project may or may not proceed to design and construction. For a full description of the facility planning process, see the CIP Planning Section.

Cost Change

Increase due to the addition of FY19 and FY20 to this ongoing project.

Justification

Facility planning costs for projects which ultimately become stand-alone projects are included here. These costs will not be reflected in the resulting individual project.

Other

The study proposals under this program are developed in conjunction with program departments, the Department of General Services, the Office of Management and Budget (OMB), and consultants to ensure accurate program requirements. Planning studies underway or to be completed in FY15 or FY16 are listed on the next page. This list includes projects that will potentially be considered for inclusion as stand alone projects in the FY15-20 CIP. Other projects not listed may be planned under urgent situations. Planning for future fire stations will be considered if response time or population data warrant such a need.

Disclosures

Expenditures will continue indefinitely.

Coordination

Department of Environmental Protection, Department of General Services, Department of Correction and Rehabilitation, Department of Fire and Rescue Services, Department of Police, Department of Health and Human Services, Department of Recreation, Department of Public Libraries, Circuit Court, Office of Management and Budget, Commission on People with Disabilities, Montgomery County Pedestrian Safety Advisory Committee

Facility Planning: MCG No. 508768

Planning Studies underway or candidate projects to be completed during FY15 and FY16

3rd District Police Station Reuse
Silver Spring Library Reuse
Clarksburg Library
Poolesville Depot Improvements
Damascus Depot Improvements
Laytonsville Fire Station
Noyes Library
Clarksburg Community Recreation and Aquatic Center
Multi-User Central Warehouse (to include Supply and Evidence Facility)
Seven Locks Signal Shop (Building C)
Wheaton Health and Human Services Facility
Emergency Operations Center Relocation
Public Safety Communications System
Wheaton Arts and Humanities Center

Studies Underway

1301A Piccard Drive
Avery Road Treatment Center
White Flint Fire Station

HVAC/Elec Replacement: MCG (P508941)

Category
Sub Category
Administering Agency
Planning Area

General Government
County Offices and Other Improvements
General Services (AAGE29)
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
EXPENDITURE SCHEDULE (\$000s)											
Planning, Design and Supervision	2,307	192	785	1,350	225	225	225	225	225	225	0
Land	0	0	0	0	0	0	0	0	0	0	0
Site Improvements and Utilities	340	340	0	0	0	0	0	0	0	0	0
Construction	7,942	276	1,991	5,675	1,050	925	925	925	925	925	0
Other	0	0	0	0	0	0	0	0	0	0	0
Total	10,589	808	2,756	7,025	1,275	1,150	1,150	1,150	1,150	1,150	0

FUNDING SCHEDULE (\$000s)											
G.O. Bonds	10,589	808	2,756	7,025	1,275	1,150	1,150	1,150	1,150	1,150	0
Total	10,589	808	2,756	7,025	1,275	1,150	1,150	1,150	1,150	1,150	0

OPERATING BUDGET IMPACT (\$000s)											
Energy				-357	-17	-34	-51	-68	-85	-102	
Net Impact				-357	-17	-34	-51	-68	-85	-102	

APPROPRIATION AND EXPENDITURE DATA (000s)

Appropriation Request	FY 15	1,275	Date First Appropriation	FY 96
Appropriation Request Est.	FY 16	1,150	First Cost Estimate	
Supplemental Appropriation Request		0	Current Scope	FY 15 10,589
Transfer		0	Last FY's Cost Estimate	8,426
Cumulative Appropriation		3,564	Partial Closeout Thru	19,152
Expenditure / Encumbrances		2,052	New Partial Closeout	808
Unencumbered Balance		1,512	Total Partial Closeout	19,960

Description

This project provides for the orderly replacement/renovation of outdated Heating, Ventilation, and Air Conditioning (HVAC) systems and electrical systems in County buildings. The Department of General Services (DGS) currently oversees, monitors and provides services for operation of the mechanical, electrical and fire protection systems of 250 County facilities with approximately 12 million square feet of occupied space. The project requires periodic condition assessments and renovation of the HVAC, plumbing, electrical, and control systems and equipment; overhauling the air distribution systems; electrical service upgrades; and emergency generator replacements.

Cost Change

Increase due to the addition of FY19 and FY20 to this ongoing project and the addition of work at two correctional facilities in FY15.

Justification

Many HVAC, plumbing and electrical systems in County-owned buildings are outdated and well beyond economical repair, particularly in buildings which have not been renovated in many years. In the life of the buildings, the HVAC, plumbing and electrical systems require major renovation or replacement at least once every 25 years. These renovations will not only significantly extend the life of the County buildings, but convert the old mechanical/electrical systems to state-of-the-art energy efficient systems which improves indoor air quality. It conserves energy and saves resources. The criteria for selecting the County facilities for systems renovation or replacement include: mechanical/electrical systems degradation, high maintenance costs, high energy consumption, current code compliance, indoor air quality, and major change of the functional use of the building. Occupational Safety and Health Administration (OSHA) has issued proposed rules for providing quality of indoor air in the work place (OSHA 29 CFR parts 1910, 1915, and 1926). The rules require indoor air quality (IAQ) compliance plans to be implemented. The results of a facility condition assessment of 73 County facilities completed by a consultant in FY05, FY06 and FY07 have been used to prioritize the six-year program. The March 2010 Report of the Infrastructure Maintenance Task Force, identified an annual level of effort for HVAC/electrical replacement based on a 25 year life span.

Other

Scheduled HVAC/Electrical Replacements:

FY15: Montgomery County Detention Center, Montgomery County Correctional Facility, Longwood Recreation Center, Wheaton Police Station; Germantown Police Station; Grey Brick Courthouse; Kensington Library.

FY16: Council Office Building; Little Falls Library; Lone Oak Daycare Center; Leland Community Center; Upper County Community Recreation Center.

Disclosures

Expenditures will continue indefinitely.

Coordination

Department of General Services, Departments affected by HVAC projects

Planned Lifecycle Asset Replacement: MCG (P509514)

Category General Government
 Sub Category County Offices and Other Improvements
 Administering Agency General Services (AAGE29)
 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
EXPENDITURE SCHEDULE (\$000s)											
Planning, Design and Supervision	498	94	44	360	60	60	60	60	60	60	0
Land	0	0	0	0	0	0	0	0	0	0	0
Site Improvements and Utilities	126	126	0	0	0	0	0	0	0	0	0
Construction	8,167	39	2,435	5,693	2,243	690	690	690	690	690	0
Other	0	0	0	0	0	0	0	0	0	0	0
Total	8,791	259	2,479	6,053	2,303	750	750	750	750	750	0

FUNDING SCHEDULE (\$000s)											
G.O. Bonds	8,791	259	2,479	6,053	2,303	750	750	750	750	750	0
Total	8,791	259	2,479	6,053	2,303	750	750	750	750	750	0

APPROPRIATION AND EXPENDITURE DATA (000s)

Appropriation Request	FY 15	2,303
Appropriation Request Est.	FY 16	750
Supplemental Appropriation Request		0
Transfer		0
Cumulative Appropriation		2,738
Expenditure / Encumbrances		923
Unencumbered Balance		1,815

Date First Appropriation	FY 95
First Cost Estimate	
Current Scope	FY 15
Last FY's Cost Estimate	5,921
Partial Closeout Thru	9,094
New Partial Closeout	259
Total Partial Closeout	9,353

Description

This project provides for a comprehensive lifecycle replacement program to protect the County's investment in facilities and to sustain efficient and reliable facility operation. The project is targeted at slowing the deterioration of key facility and site components based on an inventory of their age and condition. The project includes: mechanical/plumbing equipment; lighting system replacement not covered under the Energy Conservation CIP program; and reconstruction of sidewalks and curbs adjacent to County facilities. The scope of this project parallels approved CIP projects of Montgomery County Public Schools, Montgomery College, and the Maryland-National Capital Park and Planning Commission.

Cost Change

Increase is due to the addition of FY19 and FY20 to this ongoing project and is partially offset by the capitalization of prior expenditures. Increase is also related to additional FY15 work planned for Strathmore Mansion and work related to supporting improvements at the eight facilities participating in the Energy Systems Modernization project in FY14 and FY15.

Justification

The County currently has a significant backlog of facility and site components that result from facility age and past deferrals of deficiencies. Various components are outdated, inefficient, and costly to repair. The replacement of components significantly extends the useful life of County facilities. In FY05, FY06 and FY07, the County engaged a consultant to conduct a comprehensive facility condition assessment survey of 73 County facilities, or approximately 30 percent of the County's facility inventory. Based upon the age and condition of each component and industry-accepted component lifetimes, a priority listing of component replacement was developed. The results of the facility condition assessment of 73 County facilities have been used to prioritize the six-year program.

Other

Scheduled replacements:

FY15: Strathmore Mansion, Pre-Release Center, Brook Grove Daycare, One Lawrence Court, Riley Group Home, Avery Road Back House, 1301 Piccard Dr.

FY16: Layhill Group Home, Judith Resnick Daycare Center, Waring Station Daycare, Damascus Library

Disclosures

Expenditures will continue indefinitely.

Coordination

Departments affected by PLAR projects, Department of General Services

Roof Replacement: MCG (P508331)

Category General Government
 Sub Category County Offices and Other Improvements
 Administering Agency General Services (AAGE29)
 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
EXPENDITURE SCHEDULE (\$000s)											
Planning, Design and Supervision	3,697	49	1,008	2,640	440	440	440	440	440	440	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	16,987	0	5,179	11,808	2,808	1,800	1,800	1,800	2,300	1,300	0
Other	7	1	6	0	0	0	0	0	0	0	0
Total	20,691	50	6,193	14,448	3,248	2,240	2,240	2,240	2,740	1,740	0

FUNDING SCHEDULE (\$000s)											
G.O. Bonds	20,691	50	6,193	14,448	3,248	2,240	2,240	2,240	2,740	1,740	0
Total	20,691	50	6,193	14,448	3,248	2,240	2,240	2,240	2,740	1,740	0

APPROPRIATION AND EXPENDITURE DATA (000s)

Appropriation Request	FY 15	2,203
Appropriation Request Est.	FY 16	2,240
Supplemental Appropriation Request		0
Transfer		0
Cumulative Appropriation		7,288
Expenditure / Encumbrances		433
Unencumbered Balance		6,855

Date First Appropriation	FY 96
First Cost Estimate	
Current Scope	FY 15 20,691
Last FY's Cost Estimate	17,439
Partial Closeout Thru	22,626
New Partial Closeout	50
Total Partial Closeout	22,676

Description

This project provides for major roof replacement of County buildings.

Cost Change

Increase due the addition of FY19 and FY20 to this ongoing project and is partially offset by capitalization of prior expenditures. FY15 costs have increased due to the addition of work at the Strathmore Mansion and the Montgomery County Detention Center.

Justification

The age of many County buildings creates the need for this project. Factors determining the need for replacement include poor condition, age, long-term utilization, and probability of continued repairs. The project consists of an annual replacement schedule for those roofs which have reached the end of their useful service life. Asbestos abatement is an important component of the roof replacement effort and will be performed when required. The roof replacements covered under this program are prioritized based upon a consultant's survey completed in FY05 and an in-house priority schedule. Information generated in that condition survey will be the basis for future roof replacement projects. The March 2010 Report of the Infrastructure Maintenance Task Force identified an annual level of effort funding for roof replacement based on an average 20-year life for roof systems.

Other

Roof Replacement may be accelerated or delayed based on changing priorities and need.

Roofs scheduled for replacement:

FY15: Montgomery County Detention Center, Strathmore Mansion, Grey Brick Courthouse, Davis Library, Seneca Creek Pool, Council Office Building, Fire Station #31

FY16: Executive Office Building, Upper County Daycare, Clara Barton Community Center, 1301 Piccard Drive, McDonald Knolls, Little Falls Library

Disclosures

Expenditures will continue indefinitely.

Coordination

Department of General Services, Departments affected by roof replacement projects

Conference Center Garage (P781401)

Category General Government
 Sub Category Economic Development
 Administering Agency Economic Development (AAG06)
 Planning Area North Bethesda-Garrett Park

Date Last Modified 4/21/14
 Required Adequate Public Facility No
 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
EXPENDITURE SCHEDULE (\$000s)											
Planning, Design and Supervision	1,500	0	200	1,300	1,300	0	0	0	0	0	0
Land	0	0	0	0	0	0	0	0	0	0	0
Site Improvements and Utilities	0	0	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0	0
Other	0	0	0	0	0	0	0	0	0	0	0
Total	1,500	0	200	1,300	1,300	0	0	0	0	0	0
FUNDING SCHEDULE (\$000s)											
State Aid	1,500	0	200	1,300	1,300	0	0	0	0	0	0
Total	1,500	0	200	1,300	1,300	0	0	0	0	0	0

APPROPRIATION AND EXPENDITURE DATA (000s)

Appropriation Request	FY 15	0
Appropriation Request Est.	FY 16	0
Supplemental Appropriation Request		0
Transfer		0
Cumulative Appropriation		1,500
Expenditure / Encumbrances		0
Unencumbered Balance		1,500

Date First Appropriation	
First Cost Estimate	
Current Scope	FY 14 1,500
Last FY's Cost Estimate	0

Description

This project provides for the design of a structured parking garage to accommodate the current and future parking needs of the North Bethesda Conference Center, which is jointly owned by Montgomery County and the State of Maryland. The garage is needed in order to replace the parking spaces that are being lost due to the construction and realignment of roads in the White Flint area (see CIP #501506). The garage will consist of approximately 850 spaces and will be operated by the management company of the Conference Center, Marriott International, in accordance with the County's existing agreement with Marriott. It is anticipated that groundbreaking for the garage will occur in the first quarter of 2015, followed by a twelve to fifteen month construction period.

Location

Bethesda North Marriott Hotel & Conference Center at 5701 Marinelli Rd, Bethesda, MD 20852

Estimated Schedule

Design will begin in FY14 and is expected be completed in FY15. Construction will begin in FY15 and will be completed by FY16.

Justification

Significant changes and development activity will occur around the Conference Center property in accordance with the 2010 White Flint Sector Plan (WFSP), which will require the conversion of the conference center's parking from a surface lot to a structured garage. Per the Sector Plan, Executive Boulevard will be realigned to allow for a standard four-way intersection. The addition of several smaller streets will break up block sizes into more pedestrian scale blocks, contributing to the goal of the WFSP to create a pedestrian friendly environment. These roadway modifications will significantly impact the size of the Conference Center property. The realignment of Executive Boulevard will cut across the northwest corner of the site, while the addition of the new Market Street will eliminate a 70-foot strip along the northern edge of the property. In addition, the new Woodglan Drive to the east will bisect the site into east and west parcels. These changes will significantly reduce the current number of available surface parking space. Therefore, a parking garage must be constructed to accommodate the parking needs of the conference center. Operating profits from the garage will accrue to the County's General Fund through its management agreement with Marriott and will be accounted for in the Conference Center NDA.

Other

The project is currently funded through design only. Construction funds will be sought through a future CIP Supplemental Appropriation and Amendment request after preliminary design produces a more accurate estimate of construction costs.

Fiscal Note

As the result of a joint agreement between Montgomery County, the Maryland Department of Transportation, and Federal Realty Investment Trust (FRIT), the County received the proceeds of \$21 million from a transaction involving State Highway Administration surplus land in White Flint. The surplus property was sold to an adjacent developer (FRIT) at full market value, resulting in a net gain of \$21 million dollars for the County. As part of the agreement with the State, these land sale proceeds are designated to fund the design and construction of a multi-level parking garage at the site of the County/State owned Bethesda North Conference Center. The funds are being held in an escrow account that is jointly controlled by the County and the State.

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

Conference Center Garage (P781401)

Department of Economic Development, Department of Transportation, Office of the County Executive, Department of Finance, Office of the County Attorney, Maryland Stadium Authority, Maryland Department of Transportation, Maryland State Highway Administration

Long Branch Town Center Redevelopment (P150700)

Category General Government
 Sub Category Economic Development
 Administering Agency County Executive (AAGE03)
 Planning Area Silver Spring

Date Last Modified 4/21/14
 Required Adequate Public Facility No
 Relocation Impact None
 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
EXPENDITURE SCHEDULE (\$000s)											
Planning, Design and Supervision	300	0	0	300	100	200	0	0	0	0	0
Land	0	0	0	0	0	0	0	0	0	0	0
Site Improvements and Utilities	0	0	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0	0
Other	0	0	0	0	0	0	0	0	0	0	0
Total	300	0	0	300	100	200	0	0	0	0	0

FUNDING SCHEDULE (\$000s)											
Current Revenue: General	300	0	0	300	100	200	0	0	0	0	0
Total	300	0	0	300	100	200	0	0	0	0	0

APPROPRIATION AND EXPENDITURE DATA (000s)

Appropriation Request	FY 15	100
Appropriation Request Est.	FY 16	200
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	FY 13
Last FY's Cost Estimate	300

Description

This project provides for the public improvements necessary to support the redevelopment of the super block bounded by Arliss Street, Flower Avenue, and Piney Branch Road. This block is poorly organized and has an under-developed commercial area that was reviewed by an Urban Land Institute panel which recommended that this block be intersected by new streets and reoriented as a Town Center for the Long Branch community. The development of the Purple Line will influence the development potential of the site. Planning will include new streets, utilities, streetscaping, public amenities, and parking necessary for the redevelopment of this area as a higher density mixed-use Town Center with retail at street level and residential above.

The infrastructure will be planned in partnership with the Mass Transit Administration, property owners and businesses in this super block with input from the surrounding Long Branch community. M-NCPPC will assist by developing land use regulations that will facilitate this redevelopment effort.

Location

In the vicinity of the site bounded by Arliss Street, Flower Avenue, and Piney Branch Road in Silver Spring, Maryland

Estimated Schedule

The project is delayed to provide time for the assessment of the Purple Line impact on local community development and the community input derived from the partnership efforts between the Department of Housing and Community Affairs and Long Branch Business League.

Justification

The Long Branch Community is a very diverse, high density community with a large immigrant population. This community is underserved by the commercial center that is the focus of the community at the intersection of Flower Avenue and Piney Branch. The Long Branch community has been designated as a revitalization area by the County and has been designated as an Enterprise Zone by the State of Maryland. The objective of the redevelopment effort is to provide better services to the community and expand the availability of affordable housing. The effort to create a Town Center for Long Branch must be a public/private partnership to effectively accomplish these goals. This project was recommended by the Long Branch Task Force, The Long Branch Advisory Committee, and is supported by the Silver Spring Citizens Advisory Board. Related studies include: Urban Land Institute (ULI) Washington, "A Technical Assistance Panel Report, the Long Branch Community"; and the Long Branch Task Force 3rd Annual Report, May 2005.

Other

This project will comply with the standards of the Department of Transportation (DOT), Department of General Services (DGS), Maryland State Highway Administration (MSHA), Manual on Uniform Traffic Control Devices (MUTCD), American Association of State Highway Officials (AASHTO), and Americans with Disabilities Act (ADA).

Disclosures

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

Coordination

Department of Housing and Community Affairs, DOT, Department of Permitting Services, M-NCPPC, Long Branch Advisory Committee, Maryland Transit Administration (MTA), Maryland State Highway Administration (MSHA), Department of General Services

Wheaton Redevelopment Program (P150401)

Category General Government
 Sub Category Economic Development
 Administering Agency Transportation (AAGE30)
 Planning Area Kensington-Wheaton

Date Last Modified 4/21/14
 Required Adequate Public Facility No
 Relocation Impact None
 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
EXPENDITURE SCHEDULE (\$000s)											
Planning, Design and Supervision	13,039	4,229	1,627	7,183	2,000	2,300	1,440	1,443	0	0	0
Land	1,010	1,010	0	0	0	0	0	0	0	0	0
Site Improvements and Utilities	10,559	1,346	0	9,213	3,750	2,044	3,419	0	0	0	0
Construction	111,461	585	73	110,803	0	7,210	58,372	35,309	9,912	0	0
Other	7,778	136	175	7,467	475	0	300	5,500	1,192	0	0
Total	143,847	7,306	1,875	134,666	6,225	11,554	63,531	42,252	11,104	0	0

FUNDING SCHEDULE (\$000s)											
Contributions	862	0	0	862	0	862	0	0	0	0	0
Current Revenue: General	1,300	650	325	325	325	0	0	0	0	0	0
Federal Aid	418	417	1	0	0	0	0	0	0	0	0
G.O. Bonds	71,668	0	1,373	70,295	3,019	5,638	33,502	22,281	5,855	0	0
Long-Term Financing	63,009	0	0	63,009	2,706	5,054	30,029	19,971	5,249	0	0
PAYGO	5,740	5,739	1	0	0	0	0	0	0	0	0
State Aid	850	500	175	175	175	0	0	0	0	0	0
Total	143,847	7,306	1,875	134,666	6,225	11,554	63,531	42,252	11,104	0	0

APPROPRIATION AND EXPENDITURE DATA (000s)

Appropriation Request	FY 15	126,435
Appropriation Request Est.	FY 16	500
Supplemental Appropriation Request		0
Transfer		0
Cumulative Appropriation		10,255
Expenditure / Encumbrances		7,364
Unencumbered Balance		2,891

Date First Appropriation	FY 04
First Cost Estimate	
Current Scope	FY 15
Last FY's Cost Estimate	73,338

Description

This project provides for the planning, studies, design, and construction of an office building, public parking garage, and a town square on the site of Parking Lot 13 and the Mid-County Regional Services Center (RSC) in Wheaton. The project components include 1) an approximately 266,000 s.f. office building to be owned by the Maryland-National Capital Park and Planning Commission (M-NCPPC); 2) an approximately 400 space underground public parking garage to be delivered to the Wheaton Parking Lot District (PLD); and 3) a town square located on Lot 13 and the current RSC site. The new headquarters for M-NCPPC will occupy approximately 132,000 s.f. of the building, including space for a child care facility. The remainder of the building space will be used by the County for office and retail under a long-term lease agreement. The County intends to use its space for nearly 15,000 s.f. of street front retail space and move offices of the RSC, Wheaton Urban District, Department of Environmental Protection, and Department of Permitting Services to this building. After the building is delivered to M-NCPPC, the Commission will transfer the ownership of the parcels at 8787 Georgia Ave. in Silver Spring and 11200 Amherst Ave. in Wheaton to the County. The County will then transfer 8787 Georgia Ave. to the developer who will develop a privately financed mixed-use project on the site. The delivery will include air rights above the land over the parking garage for the space comprising the office building and over that portion of the land located between the building and Reedie Drive. The town square will be maintained and programmed by the RSC for the community benefit. The obligations and relationship between County Government and M-NCPPC for the project are reflected in a Memorandum of Understanding dated May 31, 2013 and will be explicitly set forth in the Binding Agreements between the parties.

This PDF also includes \$650,000 for consulting services to provide 1) a comprehensive parking study to identify potential redevelopment disruptions to the public parking supply and any related impacts of existing businesses and to identify potential mitigation options; 2) planning studies to review potential models and approaches to creating local jobs and job training opportunities prior to and during redevelopment, including relevant case examples in Montgomery County as well as innovative models from other local and national jurisdictions; and 3) a business assessment study to determine the number of businesses and the magnitude of the impact. The business assessment study is needed to support Council Bill 6-12 for the establishment of service provision and technical assistance to those small businesses adversely impacted by a County redevelopment project.

As part of the agreement, this project also includes a privately owned mixed use residential building with independent financing and significant affordable housing components.

Location

Wheaton Redevelopment Program (P150401)

Montgomery County Public Parking Lot 13, between Grandview Avenue and Triangle Lane; the RSC site on Reedie Drive, Wheaton; 8787 Georgia Avenue, Silver Spring; and Veterans Urban Park at 11200 Amherst Avenue, Wheaton, Maryland.

Estimated Schedule

The project design is expected to begin in July 2014 and construction is expected to begin in the summer of 2016 with delivery of the office building in mid-2018. Demolition of the RSC site will begin as soon as the site can be vacated. The town square is planned to be completed in the fall of 2018.

Cost Change

The cost increase is based on negotiated costs of constructing a 12 story office building that includes additional County government offices and changes to the concept design of the building and the town square based on community input.

Justification

The Wheaton Redevelopment Program was established in 2000 with the goal of encouraging private reinvestment through targeted, complementary public investment. The complementary public investment that Wheaton most needs is investment in creating a centrally located public space and a daytime population that together will contribute to an 18-hour economy in downtown Wheaton. It is expected that this public investment will leverage private investment, some of which is already occurring in Wheaton.

Plans & Studies: Wheaton CBD and Vicinity Sector Plan (2011), State of Maryland designation as a Smart Growth and TOD site (2010), Urban Land Institute Technical Assistance Panel (2009). The International Downtown Association Advisory report (2008); Wheaton's Public Safety Audit (2004); The Wheaton Redevelopment Advisory Committee visioning process for the Wheaton core; National Mainstreet Center Planning Study (2000); WRAC activities since established in 2000.

Fiscal Note

Minor project funding includes: 1) \$418,000 FY09 federal grant, funded through the SAFETEA-LU transportation act; 2) A developer contribution of \$861,940 from M-NCPPC Public Use Space and Amenity Fund. November 5, 2010 Planning Board Resolution, 10-149, Site Plan 820110010; and 3) \$350,000 FY14 and FY15 State aid to support façade improvements and a pilot solar-powered trash compactor program.

Non-tax supported long-term financing will be used to finance the costs for DEP and DPS facility space. Total project cost includes \$8,930,000 for Streetscape and Façade work funded through FY12.

The residential development on Lot 13 will not be funded in this PDF.

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

WMATA, Office of the County Attorney, M-NCPPC, Westfield Mall, Community Associations and Residents, Private developers, Department of General Services, Department of Transportation, Department of Environmental Protection, Department of Permitting Services, Department of Housing and Community Affairs, Mid-County Regional Service Center, and State of Maryland.

White Flint Redevelopment Program (P151200)

Category General Government
 Sub Category Economic Development
 Administering Agency County Executive (AAGE03)
 Planning Area North Bethesda-Garrett Park

Date Last Modified 3/6/14
 Required Adequate Public Facility No
 Relocation Impact None
 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
EXPENDITURE SCHEDULE (\$000s)											
Planning, Design and Supervision	4,923	472	1,155	3,296	946	670	420	420	420	420	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
Total	4,923	472	1,155	3,296	946	670	420	420	420	420	0

FUNDING SCHEDULE (\$000s)											
White Flint - Special Tax District	4,923	472	1,155	3,296	946	670	420	420	420	420	0
Total	4,923	472	1,155	3,296	946	670	420	420	420	420	0

APPROPRIATION AND EXPENDITURE DATA (000s)

Appropriation Request	FY 15	-2,062
Appropriation Request Est.	FY 16	670
Supplemental Appropriation Request		0
Transfer		0
Cumulative Appropriation		4,635
Expenditure / Encumbrances		472
Unencumbered Balance		4,163

Date First Appropriation	FY 09	
First Cost Estimate		
Current Scope	FY 15	4,923
Last FY's Cost Estimate		5,931
Partial Closeout Thru		0
New Partial Closeout		0
Total Partial Closeout		0

Description

This program provides for the plans, studies, analysis, and development coordination activities by the County necessary to implement redevelopment in the White Flint Sector Plan Area. Specialized services as detailed in the Justification section below are required to implement the extensive public infrastructure requirements called for in the Sector Plan, and for the implementation of the specified public financing mechanism and related requirements for infrastructure funding. This program also provides for certain land acquisitions necessary to support Transit-Oriented Development (TOD) activities in the White Flint Sector Plan Area.

Cost Change

Cost decrease of \$2.233M due to reduction of land expenditures no longer needed; partly offset by cost increases due to updated staff charges and the addition of FY19 and FY20 to this ongoing project.

Justification

In the spring of 2010, the Montgomery County Council approved the new White Flint Sector Plan, which covers a 430 acre area. The Plan establishes a vision for transforming what has long been an auto-oriented suburban development pattern into a denser, mixed-used 'urban' center in which people can walk to work, shops and transit. An expanded street grid and other infrastructure improvements will create walkable blocks containing residences, retail, offices and local services. The Plan also calls for a financing mechanism that would generate significant revenues from properties and developments within the Sector Plan Area. The County Council further defined this financing mechanism in Bill 50-10, which established a White Flint Special Taxing District, authorized the levy of a property tax and the issuance of bonds to finance transportation infrastructure improvements, and stated conditions for the loaning or advancing of County funds to the District. In Resolution No. 16-1570, the Council adopted an implementation strategy which required the Executive to carry out a feasibility or other study to assess whether debt repayment will require a district tax rate that exceeds certain policy goals, and called for the forward funding or advance funding of specified items in order to promptly implement the Sector Plan. In addition to the financing implementation, specialized services are required related to the complex land assemblage and disposition actions necessary to implement the new street grid and for the reconfiguration of Executive Boulevard/Old Georgetown Road associated with implementation of Stage 1. Staff time and services are required to manage and coordinate efforts to develop detailed staging plans, to assess opportunities to maximize property dedications, and to negotiate property dedications to avoid or minimize acquisition costs. Necessary services will include appraisals, legal services, title services and consultants versed in land assemblage. The County is also currently evaluating efforts needed to implement roadway improvements through the Conference Center site, which is a County asset. Special requirements related to the Conference Center include negotiations with the private hotel owner as well as the Hotel and Conference Center management firm, and the provision of interim and permanent parking related to the impacts of road rights of way that traverse the site and will reduce the number of parking spaces available to patrons.

Other

The County purchased certain State-owned property in FY13 and resold the property to the developers to facilitate redevelopment. The land sale proceeds will be used to partially fund replacement Conference Center permanent parking, as well as other related Transit-Oriented Development projects, based upon an agreement between the County and State.

Fiscal Note

White Flint Redevelopment Program (P151200)

The funding source for this project is White Flint Special Taxing District tax revenues. Current revenue was appropriated for this project in FY13 for the purchase of surplus SHA property. In FY15, current revenue was disappropriated from this project since the purchase of the surplus property was repaid through land sale proceeds the County received from transferring the property to a private developer. Accounting for these land expenditures will occur outside of this project by the Department of Finance.

Disclosures

Expenditures will continue indefinitely.

Coordination

Office of the County Executive, Department of Finance, Department of Transportation, Department of Economic Development, Maryland Department of Transportation (MDOT), Maryland State Highway Administration (SHA), Developers

Old Blair Auditorium Reuse (P361113)

Category General Government
 Sub Category Other General Government
 Administering Agency General Services (AAGE29)
 Planning Area Silver Spring

Date Last Modified 4/21/14
 Required Adequate Public Facility No
 Relocation Impact None
 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
EXPENDITURE SCHEDULE (\$000s)											
Planning, Design and Supervision	1,581	0	765	0	0	0	0	0	0	0	816
Land	0	0	0	0	0	0	0	0	0	0	0
Site Improvements and Utilities	758	0	0	100	0	0	0	0	0	100	658
Construction	10,645	0	435	0	0	0	0	0	0	0	10,210
Other	0	0	0	0	0	0	0	0	0	0	0
Total	12,984	0	1,200	100	0	0	0	0	0	100	11,684

FUNDING SCHEDULE (\$000s)											
Contributions	600	0	600	0	0	0	0	0	0	0	0
G.O. Bonds	12,384	0	600	100	0	0	0	0	0	100	11,684
Total	12,984	0	1,200	100	0	0	0	0	0	100	11,684

APPROPRIATION AND EXPENDITURE DATA (000s)

Appropriation Request	FY 15	0
Appropriation Request Est.	FY 16	0
Supplemental Appropriation Request		0
Transfer		0
Cumulative Appropriation		1,200
Expenditure / Encumbrances		0
Unencumbered Balance		1,200

Date First Appropriation	FY 14
First Cost Estimate	
Current Scope	FY 11 12,984
Last FY's Cost Estimate	7,636

Description

This project is to renovate the Elizabeth Stickley Auditorium in the former Old Blair High School located at 313 Wayne Avenue, at the corner of Wayne Avenue and Dale Drive in Silver Spring, Maryland. This facility currently houses the Silver Spring International Middle School and the Sligo Creek Elementary School. The project will create an auditorium with seating capacity for approximately 750 and four multi-purpose classrooms. The project will also upgrade all mechanical and theatrical systems in the auditorium as well as meet Americans with Disabilities Act (ADA) and other code requirements. The renovated auditorium space will provide opportunities for multiple uses, including Montgomery County Public Schools (MCPS) use by the schools currently housed in the Old Blair High School facility. Community use will be coordinated through the Community Use of Public Facilities (CUPF) according to the policies of the Interagency Coordinating Board (ICB).

Estimated Schedule

The Council intends that this project proceed to design in FY14 and that construction be coordinated with other MCPS construction on site. Site improvements and utilities renovations are scheduled to begin in FY20.

Cost Change

Costs have increased to reflect the Department of General Services planning, design, and supervision costs as well as adequate contingencies. The Department of General Services will provide periodic updates on the project throughout FY14.

Justification

The construction hard cost estimate is based on the feasibility study Option 3 provided by the MCPS Feasibility Committee presented at the joint Education and Health and Human Services Committee on October 22, 2009. MCPS presented four options to both the Committees to renovate the 15,000-square-foot Old Blair Auditorium. Four options were considered by the MCPS workgroup. The MCPS Feasibility Committee concluded that Options 3 and 4 had similar merit and were preferred to the other alternatives. Option 3 was selected based on seating, inclusion of the ADA elevator, and cost factors.

Fiscal Note

The Old Blair Auditorium Project, Inc. (a private, non-profit organization) received State bond bill funding of \$600,000 for the renovation of the Old Blair High School auditorium. In FY06-07 the County provided \$190,000 as a partial match for the State funds with \$50,000 in current revenue for the Department of General Services (DGS) to develop a program of requirements and cost estimate for the project, and bond funded expenditure of \$140,000 to pay for part of the construction. These funds were budgeted in the MCG: Cost Sharing project (No. 720601). In FY09, the Council approved \$25,000 in the MCPS: Facility Planning project for MCPS to conduct a feasibility study for the auditorium renovation. MCPS worked with community stakeholders to develop a new program of requirements for the auditorium that reflected multi-purpose school and community use. MCPS will manage the planning and construction of the renovation, working with the County DGS, and will also be responsible for ongoing maintenance and operations of the auditorium. A Memorandum of Understanding between Old Blair Auditorium Project, Inc. MCPS, and DGS will be required specifying project management and fiscal terms. CUPF will reimburse MCPS for operating costs associated with community use. The County G.O. Bonds in FY14 consists of \$140,000 previously programmed G.O. Bonds in the Cost Sharing Project #720601 and \$460,000 of G.O. Bonds previously approved in this project. These funds totaling \$600,000 constitute the County's match of the State bond bill funding to the Old Blair Auditorium Project, Inc. The source of contributions is from Old Blair Auditorium Project, Inc.'s bond bill receipt.

Old Blair Auditorium Reuse (P361113)

Disclosures

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

Coordination

Montgomery County Public Schools (MCPS), Department of General Services (DGS), Community Use of Public Facilities (CUPF), State of Maryland, Old Blair Auditorium Project, Inc.

Technology Modernization – MCG (P150701)

Category
Sub Category
Administering Agency
Planning Area

General Government
County Offices and Other Improvements
County Executive (AAGE03)
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
EXPENDITURE SCHEDULE (\$000s)											
Planning, Design and Supervision	134,853	87,585	16,863	30,405	19,683	5,586	5,136	0	0	0	0
Land	0	0	0	0	0	0	0	0	0	0	0
Site Improvements and Utilities	0	0	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0	0
Other	56	0	56	0	0	0	0	0	0	0	0
Total	134,909	87,585	16,919	30,405	19,683	5,586	5,136	0	0	0	0

FUNDING SCHEDULE (\$000s)											
Contributions	1,340	0	0	1,340	1,340	0	0	0	0	0	0
Current Revenue: General	67,912	49,462	6,420	12,030	11,030	500	500	0	0	0	0
Federal Aid	741	0	741	0	0	0	0	0	0	0	0
Land Sale	2,634	2,634	0	0	0	0	0	0	0	0	0
Recreation Fund	645	0	0	645	645	0	0	0	0	0	0
Recordation Tax Premium	2,623	0	2,623	0	0	0	0	0	0	0	0
Short-Term Financing	59,014	35,489	7,135	16,390	6,668	5,086	4,636	0	0	0	0
Total	134,909	87,585	16,919	30,405	19,683	5,586	5,136	0	0	0	0

OPERATING BUDGET IMPACT (\$000s)											
Maintenance				3,041	486	511	511	511	511	511	
Productivity Improvements				-24,466	-939	-939	-1,489	-7,033	-7,033	-7,033	
Program-Staff				32,449	0	6,509	6,485	6,485	6,485	6,485	
Program-Other				33,050	0	5,676	6,236	7,046	7,046	7,046	
Net Impact				44,074	-453	11,757	11,743	7,009	7,009	7,009	

APPROPRIATION AND EXPENDITURE DATA (000s)

Appropriation Request	FY 15	19,683
Appropriation Request Est.	FY 16	5,586
Supplemental Appropriation Request		0
Transfer		0
Cumulative Appropriation		104,504
Expenditure / Encumbrances		87,585
Unencumbered Balance		16,919

Date First Appropriation	FY 07
First Cost Estimate	
Current Scope	FY 15
Last FY's Cost Estimate	113,621

Description

This project provides for the replacement, upgrade, and implementation of IT initiatives that will ensure ongoing viability of key processes, replace outdated and vulnerable systems, and produce a high return in terms of customer service and accountability to our residents. Major new IT systems that have been completed through this project include the Enterprise Resource Planning (ERP) Financial and Human Resources modules, foundation phase of the 311/Constituent Relationship Management (CRM), Electronic Time reporting (MCTime), and related Business Process Review (BPR). Planning activities for the Department of Health and Human Services (HHS) technology modernization of key systems and processes are underway. The Budgeting module of the ERP system (Hyperion) and additional self-service functionality is currently underway and the workforce component of the Hyperion System has been completed. The ERP project was implemented to modernize Core Business Systems to improve the efficiency, effectiveness, and responsiveness of the County Government. In addition, modernization of the County's Tax Assessment Billing System is underway. This system is used to annually calculate and bill County residents for County and municipal property taxes, solid waste fees, water quality fees, WSSC fees, and other fees, taxes, and related credits. The HHS program provides for the development and implementation of an Enterprise Integrated Case Management (EICM) system as part of a larger Process and Technology Modernization (PTM) program that will move the department from a traditional agency-centric model of practice to a more effective client-centered model of practice. As part of this initiative, the EICM project will upgrade obsolete IT systems and information processes to avoid duplication of data entry, reduce ineffective coordination of services, and minimize inefficiencies resulting from legacy systems. The Active Network (ActiveNet) upgrade for the Department of Recreation, Community Use of Public Facilities (CUPF), and the Maryland-National Capital Park and Planning (M-NCPPC) involves the replacement of the existing CLASS registration and payment system. The Gilchrist Center is also in need of a platform to register its clients for programs and activities. Implementation involves analysis and realignment of business practices and procedures, system configuration, web-site designs; redesign/testing of ERP interfaces; and new Accounts Receivable functions. An Interagency Governance Committee comprised of managers from each participating department/agency will make decisions balancing the needs of each department.

Cost Change

Technology Modernization – MCG (P150701)

ERP cost changes reflect the continuation of ERP operations in the capital budget based on updated estimates. The cost increase of \$5.235M in FY15 is due to continued assignment of County staff to the project and contractor resources for ongoing configuration and implementation work through FY15. HHS cost changes of \$15.408M in FY15 through FY17 reflect an updated schedule and vendor cost estimates after completing requirements studies and preliminary design. \$645,000 is added in FY15 for the replacement of the CLASS system used by the Recreation Department, M-NCPPC, and CUPF.

Justification

According to a 2004 ranking of major existing technology systems based on their current health and relative need for upgrade or replacement, the County's then current core business systems (ADPICS, FAMIS, BPREP, and HRMS) were ranked as Priority #1, which means obsolete or vulnerable critical system in immediate risk of failure. These at-risk systems were replaced with a state of the art ERP system which provides a common database supporting financials, procurement, budget, and HR/payroll, and includes system-wide features for security, workflow, and reporting, and up-to-date technology architecture. Tax Assessment Billing System: The current system is over 30 years old, is only internally supported, and is used for the collection of over \$2 billion in revenues annually.

Health and Human Services EICM: This technology modernization effort will ensure ongoing viability of key processes, replace outdated and vulnerable systems, create staff operating efficiencies, and produce a high return in terms of customer service and accountability to our residents. Related plans and studies include the Information Technology Interagency Funding and Budgeting Committee's report of September 30, 2003, the Montgomery County Government FY06 IT Budget Overview prepared by Department of Technology Services, and the FY14 Process and Technology Modernization Readiness Assessment conducted by the Gartner consulting group.

Recreation, CUPF, and M-NCPPC: The Active Network announced that they will release one more version upgrade of CLASS, scheduled for first quarter of 2014. After this release, there will be no further development of the CLASS software and maintenance/support will be phased out of the CLASS software (ending by December, 2017). A feasibility study determined that the Active Network's browser based application, ActiveNet, is the only software with sufficient functionality and processing capability to meet the needs of a joint registration and facility management system in a single database for Recreation, CUPF, MNCPPC, and the Gilchrist Center. The system will also improve customer service by providing a one-stop access point.

Other

The Technology Modernization - MCG project is intended to serve as an ongoing resource for future IT modernization and related process engineering to the County Government's business systems beyond the currently defined project scope. Future projects may include the following: CRM - Citizen Relationship Management Phase II: This initiative will extend the service to municipalities in the County and other County agencies (e.g. Board of Education, M-NCPPC, Montgomery College). This initiative will proceed based upon interest from these organizations and agreement on funding. Objectives include creation of a Citizen Relationship Management (CRM) program to develop or convert automated capabilities for all appropriate County services including: Case Management Events, Management Field Services, Grants Management, Help Desk Solutions, Point of Sales, Resident Issue Tracking System, Work Order Processing System, ERP - Enterprise Resource Planning, Business Intelligence/Data Warehouse Development, Loan Management, Property Tax Billing and Collection, Public Access to Contractor Payments, Upgrade to Oracle E-Business/Kronos/Siebel, and Enhancements to comply with evolving Payment Card Industry (PCI) mandates.

Fiscal Note

Project funding includes short-term financing for integrator services and software costs. The Operating Budget Impact (OBI) estimates included the costs associated with supporting the Technology Modernization project after implementation, including staff returning to their home departments from the project office to provide on-going support, knowledge transfer, and to serve as "super users", as well as staff and contractors necessary to support the system, operating and maintenance (O&M) agreements with software vendors, and estimated costs associated with the Sustaining Organization through FY16-20. The establishment of a sustaining organization is needed post-implementation to resolve problems, facilitate communication across business processes because of the system integration, produce reports, and re-engineer business processes. ERP: In FY15, \$1.340M will be transferred to the CIP by the Board of Investment Trustees (BIT) and is reflected as Contributions; another \$1.175M will be transferred from the Department of Liquor Control (\$625,000) and the Group Insurance Fund (\$550,000) to the General Fund and is reflected as Current Revenue: General. HHS: Due to delays in the State's process for seeking federal reimbursement for capital IT upgrades, Federal Aid is no longer assumed in FY15-17. HHS will continue to seek federal reimbursement as the State updates its process. ActiveNet: \$645,000 will be appropriated from the Current Revenue: Recreation Fund in FY15 for the ActiveNet upgrade; Recreation will charge CUPF and M-NCPPC for their share of the project's expenditures based on a proportionate share of each party's use of ActiveNet.

Coordination

MCG efforts are coordinated with applicable agencies during the project planning, requirements gathering, and requests for proposal (RFP) phases: Offices of the County Executive, Office of the County Council, Department of Finance, Department of Technology Services, Office of Procurement, Office of Human Resources, Office of Management and Budget, Department of Health and Human Services, Department of Recreation, Community Use of Public Facilities, and the Maryland-National Capital Park and Planning Commission, Gilchrist Center or CEC, all MCG Departments and Offices, Maryland Department of Human Resources, Maryland Department of Health and Mental Hygiene.

Fibernet (P509651)

Category General Government
 Sub Category Technology Services
 Administering Agency Technology Services (AAGE05)
 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
EXPENDITURE SCHEDULE (\$000s)											
Planning, Design and Supervision	3,046	3,026	20	0	0	0	0	0	0	0	0
Land	4	4	0	0	0	0	0	0	0	0	0
Site Improvements and Utilities	13,041	12,691	175	175	175	0	0	0	0	0	0
Construction	20,143	3,984	3,877	12,282	4,240	2,375	2,345	1,322	1,000	1,000	0
Other	25,098	21,273	100	3,725	102	1,723	1,600	100	100	100	0
Total	61,332	40,978	4,172	16,182	4,517	4,098	3,945	1,422	1,100	1,100	0

FUNDING SCHEDULE (\$000s)											
Cable TV	49,221	29,892	3,916	15,413	3,748	4,098	3,945	1,422	1,100	1,100	0
Contributions	855	86	0	769	769	0	0	0	0	0	0
Current Revenue: General	256	0	256	0	0	0	0	0	0	0	0
G.O. Bonds	4,074	4,074	0	0	0	0	0	0	0	0	0
PAYGO	6,926	6,926	0	0	0	0	0	0	0	0	0
Total	61,332	40,978	4,172	16,182	4,517	4,098	3,945	1,422	1,100	1,100	0

OPERATING BUDGET IMPACT (\$000s)											
Maintenance				864	580	27	37	62	70	88	
Net Impact				864	580	27	37	62	70	88	

APPROPRIATION AND EXPENDITURE DATA (000s)

Appropriation Request	FY 15	4,517
Appropriation Request Est.	FY 16	4,098
Supplemental Appropriation Request		0
Transfer		0
Cumulative Appropriation		45,150
Expenditure / Encumbrances		40,978
Unencumbered Balance		4,172

Date First Appropriation	FY 96
First Cost Estimate	
Current Scope	FY 15 61,332
Last FY's Cost Estimate	58,967

Description

This project provides for the planning, design, and installation of a County wide fiber optic cable-based communication network with the capacity to support voice, public-safety, traffic management, data, Internet access, wireless networking and video transmissions among Montgomery County Government (MCG), Montgomery County Public Schools (MCPS), Montgomery College (MC), Maryland National Capital Park and Planning Commission (M-NCPPC), Housing Opportunities Commission (HOC) and Washington Suburban Sanitary Commission (WSSC) facilities. FiberNet is also the communications backbone for the Public Safety Radio and Public Safety Mobile Data Systems (collectively, Public Safety Communications System PSCS), and future technology implementations. FiberNet has an estimated useful life of at least 20 years. Upgrades and replacements to electronic components in the core and at user sites will be required periodically throughout the service life.

Capacity

FiberNet II is a state-of-the-art multiservice wide area network (WAN) platform with the capacity to deliver 100 megabit/second, one and ten gigabit per second WAN links to ITPCC participating agencies. These links make possible thousands of Internet sessions, data transfers, voice calls and most importantly critical Montgomery County Government public safety, traffic management and resident facing services.

Estimated Schedule

At the end of FY13, FiberNet reached 340 locations. Based on the current funding schedule, FiberNet is scheduled to reach 467 locations by the end of FY14; 487 locations by the end of FY15; 507 locations by the end of FY16; and 523 locations by the end of FY17. Today, the Traffic Management network reaches over 200 traffic cameras and 830 traffic signals with plans to add 200 pedestrian safety beacons. By the end of FY17, FiberNet is expected to have a total of more than 1,750 sites on the network serving a wide variety of facilities from pedestrian beacons to major campus networks or building complexes.

Cost Change

Cost increases will increase FiberNet services, fund a study to determine FiberNet's next generation of technology (\$123,000 in FY16), cover foreseen cost overages in current construction of approximately 60 CIP sites (\$200,000 in FY16, \$170,000 in FY17), and fund level of effort system maintenance FY19 & FY20 (\$1,100,000 each year). These cost increases are partially offset by FY18 cost savings of approximately \$603,000 attributable to having FiberNet reach its nominally terminal network size.

Justification

Fibernet (P509651)

FiberNet is a critical infrastructure asset serving every agency in Montgomery County. As of June 30, 2013, 340 sites are on-net and receiving critical services over FiberNet. In FY07, the Department of Technology Services (DTS) completed the re-engineering of FiberNet (now referred to as FiberNet II) to directly support high speed connections. This provides a core network that is technologically more robust and less expensive to operate on a per-site basis than any commercial service or its predecessor FiberNet I. The Interagency Technology Policy Coordination Committee (ITPCC) focus remains to be completing the MCPS and HOC sites targeted in the ARRA grant, performing hubsite upgrades, adding new sites and constructing inter-jurisdictional connections to enable cost-effective future technology partnerships. MCG, MCPS, MC, M-NCPPC, HOC and WSSC require substantially increased communication services and bandwidth in order to deliver services to their clients, students and staff. As locations are connected to FiberNet, the County will be able to provide communications services to those facilities more cost-effectively by using FiberNet than by using leased telecommunications services. Studies include: FiberNet Master Plan; RAM Comm. Mar 1995; FiberNet Eval. Rpt., TRW, Sept 1997; FiberNet Proj. Cost Est., ARINC, Apr 1998; FiberNet Proj. Cost-Benefit Analysis, ARINC, Oct 1998; FiberNet Strategic Plan, PrimeNet, June 2002; FiberNet Strategic Direction, Interagency Telecommunications Advisory Group (ITAG), Nov 2003; and the FiberNet service level agreement, Jan 2005.

Other

DTS is responsible for project management, network operations, and maintenance of electronics, while the Department of Transportation (DOT) is responsible for installation and maintenance of the fiber optic cable. Comcast, at DTS's direction, provides dark fiber used to connect several locations to FiberNet. On-net sites include MCG departments/offices, public safety sites, Montgomery College campuses, MCPS elementary, middle, and high schools plus several administrative facilities, M-NCPPC sites, HOC sites and WSSC sites including the headquarters building in Prince Georges County. The municipalities of Takoma Park, Gaithersburg and Rockville are on FiberNet as well as several cultural centers including the American Film Institute (AFI), the Fillmore, Strathmore, Bethesda Performing Arts, the Convention Center, Olney Theatre, and Black Rock. Currently FiberNet is focused on completing the ARRA Grant-funded sites, which includes the remaining MCPS elementary schools and 21 HOC properties. Funding for these projects is included in the FY15-FY20 CIP. In June 2012, the ITPCC approved a Policy Guideline for Special Allocation of FiberNet Resources. This proposed policy governs special fiber resource allocation decisions for FiberNet for all participating ITPCC agencies. ITPCC has approved a special allocation request by Montgomery College for creation of a College Fiber Network that would permit MC communications traffic to be routed over dedicated optical fibers within FiberNet's physical plant on electronics owned and operated by the College. In December 2012, the County and MC entered into a separate Memorandum of Understanding (MOU) to address the use and expansion of FiberNet by the College. Agency FiberNet MOUs and Service Level Agreements (SLAs) will be updated and revised as needed to reflect the ongoing FiberNet operating network.

Fiscal Note

The ARRA Grant terminated on August 31, 2013. This grant represented a tremendous cost savings to Montgomery County. The County has received the benefit of over \$11.1 million dollars in fiber construction and networking equipment for a matching contribution of \$2.6 million. The matching contribution was funded as part of the FY12 and FY13 FiberNet CIP and was composed of cash and in-kind matches. FiberNet maintenance is supported by a grant contained in the Comcast franchise agreement, one of the County's cable service providers. The original grant amount of \$1.2 million/yr is increased by the CPI each year. In the renewed Comcast franchise, the County expects to receive operating support and franchise fee revenues which can be used to support FiberNet maintenance and operations. Capital support received from the Verizon and RCN franchises can be used to support construction of FiberNet through the FiberNet CIP. In FY14 Current Revenue General funding was shifted from the Information Technology: College (P856509) project to complete FiberNet expansion to College sites in accordance with the terms of the MOU. The City of Takoma Park will be contributing \$769,000 in FY15 for FiberNet projects in the County.

Coordination

DTS, Department of Transportation, Advanced Transportation Management System Project, Montgomery County Public Schools, M-NCPPC, MC, HOC, WSSC, Comcast, Public Safety Radio System, Information Technology Policy Coordination Committee (ITPCC), ITPCC CIO Subcommittee, Interagency Technology Advisory Group (ITAG), CIO Howard County, Inter-County Broadband Network Program Office

Criminal Justice Complex (P421100)

Category Public Safety
 Sub Category Correction and Rehabilitation
 Administering Agency General Services (AAGE29)
 Planning Area Rockville

Date Last Modified 4/21/14
 Required Adequate Public Facility No
 Relocation Impact Yes
 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
EXPENDITURE SCHEDULE (\$000s)											
Planning, Design and Supervision	4,207	442	1,029	2,736	0	0	0	0	1,368	1,368	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
Total	4,207	442	1,029	2,736	0	0	0	0	1,368	1,368	0

FUNDING SCHEDULE (\$000s)											
G.O. Bonds	2,839	442	1,029	1,368	0	0	0	0	684	684	0
State Aid	1,368	0	0	1,368	0	0	0	0	684	684	0
Total	4,207	442	1,029	2,736	0	0	0	0	1,368	1,368	0

APPROPRIATION AND EXPENDITURE DATA (000s)

Appropriation Request	FY 15	-5,119
Appropriation Request Est.	FY 16	0
Supplemental Appropriation Request		0
Transfer		0
Cumulative Appropriation		6,590
Expenditure / Encumbrances		442
Unencumbered Balance		6,148

Date First Appropriation	FY 11
First Cost Estimate	
Current Scope	FY 13
Last FY's Cost Estimate	5,045

Description

This project provides for the design of a Criminal Justice Complex (CJC). The CJC will be constructed on the site of the existing District One Police Station located at the north end of Seven Locks Road. The primary function at CJC will be to operate as the Intake Unit, providing initial care, custody, and security of inmates for up to 72 hours prior to transfer to the Montgomery County Correctional Facility (MCCF) in Clarksburg. The maximum number of beds at the CJC will be approximately 200. The Unit also provides psychological and medical screening, and risk assessment to determine the appropriate classification level of inmates for security assessment. In addition, the Central Processing Unit (CPU) will provide processing of arrested offenders by law enforcement. Other uses include: District Court Commissioners' area; Department of Health and Human Services Mental Health Assessment and Placement Unit; Pre-Trial Services Assessment Unit; Public Defenders Unit; and the Police Warrants and Fugitive Unit. The project incorporates technical requirements from the Detention Center Reuse project in addition to updated space requirements developed by an interagency working group. The CJC does not include storage anticipated to be provided by the housing tower building at Montgomery County Detention Center (MCDC).

Location

1451 Seven Locks Road, Rockville

Cost Change

The cost has decreased as a result of delaying the project.

Justification

This project is consistent with Council Resolution 13-356 passed by the County Council on December 5, 1995 which approved two jail facilities at two locations - Rockville and Clarksburg - as priority public safety uses. The renovation of the existing MCDC facility (Detention Center Reuse Project No. 429755) was determined not to be cost effective due to the need for significant capital expenditures, life cycle costs, and continued maintenance as a result of aging systems. It was determined to be cost effective to replace MCDC with a new Criminal Justice Complex facility.

Other

Lease arrangements with the State regarding the District Court Commissioners' space will be developed prior to the completion of the construction of the Central Processing Unit (CPU) portion of this project. The Executive will finalize the Program of Requirements (POR) for the Criminal Justice Complex, and provide a copy of the POR to the Public Safety Committee by Fall 2014. The Executive will also evaluate the current MCDC site on Seven Locks Road to assess land use opportunities at the site that maximize value. The Executive will report back to the Public Safety Committee on its findings by Fall 2014.

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

Criminal Justice Complex (P421100)

County Council, Department of Correction and Rehabilitation, Department of General Services, Department of Technology Services, Office of Management and Budget , Department of Police, Sheriff's Office, District Court of Maryland, Montgomery County Fire and Rescue Service, Department of Health and Human Services, Washington Gas, PEPCO, City of Rockville, State of Maryland, Community Representatives

Detention Center Reuse (P429755)

Category
Sub Category
Administering Agency
Planning Area

Public Safety
Correction and Rehabilitation
General Services (AAGE29)
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
-------	--------------	----------	------------------	-------	-------	-------	-------	-------	-------	-----------------

EXPENDITURE SCHEDULE (\$000s)

Planning, Design and Supervision	5,273	5,223	50	0	0	0	0	0	0	0
Land	4	4	0	0	0	0	0	0	0	0
Site Improvements and Utilities	0	0	0	0	0	0	0	0	0	0
Construction	608	458	150	0	0	0	0	0	0	0
Other	88	88	0	0	0	0	0	0	0	0
Total	5,973	5,773	200	0	0	0	0	0	0	0

FUNDING SCHEDULE (\$000s)

Contributions	75	75	0	0	0	0	0	0	0	0
Current Revenue: General	40	40	0	0	0	0	0	0	0	0
G.O. Bonds	5,005	4,805	200	0	0	0	0	0	0	0
State Aid	853	853	0	0	0	0	0	0	0	0
Total	5,973	5,773	200	0	0	0	0	0	0	0

APPROPRIATION AND EXPENDITURE DATA (000s)

Appropriation Request	FY 15	-1,018
Appropriation Request Est.	FY 16	0
Supplemental Appropriation Request		0
Transfer		0
Cumulative Appropriation		6,991
Expenditure / Encumbrances		6,242
Unencumbered Balance		749

Date First Appropriation	FY 97
First Cost Estimate	
Current Scope	FY 14
Last FY's Cost Estimate	5,616

Description

This project provides for the planning, design and renovation of the Montgomery County Detention Center (MCDC) for use primarily as a short-term holding and central processing facility. Other proposed uses for MCDC include: Department of Correction and Rehabilitation training; District Court Commissioners' area; Department of Health and Human Services Mental Health Assessment and Placement Unit; Pre-Trial Services Assessment Unit; Public Defenders Unit; the Police Warrants and Fugitive Unit. These uses are considered priority public safety uses and are consistent with Council Resolution No. 13-356 approving construction of the Montgomery County Correctional Facility. This facility houses up to 200 inmates. The project will also provide storage for various County agencies which involves construction of an entrance to the building on the south side and a second means of egress for emergencies.

Cost Change

A technical adjustment has been made to reflect prior reductions in appropriations in the project.

Justification

The renovation of the existing Montgomery County Detention Center (MCDC) facility, which also included space for staff training, was determined not to be cost effective due to the need for significant capital expenditures, life cycle costs, and continued maintenance as a result of aging systems. It was determined to be cost effective to replace MCDC with a new Criminal Justice Complex facility (No. 421100) and to locate a staff training center at the Montgomery County Correctional Facility (MCCF). Funds have been provided to undertake basic structural and maintenance tasks to enable the Montgomery County Detention Center to continue to operate until replaced by the new Criminal Justice Complex (CJC).

Fiscal Note

Based on a comprehensive assessment conducted by an independent consultant, Public Financial Management, Inc. (PFM), working with an inter-agency working group in examining the Montgomery County Detention Center (MCDC) Reuse project, it was determined that renovation of the existing MCDC was not cost effective due to the need for significant capital expenditures, life cycle costs, and continued maintenance of aging building systems. As a result of the assessment, the Detention Center Reuse project is proposed for pending closeout.

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

County Council, Department of Correction and Rehabilitation, Department of General Services, Department of Technology Services, Department of Police, Montgomery County Fire and Rescue Service, Sheriff's Office, Department of Health and Human Services, Office of Management and Budget, District Court of Maryland, City of Rockville, State of Maryland, Community Representatives, Special Capital Projects Legislation [Bill No. 10-02] was adopted by Council May 23, 2002.

Apparatus Replacement Program (P451504)

Category Public Safety
 Sub Category Fire/Rescue Service
 Administering Agency Fire/Rescue Service (AAGE09)
 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
-------	--------------	----------	------------------	-------	-------	-------	-------	-------	-------	-----------------

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	0	0	0	0	0	0	0	0	0	0
Other	56,324	0	0	56,324	13,688	9,778	9,421	8,227	6,594	8,616
Total	56,324	0	0	56,324	13,688	9,778	9,421	8,227	6,594	8,616

FUNDING SCHEDULE (\$000s)

Fire Consolidated	24,024	0	0	24,024	5,388	4,378	3,721	3,027	2,394	5,116
Short-Term Financing	32,300	0	0	32,300	8,300	5,400	5,700	5,200	4,200	3,500
Total	56,324	0	0	56,324	13,688	9,778	9,421	8,227	6,594	8,616

APPROPRIATION AND EXPENDITURE DATA (000s)

Appropriation Request	FY 15	13,688
Appropriation Request Est.	FY 16	9,778
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	FY 15
Last FY's Cost Estimate	0

Description

This project provides for ongoing replacement of fire apparatus and EMS vehicles. The following units are proposed to be replaced over the six year period: 9 aerials, 64 EMS units (ambulances), 21 engines, 4 all-wheel drive brush/wildland pumpers, 4 rescue squads and 2 tankers. These are approximate quantities and may require slight adjustment as costs and departmental needs are determined on an annual basis. The regular acquisition of replacement fire apparatus is an integral component of the MCFRS Apparatus Management Plan as adopted by the Council Council.

Capacity

104 units will be replaced through FY20

Estimated Schedule

Apparatus Replacement is an ongoing project. The intention is to provide a steady, continuous flow of funding for minimum replacement needs.

Justification

The 2009 edition of the NFPA 1901 "Standard for Automotive Fire Apparatus" advises the following: changes, upgrades, and fine tuning to NFPA 1901, Standard for Automotive Fire Apparatus, have been truly significant, especially in the area of safety. Fire departments should seriously consider the value (or risk) to firefighters of keeping fire apparatus older than 15 years in first-line service." Regular apparatus replacement is identified in the current "Fire, Rescue, Emergency Medical Services, and Community risk Reduction Master Plan," as approved by the County Council. The last significant fire apparatus replacement occurred in FY06. All of the fire apparatus purchased with FY06 funds is now out of warranty.

Fiscal Note

This project will be funded with short term financing and the Consolidated Fire Tax District Fund which includes Emergency Medical Service Transport (EMST) revenue. Fire Consolidated current revenue shown above reflects the outright purchase of some apparatus and required non-financeable equipment. Debt Service will be paid for in the operating budget with EMST revenue as a primary funding source.

Coordination

Local Volunteer Fire and Rescue Departments.

Clarksburg Fire Station (P450300)

Category Public Safety
Sub Category Fire/Rescue Service
Administering Agency General Services (AAGE29)
Planning Area Clarksburg

Date Last Modified 4/21/14
Required Adequate Public Facility No
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
-------	--------------	----------	------------------	-------	-------	-------	-------	-------	-------	-----------------

EXPENDITURE SCHEDULE (\$000s)

Planning, Design and Supervision	3,867	712	1	3,120	0	0	0	1,962	574	584	34
Land	1,663	1,663	0	0	0	0	0	0	0	0	0
Site Improvements and Utilities	4,728	2	0	4,726	0	0	0	0	2,660	2,066	0
Construction	11,572	0	0	11,572	0	0	0	0	6,613	4,959	0
Other	6,579	5	0	6,574	0	0	0	0	5,165	1,409	0
Total	28,409	2,382	1	25,992	0	0	0	1,962	15,012	9,018	34

FUNDING SCHEDULE (\$000s)

G.O. Bonds	28,409	2,382	1	25,992	0	0	0	1,962	15,012	9,018	34
Total	28,409	2,382	1	25,992	0	0	0	1,962	15,012	9,018	34

APPROPRIATION AND EXPENDITURE DATA (000s)

Appropriation Request	FY 15	0
Appropriation Request Est.	FY 16	0
Supplemental Appropriation Request		0
Transfer		0
Cumulative Appropriation		3,226
Expenditure / Encumbrances		3,115
Unencumbered Balance		111

Date First Appropriation	FY 03
First Cost Estimate	
Current Scope	FY 15
Last FY's Cost Estimate	28,709

Description

This project provides for a new Fire and Rescue Station in the Clarksburg area and the purchase of associated apparatus. The new station will be constructed in accordance with square footage specifications of the prototype Program of Requirements (POR) for a Class I Fire Station. A Class I Fire Station is approximately 22,600 gross square feet and includes apparatus bays, dormitory and support space, personnel living quarters, administrative offices, and a meeting/training room. This station will include offices for a Battalion Chief, a Police satellite facility, additional space for the Upcounty Regional Services Center and personal protective equipment storage totaling 2,589 square feet. On-site parking will be provided. Fire/Rescue apparatus to be purchased for this station includes an aerial truck, a tanker and a brush truck.

Estimated Schedule

The fire station planning and design is complete through the design development stage. Design to begin in FY19 with construction in FY19-20.

Cost Change

Previously funded costs are for land and partial design costs for the fire station up to the design development phase. Cost is added for completion of the design and construction of the project.

Justification

A new station will be necessary in this area due to the present and projected population density for the Clarksburg area. The Clarksburg population is expected to increase from 13,766 in 2010 to almost 40,000 by 2025. The Clarksburg Town Center is envisioned to include a mix of housing, commercial, retail, recreation and civic uses with the Clarksburg Historic District as the focal point. Residential areas include the Newcut Road neighborhood, the Cabin Branch neighborhood, the Ten Mile Creek area, the Ridge Road transition area, the Brink Road transition area, as well as projected residential development in the Transit Corridor District and the Gateway Center. This project is recommended in the Fire, Rescue, Emergency Medical Services and Community Risk Reduction Master Plan approved by the County Council in October 2005 and the Montgomery County Fire and Rescue Service Station Location and Resource Allocation Work Group, Phase I Report, "Need for Upcounty Fire-Rescue Resource Enhancements, October 14, 1999. Development of this facility will help Montgomery County meet the NFPA 1710 Guidelines.

Other

Project only includes cost to provide sewer service to the station. Alternative approaches to providing sewer service to the historic district are being explored.

Disclosures

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

Coordination

Montgomery County Fire and Rescue Service, Department of Police, Upcounty Regional Services Center, Department of General Services, Department of Permitting Services, Department of Technology Services, M-NCPPC, State Highway Administration, WSSC, Special Capital Projects Legislation [Bill No. 07-06] was adopted by Council May 25, 2006 and reauthorization will be requested prior to construction.

Resurfacing: Fire Stations (P458429)

Category Public Safety
 Sub Category Fire/Rescue Service
 Administering Agency General Services (AAGE29)
 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
EXPENDITURE SCHEDULE (\$000s)											
Planning, Design and Supervision	792	288	0	504	84	84	84	84	84	84	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	1,956	82	578	1,296	216	216	216	216	216	216	0
Other	1	1	0	0	0	0	0	0	0	0	0
Total	2,749	371	578	1,800	300	300	300	300	300	300	0

FUNDING SCHEDULE (\$000s)											
G.O. Bonds	2,749	371	578	1,800	300	300	300	300	300	300	0
Total	2,749	371	578	1,800	300	300	300	300	300	300	0

APPROPRIATION AND EXPENDITURE DATA (000s)

Appropriation Request	FY 15	300
Appropriation Request Est.	FY 16	300
Supplemental Appropriation Request		0
Transfer		0
Cumulative Appropriation		949
Expenditure / Encumbrances		392
Unencumbered Balance		557

Date First Appropriation	FY 84
First Cost Estimate	
Current Scope	FY 15 2,760
Last FY's Cost Estimate	2,160
Partial Closeout Thru	5,394
New Partial Closeout	371
Total Partial Closeout	5,765

Description

This project provides for the repair and replacement of paved surfaces at fire and rescue stations where existing paved surfaces are in poor and deteriorating condition.

Cost Change

The increase is due to the addition of FY19 and FY 20 expenditures.

Justification

The current candidate project list was determined by a survey conducted by the Department of General Services, Division of Building Design and Construction. The ongoing project need for exterior resurfacing at fire and rescue stations is due to the continuous use by heavy equipment such as pumpers and ladder trucks. While surfaces at some stations have lasted many years, others have deteriorated and failed in less than seven years.

Other

Scheduling is determined through annual inspections performed by the Department of General Services, Division of Building Design and Construction, in consultation with the Montgomery County Fire and Rescue Service. The station schedule displays anticipated priorities only and may be amended, if required, due to fire station pavement safety considerations.

Fiscal Note

Debt service for this project will be financed with Consolidated Fire Tax District Funds.

Disclosures

Expenditures will continue indefinitely.

Coordination

Montgomery County Fire and Rescue Service, Local Volunteer Fire and Rescue Departments, Department of General Services

Roof Replacement: Fire Stations (P458629)

Category Public Safety
 Sub Category Fire/Rescue Service
 Administering Agency General Services (AAGE29)
 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
EXPENDITURE SCHEDULE (\$000s)											
Planning, Design and Supervision	368	26	66	276	46	46	46	46	46	46	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	3,024	39	1,149	1,836	306	306	306	306	306	306	0
Other	0	0	0	0	0	0	0	0	0	0	0
Total	3,392	65	1,215	2,112	352	352	352	352	352	352	0

FUNDING SCHEDULE (\$000s)											
G.O. Bonds	3,392	65	1,215	2,112	352	352	352	352	352	352	0
Total	3,392	65	1,215	2,112	352	352	352	352	352	352	0

APPROPRIATION AND EXPENDITURE DATA (000s)

Appropriation Request	FY 15	348
Appropriation Request Est.	FY 16	352
Supplemental Appropriation Request		0
Transfer		0
Cumulative Appropriation		1,284
Expenditure / Encumbrances		65
Unencumbered Balance		1,219

Date First Appropriation	FY 85
First Cost Estimate	
Current Scope	FY 15 3,392
Last FY's Cost Estimate	3,161
Partial Closeout Thru	3,986
New Partial Closeout	65
Total Partial Closeout	4,051

Description

This project provides for the replacement of roofs at fire and rescue stations where existing roofs are in poor and deteriorating condition. Routine roof maintenance and minor repairs are funded in the Operating Budget. One station roof replacement is programmed annually. Roof replacements are coordinated with Montgomery County Fire and Rescue Service and are consistent with the roof condition survey and facility assessment information to establish priorities.

Cost Change

The increase is due to the addition of FY19 and FY20 expenditures, partially offset by the capitalization of prior year expenditures.

Justification

The age of many fire and rescue stations creates the need for this ongoing project. Additional factors determining the need for roof replacement are: design life span of roof materials, present roof condition, long-term utilization plans for the facility, and the probability of continued repairs. A roof condition survey was completed in Spring 2005.

Other

The following stations are planned for roof replacement projects: Laytonsville #17; Damascus #13; Hillandale #24; Hillandale #12; Sandy Spring #40, Rockville #31; Burtonsville #15; and Cabin John #10.

Fiscal Note

Debt service for this project will be financed with Consolidated Fire Tax District Funds.

Disclosures

Expenditures will continue indefinitely.

Coordination

Montgomery County Fire and Rescue Service, Local Volunteer Fire and Rescue Departments, Department of General Services.

PSTA & Multi Agency Service Park - Site Dev. (P470907)

Category
Sub Category
Administering Agency
Planning Area

Public Safety
Other Public Safety
General Services (AAGE29)
Gaithersburg

Date Last Modified
Required Adequate Public Facility
Relocation Impact
Status

4/21/14
No
None
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
-------	--------------	----------	------------------	-------	-------	-------	-------	-------	-------	-----------------

EXPENDITURE SCHEDULE (\$000s)

Planning, Design and Supervision	7,161	3,838	3,323	0	0	0	0	0	0	0
Land	46,546	46,491	55	0	0	0	0	0	0	0
Site Improvements and Utilities	44,415	0	39,715	4,700	4,700	0	0	0	0	0
Construction	3,400	51	3,349	0	0	0	0	0	0	0
Other	103	7	96	0	0	0	0	0	0	0
Total	101,625	50,387	46,538	4,700	4,700	0	0	0	0	0

FUNDING SCHEDULE (\$000s)

G.O. Bonds	5,180	480	0	4,700	4,700	0	0	0	0	0
Interim Finance	96,445	49,907	46,538	0	0	0	0	0	0	0
Total	101,625	50,387	46,538	4,700	4,700	0	0	0	0	0

APPROPRIATION AND EXPENDITURE DATA (000s)

Appropriation Request	FY 15	1,237
Appropriation Request Est.	FY 16	0
Supplemental Appropriation Request		0
Transfer		0
Cumulative Appropriation		100,388
Expenditure / Encumbrances		51,974
Unencumbered Balance		48,414

Date First Appropriation	FY 13
First Cost Estimate	
Current Scope	FY 13
Last FY's Cost Estimate	101,625

Description

This project is part of the Smart Growth Initiative and provides for land acquisition and site improvements on a site on Snouffer School Road known as the Webb Tract or Centerpark. The Webb Tract is separated by wetlands into an east and west section. Facilities targeted for relocation to the east section of the Webb Tract are the (1) Montgomery County Public Schools (MCPS) Food Distribution Facility, (2) MCPS Facilities Maintenance Depot, and (3) Maryland-National Capital Park and Planning Commission (M-NCPPC) Facilities Maintenance Depot. These three facilities are currently located at the County Service Park on Crabbs Branch Way. These facilities must be relocated in order to implement the Shady Grove Sector Plan that creates a transit-oriented community at the Shady Grove Metro Station. The Public Safety Training Academy (PSTA) on Darnestown Road will be relocated to the west side of the Webb Tract in order to provide housing at the current PSTA site in support of the Great Seneca Science Corridor (Gaithersburg West) Master Plan. The PSTA is the primary training facility for the Departments of Police and Fire and Rescue Service. The proposed facility includes an academic building including a simulation area, gymnasium, indoor firing range, graphics and video development capabilities, and canine training and support facilities. An emergency vehicle operations center, driver training classrooms and simulation room, driver training track, driver training skills pad and skid pan, and fire and rescue training building will also be at the site. Staff and visitor parking will be constructed. The current MCPS Food Distribution Facility is about 58,000 square feet with 150 parking spaces for staff and loading docks. The new facility will be designed to accommodate needed growth and will include best environmental management practices. The MCPS Facilities Maintenance Depot includes an administrative building, vehicle/equipment repair shop, Planned Lifecycle Asset Replacement (PLAR) storage building, outdoor covered storage, uncovered bulk material storage, heavy equipment and vehicle staging areas, and staff and visitor parking. The new facility will be co-located with the M-NCPPC Maintenance Depot and will be designed to accommodate needed growth and will include best environmental management practices. The M-NCPPC Facilities Maintenance Depot includes an administrative building, vehicle/equipment repair shop, outdoor covered storage, uncovered bulk material storage, heavy equipment and vehicle staging areas, fuel station, staff and visitor parking. The current facility includes 65,000 square feet of building space, 370 staff and visitor parking spaces, and storage for 220 maintenance vehicles and pieces of equipment. The new facility will be co-located with the MCPS Maintenance Depot and will be designed to accommodate needed growth and will include best environmental management practices.

Location

8751 Snouffer School Road, Montgomery Village, Maryland.

Estimated Schedule

Site improvement activities will commence in the Summer of 2013 and are expected to last fifteen months. Demolition for the County Service Park West will take place in FY15.

Justification

PSTA & Multi Agency Service Park - Site Dev. (P470907)

There have been no major upgrades or renovations to the PSTA since it was completed in 1973. The PSTA needs reconfiguration and expansion to meet current and projected training needs. The PSTA Academic Building Complex Project No. 479909 does not include the cost of design and construction to meet LEED Silver requirements. MCPS and M-NCPPC facilities relocation is required in order to implement the Shady Grove Sector Plan that creates a transit oriented community next to the Shady Grove Metro station. The Parks Department's Shady Grove maintenance facility opened in 1981 and is undersized to serve the needs of the Park System which has nearly doubled over the last 30 years. A 2005 study by Delmar Architects concluded that the MCPS Food Distribution Facility should be expanded to 71,000 square feet to meet current and future needs.

Other

Plans and studies for this project include: "Program of Requirements for Montgomery County Public Safety Training Academy," August 27, 1998; "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 the County Council", April 29, 2008 (based on Staubach Reports); "Montgomery County Smart Growth Initiative Update to County Council," September 23, 2008. The Public Safety Memorial was constructed at the Public Safety Headquarters located at the GE Tech Park.

Fiscal Note

This appropriation of \$48.241 million provides for acquisition of the east and west sides of the Webb Tract (Centerpark), settlement costs, and master site planning for the east and west sides. The sales price is \$75,000 less than the price originally agreed to by the County Executive and Miller and Smith, the property owner. Miller and Smith has agreed to pay the County \$150,000 cash at closing as an early closing incentive. This \$150,000 is not used as a source of funding for this project. Interim financing will be used for land acquisition in the short term, with permanent funding sources to include G.O. Bonds and Land Sale Proceeds. G.O. Bonds have been allocated from a variety of projects to fund the previously unprogrammed site demolition costs for the County Service Park West. Site demolition costs for the County Service Park East and the existing PSTA site have not yet been programmed.

Disclosures

A pedestrian impact analysis has been completed for this project.

Coordination

Department of General Services, Department of Police, Montgomery County Fire and Rescue Service, 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, Washington Gas, Upcounty Regional Services Center

Public Safety Headquarters (P470906)

Category
Sub Category
Administering Agency
Planning Area

Public Safety
Other Public Safety
General Services (AAGE29)
Gaithersburg Vicinity

Date Last Modified
Required Adequate Public Facility
Relocation Impact
Status

4/21/14
No
None
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
EXPENDITURE SCHEDULE (\$000s)											
Planning, Design and Supervision	2,126	1,947	179	0	0	0	0	0	0	0	0
Land	76,430	0	76,430	0	0	0	0	0	0	0	0
Site Improvements and Utilities	821	0	821	0	0	0	0	0	0	0	0
Construction	29,757	29,636	121	0	0	0	0	0	0	0	0
Other	22	18	4	0	0	0	0	0	0	0	0
Total	109,156	31,601	77,555	0	0	0	0	0	0	0	0

FUNDING SCHEDULE (\$000s)											
G.O. Bonds	109,156	3,733	0	94,000	22,000	11,500	23,500	37,000	0	0	11,423
Interim Finance	0	27,868	77,555	-94,000	-22,000	-11,500	-23,500	-37,000	0	0	-11,423
Total	109,156	31,601	77,555	0	0	0	0	0	0	0	0

OPERATING BUDGET IMPACT (\$000s)											
Energy				7,392	1,848	1,848	1,848	1,848	0	0	
Maintenance				6,252	1,563	1,563	1,563	1,563	0	0	
Net Impact				13,644	3,411	3,411	3,411	3,411	0	0	

APPROPRIATION AND EXPENDITURE DATA (000s)

Appropriation Request	FY 15	0
Appropriation Request Est.	FY 16	0
Supplemental Appropriation Request		0
Transfer		0
Cumulative Appropriation		109,156
Expenditure / Encumbrances		31,780
Unencumbered Balance		77,376

Date First Appropriation	FY 09	
First Cost Estimate		
Current Scope	FY 14	109,156
Last FY's Cost Estimate		108,562

Description

This project is part of the Smart Growth Initiative Program and provides for acquisition, planning, design and construction for the relocation of a number of County facilities to 100 Edison Park Drive in Gaithersburg known as the GE Building/GE Technology Park. Facilities and programs to be relocated from their current location as part of this project include: the Montgomery County Police Headquarters from Research Blvd.; the Montgomery County Fire and Rescue Service from the Executive Office Building; the Office of Emergency Management and Homeland Security; some divisions of the Department of Transportation; and the 1st District Police Station. The project will also provide for the relocation of other County functions currently in leased facilities. A public safety memorial will be constructed in coordination with the Public Arts Trust. The property will be acquired under the lease purchase agreement described in the Fiscal Note below.

Estimated Schedule

The design was completed in Spring of 2010. The construction started in Spring of 2011 with a construction period of 10 months.

Justification

Public Safety Headquarters (P470906)

Montgomery County Police Headquarters The Montgomery County Police Headquarters located at 2350 Research Boulevard is crowded and in need of major physical plant repairs and improvements. The building is in generally poor condition. The facility houses a mix of sworn and civilian units, but lacks the separation of law enforcement functions. The building also houses the Forensic Unit and the crime laboratories. Because of the lack of space at the current site, the Police Department has many of its functions dispersed to other locations in leased space. **Montgomery County Fire and Rescue Service Headquarters** The Montgomery County Fire and Rescue Service Headquarters is located at 101 Monroe Street on the 12th floor of the Executive Office Building (EOB). The space currently houses the Fire Chief, all five department division chiefs, and other key uniformed and administrative staff. However, due to facility and space limitations, other operational and administrative staff are located off-site. This creates inefficiencies for the day-to-day operations of the department. Also the EOB does not provide for needed 24/7 emergency response requirements and adequate parking accommodation. **1st District Police Station** The 1st District Police Station was constructed in 1963 and is about 15,752 square feet while the current needs are about 32,000 square feet. To help with the need for office space, the Police Department has placed a trailer on the site behind the main building. Twenty staff members use this trailer for office space. Based on a recent County study (Facility Condition Assessment, January 2005), the building is in need of major maintenance including new windows and a new roof. The planning and design for a new 1st District Station was approved under Project No. 470703 with the location and schedule to be determined. The GE Technology Park Site is a prime location for this facility. These public safety facilities are in aging undersized buildings that are in need of extensive rehabilitation. Due to significant ongoing interaction between the Police Department, Fire and Rescue Service, and Homeland Security, these agencies would benefit from co-locating their administrative functions to facilitate their ongoing interaction and to enable the sharing of resources and support services. This co-location will be efficient operationally and will eliminate regular travel between agencies. **Other Leased Facilities** There are a number of County operations that are currently located in various leased facilities. This project will also provide for the relocation of a number of leased facilities which will reduce the County's long term lease costs. Plans and studies for this project include: Program of Requirements for the Police-Fire-Rescue Service-Homeland Security Department's Headquarters Facility and Police First District Station, September 2006; 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.

Other

The FY09 appropriation included \$2.4 million for Planning and Design and \$10.5 million for building system replacements and upgrades. This project includes \$200,000 that must only be used for the construction of a Public Safety Memorial.

Fiscal Note

The County has entered into a triple net sublease-purchase agreement which will allow it to exercise its purchase option at any time before April 30, 2014. Ongoing financial analysis will determine when it is in the best interest of the County to acquire the property. Interim financing will be used for land acquisition in the short term, with permanent funding sources to include G.O. Bonds and Land Sale Proceeds. The approved 1st District Police Station project (No. 470703) will be closed out. Transfer of \$1,121,500 from East Germantown Fire Station, Project # 450101 for IT improvements.

Disclosures

A pedestrian impact analysis has been completed for this project.

Coordination

Department of General Services, Department of Transportation, Department of Police, Montgomery County Fire and Rescue Service, Department of Permitting Services, Department of Finance, Department of Technology Services, Office of Management and Budget, Washington Suburban Sanitary Commission, Upcounty Regional Services Center, Pepco, Washington Gas, , Special Capital Projects Legislation [Bill No. 14-09] was adopted by the County Council on May, 13, 2009.

Elmhirst Parkway Bridge (Bridge No. M-0353) (P501420)

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

	Total	Thru FY13	Est FY14	Total 6 Years	FY 15	FY 16	FY 17	FY 18	FY 19	FY 20	Beyond 6 Yrs
EXPENDITURE SCHEDULE (\$000s)											
Planning, Design and Supervision	644	0	282	362	200	162	0	0	0	0	0
Land	43	0	0	43	43	0	0	0	0	0	0
Site Improvements and Utilities	325	0	0	325	175	150	0	0	0	0	0
Construction	953	0	235	718	400	318	0	0	0	0	0
Other	0	0	0	0	0	0	0	0	0	0	0
Total	1,965	0	517	1,448	818	630	0	0	0	0	0

FUNDING SCHEDULE (\$000s)											
Federal Aid	1,048	0	311	737	416	321	0	0	0	0	0
G.O. Bonds	917	0	206	711	402	309	0	0	0	0	0
Total	1,965	0	517	1,448	818	630	0	0	0	0	0

APPROPRIATION AND EXPENDITURE DATA (000s)

Appropriation Request	FY 15	0
Appropriation Request Est.	FY 16	0
Supplemental Appropriation Request		0
Transfer		0
Cumulative Appropriation		1,965
Expenditure / Encumbrances		0
Unencumbered Balance		1,965

Date First Appropriation	FY 15
First Cost Estimate	
Current Scope	FY 14
Last FY's Cost Estimate	1,965

Description

This project provides for the replacement of the existing Elmhirst Parkway Bridge over Tributary to Rock Creek. The existing bridge, built in 1940, is a single span structural plate arch under fill carrying a 19'-0" roadway and 10'-0" grass shoulders on each side. The proposed replacement bridge includes a single span precast concrete arch structure under fill with a 22'-0" roadway and 8'-6" grass shoulders on each side. 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 vehicular and pedestrian traffic during construction. The existing Elmhirst Bike path will remain open during the construction.

Location

The project site is located approximately 400 feet north of the intersection of Elmhirst Parkway with Cedar Lane in Bethesda

Capacity

The roadway Average Daily Traffic (ADT) is 600 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 Summer 2014. The construction is scheduled to start in Spring 2015 and be completed in Fall 2015.

Justification

The proposed replacement work is necessary to provide a safe roadway condition for the traveling public. The 2011 bridge inspection revealed that there is severe steel corrosion with areas of 100 percent section loss along the arch springlines. The steel structural plate arch is rated in poor condition and the bridge is considered structurally deficient. The bridge is weight restricted and school buses are denied a waiver to cross the bridge due to safety concerns. Based on experiences with similar type structures in this condition the structure needs to be replaced as soon as possible or the roadway may be closed.

Elmhirst Parkway is located in the Bethesda-Chevy Chase Master Plan area. Elmhirst Parkway is the main entrance that extends north from Cedar Lane at the Locust Hill Estates neighborhood. Elmhirst Parkway Bridge is not considered historic but is located on the boundary of Maryland Inventory of Historic Properties Survey No. M:35-120. 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.

Elmhirst Parkway Bridge (Bridge No. M-0353) (P501420)

Coordination

Federal Highway Administration - Federal Aid Bridge Replacement/Rehabilitation Program

Maryland State Highway Administration

Maryland Department of Environment

Maryland Historical Trust

Maryland National Capital Park and Planning Commission

Montgomery County Department of Permitting Services

Utilities

Bridge Design PDF (CIP 509132)

Lyttonsville Place Bridge(P501421)

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

Date Last Modified 4/21/14
 Required Adequate Public Facility No
 Relocation Impact None
 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
EXPENDITURE SCHEDULE (\$000s)											
Planning, Design and Supervision	500	0	50	450	250	200	0	0	0	0	0
Land	0	0	0	0	0	0	0	0	0	0	0
Site Improvements and Utilities	0	0	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0	0
Other	0	0	0	0	0	0	0	0	0	0	0
Total	500	0	50	450	250	200	0	0	0	0	0
FUNDING SCHEDULE (\$000s)											
Recordation Tax Premium	500	0	50	450	250	200	0	0	0	0	0
Total	500	0	50	450	250	200	0	0	0	0	0

APPROPRIATION AND EXPENDITURE DATA (000s)											
Appropriation Request	FY 15	0	Date First Appropriation								
Appropriation Request Est.	FY 16	0	First Cost Estimate								
Supplemental Appropriation Request		0	Current Scope								
Transfer		0	FY 14								
Cumulative Appropriation		500	500								
Expenditure / Encumbrances		0	Last FY's Cost Estimate								
Unencumbered Balance		500	0								

Description

This project provides for the design of the concrete deck replacement of the existing Lyttonsville Place Bridge over Georgetown Branch Hiker/Biker Trail. The existing bridge, built in 1966, is a single span steel beam structure with a concrete deck carrying a 48'-0" roadway and two 5-foot sidewalks. The proposed concrete deck replacement will include the 48'-0" roadway, the two 5-foot sidewalks, and the two safety parapets. The existing steel beams and bridge abutments will be reused with minor modifications to support the new concrete deck structure. Repairs to the steel beams will be made as necessary to renew the integrity of the concrete surface. The bridge and road will be closed to vehicular and pedestrian traffic during construction. Accelerated bridge construction techniques will be utilized to minimize the disruption to the traveling public and local community.

Location

Lyttonsville Place between Industrial Brookville Road and Michigan Avenue.

Capacity

The roadway Average Daily Traffic (ADT) is 10,000.

Estimated Schedule

The design of the project is expected to finish in the winter of 2015.

Justification

The proposed replacement work is necessary to provide a safe roadway condition for the traveling public and preserve easy access to the Ride On Operations Center for County buses. The existing concrete deck is the original deck constructed in 1966, and is in poor condition. The 48 year old deck has shown severe deterioration since 1996 and has been on an annual repair schedule for the last 18 years. The existing concrete deck has reached and exceeded the expected Service Life. The bridge is currently posted for a 10,000 lb. limit. Implementation of this project would allow the bridge to be restored to full capacity.

Fiscal Note

Construction will not proceed without consulting the Purple Line project schedule to ensure that the projected financial and operational benefits of the bridge still warrant the construction expense.

Disclosures

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

Coordination

Maryland Department of the Environment
 Maryland-National Capital Park and Planning Commission
 Montgomery County Department of Permitting Services
 Utilities
 Maryland Transit Administration

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
EXPENDITURE SCHEDULE (\$000s)											
Planning, Design and Supervision	545	0	0	545	50	495	0	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	30	0	0	0	0	0
Construction	3,375	0	0	3,375	100	3,275	0	0	0	0	0
Other	0	0	0	0	0	0	0	0	0	0	0
Total	3,950	0	0	3,950	150	3,800	0	0	0	0	0

FUNDING SCHEDULE (\$000s)											
Federal Aid	2,912	0	0	2,912	100	2,812	0	0	0	0	0
G.O. Bonds	1,038	0	0	1,038	50	988	0	0	0	0	0
Total	3,950	0	0	3,950	150	3,800	0	0	0	0	0

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 substandard 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.

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

Permanent Patching: Residential/Rural Roads (P501106)

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
EXPENDITURE SCHEDULE (\$000s)											
Planning, Design and Supervision	4,631	0	2,021	2,610	435	435	435	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	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
Total	34,892	11,766	5,726	17,400	2,900	2,900	2,900	2,900	2,900	2,900	0
FUNDING SCHEDULE (\$000s)											
G.O. Bonds	33,900	11,766	4,734	17,400	2,900	2,900	2,900	2,900	2,900	2,900	0
State Aid	992	0	992	0	0	0	0	0	0	0	0
Total	34,892	11,766	5,726	17,400	2,900	2,900	2,900	2,900	2,900	2,900	0

APPROPRIATION AND EXPENDITURE DATA (000s)

Appropriation Request	FY 15	2,900
Appropriation Request Est.	FY 16	2,900
Supplemental Appropriation Request		0
Transfer		0
Cumulative Appropriation		17,400
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
 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
EXPENDITURE SCHEDULE (\$000s)											
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
Total	68,297	18,322	10,375	39,600	6,600	6,600	6,600	6,600	6,600	6,600	0

FUNDING SCHEDULE (\$000s)											
G.O. Bonds	54,665	14,447	6,719	33,499	6,600	6,600	4,763	3,702	6,600	5,234	0
Recordation Tax Premium	13,632	3,875	3,656	6,101	0	0	1,837	2,898	0	1,366	0
Total	68,297	18,322	10,375	39,600	6,600	6,600	6,600	6,600	6,600	6,600	0

APPROPRIATION AND EXPENDITURE DATA (000s)

Appropriation Request	FY 15	6,600
Appropriation Request Est.	FY 16	6,600
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 FY19-20 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

Resurfacing: Primary/Arterial (P508527)

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
EXPENDITURE SCHEDULE (\$000s)											
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	49,699	9,044	9,545	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
Total	59,518	9,049	13,869	36,600	6,100	6,100	6,100	6,100	6,100	6,100	0
FUNDING SCHEDULE (\$000s)											
G.O. Bonds	34,166	9,049	13,869	11,248	6,070	339	1,303	1,672	1,364	500	0
Recordation Tax Premium	25,352	0	0	25,352	30	5,761	4,797	4,428	4,736	5,600	0
Total	59,518	9,049	13,869	36,600	6,100	6,100	6,100	6,100	6,100	6,100	0

APPROPRIATION AND EXPENDITURE DATA (\$000s)

Appropriation Request	FY 15	6,100
Appropriation Request Est.	FY 16	6,100
Supplemental Appropriation Request		0
Transfer		0
Cumulative Appropriation	22,918	18,549
Expenditure / Encumbrances		9,374
Unencumbered Balance	13,544	-9,476

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 FY14 supplemental and FY19-20 to this ongoing level of effort project partially offset by capitalization of prior year expenditures.

Justification

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

Other

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

Fiscal Note

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

Disclosures

A pedestrian impact analysis has been completed for this project.

Resurfacing: Primary/Arterial (P508527)

Expenditures will continue indefinitely.

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
EXPENDITURE SCHEDULE (\$000s)											
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
Total	115,664	49,677	9,487	56,500	19,000	7,500	7,500	7,500	7,500	7,500	0
FUNDING SCHEDULE (\$000s)											
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	19,000	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
Total	115,664	49,677	9,487	56,500	19,000	7,500	7,500	7,500	7,500	7,500	0

APPROPRIATION AND EXPENDITURE DATA (\$000s)

Appropriation Request	FY 15	19,000	Date First Appropriation	FY 05
Appropriation Request Est.	FY 16	7,500	First Cost Estimate	
Supplemental Appropriation Request		0	Current Scope	FY 15 115,664
Transfer		0	Last FY's Cost Estimate	74,866
Cumulative Appropriation		59,164 57,199	Partial Closeout Thru	0
Expenditure / Encumbrances		49,835	New Partial Closeout	0
Unencumbered Balance		9,329 7,364	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 a \$1.965 million FY14 supplemental.

Justification

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

Other

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

Fiscal Note

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

Disclosures

Expenditures will continue indefinitely.

Coordination

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

Sidewalk & Curb Replacement (P508182)

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
EXPENDITURE SCHEDULE (\$000s)											
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
Total	56,059	8,643	7,216	40,200	6,700	6,700	6,700	6,700	6,700	6,700	0

FUNDING SCHEDULE (\$000s)											
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
Total	56,059	8,643	7,216	40,200	6,700	6,700	6,700	6,700	6,700	6,700	0

APPROPRIATION AND EXPENDITURE DATA (000s)

Appropriation Request	FY 15	6,700
Appropriation Request Est.	FY 16	6,700
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

Street Tree Preservation (P500700)

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
EXPENDITURE SCHEDULE (\$000s)											
Planning, Design and Supervision	4,032	59	1,273	2,700	450	450	450	450	450	450	0
Land	0	0	0	0	0	0	0	0	0	0	0
Site Improvements and Utilities	0	0	0	0	0	0	0	0	0	0	0
Construction	26,862	9,034	2,528	15,300	2,550	2,550	2,550	2,550	2,550	2,550	0
Other	6	6	0	0	0	0	0	0	0	0	0
Total	30,900	9,099	3,801	18,000	3,000	3,000	3,000	3,000	3,000	3,000	0

FUNDING SCHEDULE (\$000s)											
Current Revenue: General	24,073	5,942	3,500	14,631	3,000	2,784	2,750	2,164	1,929	2,004	0
Land Sale	458	458	0	0	0	0	0	0	0	0	0
Recordation Tax Premium	6,369	2,699	301	3,369	0	216	250	836	1,071	996	0
Total	30,900	9,099	3,801	18,000	3,000	3,000	3,000	3,000	3,000	3,000	0

APPROPRIATION AND EXPENDITURE DATA (000s)

Appropriation Request	FY 15	3,000
Appropriation Request Est.	FY 16	3,000
Supplemental Appropriation Request		0
Transfer		0
Cumulative Appropriation		12,900
Expenditure / Encumbrances		9,099
Unencumbered Balance		3,801

Date First Appropriation	FY 07
First Cost Estimate	
Current Scope	FY 15 30,900
Last FY's Cost Estimate	24,900
Partial Closeout Thru	0
New Partial Closeout	0
Total Partial Closeout	0

Description

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

Cost Change

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

Justification

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

Fiscal Note

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

Disclosures

Expenditures will continue indefinitely.

Street Tree Preservation (P500700)

Coordination

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

Bethesda Metro Station South Entrance (P500929)

Category	Transportation	Date Last Modified	4/21/14
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 FY13	Est FY14	Total 6 Years	FY 15	FY 16	FY 17	FY 18	FY 19	FY 20	Beyond 6 Yrs
EXPENDITURE SCHEDULE (\$000s)											
Planning, Design and Supervision	8,296	1,245	7,051	0	0	0	0	0	0	0	0
Land	0	0	0	0	0	0	0	0	0	0	0
Site Improvements and Utilities	0	0	0	0	0	0	0	0	0	0	0
Construction	48,910	0	0	48,910	1,362	6,063	12,624	12,262	10,162	6,437	0
Other	404	0	404	0	0	0	0	0	0	0	0
Total	57,610	1,245	7,455	48,910	1,362	6,063	12,624	12,262	10,162	6,437	0

FUNDING SCHEDULE (\$000s)											
G.O. Bonds	51,815	301	2,604	48,910	1,362	6,063	12,624	12,262	10,162	6,437	0
PAYGO	795	795	0	0	0	0	0	0	0	0	0
Revenue Bonds: Liquor Fund	5,000	149	4,851	0	0	0	0	0	0	0	0
Total	57,610	1,245	7,455	48,910	1,362	6,063	12,624	12,262	10,162	6,437	0

APPROPRIATION AND EXPENDITURE DATA (000s)

Appropriation Request	FY 15	0
Appropriation Request Est.	FY 16	25
Supplemental Appropriation Request		0
Transfer		0
Cumulative Appropriation		16,100
Expenditure / Encumbrances		1,245
Unencumbered Balance		14,855

Date First Appropriation	FY 09
First Cost Estimate	
Current Scope	FY 15 57,610
Last FY's Cost Estimate	80,500

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. Project schedule is consistent with current State schedule for the Purple Line.

Cost Change

Expenditures updated to reflect March 2014 Maryland Transit Administration construction cost estimates.

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. 19-08] was adopted by Council June 10, 2008.

Montgomery Mall Transit Center (P500714)

Category Transportation
Sub Category Mass Transit
Administering Agency General Services (AAGE29)
Planning Area Potomac-Travilah

Date Last Modified 4/21/14
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
EXPENDITURE SCHEDULE (\$000s)											
Planning, Design and Supervision	175	29	0	146	0	146	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	1,167	2	0	1,165	0	1,165	0	0	0	0	0
Other	0	0	0	0	0	0	0	0	0	0	0
Total	1,342	31	0	1,311	0	1,311	0	0	0	0	0

FUNDING SCHEDULE (\$000s)											
Mass Transit Fund	1,342	31	0	1,311	0	1,311	0	0	0	0	0
Total	1,342	31	0	1,311	0	1,311	0	0	0	0	0

OPERATING BUDGET IMPACT (\$000s)											
Energy				56	0	0	14	14	14	14	
Maintenance				60	0	0	15	15	15	15	
Net Impact				116	0	0	29	29	29	29	

APPROPRIATION AND EXPENDITURE DATA (000s)

Appropriation Request	FY 15	-1,311
Appropriation Request Est.	FY 16	1,311
Supplemental Appropriation Request		0
Transfer		0

Date First Appropriation	FY 07
First Cost Estimate	
Current Scope	FY 13
Last FY's Cost Estimate	1,342

Description

This project provides for the County portion of the new Montgomery Mall Transit Center. Mall owners will develop the land and construct all bus and passenger foundation structures including utilities. The County will design and fund construction, as well as maintain the patron waiting area with weather/wind protected sides, passenger seating, a transit center canopy to protect patrons, and a driver restroom. This project also includes construction oversight.

Estimated Schedule

The Montgomery Mall Transit Center project construction is scheduled to start in FY16 along with Montgomery Mall expansion by the developer.

Justification

On January 27, 2005, the Planning Board granted Westfield Montgomery Mall conditional approval for a 500,000 square foot mall expansion. This expansion requires Westfield to participate in construction of a new and expanded Montgomery Mall Transit Center adjacent to the I-270 right-of-way. Westfield will provide construction of all base infrastructure, valued at \$2 million. Westfield will pay for design and construction of drives, ramps, platform pads, and utility access. The County will pay for the transit center canopy and all passenger and bus operator amenities on the passenger waiting pad.

Other

The construction of the County portion is expected to start in FY16 in order to coordinate with the Montgomery Mall expansion by the developer. The design of this project has been completed through Facility Planning: Transportation.

Fiscal Note

Project is funded based on an agreement with the site owner. Work will proceed as the site owner develops, at which time the County will fund a portion of the improvements. Changes are made based upon the site owner's schedule.

Disclosures

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

Coordination

Department of Transportation, Westfield, Inc., Utilities, Department of Permitting Services, Maryland-National Capital Park and Planning Commission, Department of Economic Development, Facility Planning: Transportation

Rapid Transit System (P501318)

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

Date Last Modified 4/21/14
 Required Adequate Public Facility No
 Relocation Impact None
 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
EXPENDITURE SCHEDULE (\$000s)											
Planning, Design and Supervision	1,625	145	480	1,000	500	500	0	0	0	0	0
Land	0	0	0	0	0	0	0	0	0	-0	0
Site Improvements and Utilities	0	0	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0	0
Other	0	0	0	0	0	0	0	0	0	0	0
Total	1,625	145	480	1,000	500	500	0	0	0	0	0

FUNDING SCHEDULE (\$000s)											
Mass Transit Fund	625	145	480	0	0	0	0	0	0	0	0
State Aid	1,000	0	0	1,000	500	500	0	0	0	0	0
Total	1,625	145	480	1,000	500	500	0	0	0	0	0

APPROPRIATION AND EXPENDITURE DATA (000s)

Appropriation Request	FY 15	500
Appropriation Request Est.	FY 16	500
Supplemental Appropriation Request		0
Transfer		0
Cumulative Appropriation		625
Expenditure / Encumbrances		377
Unencumbered Balance		248

Date First Appropriation	FY 13
First Cost Estimate	
Current Scope	FY 15 1,625
Last FY's Cost Estimate	625

Description

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

Estimated Schedule

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

Cost Change

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

Justification

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

Other

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

Fiscal Note

MDOT will manage facility planning for the MD 355 and US 29 corridors and has agreed to provide \$500,000 per year in FY15 and FY16 for County oversight. The County and MDOT are currently working on a Memorandum of Understanding to formalize this arrangement. The Executive asserts that this project conforms to the requirements of relevant local plans, as required by the Maryland Economic Growth, Resource Protection and Planning Act.

Coordination

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

Ride On Bus Fleet (P500821)

Category Transportation
 Sub Category Mass Transit
 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
-------	--------------	----------	------------------	-------	-------	-------	-------	-------	-------	-----------------

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	0	0	0	0	0	0	0	0	0	0
Other	190,352	39,893	52,967	97,492	18,350	14,171	8,873	17,247	21,591	17,260
Total	190,352	39,893	52,967	97,492	18,350	14,171	8,873	17,247	21,591	17,260

FUNDING SCHEDULE (\$000s)

Bond Premium	956	0	956	0	0	0	0	0	0	0
Contributions	475	0	475	0	0	0	0	0	0	0
Fed Stimulus (State Allocation)	6,550	6,550	0	0	0	0	0	0	0	0
Federal Aid	28,165	3,344	15,221	9,600	1,600	1,600	1,600	1,600	1,600	1,600
Impact Tax	2,350	0	0	2,350	2,350	0	0	0	0	0
Mass Transit Fund	71,853	1,621	1,090	69,142	0	12,171	6,873	15,247	19,591	15,260
Short-Term Financing	57,663	23,638	34,025	0	0	0	0	0	0	0
State Aid	22,340	4,740	1,200	16,400	14,400	400	400	400	400	400
Total	190,352	39,893	52,967	97,492	18,350	14,171	8,873	17,247	21,591	17,260

APPROPRIATION AND EXPENDITURE DATA (000s)

Description

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

Estimated Schedule

FY15: 10 full-size CNG, 26 full-size diesel, and 1 small diesel; FY16: 23 full-size CNG and 2 full-size diesel; FY17: 15 full-size CNG; FY18: 23 full-size CNG and 5 full-size hybrid, FY19: 9 full-size hybrid and 31 small diesel, FY20: 32 large diesel

Cost Change

Includes updated bus prices, additional bus in FY15 for Clarksburg service that began in FY14, additional full-size buses in FY15 (3) and FY16 (2), and the addition of FY19 and FY20 bus replacements

Justification

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

Fiscal Note

In FY15, additional state aid from gas tax proceeds will be applied to bus replacement costs.

Disclosures

Expenditures will continue indefinitely.

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

Coordination

Department of General Services

Transit Park and Ride Lot Renovations (P500534)

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

Date Last Modified 4/21/14
 Required Adequate Public Facility No
 Relocation Impact None
 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
EXPENDITURE SCHEDULE (\$000s)											
Planning, Design and Supervision	654	0	279	375	40	98	148	89	0	0	0
Land	0	0	0	0	0	0	0	0	0	0	0
Site Improvements and Utilities	4	4	0	0	0	0	0	0	0	0	0
Construction	2,381	226	390	1,765	190	460	695	420	0	0	0
Other	0	0	0	0	0	0	0	0	0	0	0
Total	3,039	230	669	2,140	230	558	843	509	0	0	0

FUNDING SCHEDULE (\$000s)											
G.O. Bonds	3,039	230	669	2,140	230	558	843	509	0	0	0
Total	3,039	230	669	2,140	230	558	843	509	0	0	0

APPROPRIATION AND EXPENDITURE DATA (000s)

Appropriation Request	FY 15	315
Appropriation Request Est.	FY 16	98
Supplemental Appropriation Request		0
Transfer		0
Cumulative Appropriation		1,274
Expenditure / Encumbrances		674
Unencumbered Balance		600

Date First Appropriation	FY 05
First Cost Estimate	
Current Scope	FY 15 3,039
Last FY's Cost Estimate	5,502

Description

This project provides repairs and renovations to parking lots at transit park and ride lots AND transit centers to allow them to continue functioning as transit facilities and comply with Americans with Disabilities Act (ADA) requirements. In FY08/FY09, an evaluation and assessment of all park and ride facilities, including ADA accessibility and pedestrian safety, was completed to provide scope and detailed cost estimates for the restoration and upgrades.

Cost Change

Project reflects cost estimates to implement the repairs identified in the evaluation study. All MARC lots are now renovated by the State and Montgomery Mall park and ride lot is being absorbed by the Mall. These changes allow Transit Services to expedite the schedule and require no additional cost beyond the FY18 program. Figures reflect planning, design, and supervision cost reductions as no projects are scheduled in FY16.

Justification

The County operates 8 transit park and ride lots and 3 transit centers in major transportation corridors. Several County park and ride lots have had major failures, resulting from the age and use of the facilities. Some of the lots were constructed more than 20 years ago. Pavement and the entrances were not constructed to support heavy bus traffic. The plan calls for the following site renovations:

FY15: Damascus Park and Ride and Traville Transit Center

FY16: Colesville Park and Ride, Greencastle Park and Ride

FY17: Burtonsville Park and Ride, Kingsview Park and Ride

FY18: Milestone Park and Ride, Lakeforest Transit Center, Germantown Transit Center

Fiscal Note

Funding for this project is general obligation bonds dedicated to Mass Transit with debt service financed from the Mass Transit Facilities Fund.

Disclosures

A pedestrian impact analysis has been completed for this project.

Coordination

Maryland State Highway Administration, Department of Permitting Services, Maryland-National Capital Park and Planning Commission, Utilities

Parking Lot Districts Service Facility (P501551)

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

Date Last Modified 2/26/14
 Required Adequate Public Facility No
 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
EXPENDITURE SCHEDULE (\$000s)											
Planning, Design and Supervision	729	0	0	729	425	114	190	0	0	0	0
Land	0	0	0	0	0	0	0	0	0	0	0
Site Improvements and Utilities	227	0	0	227	0	210	17	0	0	0	0
Construction	2,514	0	0	2,514	0	980	1,534	0	0	0	0
Other	115	0	0	115	0	0	115	0	0	0	0
Total	3,585	0	0	3,585	425	1,304	1,856	0	0	0	0

FUNDING SCHEDULE (\$000s)											
Current Revenue: Parking - Silver Spring	3,585	0	0	3,585	425	1,304	1,856	0	0	0	0
Total	3,585	0	0	3,585	425	1,304	1,856	0	0	0	0

OPERATING BUDGET IMPACT (\$000s)											
Energy				200	0	0	50	50	50	50	
Maintenance				268	0	0	67	67	67	67	
Program-Other				-1,036	0	0	-259	-259	-259	-259	
Net Impact				-568	0	0	-142	-142	-142	-142	

APPROPRIATION AND EXPENDITURE DATA (000s)

Appropriation Request	FY 15	3,585
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	FY 15
Last FY's Cost Estimate	0

Description

The PLD Service Facility is proposed to include offices for the meter and maintenance teams, shops for meter repair and cleaning, dry storage and staff facilities for everyday use and emergency service callbacks. The facility will allow consolidation of the existing Parking Maintenance office directly across Spring Street (currently in leased space) and the Meter Maintenance Shop currently located on the ground floor of Garage 4 near Thayer Avenue and Fenton Street.

Location

1200 Spring Street (adjacent to the northern wall of Garage 2), Silver Spring. Garage 2 has sufficient capacity to fully meet the needs of parkers displaced by the project.

Capacity

The facility will consist of 11,500 gross square feet of office, shop, and staff facilities space to support approximately 30 to 35 staff members and contractual employees.

Estimated Schedule

Design will be performed in FY15 and construction during FY16 and FY17

Justification

Moving the Meter Maintenance Shop will allow the future sale/redevelopment of the property. The existing lease for the Parking Maintenance Office is located in a building that has been purchased by a new owner. The County has been put on notice that the lease will not be renewed at its scheduled termination. The Meter Shop currently is located in Garage 4 in South Silver Spring. This facility will either need extensive rehabilitation for continued use or may be the subject of a future demolition and redevelopment. Combining these teams in one location will allow space saving for conference rooms, kitchen and break room. Garage 2 also has space for additional employee parking and secure parking for Meter Maintenance vehicles. An analysis by the Leasing Office of the Department of General Services has determined that leasing or buying an existing building will cost significantly more than the construction of a new facility on PLD owned land. Operating expenses are expected to decrease by combining the two current facilities into one.

Fiscal Note

There will be no land costs since the facility will be built on a surface lot owned by the Parking Lot District. Full appropriation is being requested in FY15 in order to accomplish a design/build contract.

Disclosures

A pedestrian impact analysis has been completed for this project.

Coordination

PEPCO, WSSC, Department of Technology Services, OMB, MNCPPC

Pkg Wheaton Fac Renovations (P509709)

Category Transportation
 Sub Category Parking
 Administering Agency Transportation (AAGE30)
 Planning Area Kensington-Wheaton

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
EXPENDITURE SCHEDULE (\$000s)											
Planning, Design and Supervision	203	37	94	72	12	12	12	12	12	12	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	774	108	66	600	100	100	100	100	100	100	0
Other	0	0	0	0	0	0	0	0	0	0	0
Total	977	145	160	672	112	112	112	112	112	112	0

FUNDING SCHEDULE (\$000s)											
Current Revenue: Parking - Wheaton	977	145	160	672	112	112	112	112	112	112	0
Total	977	145	160	672	112	112	112	112	112	112	0

APPROPRIATION AND EXPENDITURE DATA (000s)

Appropriation Request	FY 15	124
Appropriation Request Est.	FY 16	112
Supplemental Appropriation Request		0
Transfer		0
Cumulative Appropriation		323
Expenditure / Encumbrances		301
Unencumbered Balance		22

Date First Appropriation	FY 97
First Cost Estimate	
Current Scope	FY 15 977
Last FY's Cost Estimate	1,419
Partial Closeout Thru	2,344
New Partial Closeout	145
Total Partial Closeout	2,489

Description

This project provides for the restoration of, or improvements to, Wheaton parking facilities to address deterioration due to use and age. This is a continuing program of contractual improvements or restorations, with changing priorities depending upon the types of deterioration and corrections required. Corrective measures are required to ensure adequate and proper serviceability over the design life of the facilities and to preserve the County's investment. The scope of this project may vary depending on the results of the studies conducted under Facility Planning: Parking.

Cost Change

Addition of FY 19 and FY20 to this ongoing level of effort project.

Justification

Staff inspection and condition surveys by County inspectors and consultants indicate that facilities at the Wheaton Parking Lot District are in need of rehabilitation and repair work. Not performing this restoration work within the time and scope specified may result in serious structural integrity problems to the subject parking facilities as well as possible public safety hazards. Lot re-paving will be performed on most parking lot district lots, as well as lighting upgrades, and follow-through on recommendation per consultant's analysis done in FY08.

Disclosures

Expenditures will continue indefinitely.

Coordination

Facility Planning Parking: Wheaton PLD

ADA Compliance: Transportation (P509325)

Category Transportation
 Sub Category Pedestrian Facilities/Bikeways
 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
EXPENDITURE SCHEDULE (\$000s)											
Planning, Design and Supervision	2,920	283	1,055	1,582	225	225	283	283	283	283	0
Land	0	0	0	0	0	0	0	0	0	0	0
Site Improvements and Utilities	196	0	28	168	28	28	28	28	28	28	0
Construction	8,952	946	666	7,340	1,242	1,242	1,214	1,214	1,214	1,214	0
Other	0	0	0	0	0	0	0	0	0	0	0
Total	12,068	1,229	1,749	9,090	1,495	1,495	1,525	1,525	1,525	1,525	0

FUNDING SCHEDULE (\$000s)											
G.O. Bonds	12,068	1,229	1,749	9,090	1,495	1,495	1,525	1,525	1,525	1,525	0
Total	12,068	1,229	1,749	9,090	1,495	1,495	1,525	1,525	1,525	1,525	0

APPROPRIATION AND EXPENDITURE DATA (000s)

Appropriation Request	FY 15	1,076
Appropriation Request Est.	FY 16	1,495
Supplemental Appropriation Request		0
Transfer		0
Cumulative Appropriation		3,397
Expenditure / Encumbrances		1,247
Unencumbered Balance		2,150

Date First Appropriation	FY 93
First Cost Estimate	
Current Scope	FY 15
Last FY's Cost Estimate	13,184
Partial Closeout Thru	23,733
New Partial Closeout	1,229
Total Partial Closeout	24,962

Description

This project provides for both curb ramps for sidewalks and new transportation accessibility construction in compliance with the requirements of the Americans with Disabilities Act of 1991 (ADA). This improvement program provides for planning, design, and reconstruction of existing Countywide infrastructure to enable obstruction-free access to public facilities, public transportation, Central Business Districts (CBDs), health facilities, shopping centers, and recreation. Curb ramp installation at intersections along residential roads will be constructed based on population density. Funds are provided for the removal of barriers to wheelchair users such as signs, poles, and fences, and for intersection improvements such as the reconstruction of median breaks and new curb ramps, crosswalks, and sidewalk connectors to bus stops. Curb ramps are needed to enable mobility for physically-impaired citizens, for the on-call transit program Accessible Ride On, and for County-owned and leased facilities. A portion of this project will support the Renew Montgomery program. One aspect of this project will focus on improving pedestrian walkability by creating a safer walking environment, utilizing selected engineering technologies, and ensuring ADA compliance.

Cost Change

Cost change due to partial capitalization of prior year expenditures, partially offset by the addition of FY19 and FY20 to this ongoing project.

Justification

Areas served by Metrorail and other densely populated areas have existing infrastructure which was constructed without adequate consideration of the specialized needs of persons with disabilities or impaired mobility. This project improves access to public facilities and services throughout the County in compliance with the ADA.

Disclosures

A pedestrian impact analysis has been completed for this project.

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 Department of Transportation, Washington Metropolitan Area Transit Authority, Department of Housing and Community Affairs, Department of Health and Human Services, Commission on People with Disabilities, Montgomery County Pedestrian Safety Advisory Committee, Commission on Aging, Maryland State Highway Administration, MARC Rail, Sidewalk and Infrastructure Revitalization Project, Sidewalk Program - Minor Projects, U.S. Department of Justice

Bethesda Bikeway and Pedestrian Facilities (P500119)

Category
Sub Category
Administering Agency
Planning Area

Transportation
Pedestrian Facilities/Bikeways
Transportation (AAGE30)
Bethesda-Chevy Chase

Date Last Modified
Required Adequate Public Facility
Relocation Impact
Status

4/21/14
Yes
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
EXPENDITURE SCHEDULE (\$000s)											
Planning, Design and Supervision	1,332	1,213	32	87	87	0	0	0	0	0	0
Land	0	0	0	0	0	0	0	0	0	0	0
Site Improvements and Utilities	140	80	0	60	60	0	0	0	0	0	0
Construction	2,047	1,256	2	789	789	0	0	0	0	0	0
Other	1	1	0	0	0	0	0	0	0	0	0
Total	3,520	2,550	34	936	936	0	0	0	0	0	0

FUNDING SCHEDULE (\$000s)											
G.O. Bonds	3,520	2,550	34	936	936	0	0	0	0	0	0
Total	3,520	2,550	34	936	936	0	0	0	0	0	0

OPERATING BUDGET IMPACT (\$000s)											
Energy				3	0	0	0	1	1	1	
Maintenance				3	0	0	0	1	1	1	
Net Impact				6	0	0	0	2	2	2	

APPROPRIATION AND EXPENDITURE DATA (000s)

Appropriation Request	FY 15	0
Appropriation Request Est.	FY 16	0
Supplemental Appropriation Request		0
Transfer		0
Cumulative Appropriation		3,520
Expenditure / Encumbrances		2,563
Unencumbered Balance		957

Date First Appropriation	FY 04	
First Cost Estimate		
Current Scope	FY 13	3,520
Last FY's Cost Estimate		3,520

Description

This project provides bikeway network improvements and pedestrian intersection improvements as specified in the Bethesda Central Business District (CBD) Sector Plan to complete the requirements of Stage I development.

Estimated Schedule

The development of the Bethesda Lot 31 Parking Garage (CIP #500932) is expected to be complete in Winter 2014 (FY15). The design and construction for the remaining projects (Bethesda Avenue, 47th Street, and Willow Lane bike facilities) is expected to be complete in FY15.

Justification

The Bethesda CBD has little net remaining capacity for employment under the current Stage I development restrictions. It is desirable to get the Bethesda CBD into Stage II development to increase employment capacity. The Bethesda CBD Sector Plan of 1994 recommends that certain bikeway and pedestrian improvements be implemented (see Table 5.2 of the Sector Plan) to allow the area to go to Stage II development. Bethesda Central Business District Sector Plan, July 1994.

Other

The scope of work was planned and coordinated with local communities, property owners, and the Bethesda Urban Partnership before cost estimates for final design and construction were developed. Costs could be further refined and amended once feasibility is determined during the design process.

Disclosures

A pedestrian impact analysis has been completed for this project.

Coordination

Bethesda Chevy Chase Regional Services Center, Bethesda Urban Partnership, Montgomery Bicycle Action Group, Maryland-National Capital Park and Planning Commission, Maryland State Highway Administration, Bethesda CBD Streetscape (CIP #501102), Trails: Hard Surface Design and Construction (CIP #768673), Resurfacing Park Roads - Bridges, Maryland Transit Administration, Washington Metropolitan Area Transit Authority

Bicycle-Pedestrian Priority Area Improvements (P501532)

Category
Sub Category
Administering Agency
Planning Area

Transportation
Pedestrian Facilities/Bikeways
Transportation (AAGE30)
Countywide

Date Last Modified
Required Adequate Public Facility
Relocation Impact
Status

4/21/14
#MISSING
#MISSING
TBA

Total	Thru FY13	Est FY14	Total 6 Years	FY 15	FY 16	FY 17	FY 18	FY 19	FY 20	Beyond 6 Yrs
-------	--------------	----------	------------------	-------	-------	-------	-------	-------	-------	-----------------

EXPENDITURE SCHEDULE (\$000s)

Planning, Design and Supervision	1,125	0	0	1,125	375	150	150	150	150	150	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	4,250	0	0	4,250	0	850	850	850	850	850	0
Other	0	0	0	0	0	0	0	0	0	0	0
Total	5,375	0	0	5,375	375	1,000	1,000	1,000	1,000	1,000	0

FUNDING SCHEDULE (\$000s)

Current Revenue: General	375	0	0	375	375	0	0	0	0	0	0
G.O. Bonds	5,000	0	0	5,000	0	1,000	1,000	1,000	1,000	1,000	0
Total	5,375	0	0	5,375	375	1,000	1,000	1,000	1,000	1,000	0

APPROPRIATION AND EXPENDITURE DATA (000s)

Appropriation Request	FY 15	375
Appropriation Request Est.	FY 16	1,000
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
Last FY's Cost Estimate	0

Description

The project provides for the design and construction of bicycle and pedestrian capital improvements in the 28 Bicycle-Pedestrian Priority Areas (BPPAs) 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, streetlighting, and relocation of utility poles.

Estimated Schedule

A study in FY15 will identify sub-projects in the following BPPAs: Glenmont, Grosvenor, Silver Spring Central Business District, Veirs Mill/Randolph Road, and Wheaton Central Business District. Design and construction of sub-projects will begin in FY16.

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.

Coordination

Urban Districts
Chambers of Commerce
Maryland-National Capital Park and Planning Commission
PEPCO
Verizon
Department of Permitting Services
Department of Environmental Protection
Washington Gas and Light
Washington Suburban Sanitary Commission
Facility Planning: Transportation

Bikeway Program – Minor Projects (P507596)

Category
Sub Category
Administering Agency
Planning Area

Transportation
Pedestrian Facilities/Bikeways
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
EXPENDITURE SCHEDULE (\$000s)											
Planning, Design and Supervision	1,183	227	0	956	140	140	169	169	169	169	0
Land	129	65	0	64	10	10	11	11	11	11	0
Site Improvements and Utilities	0	0	0	0	0	0	0	0	0	0	0
Construction	3,585	421	564	2,600	850	350	350	350	350	350	0
Other	0	0	0	0	0	0	0	0	0	0	0
Total	4,897	713	564	3,620	1,000	500	530	530	530	530	0

FUNDING SCHEDULE (\$000s)											
G.O. Bonds	4,412	511	531	3,370	750	500	530	530	530	530	0
State Aid	485	202	33	250	250	0	0	0	0	0	0
Total	4,897	713	564	3,620	1,000	500	530	530	530	530	0

OPERATING BUDGET IMPACT (\$000s)											
Maintenance				6	1	1	1	1	1	1	1
Net Impact				6	1	1	1	1	1	1	1

APPROPRIATION AND EXPENDITURE DATA (000s)

Appropriation Request	FY 15	32
Appropriation Request Est.	FY 16	500
Supplemental Appropriation Request		0
Transfer		0
Cumulative Appropriation		2,245
Expenditure / Encumbrances		757
Unencumbered Balance		1,488

Date First Appropriation	FY 75	
First Cost Estimate		
Current Scope	FY 15	4,897
Last FY's Cost Estimate		3,763
Partial Closeout Thru		7,138
New Partial Closeout		713
Total Partial Closeout		7,851

Description

This program provides for the planning, design, and construction of bikeways, trails, and directional route signs throughout the County to develop the bikeway network specified by master plans and those requested by the community to provide access to commuter rail, mass transit, major employment centers, recreational and educational facilities, and other major attractions. The program will construct bicycle facilities that will cost less than \$500,000 and includes shared use paths, on-road bicycle facilities, wayfinding, and signed shared routes.

Cost Change

In FY14, this project was approved for a \$485,000 Maryland Department of Transportation cost-sharing grant to be matched by \$485,000 in County funding for a total cost increase of \$970,000 (\$485,000 to be spent in FY14 and \$485,000 to be spent in FY15). The grant provides funding for the design of the Clopper Road Shared Use Path and the construction of the Bethesda Trolley Trail Wayside II. Cost change also due to partial capitalization of prior year expenditures, partially offset by the addition of FY19 and FY20 to this ongoing project.

Justification

There is a continuing and increasing need to develop a viable and effective bikeway and trail network throughout the County to increase bicyclist safety and mobility, provide an alternative to the use of automobiles, reduce traffic congestion, reduce air pollution, conserve energy, enhance quality of life, provide recreational opportunities, and encourage healthy life styles. This program implements the bikeways recommended in local area master plans, in the 2005 Countywide Bikeways Functional Master Plan and those identified by individuals, communities, the Montgomery County Bicycle Action Group, or bikeway segments and connectors necessitated by the subdivision process. Projects identified by individuals and communities will be used as an ongoing project guide which will be implemented in accordance with the funds available in each fiscal year. This program also complements and augments the bikeways that are included in road projects.

Fiscal Note

An FY14 supplemental appropriation request will be submitted concurrently with the County Executive's Recommended FY15-20 CIP to appropriate grant funds in FY14 for this project.

Disclosures

A pedestrian impact analysis has been completed for this project.

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 Department of Transportation, Maryland State Highway Administration, Maryland-National Capital Park and Planning Commission, Department of Police, Citizen Advisory Boards, Montgomery County Bicycle Action Group, Coalition for the Capital Crescent Trail, Montgomery Bicycle Advocates

Capital Crescent Trail (P501316)

Category	Transportation	Date Last Modified	4/21/14
Sub Category	Pedestrian Facilities/Bikeways	Required Adequate Public Facility	No
Administering Agency	Transportation (AAGE30)	Relocation Impact	None
Planning Area	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
EXPENDITURE SCHEDULE (\$000s)											
Planning, Design and Supervision	6,000	0	0	6,000	3,000	0	0	3,000	0	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	88,456	0	0	69,956	1,668	6,772	8,795	14,111	9,805	28,805	18,500
Other	0	0	0	0	0	0	0	0	0	0	0
Total	95,856	0	0	77,356	4,668	6,772	8,795	17,111	10,505	29,505	18,500

FUNDING SCHEDULE (\$000s)											
G.O. Bonds	95,856	0	0	77,356	4,668	6,772	8,795	17,111	10,505	29,505	18,500
Total	95,856	0	0	77,356	4,668	6,772	8,795	17,111	10,505	29,505	18,500

APPROPRIATION AND EXPENDITURE DATA (000s)

Appropriation Request	FY 15	4,668	Date First Appropriation	FY 15
Appropriation Request Est.	FY 16	6,772	First Cost Estimate	
Supplemental Appropriation Request		0	Current Scope	FY 15
Transfer		0	Last FY's Cost Estimate	49,500
Cumulative Appropriation		0		
Expenditure / Encumbrances		0		
Unencumbered Balance		0		

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 interim trail along the Georgetown Branch right-of-way between Bethesda and Lyttonsville will be upgraded to a permanent trail between FY16 and FY18, concurrent with the Purple Line construction schedule in that segment. The new extension of the trail on the northeast side of the Metropolitan Branch Trail between Lyttonsville and the Silver Spring Transit Center will be built in FY19 and FY20. The Metropolitan Branch segment will be opened concurrently with the planned opening of the Purple Line in 2020. This schedule assumes the current Purple Line implementation schedule provided by the Maryland Transit Administration (MTA).

Cost Change

Expenditures updated to reflect March 2014 Maryland Transit Administration construction cost estimates and the addition of \$600,000 in the Beyond 6 Years for lighting upgrades along the trail.

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 may change as a result of the MTA's proposed public-private partnership for the Purple Line.

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

Falls Road East Side Hiker/ Biker Path (P500905)

Category	Transportation	Date Last Modified	4/21/14
Sub Category	Pedestrian Facilities/Bikeways	Required Adequate Public Facility	No
Administering Agency	Transportation (AAGE30)	Relocation Impact	None
Planning Area	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
EXPENDITURE SCHEDULE (\$000s)											
Planning, Design and Supervision	1,786	0	0	695	0	0	0	119	489	87	1,091
Land	2,700	0	0	2,700	0	0	0	0	1,622	1,078	0
Site Improvements and Utilities	3,000	0	0	0	0	0	0	0	0	0	3,000
Construction	17,344	0	0	0	0	0	0	0	0	0	17,344
Other	0	0	0	0	0	0	0	0	0	0	0
Total	24,830	0	0	3,395	0	0	0	119	2,111	1,165	21,435

FUNDING SCHEDULE (\$000s)											
G.O. Bonds	18,536	0	0	3,395	0	0	0	119	2,111	1,165	15,141
Impact Tax	6,244	0	0	0	0	0	0	0	0	0	6,244
Intergovernmental	50	0	0	0	0	0	0	0	0	0	50
Total	24,830	0	0	3,395	0	0	0	119	2,111	1,165	21,435

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	FY 15 24,830
Last FY's Cost Estimate	22,340

Description

This project provides funds to develop final design plans, acquire right-of-way, and construct approximately 4 miles of an 8-foot bituminous hiker/biker path along the east side of Falls Road from River Road to Dunster Road. Falls Road is classified as a major highway and has a number of side street connections along the project corridor. The path will provide pedestrians and cyclists safe access to communities along this project corridor, and will provide a connection to existing pedestrian facilities to the north (Rockville) and to the south (Potomac).

Estimated Schedule

Final design to start in Fall 2017 and to conclude by Fall 2019. Property acquisition will start in Winter 2019 and take approximately 18 months to complete. Utility relocations and construction will start and be completed after FY20.

Cost Change

Increase due to revised design costs as a result of new state-mandated stormwater management regulations and updated inflation estimates.

Justification

This path provides vital access to public transportation along Falls Road. The path will provide pedestrian access to the following destinations: bus stops along Falls Road, Bullis School, Ritchie Park Elementary School, Potomac Community Center, Potomac Library, Potomac Village Shopping Center, Potomac Promenade Shopping Center, Heritage Farm Park, Falls Road Golf Club, Falls Road Park, and a number of religious facilities along Falls Road. The 2002 Potomac Subregion Master Plan calls for a Class I (off-road) bike path along Falls Road from the Rockville City limit to MacArthur Boulevard. The path is a missing link between existing bicycle facilities within the City of Rockville and existing path along Falls Road south of River Road.

Fiscal Note

Project deferred due to fiscal capacity. Intergovernmental revenue represents the Washington Suburban Sanitary Commission's (WSSC) portion of the water and sewer relocation costs. Federal Transportation Enhancement Funds will be pursued after property acquisition has been completed.

Disclosures

A pedestrian impact analysis has been completed for this project.

Coordination

Maryland-National Capital Park and Planning Commission, State Highway Administration, Utility Companies, Department of Environmental Protection, Department of Permitting Services, Washington Gas, Pepco, Verizon, Maryland Department of Natural Resources, Bikeway Program - Minor Projects

Flower Avenue Sidewalk (P501206)

Category	Transportation	Date Last Modified	4/21/14
Sub Category	Pedestrian Facilities/Bikeways	Required Adequate Public Facility	No
Administering Agency	Transportation (AAGE30)	Relocation Impact	None
Planning Area	Takoma Park	Status	TBA

	Total	Thru FY13	Est FY14	Total 6 Years	FY 15	FY 16	FY 17	FY 18	FY 19	FY 20	Beyond 6 Yrs
EXPENDITURE SCHEDULE (\$000s)											
Planning, Design and Supervision	0	0	0	0	0	0	0	0	0	0	0
Land	0	0	0	0	0	0	0	0	0	0	0
Site Improvements and Utilities	0	0	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0	0
Other	200	0	0	200	0	200	0	0	0	0	0
Total	200	0	0	200	0	200	0	0	0	0	0

FUNDING SCHEDULE (\$000s)											
Current Revenue: General	200	0	0	200	0	200	0	0	0	0	0
Total	200	0	0	200	0	200	0	0	0	0	0

APPROPRIATION AND EXPENDITURE DATA (000s)

Appropriation Request	FY 15	0
Appropriation Request Est.	FY 16	200
Supplemental Appropriation Request		0
Transfer		0
Cumulative Appropriation		0
Expenditure / Encumbrances		0
Unencumbered Balance		0

Date First Appropriation	
First Cost Estimate	
Current Scope	FY 12
Last FY's Cost Estimate	200

Description

This project provides for the County's contribution to the City of Takoma Park for the construction of the sidewalk and the rehabilitation of Flower Avenue (MD 787) between Piney Branch Road and Carroll Avenue. The City of Takoma Park will annex the full width of the right-of-way on the east side of the road and take ownership and maintenance responsibilities from the State. The City will transform the road into a green street, including the construction of an ADA compliant sidewalk on the east side of the road. The County's contribution is subject to the County's review and concurrence of the scope of work for the sidewalk component of the green street project.

Justification

Flower Avenue is heavily traveled by transit riders and pedestrians. Washington Adventist University and Washington Adventist Hospital are on this stretch of Flower Avenue. Various Ride On routes serve this segment. Rolling Terrace Elementary School, the Long Branch commercial district, library and recreation center, and the future Long Branch Purple Line stop are all within a few blocks. The project would convert a mile-long street into a green street.

Other

Expenditures will be programmed in FY16. The City of Takoma Park is expected to accept transfer of the road and build the green street and sidewalk in advance of the County's contribution.

Fiscal Note

The County's maximum contribution will be \$200,000 in FY16. An MOU between the County and the City of Takoma Park must be signed before these funds will be appropriated.

Coordination

City of Takoma Park, Maryland Department of Transportation, Maryland State Highway Administration

MacArthur Blvd Bikeway Improvements (P500718)

Category	Transportation	Date Last Modified	4/21/14
Sub Category	Pedestrian Facilities/Bikeways	Required Adequate Public Facility	No
Administering Agency	Transportation (AAGE30)	Relocation Impact	None
Planning Area	Potomac-Travilah	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
EXPENDITURE SCHEDULE (\$000s)											
Planning, Design and Supervision	5,185	1,598	1,050	1,457	197	0	0	0	506	754	1,080
Land	416	147	69	200	0	0	0	0	0	200	0
Site Improvements and Utilities	260	0	260	0	0	0	0	0	0	0	0
Construction	9,666	300	4,420	666	666	0	0	0	0	0	4,280
Other	1,773	3	0	0	0	0	0	0	0	0	1,770
Total	17,300	2,048	5,799	2,323	863	0	0	0	506	954	7,130

FUNDING SCHEDULE (\$000s)											
G.O. Bonds	17,300	2,048	5,799	2,323	863	0	0	0	506	954	7,130
Total	17,300	2,048	5,799	2,323	863	0	0	0	506	954	7,130

OPERATING BUDGET IMPACT (\$000s)											
Energy				70	0	14	14	14	14	14	
Maintenance				70	0	14	14	14	14	14	
Net Impact				140	0	28	28	28	28	28	

APPROPRIATION AND EXPENDITURE DATA (000s)

Appropriation Request	FY 15	0
Appropriation Request Est.	FY 16	0
Supplemental Appropriation Request		0
Transfer		0
Cumulative Appropriation		8,710
Expenditure / Encumbrances		4,433
Unencumbered Balance		4,277

Date First Appropriation	FY 07
First Cost Estimate	
Current Scope	FY 15 17,300
Last FY's Cost Estimate	8,710

Description

This project provides for bikeway improvements along 4.7 miles of MacArthur Boulevard, from I-495 to the District of Columbia. To encourage alternate modes of travel and enhance pedestrian safety, the pavement will be widened to provide 2-3 foot shoulders to accommodate the needs of on-road commuter and experienced bicyclists. The existing shared-use path will be upgraded to current standards to promote usage and enhance safety for all users. This project will also provide for spot improvements to MacArthur Boulevard to enhance safety for pedestrians, cyclists and motorists.

Estimated Schedule

From I-495 to Oberlin Avenue: Construction started in FY12 and will be completed in FY15. From Oberlin Avenue to the District city line: Design will start in FY19 with construction to start in FY21 and be completed in FY22.

Cost Change

Cost increase of \$8.59M due to the addition of design and construction of the segment from Oberlin Avenue to the District city line to this project.

Justification

This project improves safety and accessibility for pedestrians and bicyclists of all experience levels and enhances connectivity with other bikeways in the vicinity. In addition, spot improvements will improve deficiencies and immediate safety on MacArthur Boulevard. The Department of Transportation (DOT) prepared a Transportation Facility Planning Study document entitled MacArthur Boulevard Bike Path/Lane Improvements-Project Prospectus in February 2004, which is consistent with the October 2004 Potomac Subregion Master Plan and the 1978 Master Plan Bikeways.

Other

Preliminary design costs were funded through Facility Planning: Transportation (CIP #509337).

Disclosures

A pedestrian impact analysis has been completed for this project.

Coordination

United States Army Corps of Engineers, Maryland-National Capital Park and Planning Commission, National Park Service, Department of Permitting Services, Utility Companies, Town of Glen Echo, Facility Planning: Transportation (CIP #509337), WSSC

Metropolitan Branch Trail (P501110)

Category	Transportation	Date Last Modified	4/21/14
Sub Category	Pedestrian Facilities/Bikeways	Required Adequate Public Facility	No
Administering Agency	Transportation (AAGE30)	Relocation Impact	None
Planning Area	Silver Spring	Status	Final Design Stage

	Total	Thru FY13	Est FY14	Total 6 Years	FY 15	FY 16	FY 17	FY 18	FY 19	FY 20	Beyond 6 Yrs
EXPENDITURE SCHEDULE (\$000s)											
Planning, Design and Supervision	2,481	776	1,044	661	0	200	100	361	0	0	0
Land	2,990	8	22	2,960	1,740	1,220	0	0	0	0	0
Site Improvements and Utilities	381	0	0	381	0	50	0	331	0	0	0
Construction	6,295	0	0	6,295	0	1,000	500	4,795	0	0	0
Other	0	0	0	0	0	0	0	0	0	0	0
Total	12,147	784	1,066	10,297	1,740	2,470	600	5,487	0	0	0

FUNDING SCHEDULE (\$000s)											
G.O. Bonds	12,147	784	1,066	10,297	1,740	2,470	600	5,487	0	0	0
Total	12,147	784	1,066	10,297	1,740	2,470	600	5,487	0	0	0

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

APPROPRIATION AND EXPENDITURE DATA (000s)

Appropriation Request	FY 15	1,430
Appropriation Request Est.	FY 16	1,694
Supplemental Appropriation Request		0
Transfer		0
Cumulative Appropriation		2,936
Expenditure / Encumbrances		1,623
Unencumbered Balance		1,313

Date First Appropriation	FY 11	
First Cost Estimate		
Current Scope	FY 13	12,147
Last FY's Cost Estimate		12,147

Description

This project provides for completing preliminary engineering and final engineering necessary to obtain CSX and WMATA approvals for the 0.62 mile segment of this trail in Montgomery County between the end of the existing trail in Takoma Park and the Silver Spring Transit Center. The trail will be designed to be 8 feet to 10 feet in width. This project also includes the land acquisition, site improvements, utility relocations, and construction of the project from the Silver Spring Transit Center to the east side of Georgia Avenue, including a new or expanded bridge over Georgia Avenue, as well as the segment along Fenton Street, from King Street to the north end of the existing trail. The construction will be performed in two phases; the second phase will construct the trail across the historic rail station property and will include the crossing over Georgia Avenue. The design will also include a grade-separated crossing of Burlington Avenue, the narrowing of Selim Road, the trail segment on King Street, and the construction of new retaining walls and reconstruction of existing retaining walls.

Estimated Schedule

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

Justification

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

Other

The County is currently negotiating with the Maryland Historical Trust regarding right-of-way impacts and the final alignment of a pedestrian bridge crossing over Georgia Avenue. The initial design for this project was funded through Facility Planning: Transportation (CIP #509337). The expenditures reflects the previously approved FY13-18 alignment over Georgia Avenue, which provides a crossing that is safe, cost-effective, and has a more limited visual impact than other proposed alternatives.

Fiscal Note

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

Disclosures

A pedestrian impact analysis has been completed for this project.

Coordination

Washington Metropolitan Area Transit Authority, CSX-Transportation, Maryland State Highway Administration, Montgomery College, Maryland Historical Trust, Purple Line Project, Maryland-National Capital Park and Planning Commission, Montgomery County Department of Health and Human Services

Needwood Road Bikepath (P501304)

Category Transportation
 Sub Category Pedestrian Facilities/Bikeways
 Administering Agency Transportation (AAGE30)
 Planning Area Shady Grove Vicinity

Date Last Modified 4/21/14
 Required Adequate Public Facility Yes
 Relocation Impact None
 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
EXPENDITURE SCHEDULE (\$000s)											
Planning, Design and Supervision	1,000	0	312	688	395	231	62	0	0	0	0
Land	100	0	0	100	50	50	0	0	0	0	0
Site Improvements and Utilities	370	0	0	370	40	40	290	0	0	0	0
Construction	2,730	0	0	2,730	1,567	883	280	0	0	0	0
Other	0	0	0	0	0	0	0	0	0	0	0
Total	4,200	0	312	3,888	2,052	1,204	632	0	0	0	0

FUNDING SCHEDULE (\$000s)											
G.O. Bonds	3,340	0	197	3,143	1,577	934	632	0	0	0	0
State Aid	860	0	115	745	475	270	0	0	0	0	0
Total	4,200	0	312	3,888	2,052	1,204	632	0	0	0	0

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

APPROPRIATION AND EXPENDITURE DATA (000s)

Appropriation Request	FY 15	704
Appropriation Request Est.	FY 16	1,214
Supplemental Appropriation Request		0
Transfer		0
Cumulative Appropriation		1,930
Expenditure / Encumbrances		0
Unencumbered Balance		1,930

Date First Appropriation	FY 15	
First Cost Estimate		
Current Scope	FY 13	4,200
Last FY's Cost Estimate		4,200

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 will be submitted concurrently with the County Executive's Recommended FY15-20 CIP to appropriate funds in FY14 for this project. 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

Seven Locks Bikeway & Safety Improvements (P501303)

Category	Transportation	Date Last Modified	4/21/14
Sub Category	Pedestrian Facilities/Bikeways	Required Adequate Public Facility	No
Administering Agency	Transportation (AAGE30)	Relocation Impact	None
Planning Area	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
EXPENDITURE SCHEDULE (\$000s)											
Planning, Design and Supervision	3,897	0	0	3,077	0	0	0	1,723	1,334	20	820
Land	6,882	0	0	3,916	0	0	0	0	346	3,570	2,966
Site Improvements and Utilities	1,178	0	0	0	0	0	0	0	0	0	1,178
Construction	15,987	0	0	0	0	0	0	0	0	0	15,987
Other	0	0	0	0	0	0	0	0	0	0	0
Total	27,944	0	0	6,993	0	0	0	1,723	1,680	3,590	20,951

FUNDING SCHEDULE (\$000s)											
G.O. Bonds	27,929	0	0	6,993	0	0	0	1,723	1,680	3,590	20,936
Intergovernmental	15	0	0	0	0	0	0	0	0	0	15
Total	27,944	0	0	6,993	0	0	0	1,723	1,680	3,590	20,951

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	FY 13 27,000
Last FY's Cost Estimate	27,000

Description

This project provides for pedestrian and bicycle improvements for dual bicycle facilities (on-road and off-road), and enhanced, continuous pedestrian facilities along Seven Locks Road from Montrose Road to Bradley Boulevard (3.3 miles) plus a bike path on Montrose Road between Seven Locks Road and the I-270 ramp, plus northbound and eastbound auxiliary through lanes with on-road bike lanes at the intersection of Seven Locks Road and Tuckerman Lane. The project is broken down into three phases: Phase I provides dual bikeway and pedestrian facilities for the segment of Seven Locks Road from Montrose Road to Tuckerman Lane including the bike path on Montrose and the improvements to the Tuckerman Lane intersection. Phase II provides a dual bikeway and pedestrian facilities for the segment of Seven Locks Road from Tuckerman Lane to Democracy Boulevard. Phase III provides a dual bikeway and pedestrian facilities for the segment of Seven Locks Road from Democracy Boulevard to Bradley Boulevard.

Location

Potomac-Travilah

Estimated Schedule

Design is scheduled to start in FY18 and land acquisition in FY19.

Cost Change

Cost increase due to updated inflation estimates.

Justification

This project is needed to address bicycle facility disconnects along Seven Locks Road. The roadway lacks adequate north-south, on-road/off-road bicycle facilities necessary to provide continuity and connection between existing and future bike facilities. Continuous bicycle and pedestrian facilities are needed to allow safe access to residential, retail and commercial destinations, as well as existing religious and educational and facilities. Plans and studies include: 2002 Potomac Sub-Region Master Plan 2005 Countywide Bikeways Master Plan MCDOT Facility Planning Phase I & II

Other

Costs are based on preliminary design. This project currently provides funding for Phase I improvements only.

Fiscal Note

Project deferred due to fiscal capacity. The total estimated cost of the project for all three phases is in the \$50 to \$60 million range, including design, land acquisition, site improvements, utility relocation, and construction. The project can be built in phases to better absorb cost and financial constraints.

Coordination

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

Sidewalk Program – Minor Projects (P506747)

Category Transportation
 Sub Category Pedestrian Facilities/Bikeways
 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
EXPENDITURE SCHEDULE (\$000s)											
Planning, Design and Supervision	5,312	437	1,853	3,022	471	471	520	520	520	520	0
Land	71	6	29	36	6	6	6	6	6	6	0
Site Improvements and Utilities	98	0	14	84	14	14	14	14	14	14	0
Construction	14,499	1,441	1,813	11,245	1,874	1,875	1,874	1,874	1,874	1,874	0
Other	0	0	0	0	0	0	0	0	0	0	0
Total	19,980	1,884	3,709	14,387	2,365	2,366	2,414	2,414	2,414	2,414	0

FUNDING SCHEDULE (\$000s)											
G.O. Bonds	19,904	1,884	3,633	14,387	2,365	2,366	2,414	2,414	2,414	2,414	0
State Aid	76	0	76	0	0	0	0	0	0	0	0
Total	19,980	1,884	3,709	14,387	2,365	2,366	2,414	2,414	2,414	2,414	0

APPROPRIATION AND EXPENDITURE DATA (000s)

Appropriation Request	FY 15	2,365
Appropriation Request Est.	FY 16	2,366
Supplemental Appropriation Request		0
Transfer		0
Cumulative Appropriation		5,593
Expenditure / Encumbrances		1,970
Unencumbered Balance		3,623

Date First Appropriation	FY 67
First Cost Estimate	
Current Scope	FY 15 20,238
Last FY's Cost Estimate	19,624
Partial Closeout Thru	33,485
New Partial Closeout	1,884
Total Partial Closeout	35,369

Description

This pedestrian access improvement program provides sidewalks on County-owned roads and some State-maintained roadways. Some funds from this project will go to support the Renew Montgomery program. The Department of Transportation maintains an official list of all outstanding sidewalk requests. Future projects are evaluated and selected from this list, which is continually updated with new requests. In addition, projects identified by the Citizens' Advisory Boards are placed on the list. One aspect of this project will focus on improving pedestrian walkability by creating a safer walking environment, utilizing selected engineering technologies, and ensuring Americans with Disabilities Act of 1990 (ADA) compliance.

Cost Change

Cost change due to partial capitalization of prior year expenditures, partially offset by the addition of FY19 and FY20 to this ongoing project.

Justification

In addition to connecting existing sidewalks, these projects increase pedestrian safety and facilitate walking to: Metrorail stations, bus stops, shopping and medical centers, employment, recreational, and school sites. This program also complements and augments the bikeways that are included in road projects.

Other

Projects implemented under this project originate from private citizens, citizen associations, and public agencies. Projects are evaluated and scheduled using sidewalk prioritization procedures.

Disclosures

A pedestrian impact analysis has been completed for this project.

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

Renew Montgomery Program, Maryland-National Capital Park and Planning Commission, Maryland State Highway Administration, Montgomery County Public Schools, Washington Metropolitan Area Transit Authority, Sidewalk and Infrastructure Revitalization, Maryland Mass Transit Administration, Montgomery County Pedestrian Safety Advisory Committee, Commission on People with Disabilities

Silver Spring Green Trail (P509975)

Category
Sub Category
Administering Agency
Planning Area

Transportation
Pedestrian Facilities/Bikeways
Transportation (AAGE30)
Silver Spring

Date Last Modified
Required Adequate Public Facility
Relocation Impact
Status

4/21/14
No
None
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
EXPENDITURE SCHEDULE (\$000s)											
Planning, Design and Supervision	1,174	1,174	0	0	0	0	0	0	0	0	0
Land	179	7	172	0	0	0	0	0	0	0	0
Site Improvements and Utilities	5	5	0	0	0	0	0	0	0	0	0
Construction	2,920	0	0	2,920	95	345	1,221	1,259	0	0	0
Other	1	1	0	0	0	0	0	0	0	0	0
Total	4,279	1,187	172	2,920	95	345	1,221	1,259	0	0	0

FUNDING SCHEDULE (\$000s)											
Current Revenue: General	265	265	0	0	0	0	0	0	0	0	0
Enhancement	484	0	0	484	0	0	484	0	0	0	0
G.O. Bonds	2,682	74	172	2,436	95	345	737	1,259	0	0	0
PAYGO	848	848	0	0	0	0	0	0	0	0	0
Total	4,279	1,187	172	2,920	95	345	1,221	1,259	0	0	0

APPROPRIATION AND EXPENDITURE DATA (000s)

Appropriation Request	FY 15	95
Appropriation Request Est	FY 16	345
Supplemental Appropriation Request		0
Transfer		0
Cumulative Appropriation		1,359
Expenditure / Encumbrances		1,187
Unencumbered Balance		172

Date First Appropriation	FY 99
First Cost Estimate	
Current Scope	FY 15
Last FY's Cost Estimate	6,618

Description

This project provides for an urban trail along the selected Purple Line alignment along Wayne Avenue in Silver Spring. A Memorandum of Understanding (MOU) will be established between the County and the Maryland Transit Administration (MTA) to incorporate the design and construction of the trail as a part of the design and construction of the Purple Line. The pedestrian and bicycle use along this trail supplements the County transportation program. The funding provided for the trail includes the design, property acquisition, and construction of the trail through the Silver Spring Central Business District (CBD), along the northern side of Wayne Avenue from Fenton Street to the Sligo Creek Hiker-Biker Trail. This trail is part of a transportation corridor and is not a recreation area of State or local significance. The trail will include an 8 to 10 foot wide bituminous shared use path, lighting, and landscaping. The trail will provide access to the Silver Spring Transit Station via the Metropolitan Branch and the future Capital Crescent Trail.

Estimated Schedule

This schedule assumes the current Purple Line implementation schedule provided by the Maryland Transit Administration (MTA).

Cost Change

Expenditures updated to reflect March 2014 Maryland Transit Administration construction cost estimates.

Justification

This project will create an important link through Silver Spring to the Silver Spring Transit Center and will provide connectivity to other trails and mitigate congestion on area roads.

Fiscal Note

Project implementation is contingent upon receipt of Transportation Enhancement Funds from the Maryland State Highway Administration (SHA). The application was submitted to SHA in FY04 for \$2.627 million and funding was not approved. In FY05, the application for Enhancement Funds was for \$484,133. The Enhancement funds are on hold until the impacts of the Purple Line alignment on the trail are determined. An application is expected to be submitted in FY15 or FY16.

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-National Capital Park and Planning Commission, Maryland State Highway Administration, Washington Metropolitan Area Transit Authority, Utility Companies, Silver Spring Chamber of Commerce, Silver Spring Transportation Management District, Maryland Transit Administration

Bethesda CBD Streetscape (P500102)

Category Transportation
 Sub Category Roads
 Administering Agency Transportation (AAGE30)
 Planning Area Bethesda-Chévy Chase

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
-------	--------------	----------	------------------	-------	-------	-------	-------	-------	-------	-----------------

EXPENDITURE SCHEDULE (\$000s)

Planning, Design and Supervision	2,562	411	687	1,464	0	60	897	490	17	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	1,982	1,188	0	0
Other	0	0	0	0	0	0	0	0	0	0	0
Total	8,214	411	687	7,116	0	60	2,183	2,472	2,401	0	0

FUNDING SCHEDULE (\$000s)

G.O. Bonds	8,214	411	687	7,116	0	60	2,183	2,472	2,401	0	0
Total	8,214	411	687	7,116	0	60	2,183	2,472	2,401	0	0

APPROPRIATION AND EXPENDITURE DATA (000s)

Appropriation Request	FY 15	0
Appropriation Request Est.	FY 16	404
Supplemental Appropriation Request		0
Transfer		0
Cumulative Appropriation		1,098
Expenditure / Encumbrances		536
Unencumbered Balance		562

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 Summer 2017 and will be completed by Spring 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.

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-Chévy Chase Regional Services Center

Chapman Avenue Extended (P500719)

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

Date Last Modified 4/21/14
 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
EXPENDITURE SCHEDULE (\$000s)											
Planning, Design and Supervision	1,516	620	85	811	268	543	0	0	0	0	0
Land	14,400	11,479	1,676	1,245	1,000	245	0	0	0	0	0
Site Improvements and Utilities	2,005	19	1,132	854	754	100	0	0	0	0	0
Construction	3,442	59	0	3,383	1,160	2,223	0	0	0	0	0
Other	0	0	0	0	0	0	0	0	0	0	0
Total	21,363	12,177	2,893	6,293	3,182	3,111	0	0	0	0	0

FUNDING SCHEDULE (\$000s)											
G.O. Bonds	15,568	8,926	1,470	5,172	2,061	3,111	0	0	0	0	0
Impact Tax	5,751	3,251	1,423	1,077	1,077	0	0	0	0	0	0
Intergovernmental	44	0	0	44	44	0	0	0	0	0	0
Total	21,363	12,177	2,893	6,293	3,182	3,111	0	0	0	0	0

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

APPROPRIATION AND EXPENDITURE DATA (000s)

Appropriation Request	FY 15	4,711
Appropriation Request Est.	FY 16	0
Supplemental Appropriation Request		0
Transfer		0
Cumulative Appropriation		16,652
Expenditure / Encumbrances		12,232
Unencumbered Balance		4,420

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

Description

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

Location

North Bethesda-Garrett Park

Estimated Schedule

Final design completed in Spring 2010 and right-of-way acquisition completed in Winter 2013. Utility relocations to be completed by Summer 2014 and construction will start in Summer 2014 and will end in Spring 2016.

Justification

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

Fiscal Note

Intergovernmental funding included a WSSC contribution based on the Memorandum of Understanding between DOT and WSSC dated November 30, 1984. Funding schedule reflects a \$927,000 reduction in impact taxes and an offsetting increase in GO bonds in FY14.

Disclosures

A pedestrian impact analysis has been completed for this project.

Coordination

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

East Gude Drive Roadway Improvements (P501309)

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	Shady Grove Vicinity	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
EXPENDITURE SCHEDULE (\$000s)											
Planning, Design and Supervision	1,396	0	0	1,242	0	0	749	367	26	100	154
Land	229	0	0	229	0	0	0	50	179	0	0
Site Improvements and Utilities	415	0	0	0	0	0	0	0	0	0	415
Construction	3,987	0	0	1,115	0	0	0	0	0	1,115	2,872
Other	0	0	0	0	0	0	0	0	0	0	0
Total	6,027	0	0	2,586	0	0	749	417	205	1,215	3,441

FUNDING SCHEDULE (\$000s)											
G.O. Bonds	6,027	0	0	2,586	0	0	749	417	205	1,215	3,441
Total	6,027	0	0	2,586	0	0	749	417	205	1,215	3,441

OPERATING BUDGET IMPACT (\$000s)											
Energy				1	0	0	0	0	0	0	1
Net Impact				1	0	0	0	0	0	0	1

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	FY 13
Last FY's Cost Estimate	6,027

Description

This project provides for the design, land acquisition, and construction of roadway improvements along East Gude Drive from Crabbs Branch Way to Southlawn Lane to increase roadway capacity and to improve vehicular and pedestrian safety. The improvements will: (1) add a westbound lane (800 linear feet) from Calhoun Drive to Crabbs Branch Way; (2) extend the length of the eastbound taper east of Calhoun Drive (500 linear feet) to west of Incinerator Lane; (3) provide an east-to-northbound left turn lane (300 linear feet) at Dover Road; (4) construct the missing section of sidewalk on the north side of East Gude Drive from west of Incinerator Lane to east of Calhoun Drive (550 linear feet) and (5) install six-foot wide sidewalk connectors from each bus stop on the north side of East Gude Drive to the nearest intersection.

Capacity

The Average Daily Traffic (ADT) on East Gude Drive for the year 2025 is forecasted to be about 60,000.

Estimated Schedule

Final design and land acquisition will be completed in FY19. Construction will start in FY20 and will be completed in FY21.

Justification

The project is needed to reduce existing and future congestion and improve pedestrian and vehicular safety. Three intersections within the project scope will reach failing conditions by 2015. By 2025, the ADT on East Gude Drive is projected to increase from 45,000 to 60,000. The proposed project will improve roadway network efficiency, provide for alternate modes of transportation, and will improve pedestrian connectivity and safety by constructing missing sidewalk sections on the north side.

2004 Upper Rock Creek Area Master Plan

2006 Shady Grove Sector Plan

2005 Countywide Bikeways Functional Master Plan

City of Rockville Comprehensive Master Plan

Other

The estimated cost of the project, including design, land acquisition, site improvements, utility relocations, and construction, is currently estimated to be \$6 million. A more accurate cost estimate will be prepared upon completion of final design.

Disclosures

A pedestrian impact analysis has been completed for this project.

Coordination

Maryland-National Capital Park and Planning Commission, Utility Companies, Department of Permitting Services, City of Rockville

Facility Planning-Transportation (P509337)

Category Transportation
 Sub Category Roads
 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
EXPENDITURE SCHEDULE (\$000s)											
Planning, Design and Supervision	55,999	39,519	3,772	10,668	1,543	1,800	1,645	1,660	2,015	2,005	2,040
Land	566	566	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	51	1	0	0	0	0	0	0	0	0
Total	56,799	40,318	3,773	10,668	1,543	1,800	1,645	1,660	2,015	2,005	2,040

FUNDING SCHEDULE (\$000s)											
Contributions	4	4	0	0	0	0	0	0	0	0	0
Current Revenue: General	42,766	33,129	0	7,597	1,032	1,410	710	555	1,950	1,940	2,040
Impact Tax	4,570	1,895	1,155	1,520	0	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	4,841	2,352	938	1,551	511	390	325	195	65	65	0
Recordation Tax Premium	1,659	0	1,659	0	0	0	0	0	0	0	0
State Aid	75	75	0	0	0	0	0	0	0	0	0
Total	55,799	40,318	3,773	10,668	1,543	1,800	1,645	1,660	2,015	2,005	2,040

APPROPRIATION AND EXPENDITURE DATA (000s)

Appropriation Request	FY 15	793
Appropriation Request Est.	FY 16	1,995
Supplemental Appropriation Request		0
Transfer		0
Cumulative Appropriation		44,841
Expenditure / Encumbrances		41,682
Unencumbered Balance		3,159

Date First Appropriation	FY 93
First Cost Estimate	
Current Scope	FY 15 56,799
Last FY's Cost Estimate	53,415
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.

Cost Change

Cost increase due to the addition of two new studies to start in FY15 (Boys Transit Improvements and Life Sciences Center Loop Trail) and the addition of FY19 and FY20 to this ongoing project (including the MD355 (Clarksburg) Bypass study to start in FY19), offset partially by deferrals of certain studies to the Beyond 6-Years and the deletion of the Clopper Road Dual Bikeway study.

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.

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

Goshen Road South (P501107)

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	Gaithersburg Vicinity	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
-------	--------------	----------	------------------	-------	-------	-------	-------	-------	-------	-----------------

EXPENDITURE SCHEDULE (\$000s)

Planning, Design and Supervision	12,466	2,607	1,817	5,582	382	78	127	126	2,579	2,290	2,460
Land	16,998	2	0	16,996	705	4,227	5,016	619	6,429	0	0
Site Improvements and Utilities	16,556	0	0	12,556	0	0	0	0	8,520	4,036	4,000
Construction	82,582	0	0	28,158	0	0	0	0	0	28,158	54,424
Other	28	28	0	0	0	0	0	0	0	0	0
Total	128,630	2,637	1,817	63,292	1,087	4,305	5,143	745	17,528	34,484	60,884

FUNDING SCHEDULE (\$000s)

G.O. Bonds	109,727	2,637	164	46,042	1,087	752	1,880	0	13,785	28,538	60,884
Impact Tax	13,370	0	1,653	11,717	0	3,553	3,263	745	1,743	2,413	0
Intergovernmental	3,533	0	0	3,533	0	0	0	0	0	3,533	0
Recordation Tax Premium	2,000	0	0	2,000	0	0	0	0	2,000	0	0
Total	128,630	2,637	1,817	63,292	1,087	4,305	5,143	745	17,528	34,484	60,884

APPROPRIATION AND EXPENDITURE DATA (000s)

Appropriation Request	FY 15	0
Appropriation Request Est.	FY 16	0
Supplemental Appropriation Request		0
Transfer		0
Cumulative Appropriation		15,755
Expenditure / Encumbrances		4,251
Unencumbered Balance		11,504

Date First Appropriation	FY 11
First Cost Estimate	
Current Scope	FY 13 128,630
Last FY's Cost Estimate	128,630

Description

This project provides for the design 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 Fall 2014. Property acquisition will start in Winter 2015 and take approximately five years to complete. Due to fiscal capacity, utility relocations will start in Summer 2019 and construction will begin in Summer 2020; both activities will be completed in Spring 2022.

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.

Other

A more accurate cost estimate will be prepared upon the completion of final design. Expenditures beyond FY20 are as follows: FY21: \$30,884,000 for construction and site improvements; FY22: \$30,000,000 for construction and site improvements.

Fiscal Note

Expenditure schedule reflects fiscal capacity. 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
 Sub Category Roads
 Administering Agency Transportation (AAGE30)
 Planning Area North Bethesda-Garrett Park

Date Last Modified 4/21/14
 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
EXPENDITURE SCHEDULE (\$000s)											
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
Total	119,890	5,418	7,057	50,785	6,650	1,694	880	1,000	24,305	16,256	56,630

FUNDING SCHEDULE (\$000s)											
EDAET	504	504	0	0	0	0	0	0	0	0	0
G.O. Bonds	96,344	4,163	4,945	42,684	4,694	1,694	81	1,000	21,321	13,894	44,552
Impact Tax	16,395	751	1,198	8,101	1,956	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
Total	119,890	5,418	7,057	50,785	6,650	1,694	880	1,000	24,305	16,256	56,630

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

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.

Observation Drive Extended (P501507)

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

Date Last Modified 4/21/14
 Required Adequate Public Facility No
 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
-------	--------------	----------	------------------	-------	-------	-------	-------	-------	-------	-----------------

EXPENDITURE SCHEDULE (\$000s)

Planning, Design and Supervision	7,460	0	0	4,920	0	0	0	0	2,530	2,390	2,540
Land	61,668	0	0	0	0	0	0	0	0	0	61,668
Site Improvements and Utilities	2,000	0	0	0	0	0	0	0	0	0	2,000
Construction	69,960	0	0	0	0	0	0	0	0	0	69,960
Other	0	0	0	0	0	0	0	0	0	0	0
Total	141,088	0	0	4,920	0	0	0	0	2,530	2,390	136,168

FUNDING SCHEDULE (\$000s)

G.O. Bonds	141,088	0	0	4,920	0	0	0	0	2,530	2,390	136,168
Total	141,088	0	0	4,920	0	0	0	0	2,530	2,390	136,168

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	FY 15 141,088
Last FY's Cost Estimate	0

Description

The project provides for the design of a 2.2 mile long roadway within a minimum 150-foot right-of-way. Between Waters Discovery Lane and West Old Baltimore Road: a four-lane divided roadway (two lanes in each direction) will be constructed, along with an eight-foot wide shared-use path on the west side and a five-foot wide sidewalk on the east side, with landscaping panels. Between West Old Baltimore Road and Stringtown Road: a two-lane roadway will be constructed, along with an eight-foot wide shared-use path on the west side, leaving space for the two additional master-planned lanes and a five-foot wide sidewalk on the east side to be built in the future. A bike path will be provided on the east side from existing Observation Drive near Waters Discovery Lane to Little Seneca Parkway to provide greenway connectivity. Traffic signals will be provided at the Shawnee Lane, Little Seneca Parkway, and West Old Baltimore Road intersections. A bridge approximately 550 feet in length will be constructed near Waters Discovery Lane, ending at West Old Baltimore Road near the future MTA Comsat Station.

Location

Clarksburg and Germantown

Estimated Schedule

Final design is projected to begin in Summer 2019 and will be completed in Summer 2021. Land acquisitions will start in Summer 2021 and continue through Summer 2023. Construction will begin after FY20.

Justification

This project is needed to provide a north-south corridor that links existing Observation Drive to Stringtown Road, providing multi-modal access to a rapidly developing residential and business area between the I-270 and MD 355 corridors. The project improves mobility and safety for local travel, improves pedestrian, bicycle and vehicular access to residential, employment, commercial and recreational areas. It also provides a facility for implementation by Maryland Transit Administration (MTA) for the Corridor Cities Transitway (CCT) including two stations. The transitway will be Bus Rapid Transit (BRT) and will be located in the median area of Observation Drive.

Other

Land costs are based on preliminary design.

Coordination

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

Platt Ridge Drive Extended (P501200)

Category Transportation
 Sub Category Roads
 Administering Agency Transportation (AAGE30)
 Planning Area Bethesda-Chevy Chase

Date Last Modified 4/21/14
 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
EXPENDITURE SCHEDULE (\$000s)											
Planning, Design and Supervision	826	181	339	306	50	256	0	0	0	0	0
Land	0	0	0	0	0	0	0	0	0	0	0
Site Improvements and Utilities	30	0	0	30	10	20	0	0	0	0	0
Construction	2,844	0	0	2,844	100	2,744	0	0	0	0	0
Other	0	0	0	0	0	0	0	0	0	0	0
Total	3,700	181	339	3,180	160	3,020	0	0	0	0	0

FUNDING SCHEDULE (\$000s)											
G.O. Bonds	3,639	181	278	3,180	160	3,020	0	0	0	0	0
Intergovernmental	61	0	61	0	0	0	0	0	0	0	0
Total	3,700	181	339	3,180	160	3,020	0	0	0	0	0

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

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 FY14. Construction will start in FY15 and be completed in FY16.

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

Rainbow Drive - Thompson Road Connection (P501511)

Category Transportation
 Sub Category Roads
 Administering Agency Transportation (AAGE30)
 Planning Area Cloverly-Norwood

Date Last Modified 4/21/14
 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
EXPENDITURE SCHEDULE (\$000s)											
Planning, Design and Supervision	198	0	0	198	179	19	0	0	0	0	0
Land	13	0	0	13	13	0	0	0	0	0	0
Site Improvements and Utilities	50	0	0	50	50	0	0	0	0	0	0
Construction	279	0	0	279	209	70	0	0	0	0	0
Other	0	0	0	0	0	0	0	0	0	0	0
Total	540	0	0	540	451	89	0	0	0	0	0

FUNDING SCHEDULE (\$000s)											
G.O. Bonds	540	0	0	540	451	89	0	0	0	0	0
Total	540	0	0	540	451	89	0	0	0	0	0

APPROPRIATION AND EXPENDITURE DATA (000s)

Appropriation Request	FY 15	540
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 15 540
Last FY's Cost Estimate	0

Description

The project provides for the final design and construction of a 300-foot section of Rainbow Drive from its current terminus to an intersection with Thompson Road. The project proposes a two-lane, open-section, primary roadway with pavement 24 feet wide and a 5-foot-wide concrete sidewalk along the south side. The existing right-of-way width along most of the length is 70 feet. The project also provides for the reconfiguration of an adjacent Montgomery County Public Schools (MCPS) bus lot and a new driveway at Briggs Chaney Middle School. Streetlights, storm drainage, stormwater management, and landscaping with street trees are also included as part of the project.

Estimated Schedule

Design is complete. Construction will begin in the Spring/Summer of 2015 for a period of three months.

Justification

This project will provide a connection for area residents and Briggs Chaney Middle School to Thompson Road as well as to provide additional access for emergency responders to the middle school and residents along Rainbow Drive. The Cloverly Master Plan, adopted in July 1997, recommended retaining the planned connection of Rainbow Drive to Thompson Road from the 1981 Eastern Montgomery County Master Plan. Facility planning for this project was completed in FY08 in the Facility Planning: Transportation project. Briggs Chaney Middle School has only one driveway to the bus parking lot and the addition of a new driveway will improve safety and bus circulation.

Other

Council Resolution No. 13-981 places three conditions that must be met before this connection is constructed: 1. The connection project, whenever it is programmed, must be designed and budgeted to include traffic calming devices. 2. The connection is not to occur sooner than when the Norbeck Road Extended project is open to traffic. 3. The connection is not to occur prior to the completion of a County-initiated study of cut-through traffic on the primary and secondary residential street system within the areas bounded by Spencerville, Peach Orchard, Briggs Chaney, and Good Hope Roads, including Rainbow Drive and Thompson Road, and implementation of the measures identified to address cut-through traffic. All these conditions have been met.

Coordination

Montgomery County Public Schools,
 Maryland-National Capital Park and Planning Commission
 PEPCO
 Verizon
 Department of Permitting Services
 Department of Environmental Protection
 Washington Gas and Light
 Washington Suburban Sanitary Commission
 Facility Planning Transportation

Seminary Road Intersection Improvement (P501307)

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

Date Last Modified 4/21/14
 Required Adequate Public Facility No
 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
-------	--------------	----------	------------------	-------	-------	-------	-------	-------	-------	-----------------

EXPENDITURE SCHEDULE (\$000s)

Planning, Design and Supervision	1,533	0	0	1,533	0	408	363	289	473	0	0
Land	605	0	0	605	0	58	170	377	0	0	0
Site Improvements and Utilities	570	0	0	570	0	0	0	0	252	318	0
Construction	4,550	0	0	4,550	0	0	0	1,859	2,691	0	0
Other	0	0	0	0	0	0	0	0	0	0	0
Total	7,258	0	0	7,258	0	466	533	2,525	3,416	318	0

FUNDING SCHEDULE (\$000s)

G.O. Bonds	7,233	0	0	7,233	0	466	508	2,525	3,416	318	0
Intergovernmental	25	0	0	25	0	0	25	0	0	0	0
Total	7,258	0	0	7,258	0	466	533	2,525	3,416	318	0

APPROPRIATION AND EXPENDITURE DATA (000s)

Appropriation Request	FY 15	0
Appropriation Request Est.	FY 16	466
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	FY 13	6,940
Last FY's Cost Estimate		6,940

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 is to begin in Summer 2015. Construction will start in Spring 2018 and will take approximately 13 months to complete.

Cost Change

Cost increase due to revised inflation estimates.

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.

Disclosures

A pedestrian impact analysis has been completed for this project.

Coordination

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

Snouffer School Road (P501109)

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

Date Last Modified 4/21/14
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
EXPENDITURE SCHEDULE (\$000s)											
Planning, Design and Supervision	4,133	1,795	55	2,283	314	490	944	393	142	0	0
Land	3,326	78	1,240	2,008	1,188	820	0	0	0	0	0
Site Improvements and Utilities	1,715	0	0	1,715	0	0	0	0	1,715	0	0
Construction	14,536	3	0	14,533	0	1,586	6,620	2,812	3,515	0	0
Other	0	0	0	0	0	0	0	0	0	0	0
Total	23,710	1,876	1,295	20,539	1,502	2,896	7,564	3,205	5,372	0	0

FUNDING SCHEDULE (\$000s)											
G.O. Bonds	18,171	1,876	1,295	15,000	1,337	1,844	6,314	133	5,372	0	0
Impact Tax	4,289	0	0	4,289	165	1,052	0	3,072	0	0	0
Intergovernmental	1,250	0	0	1,250	0	0	1,250	0	0	0	0
Total	23,710	1,876	1,295	20,539	1,502	2,896	7,564	3,205	5,372	0	0

APPROPRIATION AND EXPENDITURE DATA (000s)

Appropriation Request	FY 15	1,237
Appropriation Request Est.	FY 16	15,843
Supplemental Appropriation Request		0
Transfer		0
Cumulative Appropriation		3,466
Expenditure / Encumbrances		1,892
Unencumbered Balance		1,574

Date First Appropriation	FY 11
First Cost Estimate	
Current Scope	FY 11 23,710
Last FY's Cost Estimate	23,710

Description

This project provides for the design, land acquisition, and construction of 5,850 linear feet of roadway widening along Snouffer School Road between Sweet Autumn Drive and Centerway Road. The roadway's typical section consists of two through lanes in each direction, a continuous center turn lane and 5.5-foot bike lanes in each direction with an eight-foot shared use path on the north side and a five-foot sidewalk on the south side within a 90' right-of-way. The typical section was previously approved by the Council's Transportation, Infrastructure, Energy and Environment Committee. The project will require approximately 1.44 acres of land acquisition and will include street lights, storm drainage, stormwater management, and landscaping. Utility relocations include water, sewer, gas, and Pepco utility poles. The Maryland State Highway Administration's (SHA) MD 124 (Woodfield Road) Phase II project will widen the approximately 900 linear-foot segment on Snouffer School Road between Sweet Autumn Drive and Woodfield Road. The County's Smart Growth Initiative site at the Webb Tract includes the Montgomery County Public Schools (MCPS) Food Distribution Facility and the Public Safety Training Academy relocation. The Snouffer School Road North project (CIP #501109) will widen the 3,400 linear foot segment of Snouffer School Road between Centerway Road and Ridge Heights Drive to provide improved access to the planned multi-agency service park at the Webb Tract.

Capacity

The projected Average Daily Traffic (ADT) for 2025 is 30,250.

Estimated Schedule

Final design will be completed in FY14 and land acquisition is anticipated to be completed in FY16. Construction will begin in FY16 and will be completed in FY19.

Justification

The Airpark Project Area of the Gaithersburg Vicinity Planning Area of the County is experiencing rapid growth with plans for new offices, shops, residential communities, and restaurants. The Snouffer School Road improvements project is needed to meet traffic and pedestrian demands of existing and future land uses. This project meets the recommendations of the area Master Plans, enhances regional connectivity, and follows the continuity of adjacent developer improvements. It will improve traffic flow by providing continuous roadway cross section and standard lane widths and encourage alternative means of mobility through proposed bicycle and pedestrian facilities. The Department of Transportation (DOT) completed Facility Planning – Phase I study in FY06. Facility Planning – Phase II was completed in FY08 in Facility Planning: Transportation (CIP #509337).

Other

Special Capital Projects Legislation will be proposed by the County Executive.

Fiscal Note

Expenditure schedule reflects fiscal capacity. In the FY15-20 period, a total of \$2.124 million in GO bonds was switched for impact taxes. Intergovernmental revenues represent the Washington Suburban Sanitary Commission's (WSSC) share of the water and sewer relocation costs.

Disclosures

Snouffer School Road (P501109)

A pedestrian impact analysis has been completed for this project.

Coordination

Washington Suburban Sanitary Commission, Department of Permitting Services, Pepco, Verizon, Washington Gas, Department of General Services

Snouffer School Road North (Webb Tract) (P501119)

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	Gaithersburg Vicinity	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
EXPENDITURE SCHEDULE (\$000s)											
Planning, Design and Supervision	2,403	846	0	1,557	608	649	300	0	0	0	0
Land	363	0	363	0	0	0	0	0	0	0	0
Site Improvements and Utilities	751	0	0	751	751	0	0	0	0	0	0
Construction	9,965	5	0	9,960	2,146	4,814	3,000	0	0	0	0
Other	0	0	0	0	0	0	0	0	0	0	0
Total	13,482	851	363	12,268	3,505	5,463	3,300	0	0	0	0

FUNDING SCHEDULE (\$000s)											
G.O. Bonds	2,597	0	0	1,383	0	0	1,383	0	0	0	1,214
Impact Tax	10,885	0	0	10,885	3,505	5,463	1,917	0	0	0	0
Interim Finance	0	851	363	0	0	0	0	0	0	0	-1,214
Total	13,482	851	363	12,268	3,505	5,463	3,300	0	0	0	0

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

APPROPRIATION AND EXPENDITURE DATA (000s)

Appropriation Request	FY 15	1,383
Appropriation Request Est.	FY 16	0
Supplemental Appropriation Request		0
Transfer		0
Cumulative Appropriation		12,099
Expenditure / Encumbrances		1,278
Unencumbered Balance		10,821

Date First Appropriation	FY 11
First Cost Estimate	
Current Scope	FY 15
Last FY's Cost Estimate	12,099

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 is to be completed in Fall 2014. Utility relocations are anticipated to be complete in Spring 2015 and construction will begin in Spring 2015.

Cost Change

Cost increase and scope change is due to the addition of a traffic signal at Turkey Thicket Drive and the addition of left-turn lanes at Turkey Thicket Drive and at the signal at Alliston Hollow Way.

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.

Snouffer School Road North (Webb Tract) (P501119)

Disclosures

A pedestrian impact analysis has been completed for this project.

Coordination

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

White Flint District East: Transportation (P501204)

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

Date Last Modified 4/21/14
 Required Adequate Public Facility No
 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
EXPENDITURE SCHEDULE (\$000s)											
Planning, Design and Supervision	6,383	620	1,483	2,880	1,620	400	460	400	0	0	1,400
Land	0	0	0	0	0	0	0	0	0	0	0
Site Improvements and Utilities	5,860	0	0	1,240	100	800	340	0	0	0	4,620
Construction	17,447	0	0	9,867	3,267	0	3,300	3,300	0	0	7,580
Other	0	0	0	0	0	0	0	0	0	0	0
Total	29,690	620	1,483	13,987	4,987	1,200	4,100	3,700	0	0	13,600
FUNDING SCHEDULE (\$000s)											
White Flint - Special Tax District	29,690	620	1,483	13,987	4,987	1,200	4,100	3,700	0	0	13,600
Total	29,690	620	1,483	13,987	4,987	1,200	4,100	3,700	0	0	13,600
OPERATING BUDGET IMPACT (\$000s)											
Maintenance				2	0	0	0	0	1	1	
Net Impact				2	0	0	0	0	1	1	

APPROPRIATION AND EXPENDITURE DATA (000s)

Appropriation Request	FY 15	740
Appropriation Request Est.	FY 16	1,200
Supplemental Appropriation Request		0
Transfer		0
Cumulative Appropriation		6,350
Expenditure / Encumbrances		825
Unencumbered Balance		5,525

Date First Appropriation	FY 14
First Cost Estimate	
Current Scope	FY 13
Last FY's Cost Estimate	29,400

Description

This project provides for design, engineering plans, and construction for three new roads and one new bridge in the White Flint District East area as follows:

1. Executive Boulevard Extended East (B-7) – Rockville Pike/MD 355 to a New Private Street - construct 1,100 feet of four-lane roadway.
2. Executive Boulevard Extended East (B-7) – New Private Street to new Nebel Street Extended - construct 600 feet of four-lane roadway.
3. Nebel Street (B-5) – Nicholson Lane South to a Combined Property site - construct 1,200 feet of four-lane roadway.
4. Bridge across Washington Metropolitan Area Transit Authority (WMATA) tracks adjacent to White Flint Metro Station -- on future MacGrath Boulevard between MD 355 and future Station Street - construct 80-foot-long three-lane bridge.

All the roadway segments will be designed in FY14 - FY16. Various improvements to the roads will include new traffic lanes, shared-use paths, the undergrounding of overhead utility lines where required, other utility relocations, and streetscaping. These projects will become stand-alone projects once engineering is complete and final construction costs can be accurately determined. This project also assumes the developers will dedicate the land needed for these sub-projects in a timely manner.

Estimated Schedule

Design of all road projects began in FY12 and is expected to conclude in FY16. Construction of Executive Boulevard Extended East from Rockville Pike/MD 355 to a New Private Street will begin in FY17 and is expected to conclude in FY18, subject to tax district affordability. Design of Executive Boulevard East Extended was delayed due to coordination between the stakeholders over the road alignment. Design for the bridge across the the WMATA tracks adjacent to the White Flint Metro Station has been delayed due to negotiations between WMATA, State Highway Administration (SHA), the County, and the developers; bridge design will begin after a Memorandum of Understanding between the parties has been finalized.

Cost Change

Cost increase of \$290,000 due to revised inflation estimates resulting from delays in the project.

Justification

The vision for the White Flint District is for a more urban core with a walkable street grid, sidewalks, bikeways, trails, paths, public use space, parks and recreational facilities, mixed-use development, and enhanced streetscape to improve the areas for pedestrian circulation and transit-oriented development around the Metro station. These road improvements, along with other District roads proposed to be constructed by developers will fulfill the strategic program plan for a more effective and efficient transportation system. The proposed improvements are in conformance with the White Flint Sector Plan Resolution 16-1300 adopted March 23, 2010.

Fiscal Note

White Flint District East: Transportation (P501204)

Funding Sources: The ultimate funding source for these projects will be White Flint Development District tax revenues and related special obligation bond issues. Debt service on the special obligation bond issues will be paid solely from White Flint Special Taxing District revenues. **Cost Estimation:** Construction cost estimates are based on concepts, projected from unit length costs of similar prior projects and are not based on quantity estimates or engineering designs. Final construction costs will be determined after the preliminary engineering (35 percent) phase. A public-private partnership will be considered to expedite this project.

Disclosures

A pedestrian impact analysis has been completed for this project.

Coordination

Maryland-National Capital Park and Planning Commission, White Flint Sector Plan, Washington Metropolitan Area Transit Administration, Maryland State Highway Administration, Federal Agencies including the Nuclear Regulatory Commission, Developers, Department of Environmental Protection, Department of Permitting Services

White Flint West Workaround (P501506)

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

Date Last Modified 4/21/14
 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
EXPENDITURE SCHEDULE (\$000s)											
Planning, Design and Supervision	6,421	0	0	6,421	300	837	2,057	2,313	744	170	0
Land	600	0	0	600	0	600	0	0	0	0	0
Site Improvements and Utilities	26,423	0	0	26,423	0	6,245	12,529	6,699	950	0	0
Construction	29,245	0	0	29,245	0	0	8,978	13,897	5,120	1,250	0
Other	0	0	0	0	0	0	0	0	0	0	0
Total	62,689	0	0	62,689	300	7,682	23,564	22,909	6,814	1,420	0

FUNDING SCHEDULE (\$000s)											
White Flint - Special Tax District	62,689	0	0	62,689	300	7,682	23,564	22,909	6,814	1,420	0
Total	62,689	0	0	62,689	300	7,682	23,564	22,909	6,814	1,420	0

APPROPRIATION AND EXPENDITURE DATA (000s)

Appropriation Request	FY 15	300
Appropriation Request Est.	FY 16	7,682
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	FY 15
Last FY's Cost Estimate	62,689
	0

Description

This project provides for land acquisition, site improvements and utility (SI&U) relocations, construction management and construction for one new road, one new bikeway, one relocated road, and an intersection realignment improvement in the White Flint District area for Stage 1. Various improvements to the roads will include new traffic lanes, shared-use paths, undergrounding of overhead utility lines where required, other utility relocations and streetscaping. Preliminary and final engineering were funded through FY14 by White Flint District West: Transportation (CIP #501116).

The proposed projects for construction are:

1. Main Street/Market Street (B-10) - Old Georgetown Road (MD187) to Woodglen Drive – new two-lane 1,200-foot roadway.
2. Main Street/Market Street (LB-1) - Old Georgetown Road (MD187) to Woodglen Drive – new 1,200-foot bikeway.
3. Executive Boulevard Extended (B-15) - Marinelli Road to Old Georgetown Road (MD187) – 900 feet of relocated four-lane roadway.
4. Intersection of Hoya Street (formerly 'Old' Old Georgetown Road) (M-4A), Old Georgetown Road, and Executive Boulevard, including the approaches to Old Georgetown Road and the portion of Hoya Street from the intersection realignment of Hoya Street/Old Georgetown Road/Executive Boulevard to a point just north of the intersection to provide access to new development.
5. Hoya Street (M-4A) – Montrose Parkway to the intersection of Old Georgetown Road – 1,100 feet of reconstructed 4-lane roadway.

Estimated Schedule

1. Main Street/Market Street (B-10) - Design in FY14 through FY15, SI&U in FY16 through FY18, and construction in FY17 and FY18.
2. Main Street/Market Street (LB-1) - Design in FY14 through FY15, SI&U in FY16 through FY18, and construction in FY17 and FY18.
3. Executive Boulevard Extended (B-15) - Design in FY14 through FY15, SI&U and construction in FY16 through FY20.
4. Intersection of Hoya Street (formerly 'Old' Old Georgetown Road) (M-4A), Old Georgetown Road, and Executive Boulevard - Design in FY14 through FY15, land acquisition in FY16, SI&U in FY16 through FY18, and construction in FY17 through FY19.
5. Hoya Street (M-4A) - Design in FY14 through FY15, land acquisition in FY16, SI&U in FY16 through FY18, and construction in FY17 through FY18.

The schedule assumes that all land needed for road construction will be dedicated by the major developers in a timely manner. The schedule also assumes the construction of conference center replacement parking will take place prior to the start of the roadway construction.

Justification

The vision for the White Flint District is for a more urban core with a walkable street grid, sidewalks, bikeways, trails, paths, public use space, parks and recreational facilities, mixed-use development, and enhanced streetscape to improve the areas for pedestrian circulation and transit oriented development around the Metro station. These road improvements, along with other District roads proposed to be constructed by developers will fulfill the strategic program plan for a more effective and efficient transportation system. The proposed improvements are in conformance with the White Flint Sector Plan Resolution 16-1300 adopted March 23, 2010.

Fiscal Note

White Flint West Workaround (P501506)

The ultimate funding source for these projects will be White Flint Special Taxing District tax revenues and related special obligation bond issues. Debt service on the special obligation bond issues will be paid solely from White Flint Special Taxing District revenues. Resolution No. 16-1570 states that "The County's goal is that the White Flint Special Taxing District special tax rate must not exceed ten percent of the total tax rate for the District, except that the rate must be sufficient to pay debt service on any bonds that are already outstanding." If White Flint Special Tax District revenues are not sufficient to fund these projects then the County will utilize forward funding, advance funding, and management of debt insurance or repayment in a manner to comply with the goal. A public-private partnership will be considered to expedite this project.

Disclosures

A pedestrian impact analysis has been completed for this project.

Coordination

Maryland-National Capital Park and Planning Commission, Washington Area Metropolitan Transit Authority, City of Rockville, State Highway Administration, Town of Garrett Park, Neighborhood Civic Associations, Developers

White Flint District West: Transportation (P501116)

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

Date Last Modified 4/21/14
 Required Adequate Public Facility No
 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
EXPENDITURE SCHEDULE (\$000s)											
Planning, Design and Supervision	13,651	1,134	2,780	4,600	0	0	0	0	2,200	2,400	5,137
Land	429	220	1	208	0	0	0	0	0	208	0
Site Improvements and Utilities	0	0	0	0	0	0	0	0	0	0	0
Construction	57,015	0	0	0	0	0	0	0	0	0	57,015
Other	0	0	0	0	0	0	0	0	0	0	0
Total	71,095	1,354	2,781	4,808	0	0	0	0	2,200	2,608	62,152

FUNDING SCHEDULE (\$000s)											
White Flint - Special Tax District	71,095	1,354	2,781	4,808	0	0	0	0	2,200	2,608	62,152
Total	71,095	1,354	2,781	4,808	0	0	0	0	2,200	2,608	62,152

APPROPRIATION AND EXPENDITURE DATA (000s)

Appropriation Request	FY 15	0
Appropriation Request Est.	FY 16	0
Supplemental Appropriation Request		0
Transfer		0
Cumulative Appropriation		5,935
Expenditure / Encumbrances		2,949
Unencumbered Balance		2,986

Date First Appropriation	FY 11
First Cost Estimate	
Current Scope	FY 15 71,095
Last FY's Cost Estimate	98,642

Description

This project provides for engineering, utility design, and land acquisition for one new road, one relocated road, improvements to three existing roads, and one new bikeway in the White Flint District area for Stage 1. The project also includes both design and future construction expenditures for the reconstruction of Rockville Pike and Hoya Street. Various improvements to the roads will include new traffic lanes, shared-use paths, undergrounding of overhead utility lines where required, other utility relocations and streetscaping. The new White Flint West Workaround project (CIP #501506) continues funding for several western workaround road projects.

The following projects are funded through FY14 for final design:

1. Main Street/Market Street (B-10) – Old Georgetown Road (MD 187) to Woodglen Drive – new two-lane 1,200 foot roadway.
2. Main Street/Market Street (LB-1) – Old Georgetown Road (MD 187) to Woodglen Drive – new 1,200 foot bikeway.
3. Executive Boulevard Extended (B-15) – Marinelli Road to Old Georgetown Road (MD 187) – 900 feet of relocated four-lane roadway.
4. Intersection of Hoya Street (formerly 'Old' Old Georgetown Road) (M-4A), Old Georgetown Road, and Executive Boulevard, including the approaches to Old Georgetown Road.

The following project is proposed for both design and construction in the FY19-20 and Beyond 6-Years period:

5. Rockville Pike (MD 355) (M-6) – Flanders Avenue to Hubbard Drive – 6,300 feet of reconstructed 6-8 lane roadway.

This project also provides for consulting fees for the analysis and studies necessary to implement the district:

Estimated Schedule

Design is underway on all road projects in the western workaround, with the exception of the Rockville Pike segment, and will conclude in FY15 (FY15 design is funded through White Flint West Workaround). Design of the Rockville Pike section will begin in FY19 and will conclude in FY21 in order to coordinate with the implementation of the Rapid Transit System (RTS) (CIP #501318). Some property acquisition may occur on this section in FY20. The current expenditure/funding schedule assumes that land needed for road construction will be dedicated by the major developers in a timely manner.

Cost Change

Staff, land, and construction costs for several road projects have been moved to the new White Flint West Workaround project for improved coordination. Expenditures related to Rockville Pike design and construction is deferred to FY19-20 and the Beyond Six-Years period.

Justification

The vision for the White Flint District is for a more urban core with a walkable street grid, sidewalks, bikeways, trails, paths, public use space, parks and recreational facilities, mixed-use development, and enhanced streetscape to improve the areas for pedestrian circulation and transit-oriented development around the Metro Station. These road improvements, along with other District roads proposed to be constructed by developers will fulfill the strategic program plan for a more effective and efficient transportation system. The proposed improvements are in conformance with the White Flint Sector Plan Resolution 16-1300 adopted March 23, 2010.

Fiscal Note

White Flint District West: Transportation (P501116)

Funding Sources: The ultimate funding source for these projects will be White Flint Special Taxing District tax revenues and related special obligation bond issues. Debt service on the special obligation bond issues will be paid solely from White Flint Special Taxing District revenues. Resolution No. 16-1570 states that "The County's goal is that the White Flint Special Taxing District special tax rate must not exceed ten percent of the total tax rate for the District, except that the rate must be sufficient to pay debt service on any bonds that are already outstanding." With an overall goal of providing infrastructure financing to allow implementation in a timely manner, the County will conduct feasibility studies to determine the affordability of special bond obligation issues prior to the funding of the projects 1, 2, 3, and 4 listed in the Description section above. If White Flint Special Tax District revenues are not sufficient to fund these projects, the County will utilize forward funding, advance funding, and management of debt issuance or repayment in a manner to comply with the goal. A public-private partnership will be considered to expedite this project.

Disclosures

A pedestrian impact analysis has been completed for this project.

Coordination

Washington Area Metropolitan Transit Authority, City of Rockville, State Highway Administration, Town of Garrett Park, Neighborhood Civic Associations, Developers

Guardrail Projects (P508113)

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
EXPENDITURE SCHEDULE (\$000s)											
Planning, Design and Supervision	564	30	60	474	79	79	79	79	79	79	0
Land	0	0	0	0	0	0	0	0	0	0	0
Site Improvements and Utilities	1,972	285	270	1,416	236	236	236	236	236	236	0
Construction	0	0	0	0	0	0	0	0	0	0	0
Other	3	0	3	0	0	0	0	0	0	0	0
Total	2,539	316	333	1,890	315	315	315	315	315	315	0

FUNDING SCHEDULE (\$000s)											
G.O. Bonds	2,539	316	333	1,890	315	315	315	315	315	315	0
Total	2,539	316	333	1,890	315	315	315	315	315	315	0

APPROPRIATION AND EXPENDITURE DATA (000s)

Appropriation Request	FY 15	315
Appropriation Request Est.	FY 16	315
Supplemental Appropriation Request		0
Transfer		0
Cumulative Appropriation		649
Expenditure / Encumbrances		316
Unencumbered Balance		333

Date First Appropriation	FY 81	
First Cost Estimate		
Current Scope	FY 15	2,539
Last FY's Cost Estimate		2,115
Partial Closeout Thru		4,146
New Partial Closeout		316
Total Partial Closeout		4,462

Description

This project provides for: 1) installation of guardrail where they are determined to be required; 2) upgrading identified deficient and/or noncompliant end treatments to meet current Maryland State Highway Administration (MSHA) standards; 3) establishment of a 25-year lifecycle replacement program; and 4) replacement of guardrail damaged beyond repair in crashes.

Cost Change

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

Justification

Guardrails reduce the severity of run-off-the-road accidents, prevent collisions with fixed objects and protect embankments. Damaged or missing guardrails and deficient end treatments present a hazard to motorists, cyclists, and pedestrians. Guardrails have a finite service life and must be replaced at the end of this service life or when damaged in order to continue to provide safety benefits for all users. The March 2010, Report of the Infrastructure Maintenance Task Force, confirmed this and identified the need for guardrail lifecycle replacement. The existing tapered and buried guardrail end treatments provide a ramp for errant vehicles and do not meet current MSHA standards. A study was completed to identify these substandard or deficient end treatments and to replace them to meet modern crash attenuation standards.

Disclosures

Expenditures will continue indefinitely.

Coordination

Federal Highway Administration, Maryland State Highway Administration, Montgomery County Public Schools

Intersection and Spot Improvements (P507017)

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
EXPENDITURE SCHEDULE (\$000s)											
Planning, Design and Supervision	2,345	529	0	1,816	250	250	322	322	336	336	0
Land	409	0	349	60	10	10	10	10	10	10	0
Site Improvements and Utilities	1,600	248	152	1,200	200	200	200	200	200	200	0
Construction	5,733	150	1,435	4,148	540	540	700	772	798	798	0
Other	0	0	0	0	0	0	0	0	0	0	0
Total	10,087	927	1,936	7,224	1,000	1,000	1,232	1,304	1,344	1,344	0

FUNDING SCHEDULE (\$000s)											
Current Revenue: General	4,500	220	1,280	3,000	500	500	500	500	500	500	0
G.O. Bonds	5,564	707	633	4,224	500	500	732	804	844	844	0
Intergovernmental	23	0	23	0	0	0	0	0	0	0	0
Total	10,087	927	1,936	7,224	1,000	1,000	1,232	1,304	1,344	1,344	0

APPROPRIATION AND EXPENDITURE DATA (000s)

Appropriation Request	FY 15	1,000
Appropriation Request Est.	FY 16	1,000
Supplemental Appropriation Request		0
Transfer		0
Cumulative Appropriation		2,866
Expenditure / Encumbrances		1,291
Unencumbered Balance		1,575

Date First Appropriation	FY 70
First Cost Estimate	
Current Scope	FY 15
Last FY's Cost Estimate	8,904
Partial Closeout Thru	39,999
New Partial Closeout	927
Total Partial Closeout	40,926

Description

This project provides for planning and reconstructing various existing intersections in Montgomery County and for an annual congestion study to identify locations where there is a need for congestion mitigation. The project also includes the identification and implementation of corridor modifications and traffic calming treatments to enhance pedestrian safety. At these identified locations either construction begins immediately or detailed design plans are prepared and developed into future projects. The projects listed below reflect their current status.

Cost Change

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

Justification

Ongoing studies conducted by the Traffic Engineering and Operations Division indicate that many corridors and intersections need modifications implemented to calm traffic while improving capacity and/or vehicular and pedestrian safety.

Other

Examples of recently completed projects: Arcola Avenue, MacArthur Blvd at Wilson Road, Wisteria Drive between Great Seneca Highway and Waring Station Drive, Middlebrook at Great Seneca Highway, Bradley Blvd at River Road, Southlawn at East Gude Drive, Randolph Road at New Hampshire Avenue, Dale Drive between US 29 and Wayne Avenue, Glen Mill Road at Boswell Lane, Wightman Road at Montgomery Village, Emory Lane at Norbeck Road, Spartan Road from MD 97 to Appomattox Road, Homecrest Drive from Bel Pre Road to Longmead Crossing, Cedar/Summit between Saul and Knowles Avenue and Brunett Avenue from Forest Glen Road to Sligo Creek Parkway.

Projects scheduled for completion in FY14 and beyond are: Sam Eig Highway from Great Seneca Highway to Diamondback Road, Midcounty Highway at Shady Grove Road, Pliers Mill Road from MD 97 Kensington Town Limit, Lockwood Drive from MD 650 to US 29, Wickham Road from Blue Bell Lane to Olney Mill Road, Longdraft Road between Great Seneca Highway and Clopper Road, Pliers Mill Road at Metropolitan Avenue, Montrose Parkway at East Jefferson Road, Democracy Blvd at Seven Locks Road, MacArthur Blvd at Sangamore, and several small undesignated projects.

Fiscal Note

Expenditures include \$500,000 per year for corridor and intersection modifications in support of Strategy No. 4 of the County Executive's Pedestrian Safety Initiative.

Disclosures

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

Expenditures will continue indefinitely.

Coordination

Maryland-National Capital Park and Planning Commission, Maryland State Highway Administration, U.S. Army Corps of Engineers, Washington Metropolitan Area Transit Authority, Developers, Montgomery County Pedestrian Safety Advisory Committee, Citizen's Advisory Boards

Streetlighting (P507055)

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
EXPENDITURE SCHEDULE (\$000s)											
Planning, Design and Supervision	2,312	289	259	1,764	220	250	265	343	343	343	0
Land	5	5	0	0	0	0	0	0	0	0	0
Site Improvements and Utilities	6,938	800	1,017	5,121	620	705	715	1,027	1,027	1,027	0
Construction	0	0	0	0	0	0	0	0	0	0	0
Other	6	0	6	0	0	0	0	0	0	0	0
Total	9,261	1,094	1,282	6,885	840	955	980	1,370	1,370	1,370	0

FUNDING SCHEDULE (\$000s)											
G.O. Bonds	9,261	1,094	1,282	6,885	840	955	980	1,370	1,370	1,370	0
Total	9,261	1,094	1,282	6,885	840	955	980	1,370	1,370	1,370	0

OPERATING BUDGET IMPACT (\$000s)											
Energy				63	3	6	9	12	15	18	
Maintenance				84	4	8	12	16	20	24	
Net Impact				147	7	14	21	28	35	42	

APPROPRIATION AND EXPENDITURE DATA (000s)

Appropriation Request	FY 15	840
Appropriation Request Est.	FY 16	955
Supplemental Appropriation Request		0
Transfer		0
Cumulative Appropriation		2,401
Expenditure / Encumbrances		1,135
Unencumbered Balance		1,266

Date First Appropriation	FY 70
First Cost Estimate	
Current Scope	FY 15 9,261
Last FY's Cost Estimate	7,470
Partial Closeout Thru	17,037
New Partial Closeout	1,094
Total Partial Closeout	18,131

Description

This project provides for the installation and upgrading of streetlights countywide with an emphasis on residential fill in areas, high crime areas, pedestrian generator locations, and high accident locations. This project also provides for the replacement of streetlights that are knocked down, damaged, or have reached the end of service life. Streetlights that pose safety concerns and are no longer functioning to the specifications of original installation are also replaced under this project.

Cost Change

Increase due to the addition of FY19 and FY20 to this ongoing level of effort project and an increase in the level of effort beginning in FY18 to address the existing lighting backlog for large-scale infill. These increases are partially offset by capitalization of prior year expenditures.

Justification

County resolution dated June 25, 1968, requires Montgomery County to provide for the installation of streetlights in those subdivisions that were platted prior to February 1, 1969, when the installation of streetlights was not a requirement of subdivision development. This project provides funds for these streetlight installations, as well as for lighting of the public right-of-way when the existing lighting is substandard to the extent that public safety is compromised. Currently, there is a lighting backlog of over \$9 million, projected to be completed by 2030, assuming annual budget at \$1,385,000 as proposed for FY20. New streetlight plans are developed in conformance with established County streetlight standards and are normally implemented under contract with the pertinent local utility company. The March 2010, Report of the Infrastructure Maintenance Task Force, identified streetlighting in need of lifecycle replacement.

Disclosures

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

Coordination

Baltimore Gas and Electric Company, Potomac Edison, Verizon, Cable TV Montgomery, Maryland State Highway Administration, PEPCO, Washington Gas and Light, Washington Suburban Sanitary Commission, Pedestrian Safety Advisory Committee, Citizen's Advisory Boards, Maryland-National Capital Park and Planning Commission

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
EXPENDITURE SCHEDULE (\$000s)											
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
Total	40,889	5,537	5,952	29,400	5,225	4,835	4,835	4,835	4,835	4,835	0

FUNDING SCHEDULE (\$000s)											
G.O. Bonds	18,609	5,537	3,378	9,694	1,494	1,817	1,853	2,457	1,267	806	0
Recordation Tax Premium	22,280	0	2,574	19,706	3,731	3,018	2,982	2,378	3,568	4,029	0
Total	40,889	5,537	5,952	29,400	5,225	4,835	4,835	4,835	4,835	4,835	0

OPERATING BUDGET IMPACT (\$000s)											
Energy				504	24	48	72	96	120	144	
Maintenance				252	12	24	36	48	60	72	
Program-Staff				450	50	50	50	100	100	100	
Net Impact				1,206	86	122	158	244	280	316	
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 into the signal system. \$150,000 is included each fiscal year for the installation of accessible pedestrian signals at 5 intersections to improve pedestrian safety for persons with disabilities. This will provide more easily accessible, raised buttons to press when crossing the road. Also, this effort provides audio cues to indicate when it is safe to cross.

Cost Change

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

Avery Road Treatment Center (P601502)

Category Health and Human Services
 Sub Category Health and Human Services
 Administering Agency General Services (AAGE29)
 Planning Area Rockville

Date Last Modified 4/21/14
 Required Adequate Public Facility No
 Relocation Impact None
 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
EXPENDITURE SCHEDULE (\$000s)											
Planning, Design and Supervision	0	0	0	0	0	0	0	0	0	0	0
Land	0	0	0	0	0	0	0	0	0	0	0
Site Improvements and Utilities	0	0	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0	0
Other	4,800	0	0	4,800	550	250	1,600	2,050	350	0	0
Total	4,800	0	0	4,800	550	250	1,600	2,050	350	0	0

FUNDING SCHEDULE (\$000s)											
G.O. Bonds	4,490	0	0	4,490	240	250	1,600	2,050	350	0	0
State Aid	310	0	0	310	310	0	0	0	0	0	0
Total	4,800	0	0	4,800	550	250	1,600	2,050	350	0	0

APPROPRIATION AND EXPENDITURE DATA (000s)

Appropriation Request	FY 15	550
Appropriation Request Est.	FY 16	250
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 4,800
Last FY's Cost Estimate	0

Description

This project provides for the planning, design and construction of a replacement facility for the existing Avery Road Treatment Center (ARTC). The existing facility provides residential substance abuse treatment for low-income County residents. The County is pursuing a public-private partnership with assistance from the State to complete the project; therefore, only a portion of the likely total project costs are reflected here. The County has issued a Request for Expressions of Interest to gauge potential interest in a public private partnership. Responses from this process will inform how this project moves forward.

Location

14703 Avery Road, Rockville, Maryland

Capacity

The existing facility provides 20 medical detox and 40 Intermediate Care Facility beds. Capacity provided by the replacement facility may shift depending on the agreement developed under the public-private partnership.

Justification

The existing ARTC facility was constructed of pre-fabricated modular units in 1991 and needs to be replaced.

Fiscal Note

The County is pursuing additional State and private support for the design and construction of this project. Project funding and expenditures shown here serve as a placeholder, intended to capture the amount of funding required to meet State match requirements. 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 Health and Human Services
 Department of General Services
 County Attorney
 Office of Procurement
 Maryland Department of Health and Mental Hygiene
 Private and/or non-profit substance abuse treatment providers
 Private developers

Children's Resource Center (P641300)

Category Health and Human Services
 Sub Category Health and Human Services
 Administering Agency General Services (AAGE29)
 Planning Area Rockville

Date Last Modified 4/21/14
 Required Adequate Public Facility No
 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
EXPENDITURE SCHEDULE (\$000s)											
Planning, Design and Supervision	952	52	900	0	0	0	0	0	0	0	0
Land	0	0	0	0	0	0	0	0	0	0	0
Site Improvements and Utilities	0	0	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0	0
Other	0	0	0	0	0	0	0	0	0	0	0
Total	952	52	900	0	0	0	0	0	0	0	0

FUNDING SCHEDULE (\$000s)											
G.O. Bonds	952	52	900	0	0	0	0	0	0	0	0
Total	952	52	900	0	0	0	0	0	0	0	0

APPROPRIATION AND EXPENDITURE DATA (000s)

Appropriation Request	FY 15	-784
Appropriation Request Est.	FY 16	0
Supplemental Appropriation Request		0
Transfer		0
Cumulative Appropriation		1,736
Expenditure / Encumbrances		1,111
Unencumbered Balance		625

Date First Appropriation	FY 09
First Cost Estimate	
Current Scope	FY 15
Last FY's Cost Estimate	11,033
	14,869

Description

The project provides for design and construction of a new 40,500 gross square foot (GSF) building and 32,900 GSF of parking at the Broome School site to replace the Health and Human Services (HHS) Children's Resource Center (CRC)

Location

MCPS Broome Middle School site, 751 Twinbrook Parkway, Rockville, Maryland

Capacity

The Center will house Early Childhood Services, the Infants and Toddlers Program and Parent Resources Center. The project does not include space for child care services that are currently provided at 332 West Edmonston Drive.

Estimated Schedule

The design phase for this project began in the summer of 2012 and is estimated to last two years. The project must be complete before MCPS starts construction of its planned elementary school on the existing CRC site.

Cost Change

This project is deleted for FY15-20 and leased space will be found instead.

Justification

The CRC must be relocated because MCPS plans to build a new elementary school on the current site, a former elementary school site.

Fiscal Note

The County is pursuing State support for this project.

Disclosures

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

Coordination

Department of Health and Human Services, Department of General Services, Montgomery County Public Schools,

High School Wellness Center (P640902)

Category Health and Human Services
 Sub Category Health and Human Services
 Administering Agency General Services (AAGE29)
 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
EXPENDITURE SCHEDULE (\$000s)											
Planning, Design and Supervision	397	42	53	302	161	141	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	4,577	579	2,771	1,227	187	0	625	385	30	0	0
Other	399	30	149	220	85	0	0	50	85	0	0
Total	5,373	651	2,973	1,749	433	141	625	435	115	0	0

FUNDING SCHEDULE (\$000s)											
Current Revenue: General	59	0	39	20	20	0	0	0	0	0	0
G.O. Bonds	5,314	651	2,934	1,729	413	141	625	435	115	0	0
Total	5,373	651	2,973	1,749	433	141	625	435	115	0	0

OPERATING BUDGET IMPACT (\$000s)											
Program-Staff				1,040	0	149	181	181	260	269	
Program-Other				5,059	0	723	723	723	1,445	1,445	
Net Impact				6,099	0	872	904	904	1,705	1,714	
Full Time Equivalent (FTE)					0.0	1.7	2.0	2.0	2.9	3.0	

APPROPRIATION AND EXPENDITURE DATA (000s)

Appropriation Request	FY 15	301
Appropriation Request Est.	FY 16	0
Supplemental Appropriation Request		0
Transfer		0
Cumulative Appropriation		3,897
Expenditure / Encumbrances		655
Unencumbered Balance		3,242

Date First Appropriation	FY 09	
First Cost Estimate		
Current Scope	FY 15	5,373
Last FY's Cost Estimate		3,897

Description

This project provides for the placement of High School Wellness Centers (HSWC) at public schools. HSWCs provide health, mental health, and social services, as well as family support/youth development services which attempt to address the needs of youth and to build their skills and strengths to be more successful in all sectors of their lives. Services are targeted to meet the specific needs of the school. This project is in accordance with the recommendations of the School Based Wellness Center Planning Group (SBWCPG), the Department of Health and Human Services (DHHS) and Montgomery County Public Schools (MCPS). The selection of the host school is based upon criteria recommended by the SBWCPG. MCPS will oversee the construction of the HSWC sites. The County will occupy the space with DHHS personnel and contractors. The HSWC are similar in design to School Based Health Centers with modifications to accommodate the older student population's needs and services.

Estimated Schedule

Watkins Mill and Gaithersburg HSWCs opened on August 26, 2013. Wheaton HSWC is under construction. Planning and design will begin for Seneca Valley HSWC in FY15.

Cost Change

Increased cost from scope change to include a feasibility study for Kennedy High School and the addition of a Seneca Valley HSWC. The project also reflects cost savings in completed projects.

Justification

This project is recommended by the SBWCPG, the DHHS, and MCPS. Each HSWC will provide services to address the physical health, mental health, and social service needs, as well as provide youth development opportunities to the students.

Other

Site specific factors are to be determined, and will be provided during construction.

Coordination

Department of Health and Human Services, Department of General Services, Montgomery County Public Schools

School Based Health & Linkages to Learning Centers (P640400)

Category Health and Human Services
 Sub Category Health and Human Services
 Administering Agency General Services (AAGE29)
 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
EXPENDITURE SCHEDULE (\$000s)											
Planning, Design and Supervision	1,423	1,308	67	48	0	23	16	8	1	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	6,860	5,112	509	1,239	0	510	128	481	120	0	0
Other	1,427	1,401	0	26	0	13	0	13	0	0	0
Total	9,710	7,821	576	1,313	0	546	144	502	121	0	0

FUNDING SCHEDULE (\$000s)											
Current Revenue: General	140	140	0	0	0	0	0	0	0	0	0
Federal Aid	659	494	165	0	0	0	0	0	0	0	0
G.O. Bonds	8,911	7,187	411	1,313	0	546	144	502	121	0	0
Total	9,710	7,821	576	1,313	0	546	144	502	121	0	0

OPERATING BUDGET IMPACT (\$000s)											
Program-Staff				292	0	0	58	78	78	78	
Program-Other				1,286	0	0	171	236	407	472	
Net Impact				1,578	0	0	229	314	485	550	
Full Time Equivalent (FTE)					0.0	0.0	1.0	1.0	1.0	1.0	

APPROPRIATION AND EXPENDITURE DATA (\$000s)

Appropriation Request	FY 15	-248
Appropriation Request Est.	FY 16	0
Supplemental Appropriation Request		0
Transfer		0
Cumulative Appropriation		9,958
Expenditure / Encumbrances		7,834
Unencumbered Balance		2,124

Date First Appropriation	FY 04
First Cost Estimate	
Current Scope	FY 13 9,958
Last FY's Cost Estimate	9,958

Description

This project provides for the placement of School Based Health Centers (SBHC) and Linkages to Learning (LTL) sites at public schools. SBHCs provide primary health, social services, mental health, and youth development services. The LTL program provides accessible services to at-risk children and their families to improve adjustment to and performance in school, home, and community; services include health, mental health, social services, and educational support. Host schools are selected based on criteria recommended by the SBHC Interagency Planning Group and the LTL Advisory Group. Montgomery County Public Schools (MCPS) will oversee the construction of SBHC and LTL sites. The County will occupy the space with School Health Services and LTL personnel and contractors.

Estimated Schedule

Planning for Wheaton Woods will be completed in FY16. Planning and design for Maryvale will be programmed for FY16-18. Construction for Wheaton Woods and Maryvale LTL projects have been delayed one year to align with the revised MCPS construction schedule. Construction of Wheaton Woods LTL is expected to be completed in FY17; Maryvale LTL is expected to be completed in FY19.

Cost Change

Project reflects minor cost savings in FY16 and FY17 as well as cost savings in completed projects.

Justification

This project is part of the recommendations of the Department of Health and Human Services and MCPS.

Other

Cost estimates are based on per square foot costs for school construction, adjusted by additional health care facility requirements such as examination rooms, a laboratory and medical equipment. MCPS will provide maintenance and utilities by a Memorandum of Understanding. Site specific factors are to be determined, and will be provided during construction.

Coordination

Department of Health and Human Services, Department of General Services, Montgomery County Public Schools

Library Refurbishment Level of Effort (P711502)

Category Culture and Recreation
 Sub Category Libraries
 Administering Agency General Services (AAGE29)
 Planning Area Countywide

Date Last Modified 3/6/14
 Required Adequate Public Facility No
 Relocation Impact None
 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
EXPENDITURE SCHEDULE (\$000s)											
Planning, Design and Supervision	1,550	0	0	1,550	200	250	250	275	275	300	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	9,600	0	0	9,600	700	1,500	1,800	1,800	1,800	2,000	0
Other	750	0	0	750	100	120	120	130	130	150	0
Total	11,900	0	0	11,900	1,000	1,870	2,170	2,205	2,205	2,450	0

FUNDING SCHEDULE (\$000s)											
G.O. Bonds	11,900	0	0	11,900	1,000	1,870	2,170	2,205	2,205	2,450	0
Total	11,900	0	0	11,900	1,000	1,870	2,170	2,205	2,205	2,450	0

APPROPRIATION AND EXPENDITURE DATA (000s)

Appropriation Request	FY 15	1,000
Appropriation Request Est.	FY 16	1,870
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	FY 15 11,900
Last FY's Cost Estimate	0
Partial Closeout Thru	0
New Partial Closeout	0
Total Partial Closeout	0

Description

This level of effort project is intended to provide a structured process to ensure that library service stays "modern and current" and the building's infrastructure remains safe, efficient, and operationally effective. Work to be included within this project includes carpeting, painting, reorganizing interior layouts to create more useable space, updating toilet rooms, upgrading lighting to more energy efficient fixtures, replacing worn and unusable furniture, and implementing service and programmatic updates based on branch demographics and current library trends such as single service desks, computer labs, digital media labs, tutor or group study rooms, and emergent literacy areas. An evaluation of the major building systems (including the roof, major mechanical systems and windows), presence of asbestos or lead paint, condition of the parking lots, status of ADA compliance, and review of general building codes issues will begin the process to determine if the building is a candidate for refresh/refurbishment, or if the work is so extensive as to require a full building renovation. Work identified, but not contained within this project, may be completed within another facility level of effort project, including the Energy Conservation project. When appropriate, refurbishments will be coordinated with 21st Century Library Enhancements project work.

Estimated Schedule

Project will start in FY15 with refurbishment planning for two libraries with a goal to ramp up to three per year until all 21 libraries have been refurbished once. Twinbrook, Kensington Park, and Davis are three branches identified by Montgomery County Public Libraries and the Department of General Services as a high priority for refurbishment. The Potomac branch, having already received painting, re-carpeting, and a minor realignment of interior features in late FY12, will be assessed and tentatively scheduled for refurbishment along with all other library branches at the outset of the project.

Notice identifying the specific library projects to be refurbished must be given to Council at least 60 days before any design or construction funding is obligated or spent. The notice must include the anticipated scope of work, cost estimates, and an expenditure schedule programming PDS, construction, and other costs by fiscal year.

Justification

The Facilities Plan 2013-2016 calls for a programmatic evaluation of each branch on a three year cycle with the work to be completed by the fifth year. Many of the Libraries have not been updated for 20 years. This refurbishment of branches will ensure that the County's capital investments are protected by maintaining the Library Department's building infrastructure, that all new and required construction codes are addressed and implemented, that critical equipment and building systems are overhauled or replaced prior to failure, and that reorganization of internal space is completed to insure that space is fully utilized based on the needs of the community for programs and services. Rather than the two existing libraries that would have been fully renovated under the old approach, with this new approach, we will complete refurbishments on 17 libraries during the six year CIP period.

Fiscal Note

The County has applied for State Aid for FY15 for this project for refurbishment of Twinbrook and Kensington Park branches.

Disclosures

Expenditures will continue indefinitely.

Coordination

Department of General Services, Department of Public Libraries

Cost Sharing: MCG (P720601)

Category Culture and Recreation
 Sub Category Recreation
 Administering Agency General Services (AAGE29)
 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
EXPENDITURE SCHEDULE (\$000s)											
Planning, Design and Supervision	3,634	3,634	0	0	0	0	0	0	0	0	0
Land	0	0	0	0	0	0	0	0	0	0	0
Site Improvements and Utilities	9	9	0	0	0	0	0	0	0	0	0
Construction	7,430	7,430	0	0	0	0	0	0	0	0	0
Other	14,124	4,457	2,168	7,499	2,499	1,000	1,000	1,000	1,000	1,000	0
Total	25,197	15,530	2,168	7,499	2,499	1,000	1,000	1,000	1,000	1,000	0

FUNDING SCHEDULE (\$000s)											
Contributions	150	0	150	0	0	0	0	0	0	0	0
Current Revenue: General	14,436	5,583	1,454	7,399	2,399	1,000	1,000	1,000	1,000	1,000	0
Land Sale	2,661	2,661	0	0	0	0	0	0	0	0	0
Long-Term Financing	3,850	3,850	0	0	0	0	0	0	0	0	0
State Aid	4,100	3,436	564	100	100	0	0	0	0	0	0
Total	25,197	15,530	2,168	7,499	2,499	1,000	1,000	1,000	1,000	1,000	0

APPROPRIATION AND EXPENDITURE DATA (000s)

Appropriation Request	FY 15	2,499
Appropriation Request Est.	FY 16	1,000
Supplemental Appropriation Request		0
Transfer		0
Cumulative Appropriation		17,698
Expenditure / Encumbrances		16,042
Unencumbered Balance		1,656

Date First Appropriation	FY 06
First Cost Estimate	
Current Scope	FY 15
Last FY's Cost Estimate	21,809

Description

This project provides funds for the development of non-government projects in conjunction with public agencies or the private sector. County participation leverages private and other public funds for these facilities. Prior to disbursing funds, the relevant County department or agency and the private organization will develop a Memorandum of Understanding, which specifies the requirements and responsibilities of each.

Cost Change

Addition of \$2 million (\$1 million per year for FYs 19-20) from the previously approved FY14 supplemental appropriation and CIP Amendment to leverage private funding for Capital Improvement Grants for Arts and Humanities. Addition of \$1,288,000 in FY15 for the County's participation in the grants listed below. Addition of \$100,000 in FY15 for a State bond bill for the Silver Spring Black Box Theater.

Justification

The County has entered into or considered many public-private partnerships, which contribute to the excellence and diversity of facilities serving County residents

Other

Cost Sharing: MCG (P720601)

Based on the Arts and Humanities Council's grants review schedule, recommendations will be forthcoming in the summer for the \$1.111 million anticipated for FY15 CIP Grants for Arts and Humanities Organizations; \$100,000 of which will be used to provide a State bond bill match for Silver Spring Black Box Theater.

For FY15, County participation is anticipated for the following projects:

Easter Seals Greater Washington-Baltimore Region, Inc.: \$100,000

Graceful Growing Together, Inc.: \$125,000

Jewish Community Center of Greater Washington: \$150,000

Muslim Community Center, Inc.: \$250,000

Potomac Community Resources, Inc.: \$150,000

The Arc of Montgomery County, Inc.: \$17,973

Catholic Charities of the Archdiocese of Washington, Inc.: \$11,395

Melvin J. Berman Hebrew Academy: \$33,000

Jewish Social Service Agency: \$75,000

Warrior Canine Connection, Inc.: \$75,000

Jewish Council for the Aging of Greater Washington, Inc.: \$125,000

The Jewish Federation of Greater Washington, Inc.: \$100,000

Family Services, Inc.: \$75,000

Fiscal Note

The State approved \$4,000,000 in State Aid for the Fillmore venue in Silver Spring. The County's required match was \$4,000,000 and \$6,511,000 was programmed. The Venue Operator agreed to purchase certain furniture, fixtures, and equipment for the project; \$150,000 of which would be used as the required County match. An agreement between the development partners and the County was executed. The Fillmore is now operational.

Old Blair Auditorium Project, Inc., in FY06-07 the County provided \$190,000 as a partial match for the State funds with \$50,000 in current revenue for DPWT to develop a program of requirements and cost estimate for the project, and bond funded expenditure of \$140,000 to pay for part of the construction. These funds were budgeted in the MCG: Cost Sharing project (No. 720601). In FY11, the funds were transferred to a new CIP Old Blair Auditorium Reuse project (No. 361113).

Disclosures

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

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

Private organizations, State of Maryland, Municipalities, Montgomery County Public Schools, Community Use of Public Facilities, Department of General Services, Department of Economic Development

Good Hope Neighborhood Recreation Center (P720918)

Category Culture and Recreation
 Sub Category Recreation
 Administering Agency General Services (AAGE29)
 Planning Area Silver Spring

Date Last Modified 3/6/14
 Required Adequate Public Facility No
 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
EXPENDITURE SCHEDULE (\$000s)											
Planning, Design and Supervision	1,926	189	336	1,401	746	375	236	44	0	0	0
Land	0	0	0	0	0	0	0	0	0	0	0
Site Improvements and Utilities	675	0	0	675	0	675	0	0	0	0	0
Construction	6,583	0	0	6,583	0	4,641	1,942	0	0	0	0
Other	845	1	0	844	0	422	422	0	0	0	0
Total	10,029	190	336	9,503	746	6,113	2,600	44	0	0	0

FUNDING SCHEDULE (\$000s)											
G.O. Bonds	9,966	127	336	9,503	746	6,113	2,600	44	0	0	0
PAYGO	63	63	0	0	0	0	0	0	0	0	0
Total	10,029	190	336	9,503	746	6,113	2,600	44	0	0	0

OPERATING BUDGET IMPACT (\$000s)											
Energy				98	0	0	14	28	28	28	
Maintenance				116	0	0	17	33	33	33	
Offset Revenue				-3	0	0	0	-1	-1	-1	
Program-Staff				133	0	0	19	38	38	38	
Program-Other				88	0	0	34	18	18	18	
Net Impact				432	0	0	84	116	116	116	
Full Time Equivalent (FTE)					0.0	0.0	0.8	1.6	1.6	1.6	

APPROPRIATION AND EXPENDITURE DATA (000s)

Appropriation Request	FY 15	389
Appropriation Request Est.	FY 16	8,055
Supplemental Appropriation Request		0
Transfer		0
Cumulative Appropriation		883
Expenditure / Encumbrances		683
Unencumbered Balance		200

Date First Appropriation	FY 09
First Cost Estimate	
Current Scope	FY 15
Last FY's Cost Estimate	6,633

Description

The Good Hope Neighborhood Recreation Center, located at 14715 Good Hope Road in Silver Spring, requires demolition of existing building and new construction, to include the construction of a gymnasium, exercise/weight room, activity room, game room, toilets, and storage. A key constraint is the limit on impervious site area, due to the Paint Branch Special Protection Area, resulting in expansion requirements that do not increase the building footprint. A key component of the site and building infrastructure renovation is to upgrade the facility to conform to the Montgomery County manual for planning, design, and construction of sustainable buildings, including meeting green building/sustainability goals; Montgomery County Energy Design Guidelines; and the Americans with Disabilities Act (ADA). The project will be designed to comply with Leadership in Energy and Environmental Design (LEED) guidelines for LEED Silver certification.

Location

14715 Good Hope Road, Silver Spring

Estimated Schedule

Project has been delayed due to the site development challenges to meet Special Protection Area (SPA), Storm Water Management (SWM), and Americans with Disabilities Act (ADA) requirements. Construction is anticipated to begin in Winter 2016 with completion in Spring 2017.

Cost Change

The cost increase is due to the need to rebuild the facility and to accommodate re-orienting the site, putting the fields closer to parking to reduce Americans with Disabilities Act (ADA) paths while also meeting Special Protection Area (SPA) and Storm Water Management (SWM) requirements

Justification

Renovation and new construction requirements are based on a facilities assessment of the site and building infrastructure, and on programmatic requirements of the facility and the Department of Recreation. Two community charrettes were conducted as a part of the facility planning process.

Other

Good Hope Neighborhood Recreation Center (P720918)

In 2000, the Montgomery County Department of Recreation (MCRD), in coordination with the then Department of Public Works and Transportation (DPWT), submitted an informal in-house assessment of five neighborhood recreation facilities, including informal recommendations for renovation or expansion. The assessment and recommendations were submitted in the Neighborhood Recreation Centers 2003 recommendations draft report summary.

Disclosures

A pedestrian impact analysis has been completed for this project.

Coordination

Department of General Services, Department of Technology Services, Department of Recreation, WSSC, PEPCO, Department of Permitting Services

North Potomac Community Recreation Center (P720102)

Category	Culture and Recreation	Date Last Modified	3/6/14
Sub Category	Recreation	Required Adequate Public Facility	No
Administering Agency	General Services (AAGE29)	Relocation Impact	None
Planning Area	Potomac-Travilah	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
EXPENDITURE SCHEDULE (\$000s)											
Planning, Design and Supervision	3,648	1,364	257	2,027	1,358	669	0	0	0	0	0
Land	9,644	9,644	0	0	0	0	0	0	0	0	0
Site Improvements and Utilities	5,434	18	0	5,416	5,129	287	0	0	0	0	0
Construction	17,370	287	0	17,083	11,946	5,137	0	0	0	0	0
Other	1,366	15	0	1,351	818	533	0	0	0	0	0
Total	37,462	11,328	257	25,877	19,251	6,626	0	0	0	0	0

FUNDING SCHEDULE (\$000s)											
G.O. Bonds	35,688	9,554	257	25,877	19,251	6,626	0	0	0	0	0
PAYGO	1,774	1,774	0	0	0	0	0	0	0	0	0
Total	37,462	11,328	257	25,877	19,251	6,626	0	0	0	0	0

OPERATING BUDGET IMPACT (\$000s)											
Energy				727	0	51	169	169	169	169	
Maintenance				864	0	60	201	201	201	201	
Offset Revenue				-244	0	0	-49	-65	-65	-65	
Program-Staff				701	0	33	167	167	167	167	
Program-Other				151	0	19	63	23	23	23	
Net Impact				2,199	0	163	551	495	495	495	
Full Time Equivalent (FTE)					0.0	1.4	4.6	4.6	4.6	4.6	

APPROPRIATION AND EXPENDITURE DATA (000s)

Appropriation Request	FY 15	1,430
Appropriation Request Est.	FY 16	100
Supplemental Appropriation Request		0
Transfer		0
Cumulative Appropriation		35,932
Expenditure / Encumbrances		11,716
Unencumbered Balance		24,216

Date First Appropriation	FY 05	
First Cost Estimate		
Current Scope	FY 15	37,462
Last FY's Cost Estimate		37,878

Description

This project provides for the planning, design and construction of a 33,000 net square foot community recreation center and associated site of approximately 17 acres. The building will include typical elements, such as, a gymnasium, exercise room, social hall, kitchen, senior/community lounge, arts/kiln room, game room, vending space, conference room, offices, lobby, restrooms, and storage space.

Estimated Schedule

Design is being finalized. Building permit was filed in September 2012. Due to fiscal constraints, the project had been delayed. Construction is scheduled to start in Summer 2014.

Cost Change

There was a slight decrease in project cost due to estimated savings compared to prior estimates.

Justification

This region has no existing community recreation center facility. The Department of Recreation Facility Development Plan (FY97-10) has identified the need for a community center to serve this region. The July 1998 Park Recreation and Program Open Space Master Plan prepared by M-NCPPC has also identified the development of a community recreation facility to serve the Potomac-Travilah planning area as a key community concern. Project preliminary design was completed in the Facility Planning: MCG project, prior to the establishment of this stand-alone project.

Disclosures

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

Coordination

Department of General Services, Department of Technology Services, Department of Recreation, M-NCPPC, Department of Permitting Services, WSSC, PEPCO, Washington Gas, Upcounty Regional Services Center. Special Capital Projects Legislation [Bill No. 20-12] was adopted by Council June 26, 2012.

Ross Boddy Neighborhood Recreation Center (P720919)

Category Culture and Recreation
 Sub Category Recreation
 Administering Agency General Services (AAGE29)
 Planning Area Olney

Date Last Modified 4/21/14
 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
EXPENDITURE SCHEDULE (\$000s)											
Planning, Design and Supervision	2,270	1,003	287	980	543	437	0	0	0	0	0
Land	1	1	0	0	0	0	0	0	0	0	0
Site Improvements and Utilities	2,769	1	0	2,768	2,464	304	0	0	0	0	0
Construction	9,824	13	0	9,811	5,668	4,143	0	0	0	0	0
Other	896	2	0	894	53	841	0	0	0	0	0
Total	15,760	1,020	287	14,453	8,728	5,725	0	0	0	0	0

FUNDING SCHEDULE (\$000s)											
G.O. Bonds	14,927	187	287	14,453	8,728	5,725	0	0	0	0	0
PAYGO	833	833	0	0	0	0	0	0	0	0	0
Total	15,760	1,020	287	14,453	8,728	5,725	0	0	0	0	0

OPERATING BUDGET IMPACT (\$000s)											
Energy				160	0	8	38	38	38	38	
Maintenance				190	0	10	45	45	45	45	
Offset Revenue				-28	0	0	-7	-7	-7	-7	
Program-Staff				173	0	9	41	41	41	41	
Program-Other				41	0	29	3	3	3	3	
Net Impact				536	0	56	120	120	120	120	
Full Time Equivalent (FTE)					0.0	0.4	1.7	1.7	1.7	1.7	

APPROPRIATION AND EXPENDITURE DATA (000s)

Appropriation Request	FY 15	0
Appropriation Request Est.	FY 16	0
Supplemental Appropriation Request		0
Transfer		0
Cumulative Appropriation		15,760
Expenditure / Encumbrances		1,327
Unencumbered Balance		14,433

Date First Appropriation	FY 09
First Cost Estimate	
Current Scope	FY 13 15,760
Last FY's Cost Estimate	15,760

Description

This project encompasses renovation of 15,900 gross square feet which includes basic repairs, reconfiguration, and expansion of 10,800 gross square feet to include the construction of a gymnasium and storage space, and site improvements including water and septic service and additional parking. A key component of the site and building infrastructure renovation is to upgrade the facility to conform to the Montgomery County Manual for Planning, Design, and Construction of Sustainable Buildings, including meeting green building/sustainability goals, Montgomery County Energy Design Guidelines, and the Americans with Disabilities Act (ADA). The project has been designed to comply with Leadership in Energy and Environmental Design (LEED) guidelines for eventual certification.

Estimated Schedule

Design is underway. Construction is expected to begin in Fall 2014 and be completed in Spring 2016.

Justification

In 2005, the Montgomery County Department of Recreation (MCRD), working with the then Department of Public Works and Transportation (DPWT), received approval in the Facility Planning: MCG project to proceed with master planning of five Neighborhood Recreation Centers, two Community Recreation Centers, and one Senior Center. A Program of Requirements was completed in September 2006. Septic system at this facility is failing. Funding will allow for the public sewer to be extended.

Other

This property required a sewer category change.

Coordination

Department of General Services, Department of Technology Services, Department of Recreation, WSSC, PEPCO, Department of Permitting Services. Special Capital Projects Legislation [Bill No. 15-13] was adopted by Council June 25, 2013.

Colesville/New Hampshire Avenue Community Revitalization (P761501)

Category: Community Development and Housing
 Sub Category: Community Development
 Administering Agency: Housing & Community Affairs (AAGE11)
 Planning Area: Colesville-White Oak

Date Last Modified: 4/21/14
 Required Adequate Public Facility: No
 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
-------	--------------	----------	------------------	-------	-------	-------	-------	-------	-------	-----------------

EXPENDITURE SCHEDULE (\$000s)

Planning, Design and Supervision	950	0	0	950	200	200	200	200	100	50	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	2,300	0	0	2,300	0	300	350	400	550	700	0
Other	0	0	0	0	0	0	0	0	0	0	0
Total	3,250	0	0	3,250	200	500	550	600	650	750	0

FUNDING SCHEDULE (\$000s)

Current Revenue: General	3,250	0	0	3,250	200	500	550	600	650	750	0
Total	3,250	0	0	3,250	200	500	550	600	650	750	0

APPROPRIATION AND EXPENDITURE DATA (000s)

Appropriation Request	FY 15	200
Appropriation Request Est.	FY 16	500
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 3,250
Last FY's Cost Estimate	0

Description

This project provides for commercial revitalization in the Colesville Community focused on the four commercial intersections along New Hampshire Avenue (MD Route 650).

The objective is to support the existing small businesses and create new opportunities for private investment, as well as improving the visual appearance of the area. Project elements include gateway signage, pedestrian lighting, connectivity, streetscape elements, landscaping/screening, acquisition of long term façade and center signage easements, and other amenities.

Location

The focus areas are: the four quadrants at the intersection of New Hampshire Avenue and Randolph Road; the commercial area at New Hampshire Avenue and Vital Way; the commercial area between Thomas Drive and Eldrid Drive on the west side of New Hampshire Avenue; and the commercial node east of New Hampshire Avenue at Hollywood Avenue.

Justification

The Colesville Commercial area is primarily older local, neighborhood retail centers with some office space. The White Oak Master Plan (1997) recommended providing a more unified "Main Street" form of development, integrating the commercial development with neighboring residential communities while providing buffers between the adjacent residential neighborhoods. The Colesville Community is interested in enhancing the viability of the commercial centers along New Hampshire Avenue.

Other

Plans and Studies: M-NCPPC White Oak Master Plan (1997), Colesville Commercial Area and Design Study (2013).

Fiscal Note

This area is not eligible for CDBG funding.

Disclosures

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

Coordination

Department of Transportation, Maryland State Highway Administration, M-NCPPC, Maryland Department of the Environment, Department of Permitting Services.

Affordable Housing Acquisition and Preservation (P760100)

Category Community Development and Housing
 Sub Category Housing
 Administering Agency Housing & Community Affairs (AAGE11)
 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
EXPENDITURE SCHEDULE (\$000s)											
Planning, Design and Supervision	0	0	0	0	0	0	0	0	0	0	0
Land	136,611	85,511	26,690	24,410	15,950	8,460	0	0	0	0	0
Site Improvements and Utilities	0	0	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0	0
Other	0	0	0	0	0	0	0	0	0	0	0
Total	136,611	85,511	26,690	24,410	15,950	8,460	0	0	0	0	0

FUNDING SCHEDULE (\$000s)											
G.O. Bonds	5,725	0	0	5,725	2,000	3,725	0	0	0	0	0
HIF Revolving Program	100,000	73,310	19,410	7,280	7,280	0	0	0	0	0	0
Loan Repayment Proceeds	26,111	9,701	7,280	9,130	6,670	2,460	0	0	0	0	0
Montgomery Housing Initiative Fund	4,775	2,500	0	2,275	0	2,275	0	0	0	0	0
Total	136,611	85,511	26,690	24,410	15,950	8,460	0	0	0	0	0

APPROPRIATION AND EXPENDITURE DATA (000s)

Appropriation Request	FY 15	15,950
Appropriation Request Est.	FY 16	8,460
Supplemental Appropriation Request		0
Transfer		0
Cumulative Appropriation		112,201
Expenditure / Encumbrances		85,511
Unencumbered Balance		26,690

Date First Appropriation	FY 01
First Cost Estimate	
Current Scope	FY 15 136,611
Last FY's Cost Estimate	108,320

Description

This project provides funding for acquisition and/or renovation of properties for the purpose of preserving or increasing the county's affordable housing inventory. The county may purchase properties or assist not-for-profit, tenant, or for-profit entities, or HOC with bridge financing to purchase and renovate properties. The monies may be used to purchase properties that are offered to the county under the Right of First Refusal law or otherwise available for purchase. A portion of the units in these properties must serve households with incomes that are at or below incomes eligible for the Moderately Priced Dwelling Unit (MPDU) program. A priority should be given to rental housing.

Cost Change

The issuance of \$7.28 million of taxable debt and \$8.0 million in non-taxable debt along with the use of loan repayments provides continued support for this project.

Justification

To implement Section 25B, Housing Policy, and Section 53A, Tenant Displacement (Right of First Refusal), of the Montgomery County Code. Opportunities to purchase property utilizing the County's Right of First Refusal arise without advance notice and cannot be planned in advance. Properties may be acquired by the County, non-profit developers, HOC or other entities that agree to develop or redevelop property for affordable housing.

Other

Resale or control period restrictions to ensure long term affordability should be a part of projects funded with these monies

Fiscal Note

Debt service will be financed by the Montgomery Housing Initiative Fund. In addition to the appropriation shown above, this PDF assumes that any actual revolving loan repayments received will be appropriated in the subsequent year as displayed above. Future loan repayments are expected and will be used to finance future housing activities in this project. General Obligation bonds will be used for Housing Opportunities Commission and other projects that bond counsel determines are eligible for tax-exempt bond funding.

Coordination

Housing Opportunities Commission (HOC), Nonprofit housing providers, Private sector developers

Ag Land Pres Easements (P788911)

Category Conservation of Natural Resources
 Sub Category Ag Land Preservation
 Administering Agency Economic Development (AAGE06)
 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
EXPENDITURE SCHEDULE (\$000s)											
Planning, Design and Supervision	3,034	509	629	1,896	316	316	316	316	316	316	0
Land	10,375	1,796	4,586	3,993	935	557	580	608	638	675	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	30	30	0	0	0	0	0	0	0	0	0
Total	13,439	2,335	5,215	5,889	1,251	873	896	924	954	991	0

FUNDING SCHEDULE (\$000s)											
Agricultural Transfer Tax	4,008	628	1,701	1,679	241	253	266	284	304	331	0
Contributions	1,586	51	51	1,484	10	10	10	444	500	510	0
Federal Aid	522	522	0	0	0	0	0	0	0	0	0
G.O. Bonds	2,000	1,118	882	0	0	0	0	0	0	0	0
Investment Income	815	16	0	799	0	283	470	46	0	0	0
M-NCPPC Contributions	3,050	0	2,150	900	150	150	150	150	150	150	0
State Aid	1,458	0	431	1,027	850	177	0	0	0	0	0
Total	13,439	2,335	5,215	5,889	1,251	873	896	924	954	991	0

APPROPRIATION AND EXPENDITURE DATA (000s)

Appropriation Request	FY 15	-5,376
Appropriation Request Est.	FY 16	873
Supplemental Appropriation Request		0
Transfer		0
Cumulative Appropriation		14,177
Expenditure / Encumbrances		3,698
Unencumbered Balance		10,479

Date First Appropriation	FY 89
First Cost Estimate	
Current Scope	FY 15 13,159
Last FY's Cost Estimate	21,961

Description

This project provides funds for the purchase of agricultural and conservation easements under the County Agricultural Land Preservation legislation, effective November 25, 2008, for local participation in Maryland's agricultural and conservation programs and through Executive Regulation 3-09 AM, adopted July 27, 2010. The County Agricultural Easement Program (AEP) enables the County to purchase preservation easements on farmland in the agricultural zones and in other zones approved by the County Council to preserve farmland not entirely protected by Transferable Development Rights (TDR) easements or State agricultural land preservation easements. The Maryland Agricultural Land Preservation Foundation (MALPF) enables the State to purchase preservation easements on farmland jointly by the County and State. The Rural Legacy Program (RLP) enables the State to purchase conservation easements to preserve large contiguous tracts of agricultural land. The sale of development rights easements are proffered voluntarily by the farmland owner. The project receives funding from the Agricultural Land Transfer Tax, which is levied when farmland is sold and removed from agricultural status. Montgomery County is a State-certified county under the provisions of State legislation, which enables the County to retain 75 percent of the taxes for local use. The County uses a portion of its share of the tax to provide matching funds for State easements. In FY10, the Building Lot Termination (BLT) program was initiated. This program represents an enhanced farmland preservation program tool to further protect land where development rights have been retained in the Rural Density Transfer Zone (RDT). This program utilizes a variety of revenue sources that include: Agricultural Transfer Tax revenues, MNCPPC Contributions, Developer Contributions, and G.O. Bonds to purchase the development rights and the corresponding TDRs retained on these properties. The Department of Economic Development is developing a strategic plan for Phase II of the preservation program and preservation opportunities will be considered as they become available.

Cost Change

Programming of \$150,000 of MNCPPC/Developer Contributions for BLT Program Administration (FY14-20) to offset BLT administrative charges to investment income. Programming of Private Contributions for FY18-FY20 to replace depleted Investment Income for Planning, Design and Supervision project expenses and the addition of FY19 and FY20 project costs. The budget also reflects revised estimates for Agricultural Transfer Tax revenue and reflects a new State Rural Legacy Program grant for land acquisition.

Justification

Annotated Code of Maryland 2-501 to 2-515, Maryland Agricultural Land Preservation Foundation; Annotated Code of Maryland 13-301 to 13-308, Agricultural Land Transfer Tax; and Montgomery County Code, Chapter 2B, Agricultural Land Preservation, and Executive Regulation 3-09 AM.

Other

Ag Land Pres Easements (P788911)

FY15 estimated Planning, Design and Supervision expenditures are \$316,000: 1.0 FTE Sr. Business Development Specialist; 1.5 FTE Principal Administrative Aides; \$20,000 - Deer Donation Program; \$10,000 - Montgomery Weed Control Program; and \$50,000 for the Cooperative Extension Partnership. Appropriations are based upon a projection of Montgomery County's portion of the total amount of Agricultural Transfer Tax which has become available since the last appropriation and State Rural Legacy Program grant funding. Appropriations to this project represent a commitment of Agricultural Land Transfer Tax funds and State Aid to purchase agricultural easements. The Agricultural Transfer Taxes are deposited into an investment income fund, the interest from which is used to fund direct administrative expenses, the purchase of easements, and other agricultural initiatives carried out by the Agricultural Services Division. The program permits the County to take title to the TDRs. These TDRs are an asset that the County may sell in the future, generating revenues for the Agricultural Land Preservation Fund. The County can use unexpended appropriations for this project to pay its share (40 percent) of the cost of easements purchased by the State. Since FY99, the County has received State RLP grant funds to purchase easements for the State through the County. The State allows County reimbursement of three percent for direct administrative costs such as appraisals, title searches, surveys, and legal fees. Given changes to the Federal Program, new Federal Aid funds are no longer programmed in this project.

Fiscal Note

Expenditures do not reflect additional authorized payments made from the Agricultural Land Preservation Fund balance to increase financial incentives for landowners. Terms and conditions regarding contributions from the Montgomery Soil Conservation District (MSCD) will be specified within the Memorandum of Understanding (MOU) between the County and MSCD.

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

State of Maryland Agricultural Land Preservation Foundation, State of Maryland Department of Natural Resources, Maryland-National Capital Park and Planning Commission, Landowners

Misc Stream Valley Improvements (P807359)

Category Conservation of Natural Resources
 Sub Category Stormwater Management
 Administering Agency Environmental Protection (AAGE07)
 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
EXPENDITURE SCHEDULE (\$000s)											
Planning, Design and Supervision	16,009	844	2,606	12,559	2,379	2,160	2,210	2,010	1,900	1,900	0
Land	42	2	40	0	0	0	0	0	0	0	0
Site Improvements and Utilities	2	0	2	0	0	0	0	0	0	0	0
Construction	32,860	564	2,282	30,014	4,014	3,280	7,430	6,890	4,200	4,200	0
Other	0	0	0	0	0	0	0	0	0	0	0
Total	48,913	1,410	4,930	42,573	6,393	5,440	9,640	8,900	6,100	6,100	0

FUNDING SCHEDULE (\$000s)											
State Aid	9,099	845	2,254	6,000	1,000	1,000	1,000	1,000	1,000	1,000	0
Stormwater Management Waiver Fees	233	0	233	0	0	0	0	0	0	0	0
Water Quality Protection Bonds	39,616	565	2,478	36,573	5,393	4,440	8,640	7,900	5,100	5,100	0
Total	48,948	1,410	4,965	42,573	6,393	5,440	9,640	8,900	6,100	6,100	0

OPERATING BUDGET IMPACT (\$000s)											
Maintenance				350	10	30	40	65	95	110	
Net Impact				350	10	30	40	65	95	110	

APPROPRIATION AND EXPENDITURE DATA (000s)

Appropriation Request	FY 15	6,936
Appropriation Request Est.	FY 16	3,292
Supplemental Appropriation Request		0
Transfer		0
Cumulative Appropriation		8,499
Expenditure / Encumbrances		3,191
Unencumbered Balance		5,308

Date First Appropriation	FY 73
First Cost Estimate	
Current Scope	FY 15
Last FY's Cost Estimate	21,709
Partial Closeout Thru	17,368
New Partial Closeout	1,540
Total Partial Closeout	18,908

Description

This project provides for design and construction of habitat restoration or stabilization measures for stream reaches having severe channel erosion, sedimentation, and habitat degradation. Developed areas constructed without modern stormwater controls contribute uncontrolled runoff which results in severely eroded streambanks, excessive sediment, tree loss, and degraded habitat for fish and aquatic life. Stormdrain outfalls damaged from severe erosion are identified and, where possible, the outfalls are repaired as part of stream restoration projects - funded from the Outfall Repairs project (No. 509948). Stream deterioration can also adversely affect sanitary sewer crossings by exposing sewer lines and manholes, which in turn can be fish barriers and leak raw sewage into streams or allow infiltration of stream baseflow into the sewer system, potentially causing substantial increases in wastewater treatment costs.

Cost Change

Increase due to an increase in the number of projects budgeted, site conditions, and higher individual project costs. Costs have also increased due to FY19 and FY20 being added to this ongoing project and are partially offset by capitalization of prior expenditures.

Justification

The project supports the requirements of the MS4 permit and addresses the goals of the Chesapeake Bay Tributary Strategy Initiatives, Anacostia Watershed Restoration Agreement, and the County's adopted water quality goals (Chapter 19, Article IV). The project will stabilize and improve local stream habitat conditions where streams have been damaged by inadequately controlled stormwater runoff. Corrective measures constructed or coordinated under this project include stream bank stabilization, channel modifications, habitat restoration, storm drain outfall or sanitary sewer infrastructure repairs to improve fish and other biological resources, while reducing sediment and nutrient loadings caused by excessive streambank erosion. The Facility Planning: SM project (No. 809319) includes funds for watershed studies and identifies and prioritizes stream reaches in need of restoration and protection.

Other

The Department of Environmental Protection identifies damaged sewer lines as part of this project, and the Washington Suburban Sanitary Commission makes sewer repairs during project construction. Projects planned for design and construction include Bel Pre Creek I, Donnybrook Tributary, Hollywood Branch I, Breewood, Bedfordshire and Fallsreach, Muddy Branch I, Great Seneca (GSGN 205), Grosvenor Tributary, Stonybrook Tributary, Snakeden Branch II, and Whetstone Run.

Fiscal Note

While the State of Maryland has indicated a desire to provide funding, all indicated State Aid is preliminary and not committed. Funding may need to be revised based on actual State Aid commitments.

Disclosures

Expenditures will continue indefinitely.

Misc Stream Valley Improvements (P807359)

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

Coordination

Department of Transportation, Maryland-National Capital Park and Planning Commission, Washington Suburban Sanitary Commission, Department of Permitting Services, Maryland Department of the Environment, Maryland Department of Natural Resources.

SM Retrofit: Countywide (P808726)

Category Conservation of Natural Resources
 Sub Category Stormwater Management
 Administering Agency Environmental Protection (AAGE07)
 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
EXPENDITURE SCHEDULE (\$000s)											
Planning, Design and Supervision	79,325	2,189	10,270	66,866	10,510	9,276	10,760	11,280	12,300	12,740	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	87,358	1,850	5,904	79,604	8,216	13,692	12,648	12,452	15,396	17,200	0
Other	7	7	0	0	0	0	0	0	0	0	0
Total	166,690	4,046	16,174	146,470	18,726	22,968	23,408	23,732	27,696	29,940	0

FUNDING SCHEDULE (\$000s)											
Federal Aid	299	0	299	0	0	0	0	0	0	0	0
State Aid	25,490	0	4,490	21,000	3,500	3,500	3,500	3,500	3,500	3,500	0
Water Quality Protection Bonds	140,901	4,046	11,385	125,470	15,226	19,468	19,908	20,232	24,196	26,440	0
Total	166,690	4,046	16,174	146,470	18,726	22,968	23,408	23,732	27,696	29,940	0

OPERATING BUDGET IMPACT (\$000s)											
Maintenance				90	0	6	12	18	24	30	
Net Impact				90	0	6	12	18	24	30	

APPROPRIATION AND EXPENDITURE DATA (000s)

Appropriation Request	FY 15	17,121
Appropriation Request Est.	FY 16	19,468
Supplemental Appropriation Request		0
Transfer		0
Cumulative Appropriation		36,730
Expenditure / Encumbrances		11,455
Unencumbered Balance		25,275

Date First Appropriation	FY 87
First Cost Estimate	
Current Scope	FY 15 166,690
Last FY's Cost Estimate	159,855
Partial Closeout Thru	19,239
New Partial Closeout	3,916
Total Partial Closeout	23,155

Description

This project provides for the design and construction of new and/or upgrades of existing underperforming stormwater management facilities and devices under the County's Municipal Separate Storm Sewer System (MS4) permit as detailed in the draft Montgomery County Coordinated Implementation Strategy (CCIS). Compliance with the MS4 permit requires controlling 20 percent of impervious surfaces, or approximately 4,300 impervious acres, not currently treated to the maximum extent practicable to address the approved Total Maximum Daily Loads (TMDLs). Inventories of candidate projects have been conducted under the Facility Planning: SM project (PDF No. 809319) for the County's ten watersheds (Paint Branch, Rock Creek, Cabin John Creek, Hawlings River, Watts Branch, Great Seneca, Muddy Branch, Sligo Creek, Little Paint Branch, and Northwest Branch). Some of the most complex projects constructed under this project are assessed, and the preliminary plans are completed in the Facility Planning: SM project (No. 809319). Where feasible, the projects integrate wetland and habitat features consistent with the goals of the Chesapeake Bay 2000 Agreement. In small drainage areas, retrofit projects may also include biofiltration, bioretention, or stormwater filtering devices.

Cost Change

Increase due to the addition of FY19 and FY20 to this ongoing project and adjustments for prior project delays. Costs have also been offset by capitalization of prior expenditures.

Justification

This project is needed to comply with the new MS4 permitting requirements outlined in the County Coordinated Implementation Strategy (CCIS) and to implement the County's adopted water quality goals (Chapter 19, Article IV) and protect habitat conditions in local streams. In addition, the project supports the goals of the Chesapeake Bay tributary strategy initiatives and the Anacostia Watershed Restoration Agreement.

Other

Projects in design and construction include projects located in the Rock Creek Watershed, Watts Branch Watershed, Great Seneca Creek Watershed, Muddy Branch Watershed, Cabin John Creek Watershed, and Anacostia River Watershed.

Fiscal Note

While the State of Maryland has indicated a desire to provide funding, all indicated State Aid is preliminary and not committed. Funding may need to be revised based on actual State Aid commitments.

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.

SM Retrofit: Countywide (P808726)

Coordination

Department of Transportation, Maryland National Capital Park and Planning Commission, Department of Permitting Services, Maryland Department of the Environment, Natural Resources Conservation Service, U.S. Army Corps of Engineers, Facility Planning: SM (No. 809319), Maryland Department of Natural Resources.

Storm Drain General (P500320)

Category Conservation of Natural Resources
 Sub Category Storm Drains
 Administering Agency Transportation (AAGE30)
 Planning Area Countywide

Date Last Modified 2/26/14
 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
EXPENDITURE SCHEDULE (\$000s)											
Planning, Design and Supervision	3,542	1,219	7	2,316	350	350	404	404	404	404	0
Land	63	63	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	10,969	8,188	81	2,700	450	450	450	450	450	450	0
Other	1	1	0	0	0	0	0	0	0	0	0
Total	14,575	9,471	88	5,016	800	800	854	854	854	854	0

FUNDING SCHEDULE (\$000s)											
G.O. Bonds	9,169	9,086	83	0	0	0	0	0	0	0	0
Intergovernmental	228	223	5	0	0	0	0	0	0	0	0
State Aid	162	162	0	0	0	0	0	0	0	0	0
Water Quality Protection Bonds	3,416	0	0	3,416	0	0	854	854	854	854	0
Water Quality Protection Charge	1,600	0	0	1,600	800	800	0	0	0	0	0
Total	14,575	9,471	88	5,016	800	800	854	854	854	854	0

APPROPRIATION AND EXPENDITURE DATA (000s)

Appropriation Request	FY 15	1,600
Appropriation Request Est.	FY 16	0
Supplemental Appropriation Request		0
Transfer		0
Cumulative Appropriation		9,559
Expenditure / Encumbrances		9,492
Unencumbered Balance		67

Date First Appropriation	FY 03
First Cost Estimate	
Current Scope	FY 15
	14,575
Last FY's Cost Estimate	12,867
Partial Closeout Thru	0
New Partial Closeout	0
Total Partial Closeout	0

Description

This project provides the flexibility to construct various sub-projects that might otherwise be delayed for lack of funds or difficulty in acquiring right-of-way. This project provides for right-of-way acquisition and construction for storm drain projects resulting from the Drainage Assistance Request program. Individual projects range from retrofitting existing storm drainage systems to developing new drainage systems required to upgrade the existing systems in older subdivisions. Projects formerly handled through the Neighborhood Storm Drain Improvements project are usually small, unanticipated projects initiated by requests from citizens whose homes and properties are subject to severe flooding or erosion and where there is a demonstrated need for early relief. Potential new storm drain projects are studied under the Facility Planning: Storm Drain project. Concept studies are evaluated based on the following factors: public safety, damage to private property and frequency of event, damage to public right-of-way, environmental factors such as erosion, general public benefit, availability of right-of-way and 5:1 cost benefit damage prevented ratio. After the completion of facility planning, projects with construction estimated to cost less than \$500,000 are included in this project. Prompt relief is frequently achieved by the use of Department of Transportation (DOT) personnel to construct and provide construction management. The project also facilitates financial participation with developers up to 50 percent share of construction cost for storm drainage projects where such construction would yield a public benefit to properties other than that of homeowner or developers. Right-of-way is acquired under the Advanced Land Acquisition Revolving Fund (ALARF).

Capacity

Projects will be designed to accommodate the ten year storm frequency interval.

Cost Change

Increase due to the addition of FY19-20 to this on-going level of effort project

Other

For participation projects, cost sharing between the County and either homeowners or developers varies and is based upon a signed letter of understanding. Some funds from this project will go to support the Renew Montgomery program. Completed Projects in FY 12 and FY 13: Meadowood Dr, Chicago Ave, Old Chester Rd, Easley St-Houston St, Accord Ct, Brickyard Rd, Whites Ferry Rd, Woodrow Pl, Tournay Rd, Falstone Ave, McArthur Blvd, Hurst St, Newport Mill Rd, Maryland Ave, Clarksburg Rd-Barnes Rd, Lilly Stone Dr, Leighton Ave-Worth Ave, Rowen Rd, Stoneybrook Dr, Mcneil Ln, Harrington Dr, Hempstead Rd, Overbrook Rd, Dalton Rd-Westport Rd, Merivale Rd
 Potential future projects: Linton St-Houston St, Hollywood Ave

Fiscal Note

Funding source changed from General Obligation Bonds to Water Quality Protection Charge (FY15 and FY16) and Water Quality Protection Bonds (FY17-20).

Disclosures

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

Storm Drain General (P500320)

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

Montgomery County Department of Environmental Protection , Maryland-National Capital Park & Planning Commission , Maryland Department of the Environment , United States Army Corps of Engineers , Montgomery County Department of Permitting Services , Utility Companies , Annual Sidewalk Program

PART III: CAPITAL IMPROVEMENTS PROJECTS TO BE CLOSED OUT

The following capital projects are closed out effective June 30, 2014, and the appropriation for each project is decreased by the amount of the project's unencumbered balance.

Project Title (Project #)

Fire Station Alerting System Upgrades (P451000)
Takoma Park Fire Station 2 Replacement (P459967)
Grey Courthouse Security (P361105)
Rockville Town Center (P500434)
Goshen Road Bridge No. M-061B (P500105)
Mouth of the Monocacy Road Bridge No. M-135 (P500106)
Brink Road Bridge (M-63) over Goshen Branch (P500503)
Nicholson Lane Bridge No. M-113 (P500504)
Clarksburg Road Bridge No. M-009B (P500900)
Matthew Henson Trail (P500400)
U.S. 29 Sidewalks (P509997)
Pedestrian Lighting Participation - MSHA Projects (P500920)
Wisteria Drive Streetlighting (P501001)
Silver Spring Lot 16 Parking Garage (P501004)
Northern Damascus Park and Ride Lot (P500723)
ARRA Highway Improvements (P501003)
Mid-County Community Recreation Center (P720103)
Potomac Library Renovation (P710701)
Davis Library Renovation (P710703)
New Landfill - Site 2 (P509101)

**PART IV: CAPITAL IMPROVEMENT PROJECTS:
PARTIAL CLOSE OUT**

Partial close out of the following capital projects is effective June 30, 2014

Project Title (Project #)	Amt (In \$000)
Council Office Building Renovations (P010100)	679
Energy Conservation: MCG (P507834)	439
Roof Replacement: MCG (P508331)	50
Asbestos Abatement: MCG (P508728)	34
HVAC/Elec Replacement: MCG (P508941)	808
Planned Lifecycle Asset Replacement: MCG (P509514)	259
Resurfacing: Fire Stations (P458429)	371
Roof Replacement: Fire Stations (P458629)	65
HVAC/Elec Replacement: Fire Stns (P458756)	51
Public Facilities Roads (P507310)	21
Subdivision Roads Participation (P508000)	263
Bridge Renovation (P509753)	997
Sidewalk Program – Minor Projects (P506747)	1,884
Bikeway Program – Minor Projects (P507596)	713
ADA Compliance: Transportation (P509325)	1,229
Transportation Improvements For Schools (P509036)	193
Intersection and Spot Improvements (P507017)	927
Streetlighting (P507055)	1,094
Traffic Signals (P507154)	5,537
Guardrail Projects (P508113)	316
Silver Spring Traffic Improvements (P508716)	300
Neighborhood Traffic Calming (P509523)	567
Pkg Sil Spg Fac Renovations (P508250)	2,608
Pkg Beth Fac Renovations (P508255)	1,606
Pkg Wheaton Fac Renovations (P509709)	145
Bus Stop Improvements (P507658)	765
Sidewalk & Curb Replacement (P508182)	8,643
Resurfacing: Primary/Arterial (P508527)	9,049
Public Arts Trust (P729658)	83
Misc Stream Valley Improvements (P807359)	1,540
SM Retrofit: Countywide (P808726)	4,046
Ag Land Pres Easements (P788911)	2,335
