

#1 - County Government CIP amendments and Capital Budget: this resolution requires 6 affirmative votes.

Resolution No.:	<u>18-141</u>
Introduced:	<u>May 21, 2015</u>
Adopted:	<u>May 21, 2015</u>

**COUNTY COUNCIL
FOR MONTGOMERY COUNTY, MARYLAND**

By: County Council

SUBJECT: Approval of Amendments to the Approved FY 2015-2020 Capital Improvements Program, and Approval of and Appropriation for the FY 2016 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. On May 22, 2014, the Council approved a CIP for FY 2015-2020 in Resolution 17-1102. 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, 2015 for FY 2016. The Executive also sent recommended amendments to the Approved CIP for FY 2015-2020.
3. On March 16 and April 20, 2015 the Executive sent to the Council additional recommended amendments to the Approved CIP for FY 2015-2020 and associated FY 2016 Capital Budget recommendations for County Government projects. Councilmembers proposed CIP amendments and associated capital budget amendments for County Government projects as well.
4. As required by Section 304 of the Charter, the Council held a public hearing on February 24, April 14, 15, and 16, and May 12, 2015 on the FY 2016 Recommended Capital Budget and on amendments requested to the Approved CIP for FY 2015-2020.

Action

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

1. For FY 2016, the Council approves the Capital Budget and appropriates the amounts by project, which are shown in Part I. The expenditure of funds for each item in the Capital Budget must comply with all restrictions and requirements in the project description form for that item, as the form is contained in the Approved CIP as amended by this resolution, and as the CIP is amended by the Council under Charter Section 302 after this resolution is adopted.
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:

P998798 <u>Acquisition Non-Local Parks</u> – County Current Revenue General	\$135,000
P018710 <u>Legacy Open Space</u> – County Current Revenue General	\$250,000
P018710 <u>Legacy Open Space</u> – County G.O. Bonds	\$2,500,000

The County will contribute the following amounts for non-local park projects:

County G.O. Bonds	\$4,018,000
(\$100,000 of G.O. Bonds appropriation is for Personnel Costs)	
County Current Revenue-General	\$2,413,000

4. The Council approves those projects shown in Part II as amendments to the Approved FY 2015-2020 CIP.
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 2016, 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 2016 this resolution appropriates \$17 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 FY2015 to this CIP project to be used for affordable housing. The Council also approves amending the FY2016 expenditure and funding schedule to reflect the additional appropriated 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
 Council Office Building Renovations
 1301 Piccard Drive
 Noyes Library
 Public Safety Communications Center
 Seneca Valley High School Wellness Center
 White Flint Fire Station

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
Council Office Building Renovations
1301 Piccard Drive
Noyes Library
Public Safety Communications Center
Seneca Valley High School Wellness Center

This is a correct copy of Council action.

A handwritten signature in cursive script that reads "Linda M. Lauer". The signature is written in black ink and is positioned above a horizontal line.

Linda M. Lauer, Clerk of the Council

PART I: FY 2016 CAPITAL BUDGET FOR MONTGOMERY COUNTY GOVERNMENT

The appropriation for FY 2016 in this Part are made to implement the projects in the Capital Improvements Program for FY 2015 - 2020.

Project Name(Project Number)	FY 16 Appropriation	Cumulative Appropriation	Total Appropriation
Council Office Building Renovations (P010100)	28,495,000	7,421,000	35,916,000
Technology Modernization – MCG (P150701)	500,000	133,909,000	134,409,000
Public Safety System Modernization (P340901)	2,025,000	104,608,000	106,633,000
EOB HVAC Renovation (P361103)	-2,000,000	2,000,000	0
Americans with Disabilities Act (ADA): Compliance (P361107)	4,500,000	15,500,000	20,000,000
Energy Systems Modernization (P361302)	10,300,000	30,300,000	40,600,000
Facilities Site Selection: MCG (P500152)	25,000	344,000	369,000
Environmental Compliance: MCG (P500918)	1,397,000	9,248,000	10,645,000
Energy Conservation: MCG (P507834)	150,000	560,000	710,000
Roof Replacement: MCG (P508331)	2,240,000	9,441,000	11,681,000
Asbestos Abatement: MCG (P508728)	100,000	334,000	434,000
Facility Planning: MCG (P508768)	260,000	8,715,000	8,975,000
HVAC/Elec Replacement: MCG (P508941)	1,150,000	4,031,000	5,181,000
Planned Lifecycle Asset Replacement: MCG (P509514)	750,000	4,837,000	5,587,000
Resurfacing Parking Lots: MCG (P509914)	650,000	6,905,000	7,555,000
Elevator Modernization (P509923)	1,000,000	10,654,000	11,654,000
Life Safety Systems: MCG (P509970)	625,000	6,063,000	6,688,000
Building Envelope Repair (P361501)	1,000,000	1,165,000	2,165,000
Fibernet (P509651)	3,329,000	49,667,000	52,996,000
Wheaton Redevelopment Program (P150401)	500,000	136,690,000	137,190,000
Long Branch Town Center Redevelopment (P150700)	200,000	100,000	300,000
White Flint Redevelopment Program (P151200)	670,000	2,573,000	3,243,000
Universities at Shady Grove Expansion (P151201)	10,000,000	5,000,000	15,000,000
Fire Stations: Life Safety Systems (P450302)	480,000	2,528,000	3,008,000
Female Facility Upgrade (P450305)	400,000	2,112,000	2,512,000
Kensington (Aspen Hill) FS 25 Addition (P450903)	791,000	1,166,000	1,957,000
Resurfacing: Fire Stations (P458429)	300,000	878,000	1,178,000
Roof Replacement: Fire Stations (P458629)	352,000	1,567,000	1,919,000
HVAC/Elec Replacement: Fire Sns (P458756)	1,150,000	3,246,000	4,396,000
White Flint Fire Station #23 (P451502)	2,863,000	4,806,000	7,669,000
Apparatus Replacement Program (P451504)	9,778,000	14,044,000	23,822,000

PART I: FY 2016 CAPITAL BUDGET FOR MONTGOMERY COUNTY GOVERNMENT

The appropriation for FY 2016 in this Part are made to implement the projects in the Capital Improvements Program for FY 2015 - 2020.

Project Name(Project Number)	FY 16 Appropriation	Cumulative Appropriation	Total Appropriation
2nd District Police Station (P471200)	-619,000	7,490,000	6,871,000
Pre-Release Center Dietary Facilities Improvements(P420900)	860,000	173,000	1,033,000
Bethesda CBD Streetscape (P500102)	404,000	1,098,000	1,502,000
Montrose Parkway East (P500717)	1,643,000	19,176,000	20,819,000
State Transportation Participation (P500722)	-420,000	81,377,000	80,957,000
Snouffer School Road (P501109)	15,843,000	4,703,000	20,546,000
White Flint District East: Transportation (P501204)	-5,102,000	7,090,000	1,988,000
Stringtown Road (P501208)	7,495,000	505,000	8,000,000
Seminary Road Intersection Improvement (P501307)	466,000	0	466,000
Clarksburg Transportation Connections (P501315)	2,600,000	0	2,600,000
Public Facilities Roads (P507310)	100,000	2,482,000	2,582,000
Subdivision Roads Participation (P508000)	3,200,000	5,626,000	8,826,000
Facility Planning-Transportation (P509337)	1,725,000	45,634,000	47,359,000
Ripley Street (P501403)	-577,000	777,000	200,000
Bridge Design (P509132)	599,000	13,779,000	14,378,000
Pennyfield Lock Road Bridge (P501624)	1,110,000	0	1,110,000
Metropolitan Branch Trail (P501110)	1,149,000	4,366,000	5,515,000
Frederick Road Bike Path (P501118)	421,000	1,797,000	2,218,000
Flower Avenue Sidewalk (P501206)	200,000	0	200,000
Needwood Road Bikepath (P501304)	1,005,000	2,634,000	3,639,000
Sidewalk Program – Minor Projects (P506747)	2,366,000	6,074,000	8,440,000
Bikeway Program – Minor Projects (P507596)	500,000	1,564,000	2,064,000
ADA Compliance: Transportation (P509325)	1,495,000	3,244,000	4,739,000
Silver Spring Green Trail (P509975)	172,000	1,454,000	1,626,000
Capital Crescent Trail (P501316)	1,386,000	4,668,000	6,054,000
Transportation Improvements For Schools (P509036)	56,000	690,000	746,000
Bicycle-Pedestrian Priority Area Improvements (P501532)	1,000,000	375,000	1,375,000
Pedestrian Safety Program (P500333)	1,500,000	11,390,000	12,890,000
Streetlight Enhancements-CBD/Town Center (P500512)	250,000	2,680,000	2,930,000
Traffic Signal System Modernization (P500704)	1,400,000	33,897,000	35,297,000
White Flint Traffic Analysis and Mitigation (P501202)	18,000	1,345,000	1,363,000

PART I: FY 2016 CAPITAL BUDGET FOR MONTGOMERY COUNTY GOVERNMENT

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Project Name(Project Number)	FY 16 Appropriation	Cumulative Appropriation	Total Appropriation
Intersection and Spot Improvements (P507017)	1,482,000	2,939,000	4,421,000
Streetlighting (P507055)	955,000	2,147,000	3,102,000
Traffic Signals (P507154)	4,835,000	11,245,000	16,080,000
Guardrail Projects (P508113)	315,000	648,000	963,000
Advanced Transportation Management System (P509399)	2,008,000	49,193,000	51,201,000
Neighborhood Traffic Calming (P509523)	310,000	684,000	994,000
Bethesda Lot 31 Parking Garage (P500932)	-4,000,000	60,507,000	56,507,000
Silver Spring Lot 3 Parking Garage (P501111)	50,000	190,000	240,000
Facility Planning Parking: Wheaton PLD (P501312)	45,000	135,000	180,000
Facility Planning Parking: Bethesda PLD (P501313)	90,000	270,000	360,000
Facility Planning Parking: Silver Spring PLD (P501314)	90,000	270,000	360,000
Pkg Sil Spg Fac Renovations (P508250)	555,000	8,609,000	9,164,000
Pkg Beth Fac Renovations (P508255)	500,000	2,307,000	2,807,000
Pkg Wheaton Fac Renovations (P509709)	112,000	302,000	414,000
Rapid Transit System (P501318)	2,000,000	1,125,000	3,125,000
MCPS & M-NCPPC Maintenance Facilities Relocation (P361109)	64,475,000	4,564,000	69,039,000
Transit Park and Ride Lot Renovations (P500534)	98,000	1,589,000	1,687,000
Montgomery Mall Transit Center (P500714)	1,311,000	31,000	1,342,000
Ride On Bus Fleet (P500821)	13,350,000	111,210,000	124,560,000
Bus Stop Improvements (P507658)	651,000	2,020,000	2,671,000
Resurfacing: Residential/Rural Roads (P500511)	10,000,000	79,164,000	89,164,000
Street Tree Preservation (P500700)	3,000,000	15,900,000	18,900,000
Resurfacing Park Roads and Bridge Improvements (P500720)	600,000	5,160,000	5,760,000
Residential and Rural Road Rehabilitation (P500914)	8,600,000	35,297,000	43,897,000
Permanent Patching: Residential/Rural Roads (P501106)	5,900,000	21,392,000	27,292,000
Sidewalk & Curb Replacement (P508182)	8,200,000	13,916,000	22,116,000
Resurfacing: Primary/Arterial (P508527)	8,474,000	23,694,000	32,168,000
Progress Place Relocation and Personal Living Quarters (P601401)	142,000	285,000	427,000
North Potomac Community Recreation Center (P720102)	100,000	37,362,000	37,462,000
Cost Sharing: MCG (P720601)	2,515,000	20,197,000	22,712,000

PART I: FY 2016 CAPITAL BUDGET FOR MONTGOMERY COUNTY GOVERNMENT

The appropriation for FY 2016 in this Part are made to implement the projects in the Capital Improvements Program for FY 2015 - 2020.

Project Name(Project Number)	FY 16 Appropriation	Cumulative Appropriation	Total Appropriation
Good Hope Neighborhood Recreation Center (P720918)	8,055,000	1,272,000	9,327,000
Public Arts Trust (P729658)	140,000	374,000	514,000
Western County Outdoor Pool Renovation and Modernization (P721501)	3,443,000	393,000	3,836,000
Wheaton Library and Community Recreation Center (P361202)	18,127,000	57,655,000	75,782,000
Library Refurbishment Level of Effort (P711502)	1,870,000	1,387,000	3,257,000
21st Century Library Enhancements Level Of Effort (P711503)	500,000	500,000	1,000,000
Facility Planning: Storm Drains (P508180)	250,000	4,954,000	5,204,000
Outfall Repairs (P509948)	426,000	5,783,000	6,209,000
Storm Drain Culvert Replacement (P501470)	2,800,000	2,700,000	5,500,000
SM Facility Major Structural Repair (P800700)	4,927,000	16,561,000	21,488,000
SM Retrofit - Government Facilities (P800900)	4,040,000	15,608,000	19,648,000
SM Retrofit - Roads (P801300)	18,465,000	35,365,000	53,830,000
SM Retrofit - Schools (P801301)	3,949,000	9,441,000	13,390,000
Misc Stream Valley Improvements (P807359)	3,653,000	13,895,000	17,548,000
SM Retrofit: Countywide (P808726)	21,777,000	49,805,000	71,582,000
Facility Planning: SM (P809319)	1,129,000	12,012,000	13,141,000
Watershed Restoration - Interagency (P809342)	353,000	6,038,000	6,391,000
Ag Land Pres Easements (P788911)	873,000	7,466,000	8,339,000
Facility Planning: HCD (P769375)	125,000	3,545,000	3,670,000
Colesville/New Hampshire Avenue Community Revitalization (P761501)	500,000	200,000	700,000
*Affordable Housing Acquisition and Preservation (P760100)	17,000,000	128,151,000	145,151,000
Total -- Montgomery County Government	375,390,000	1,731,957,000	2,107,347,000

*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 approved by the County Council as they appeared in the Approved FY 2015 - 2020 Capital Improvements Program (CIP) as of May 22, 2014. These projects are approved.

EOB HVAC Renovation (P361103)

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

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

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

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

FUNDING SCHEDULE (\$000s)

G.O. Bonds	8,000	0	0	8,000	0	0	0	2,000	6,000	0
Total	8,000	0	0	8,000	0	0	0	2,000	6,000	0

APPROPRIATION AND EXPENDITURE DATA (000s)

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

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

Description

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

Estimated Schedule

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

Justification

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

Fiscal Note

Shift funding due to fiscal affordability.

Coordination

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

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
Required Adequate Public Facility
Relocation Impact
Status

10/13/14
No
None
Ongoing

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

Planning, Design and Supervision	9,503	7,515	428	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	205	205	0	0	0	0	0	0	0	0	0
Other	213	213	0	0	0	0	0	0	0	0	0
Total	10,015	8,027	428	1,560	260	260	260	260	260	260	0

FUNDING SCHEDULE (\$000s)

Current Revenue: General	9,370	7,382	428	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	8,027	428	1,560	260	260	260	260	260	260	0

APPROPRIATION AND EXPENDITURE DATA (000s)

Appropriation Request	FY 16	260
Supplemental Appropriation Request		0
Transfer		0
Cumulative Appropriation		8,715
Expenditure / Encumbrances		8,056
Unencumbered Balance		659

Date First Appropriation	FY 87
First Cost Estimate	
Current Scope	FY 15 10,015
Last FY's Cost Estimate	10,015
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.

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
Grey Courthouse

Studies Underway

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

Montgomery County Radio Shop Relocation (P360902)

Category	General Government	Date Last Modified	11/17/14
Sub Category	County Offices and Other Improvements	Required Adequate Public Facility	No
Administering Agency	General Services (AAGE29)	Relocation Impact	None
Planning Area	Rockville	Status	Planning Stage

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

	Total	Thru FY14	Rem FY14	Total 6 Years	FY 15	FY 16	FY 17	FY 18	FY 19	FY 20	Beyond 6 Yrs
Planning, Design and Supervision	1,441	53	8	1,380	0	0	608	509	263	0	0
Land	0	0	0	0	0	0	0	0	0	0	0
Site Improvements and Utilities	577	0	0	577	0	0	0	337	240	0	0
Construction	5,412	0	0	5,412	0	0	0	3,163	2,249	0	0
Other	551	0	0	551	0	0	0	0	551	0	0
Total	7,981	53	8	7,920	0	0	608	4,009	3,303	0	0

FUNDING SCHEDULE (\$000s)

	Total	Thru FY14	Rem FY14	Total 6 Years	FY 15	FY 16	FY 17	FY 18	FY 19	FY 20	Beyond 6 Yrs
G.O. Bonds	4,070	53	8	4,009	0	0	0	4,009	0	0	0
Interim Finance	3,911	0	0	3,911	0	0	608	0	3,303	0	0
Total	7,981	53	8	7,920	0	0	608	4,009	3,303	0	0

OPERATING BUDGET IMPACT (\$000s)

	Total	Thru FY14	Rem FY14	Total 6 Years	FY 15	FY 16	FY 17	FY 18	FY 19	FY 20	Beyond 6 Yrs
Energy				28	0	0	0	0	14	14	
Maintenance				33	0	0	0	0	17	17	
Net Impact				62	0	0	0	0	31	31	

APPROPRIATION AND EXPENDITURE DATA (000s)

Appropriation Request	FY 16	0
Supplemental Appropriation Request		0
Transfer		0
Cumulative Appropriation		7,981
Expenditure / Encumbrances		53
Unencumbered Balance		7,928

Date First Appropriation	FY 09
First Cost Estimate	
Current Scope	FY 11 7,981
Last FY's Cost Estimate	7,981

Description

This project is part of the Smart Growth Initiative program and provides for the relocation of the Montgomery County Radio Shop currently located at 16551 Crabbs Branch Way in the Shady Grove Sector, to a County-owned site on Seven Locks Road. The Montgomery County Radio Repair Shop provides radio installation and repair services for the Police, Fire and Rescue, and Transportation departments throughout Montgomery County.

Estimated Schedule

The design phase will commence during the winter of 2017 and is expected to last nine months, followed by approximately six months for bidding, with a construction period of approximately fourteen months.

Justification

In order to implement the County's Shady Grove Sector Plan which would capitalize on the existing investment in mass transit by creating a transit-oriented development community, the County Service Park must be relocated. Relocation of the facilities at the County Service Park will enable the County to realize both the transit-oriented development intended for the area and address unmet needs. The County is faced with aging facilities that require extensive investment of funds to meet its needs. With the age of some of the facilities, the extent of the required investment must be weighed against the long-term ability of the facilities to satisfy current and future County needs. Plans and studies for this project include: M-NCPPC Shady Grove Sector Plan, approved by the Montgomery County Council, January 2006, adopted by the M-NCPPC, March 15, 2006; Montgomery County Property Use Study Updated Briefing to County Council, April 29, 2008 (based on Staubach Reports); Montgomery County Smart Growth Initiative Update to County Council, September 23, 2008.

Disclosures

A pedestrian impact analysis has been completed for this project.

Coordination

Department of General Services, 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, City of Rockville, PEPCO, Washington Gas, Bethesda Regional Services Center

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 11/17/14
 Required Adequate Public Facility No
 Relocation Impact None
 Status Under Construction

	Total	Thru FY14	Rem 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	1,745	1,520	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	10,331	13,705	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	12,076	23,179	0	0	0	0	0	0	0	0

FUNDING SCHEDULE (\$000s)											
G.O. Bonds	35,255	12,076	0	0	0	0	0	0	0	0	23,179
Interim Finance	0	0	23,179	0	0	0	0	0	0	0	-23,179
Total	35,255	12,076	23,179	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 16	0
Supplemental Appropriation Request		0
Transfer		0
Cumulative Appropriation		35,255
Expenditure / Encumbrances		21,309
Unencumbered Balance		13,946

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. Programmed GO Bond repayments have been reduced to reflect updated GO Bond actuals.

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.

Public Safety System Modernization (P340901)

Category General Government
 Sub Category County Offices and Other Improvements
 Administering Agency County Executive (AAGE03)
 Planning Area Countywide

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

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

Planning, Design and Supervision	7,164	536	3,782	2,846	1,321	1,525	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	69,100	0	45,689	23,411	18,021	4,890	500	0	0	0
Other	33,369	31,144	0	2,225	2,225	0	0	0	0	0
Total	109,633	31,680	49,471	28,482	21,567	6,415	500	0	0	0

FUNDING SCHEDULE (\$000s)

Current Revenue: General	6,378	0	3,532	2,846	1,321	1,525	0	0	0	0
Federal Aid	4,065	2,947	1,118	0	0	0	0	0	0	0
G.O. Bonds	57,409	7,833	32,165	17,411	13,021	4,390	0	0	0	0
Short-Term Financing	41,781	20,900	12,656	8,225	7,225	500	500	0	0	0
Total	109,633	31,680	49,471	28,482	21,567	6,415	500	0	0	0

OPERATING BUDGET IMPACT (\$000s)

Maintenance				905	0	0	125	260	260	260
Program-Staff				1,660	0	450	450	360	200	200
Program-Other				3,260	0	0	815	815	815	815
Net Impact				5,825	0	450	1,390	1,435	1,275	1,275

APPROPRIATION AND EXPENDITURE DATA (000s)

Appropriation Request	FY 16	2,025
Supplemental Appropriation Request		0
Transfer		0
Cumulative Appropriation		104,608
Expenditure / Encumbrances		40,038
Unencumbered Balance		64,570

Date First Appropriation	FY 09	
First Cost Estimate		
Current Scope	FY 15	109,633
Last FY's Cost Estimate		109,708

Description

This program will provide for phased upgrades and modernization of computer aided dispatch (CAD), law enforcement records management system (LE RMS), and voice radio systems used primarily by the County's public safety first responder agencies including Police, Fire and Rescue, Sheriff, Corrections and Rehabilitation, and Emergency Management and Homeland Security. The modernization will include replacement of the current CAD/LE RMS system, replacement of public safety mobile and portable radios, upgrade of non-public safety mobile and portable radios, and replacement of core voice radio communications infrastructure. The previously approved Fire Station Alerting System Upgrades project (CIP #451000) was transferred to this project in order to coordinate the upgrades with the new CAD system. The alerting system upgrades will modernize the fire station alerting systems at 43 existing work sites, maintaining the ability to notify fire and rescue stations of emergencies. The alerting system, including audible and data signals, is essential for the notification of an emergency and the dispatch of appropriate response units from the County. As voice, data, and video are beginning to converge to a single platform, this project will provide a pathway to a modern public safety support infrastructure that will enable the County to leverage technology advances and provide efficient and reliable systems for first responders. This project will follow the methodologies and strategies presented in the Public Safety Systems Modernization (PSSM) plan completed in July 2009.

Cost Change

Cost decrease of \$75,000 in FY16 current revenue due to reduction in staffing requirements.

Justification

Public Safety System Modernization (P340901)

The public safety systems require modernization. The CAD system is reaching the end of useful life and does not meet the County's current operational requirements, impacting the response time of first responders to 9-1-1 calls. The CAD Roadmap Study, completed in March 2009, recommended replacement of the system to address existing shortcomings and prepare for the next generation 9-1-1 systems. The manufacturer's support for the voice radio system has begun to be phased out as of December 31, 2009. Beyond that date, the manufacturer will only continue to provide system support on an as available basis, but will not guarantee the availability of parts or technical resources. The CAD modernization has initiated a detailed planning phase that included the use of industry experts to assist with business process analysis and to develop detailed business and technical requirements for the new CAD system. This process will allow the County to incorporate lessons learned and best practices from other jurisdictions. As more of the County's regional partners migrate to newer voice technologies, it will affect interoperable voice communications. To ensure that the County maintains reliable and effective public safety (voice radio) communications for the operations of its first responders and to sustain communications interoperability for seamless mutual aid among its regional partners, the County needs to implement a project to upgrade and modernize its portable and mobile radio units and subsequently the radio voice communications infrastructure. Acceleration of the public safety radio purchases was initiated to take advantage of a Partial Payment in Lieu of Re-Banding offer from Sprint/Nextel toward the financing of new, upgraded, P-25 compliant public safety radios and to meet the Federal Communications Commission (FCC) mandated 800 MHz frequency rebanding requirements for nationwide public safety radio frequency interoperability. Now, the installation of the new core radio communication infrastructure is needed. The fire station alerting system upgrades were identified as a need under Section 5 of the MCFRS Master Plan (adopted by the County Council in October 2005) and detailed in the Station Alerting and Public Address (SAPA) System for Fire/Rescue Stations, Rev 1, 2006. This project allows for the continuous and seamless functioning of the alerting systems within each fire station. A preliminary survey by DTS of existing conditions at all stations revealed system-wide concerns, including inadequate spare parts inventory and lack of available maintenance support for alerting systems.

Other

\$20.936 million was appropriated in FY11 to purchase P-25 compliant radios that allowed the County to complete immediate re-banding within the 800 MHz frequency as required by the FCC. The radio replacement program includes the M-NCPPC Montgomery County Park Police. The future purchase of public safety radios (other than to replace broken equipment) must be able to be supported by a P25 Phase-2 compliant infrastructure. The use of State of Maryland infrastructure will be aggressively pursued in order to minimize costs to Montgomery County. The CAD procurement request will reflect the County's interest in maintaining the station alerting functionality at the current level or better through the CAD system. The RFP for CAD replacement will include replacement of the following systems: CAD, mapping, and the existing Law Enforcement Records Management and Field Reporting systems. Coordination with participating department/agencies and regional partners will continue throughout the project.

Fiscal Note

Funding in FY09 included Urban Area Security Initiative (UASI) grant funding of \$2.055 million and Fire Act grant funding of \$988,000. Funds shall not be used to purchase or implement a new Computer-Aided Dispatch (CAD) system or radio infrastructure until the County Executive provides the County Council with a detailed proposal and accurate cost estimates for the total project scope.

Coordination

PSSM Executive Steering Group, Executive Program Directors, Department of Technology Services, Department of Police, Montgomery County Fire and Rescue Service, Sheriff's Office, Department of Correction and Rehabilitation, Office of Emergency Management and Homeland Security, Department of Transportation, Department of Liquor Control, Montgomery County Public Schools (MCPS), Maryland-National Park and Planning Commission (M-NCPPC) Park Police, Washington Metropolitan Area Transit Authority (WMATA)

Roof Replacement: MCG (P508331)

Category
Sub Category
Administering Agency
Planning Area

General Government
County Offices and Other Improvements
General Services (AGE29)
Countywide

Date Last Modified
Required Adequate Public Facility
Relocation Impact
Status

11/17/14
No
None
Ongoing

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

Planning, Design and Supervision	3,629	989	0	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	333	333	0	0	0	0	0	0	0	0	0
Construction	16,673	1	4,864	11,808	2,808	1,800	1,800	1,800	1,800	1,800	0
Other	6	4	2	0	0	0	0	0	0	0	0
Total	20,641	1,327	4,866	14,448	3,248	2,240	2,240	2,240	2,240	2,240	0

FUNDING SCHEDULE (\$000s)

G.O. Bonds	20,641	1,327	4,866	14,448	3,248	2,240	2,240	2,240	2,240	2,240	0
Total	20,641	1,327	4,866	14,448	3,248	2,240	2,240	2,240	2,240	2,240	0

APPROPRIATION AND EXPENDITURE DATA (000s)

Appropriation Request	FY 16	2,240
Supplemental Appropriation Request		0
Transfer		0
Cumulative Appropriation		9,441
Expenditure / Encumbrances		1,388
Unencumbered Balance		8,053

Date First Appropriation	FY 96
First Cost Estimate	
Current Scope	FY 16
	20,641
Last FY's Cost Estimate	20,691
Partial Closeout Thru	22,726
New Partial Closeout	1,327
Total Partial Closeout	24,053

Description

This project provides for major roof replacement of County buildings.

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

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

11/17/14
No
None
Ongoing

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

	Total	Thru FY14	Rem FY14	Total 6 Years	FY 15	FY 16	FY 17	FY 18	FY 19	FY 20	Beyond 6 Yrs
Planning, Design and Supervision	134,853	97,700	6,748	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	97,700	6,804	30,405	19,683	5,586	5,136	0	0	0	0

FUNDING SCHEDULE (\$000s)

	Total	Thru FY14	Rem FY14	Total 6 Years	FY 15	FY 16	FY 17	FY 18	FY 19	FY 20	Beyond 6 Yrs
Contributions	1,340	0	0	1,340	1,340	0	0	0	0	0	0
Current Revenue: General	67,912	52,388	3,494	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	54	2,569	0	0	0	0	0	0	0	0
Short-Term Financing	59,014	42,624	0	16,390	6,668	5,086	4,636	0	0	0	0
Total	134,909	97,700	6,804	30,405	19,683	5,586	5,136	0	0	0	0

OPERATING BUDGET IMPACT (\$000s)

	Total	Thru FY14	Rem FY14	Total 6 Years	FY 15	FY 16	FY 17	FY 18	FY 19	FY 20	Beyond 6 Yrs
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 16	500
Supplemental Appropriation Request		0
Transfer		0
Cumulative Appropriation		133,909
Expenditure / Encumbrances		97,700
Unencumbered Balance		36,209

Date First Appropriation	FY 07
First Cost Estimate	
Current Scope	FY 15 134,909
Last FY's Cost Estimate	134,909

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.

Justification

Technology Modernization – MCG (P150701)

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

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

Planning, Design and Supervision	3,046	1,651	1,395	0	0	0	0	0	0	0	0
Land	4	4	0	0	0	0	0	0	0	0	0
Site Improvements and Utilities	13,568	13,393	0	175	175	0	0	0	0	0	0
Construction	16,881	1,487	3,112	12,282	4,240	2,375	2,345	1,322	1,000	1,000	0
Other	27,833	24,108	0	3,725	102	1,723	1,600	100	100	100	0
Total	61,332	40,643	4,507	16,182	4,517	4,098	3,945	1,422	1,100	1,100	0

FUNDING SCHEDULE (\$000s)

Cable TV	48,452	29,557	4,251	14,644	2,979	4,098	3,945	1,422	1,100	1,100	0
Contributions	1,624	86	0	1,538	1,538	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	40,643	4,507	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 16	3,329
Supplemental Appropriation Request		0
Transfer		0
Cumulative Appropriation		49,667
Expenditure / Encumbrances		40,643
Unencumbered Balance		9,024

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

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 FY14, FiberNet reached 467 locations. Based on the current funding schedule, FiberNet is scheduled to reach 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.

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 and the Maryland Municipal League will each 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

Apparatus Replacement Program (P451504)

Category Public Safety
 Sub Category Fire/Rescue Service
 Administering Agency Fire/Rescue Service (AAGE09)
 Planning Area Countywide

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

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

Planning, Design and Supervision	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	56,680	0	0	56,680	14,044	9,778	9,421	8,227	6,594	8,616	0
Total	56,680	0	0	56,680	14,044	9,778	9,421	8,227	6,594	8,616	0

FUNDING SCHEDULE (\$000s)

Fire Consolidated	20,002	0	0	20,002	5,744	0	3,721	3,027	2,394	5,116	0
Short-Term Financing	36,678	0	0	36,678	8,300	9,778	5,700	5,200	4,200	3,500	0
Total	56,680	0	0	56,680	14,044	9,778	9,421	8,227	6,594	8,616	0

APPROPRIATION AND EXPENDITURE DATA (000s)

Appropriation Request	FY 16	9,778
Supplemental Appropriation Request		0
Transfer		0
Cumulative Appropriation		14,044 13,688
Expenditure / Encumbrances		0
Unencumbered Balance		14,044 13,688

Date First Appropriation	FY 15	
First Cost Estimate		
Current Scope	FY 15	56,680 ✓
Last FY's Cost Estimate		56,324

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: 10 aerials, 60 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.

Capacity

101 units will be replaced through FY20.

Estimated Schedule

Apparatus Replacement is an ongoing project. The intention is to provide a steady and 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

In FY16, \$4.378 million in Consolidated Fire Tax District Funds is replaced with Short-Term Financing. 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 11/17/14
 Required Adequate Public Facility No
 Relocation Impact None
 Status Preliminary Design Stage

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

Planning, Design and Supervision	3,862	714	0	3,114	0	0	0	1,956	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	6,584	10	0	6,574	0	0	0	0	5,165	1,409	0
Total	28,409	2,389	0	25,986	0	0	0	1,956	15,012	9,018	34

FUNDING SCHEDULE (\$000s)

G.O. Bonds	28,409	2,389	0	25,986	0	0	0	1,956	15,012	9,018	34
Total	28,409	2,389	0	25,986	0	0	0	1,956	15,012	9,018	34

APPROPRIATION AND EXPENDITURE DATA (000s)

Appropriation Request	FY 16	0
Supplemental Appropriation Request		0
Transfer		0
Cumulative Appropriation		3,226
Expenditure / Encumbrances		2,389
Unencumbered Balance		837

Date First Appropriation	FY 03
First Cost Estimate	
Current Scope	FY 15 28,409
Last FY's Cost Estimate	28,409

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 FY18 with construction in FY19-20.

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.

Fiscal Note

The latest schedule reflects an acceleration of \$6,000 from FY18 into FY14.

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.

FS Emergency Power System Upgrade (P450700)

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

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

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

Planning, Design and Supervision	2,148	1,188	0	960	160	160	160	160	160	160	0
Land	0	0	0	0	0	0	0	0	0	0	0
Site Improvements and Utilities	0	0	0	0	0	0	0	0	0	0	0
Construction	5,400	2,978	0	2,422	222	440	440	440	440	440	0
Other	2	2	0	0	0	0	0	0	0	0	0
Total	7,550	4,168	0	3,382	382	600	600	600	600	600	0

FUNDING SCHEDULE (\$000s)

Current Revenue: General	8	8	0	0	0	0	0	0	0	0	0
G.O. Bonds	7,542	4,160	0	3,382	382	600	600	600	600	600	0
Total	7,550	4,168	0	3,382	382	600	600	600	600	600	0

APPROPRIATION AND EXPENDITURE DATA (000s)

Appropriation Request	FY 16	0	Date First Appropriation	FY 07	
Supplemental Appropriation Request		0	First Cost Estimate		
Transfer		0	Current Scope	FY 15	7,550
Cumulative Appropriation		5,810	Last FY's Cost Estimate		7,550
Expenditure / Encumbrances		4,577			
Unencumbered Balance		1,233			

Description

This project involves installation of emergency generators in 29 fire and rescue facilities. Installation of emergency generators are for the following fire stations: Bethesda #6, Bethesda #20, Bethesda #26, Bethesda/Chevy Chase Rescue #R1, Burtonsville #15, Cabin John #10, Cabin John #30, Chevy Chase #7, Damascus #13, Gaithersburg #8, Gaithersburg #28, Germantown #29, Hillandale #12, Hillandale #24, Hyattstown #9 & 9A, Kensington #5, Kensington #21, Laytonsville #17, Rockville #3, Rockville #23, Rockville #31 & 31A; Rockville #33, Sandy Spring #4, Sandy Spring #40, Silver Spring #1, Silver Spring #16, Silver Spring #19, Upper Montgomery #14, and Glen Echo #11. This project will provide continuous operation of emergency equipment, HVAC, emergency lighting, security system, and fire alarm. All installations will be managed by the Department of General Services.

Justification

The emergency power backup systems are essential for full facility operation in the event of power failure and especially during a large scale disaster situation. Each fire station requires full power support emergency operations, shelter for professional emergency responders, and essential disaster management operations. Most of the listed facilities are not equipped to meet operational needs during a long-term power outage. Careful evaluation resulted in the determination that most fire stations need to upgrade the size of their systems, while others need to reconstruct their emergency power electrical systems. This project allows facilities to continuously function at a normal power level during long-term power outages. Assessment study was prepared on December 22, 2004 by Montgomery County Fire and Rescue Service.

Other

Nineteen fire station projects completed through FY13. Ten stations will be completed through FY 20.

Fiscal Note

Expenditure reflects acceleration of \$218,000 from FY15 into FY14. Debt service for this project will be financed with Consolidated Fire Tax District funds. If a fire station is renovated prior to the implementation of this project it will be eliminated from the schedule.

Coordination

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

Glenmont FS 18 Replacement (P450900)

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

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

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

Planning, Design and Supervision	3,109	1,470	400	1,239	523	645	71	0	0	0	0
Land	139	139	0	0	0	0	0	0	0	0	0
Site Improvements and Utilities	1,889	4	30	1,855	790	1,065	0	0	0	0	0
Construction	8,430	290	231	7,909	4,493	3,416	0	0	0	0	0
Other	1,211	37	0	1,174	0	1,174	0	0	0	0	0
Total	14,778	1,940	661	12,177	5,806	6,300	71	0	0	0	0

FUNDING SCHEDULE (\$000s)

G.O. Bonds	13,856	1,018	661	12,177	5,806	6,300	71	0	0	0	0
PAYGO	922	922	0	0	0	0	0	0	0	0	0
Total	14,778	1,940	661	12,177	5,806	6,300	71	0	0	0	0

OPERATING BUDGET IMPACT (\$000s)

Energy				391	0	43	87	87	87	87
Maintenance				329	0	37	73	73	73	73
Net Impact				720	0	80	160	160	160	160

APPROPRIATION AND EXPENDITURE DATA (000s)

Appropriation Request	FY 16	0
Supplemental Appropriation Request		0
Transfer		0
Cumulative Appropriation		14,778
Expenditure / Encumbrances		2,274
Unencumbered Balance		12,504

Date First Appropriation	FY 10
First Cost Estimate	
Current Scope	FY 15 14,778
Last FY's Cost Estimate	14,778

Description

This project provides for an approximately 22,600 gross square foot fire station to replace the current fire station located at the intersection of Georgia Avenue and Randolph Road. The recommended replacement fire-rescue station is a modified Class II station designed to meet current operational requirements and accommodate modern fire fighting apparatus. The project includes gear storage, decontamination, information technology rooms, and four apparatus bays. The project was delayed by selecting a new site for the station once design was nearly complete. An interim station will be operated during construction of the new station to minimize impact to the Maryland State Highway Administration (MSHA) Georgia Avenue/Randolph Road grade separated interchange project.

Estimated Schedule

Project delayed due to changes to building codes, unique site issues, and revising the schedule to align with MD State Highway Administration's Georgia Avenue/Randolph Road grade-separated interchange project. Design completed in late 2014, to be followed by bidding and a construction period of sixteen months with completion in mid-2016. The interim station opened in early 2014 and will operate during the construction of the permanent station.

Justification

The Maryland State Highway Administration (SHA) plans to build a new intersection at Georgia Avenue and Randolph Road. This is a high priority road/transportation project for the County. The current station is located on the planned intersection site. The replacement fire station will be located on a different site but in proximity to the service area of the current station.

Fiscal Note

The project provides for the design and construction phase costs. Debt service for this project will be financed with Consolidated Fire Tax District Funds. There are no funds for fire apparatus included in the project budget.

Disclosures

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

Coordination

Department of General Services, Department of Technology Services, Montgomery County Fire and Rescue Service, Department of Permitting Services, Maryland State Highway Administration, WSSC, PEPCO, WMATA, Mid-County Regional Services Center, Special Capital Projects Legislation [Bill No. 21-10] was adopted by Council November 30, 2010.

Rockville Fire Station 3 Renovation (P450105)

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

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

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

Planning, Design and Supervision	0	0	0	0	0	0	0	0	0	0
Land	0	0	0	0	0	0	0	0	0	0
Site Improvements and Utilities	500	0	0	500	0	0	500	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0
Other	0	0	0	0	0	0	0	0	0	0
Total	500	0	0	500	0	0	500	0	0	0

FUNDING SCHEDULE (\$000s)

Fire Consolidated	500	0	0	500	0	0	500	0	0	0
Total	500	0	0	500	0	0	500	0	0	0

APPROPRIATION AND EXPENDITURE DATA (000s)

Appropriation Request	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 15 500
Last FY's Cost Estimate	500

Description

This project provides partial funding for the renovation and enhancement of Rockville Fire Station 3, which was constructed in 1965. The scope of work includes: structural repairs; ADA accessibility improvements; an addition to increase living and bunk space; maintenance bay reconfiguration and conversion to locker area; and improvements in kitchen, living area, administrative area, and bunk rooms. Other facility repairs include replacement of the existing roof and paved parking lot surface. The enhanced station will be built on the existing Station 3 site.

Justification

The present facility does not comply with current building or ADA code requirements for fire suppression sprinklers, HVAC and electrical systems, personnel living quarters, and work space. The consulting structural engineer recommended that a complete renovation to the existing facility would be more cost effective in the long-run than multi-year partial repairs. Architectural plans have been submitted and approved by the Rockville Volunteer Fire Department (RVFD) Board of Directors.

Other

The total project cost is expected to be \$5,478,000. This PDF reflects a one-time County contribution of \$500,000 for this project. The remaining expenditures will be mostly funded with non-tax funds provided by the Rockville Volunteer Fire Department (RVFD). Partial funding may also be provided through the State of Maryland Senator William H. Amoss Fire, Rescue, and Ambulance fund. The RVFD developed cost estimates for this project through an independent cost estimator. The RVFD will be the contract manager for this project.

Fiscal Note

The one-time County contribution is deferred from FY16 to FY17.

Coordination

City of Rockville, Fire and Rescue Commission, Montgomery County Fire and Rescue Service, Department of General Services, Division of Capital Development, Rockville Volunteer Fire Department.

2nd District Police Station (P471200)

Category	Public Safety	Date Last Modified	11/17/14
Sub Category	Police	Required Adequate Public Facility	Yes
Administering Agency	General Services (AAGE29)	Relocation Impact	None
Planning Area	Bethesda-Chevy Chase	Status	Planning Stage

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

	Total	Thru FY14	Rem FY14	Total 6 Years	FY 15	FY 16	FY 17	FY 18	FY 19	FY 20	Beyond 6 Yrs
Planning, Design and Supervision	597	126	114	357	119	119	119	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	6,274	0	0	6,274	2,000	201	4,073	0	0	0	0
Total	6,871	126	114	6,631	2,119	320	4,192	0	0	0	0

FUNDING SCHEDULE (\$000s)

G.O. Bonds	6,871	126	114	6,631	2,119	320	4,192	0	0	0	0
Total	6,871	126	114	6,631	2,119	320	4,192	0	0	0	0

APPROPRIATION AND EXPENDITURE DATA (000s)

Appropriation Request	FY 16	-619
Supplemental Appropriation Request		0
Transfer		0
Cumulative Appropriation		7,490
Expenditure / Encumbrances		173
Unencumbered Balance		7,317

Date First Appropriation	FY 12	
First Cost Estimate		
Current Scope	FY 14	6,871
Last FY's Cost Estimate		9,247

Description

This project provides for the County's estimated share of costs for a replacement district station for the 2nd Police District serving the Bethesda-Chevy Chase area and portions of Potomac and Silver Spring. The remainder of the project costs will be paid by a developer in return for acquiring the existing police station site from the County after the new station is built. The station will be a 32,200 gross square feet, four-story facility with parking located in the adjacent Parking Lot District (PLD) Garage 35, with direct connection to the new station.

Location

Rugby Avenue, Bethesda

Estimated Schedule

Design commenced in 2014 and the project is expected to achieve substantial completion by the end of 2016.

Justification

The current 2nd District Police Station was constructed over 50 years ago and serves the Bethesda-Chevy Chase area and portions of Potomac and Silver Spring. The current 21,700 gross square feet station is too small for staff and programmatic requirements and requires major building repairs and upgrades. A 2005 County Maintenance report outlined a need for \$200,000 in deferred maintenance, HVAC deficiencies and security concerns. Continued population growth and development in the area also support the need for a new facility.

Other

A developer was selected via a Request for Qualifications and Development Proposals process. A General Development Agreement (GDA) with the selected developer has been executed. The GDA includes the terms by which the developer will design and build the facility in accordance with County requirements and outlines the exchange of the new station property for the old station property.

Fiscal Note

The County's contribution will be covered by the funding previously approved and paid to the developer in FY15. An adjustment has been made to the upfront payment to the PLD to reflect the net increase in leased spaces.

Disclosures

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

Coordination

Department of Police, Police Facilities, Department of General Services, Department of Permitting Services, Department of Technology Services, Bethesda-Chevy Chase Regional Services Center, Bethesda PLD

Judicial Center Annex (P100300)

Category Public Safety
 Sub Category Other Public Safety
 Administering Agency General Services (AAGE29)
 Planning Area Rockville

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

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

Planning, Design and Supervision	25,338	22,184	2,085	1,069	844	225	0	0	0	0	0
Land	0	0	0	0	0	0	0	0	0	0	0
Site Improvements and Utilities	5,636	3	5,156	477	477	0	0	0	0	0	0
Construction	105,693	88,964	926	15,803	15,803	0	0	0	0	0	0
Other	3,491	2,568	925	0	0	0	0	0	0	0	0
Total	140,158	113,717	9,092	17,349	17,124	225	0	0	0	0	0

FUNDING SCHEDULE (\$000s)

Current Revenue: General	330	330	0	0	0	0	0	0	0	0	0
G.O. Bonds	130,256	113,387	4,635	12,234	12,009	225	0	0	0	0	0
Land Sale	4,457	0	4,457	0	0	0	0	0	0	0	0
Recordation Tax Premium	5,115	0	0	5,115	5,115	0	0	0	0	0	0
Total	140,158	113,717	9,092	17,349	17,124	225	0	0	0	0	0

OPERATING BUDGET IMPACT (\$000s)

Energy				5,136	856	856	856	856	856	856
Maintenance				5,754	959	959	959	959	959	959
Program-Staff				0	0	0	0	0	0	0
Program-Other				1,050	175	175	175	175	175	175
Net Impact				11,940	1,990	1,990	1,990	1,990	1,990	1,990

APPROPRIATION AND EXPENDITURE DATA (000s)

Appropriation Request	FY 16	0
Supplemental Appropriation Request		0
Transfer		0
Cumulative Appropriation		140,158
Expenditure / Encumbrances		126,876
Unencumbered Balance		13,282

Date First Appropriation	FY 03	
First Cost Estimate		
Current Scope	FY 12	140,658
Last FY's Cost Estimate		140,658

Description

This project provides for the planning, design, and construction of a Montgomery County Judicial Center Annex, the Montgomery County Judicial Center HVAC renovation, and other needed renovations to Montgomery County Judicial Center at 50 Monroe Street, Rockville. Associated requirements for items such as phasing, parking, and security will also be funded through this project. The existing Judicial Center will be renamed the Montgomery County Circuit Court.

Estimated Schedule

Construction for the HVAC upgrades was completed in early 2011. The Judicial Center Annex construction was opened in April 2014 and the Judicial Center renovation will be complete in 2015.

Justification

There are currently 22 Circuit Court Judges. The Judicial Center's 17 courtrooms are all assigned. Four Circuit Court Judges are assigned to other courthouses; three Juvenile Division Judges are housed in the Grey Courthouse and one in the historic Red Brick Courthouse. There are no remaining courtroom spaces available in the three courthouses leaving no room for new Circuit Court judicial positions. The October 2003 needs assessment completed by URS Corporation projected that to handle the projected number of court filings, 28 judicial positions would be needed in 2015; 31 in 2020; and 34 in 2025. A projection was also made regarding the staff needed to support these positions in the Circuit Court, Clerk of the Court, Register of Wills, State's Attorney, and Sheriff's offices. The following studies have been completed as a part of this project: Judicial Center Annex Project Report (URS/ Fentress - 2003), Courtroom Utilization Study (URS/Fentress - 2003), Planning Drawings for Phases 1 and 2 of a Judicial Center Annex (URS - 2003). The project has also been included in studies completed for the Rockville Core Plan. Courtrooms are designed to meet National Center for State Court standards.

Other

Judicial Center Annex (P100300)

The Executive Branch provided the Council's Public Safety Committee with a progress briefing on the revised Program of Requirements validation, design of the HVAC renovations, and design development of the Annex. The Judicial Center Annex will be constructed with ten new courtrooms, four of which replace the existing courtrooms in the Grey Courthouse and Red Brick Courthouse. This project was first included in the Capital Improvements Program in FY03. It was assumed that the Annex could be designed to meet long-term needs and then be built in two phases to reduce short-term costs. Later studies by Department of Public Works and Transportation determined that two-phase construction of the Annex presents significant issues in terms of construction complexity and total project costs. Planning and design development for other County buildings in the Rockville Core as identified in the Government Core Facilities Optimization Master Plan Study are funded through the Montgomery County Government Complex project (PDF No. 360901). An architect was selected in 2007.

Fiscal Note

\$4,457,000 of General Obligation Bond funding was replaced with land sale proceeds in FY14. FY15 transfer of \$500,000 in GO Bonds to PSTA & Multi Agency Service Park - Site Development (P470907). FY15 funding switch of \$65,000 from GO Bonds to Recordation Tax Premium.

Disclosures

A pedestrian impact analysis has been completed for this project.

Coordination

Circuit Court, Sheriff's Office, State Attorney's Office, Register of Wills, Clerk of the Circuit Court, Department of General Services, Department of Technology Services, County Council, Criminal Justice Coordinating Commission, City of Rockville, Special Capital Projects Legislation [Bill No. 23-06], adopted by Council, June 13, 2006.

Public Safety Headquarters (P470906)

Category Public Safety
Sub Category Other Public Safety
Administering Agency General Services (AAGE29)
Planning Area Gaithersburg Vicinity

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

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

Planning, Design and Supervision	2,126	1,962	164	0	0	0	0	0	0	0
Land	78,430	78,374	56	0	0	0	0	0	0	0
Site Improvements and Utilities	220	0	220	0	0	0	0	0	0	0
Construction	30,358	30,358	0	0	0	0	0	0	0	0
Other	22	18	4	0	0	0	0	0	0	0
Total	109,156	108,712	444	0						

FUNDING SCHEDULE (\$000s)

G.O. Bonds	109,156	108,712	0	0	0	0	0	0	0	444
Interim Finance	0	0	444	0	0	0	0	0	0	-444
Total	109,156	108,712	444	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 16	0
Supplemental Appropriation Request		0
Transfer		0
Cumulative Appropriation		109,156
Expenditure / Encumbrances		108,875
Unencumbered Balance		281

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

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. Programmed GO Bond repayments (\$94 million) have been reduced to reflect updated GO Bond actuals.

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.

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

Category Public Safety
 Sub Category Other Public Safety
 Administering Agency General Services (AAGE29)
 Planning Area Gaithersburg

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

	Total	Thru FY14	Rem 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	5,314	1,847	0	0	0	0	0	0	0	0
Land	46,546	46,491	55	0	0	0	0	0	0	0	0
Site Improvements and Utilities	28,519	715	17,604	8,200	8,200	0	0	0	0	0	0
Construction	24,796	24,796	0	0	0	0	0	0	0	0	0
Other	103	65	38	0	0	0	0	0	0	0	0
Total	105,125	77,381	19,544	8,200	8,200	0	0	0	0	0	0

	Total	Thru FY14	Rem FY14	Total 6 Years	FY 15	FY 16	FY 17	FY 18	FY 19	FY 20	Beyond 6 Yrs
FUNDING SCHEDULE (\$000s)											
G.O. Bonds	85,581	77,381	0	8,200	8,200	0	0	0	0	0	0
Interim Finance	19,544	0	19,544	0	0	0	0	0	0	0	0
Total	105,125	77,381	19,544	8,200	8,200	0	0	0	0	0	0

APPROPRIATION AND EXPENDITURE DATA (000s)

Appropriation Request	FY 16	0
Supplemental Appropriation Request		0
Transfer		0
Cumulative Appropriation		105,125
Expenditure / Encumbrances		82,533
Unencumbered Balance		22,592

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

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.

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

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. FY15 \$3.5 million GO Bond transfer from #450504, #450505, #470302, #479909, and #100300.

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 Training Academy (PSTA) Relocation (P471102)

Category Public Safety
Sub Category Other Public Safety
Administering Agency General Services (AAGE29)
Planning Area Gaithersburg

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

	Total	Thru FY14	Rem FY14	Total 6 Years	FY 15	FY 16	FY 17	FY 18	FY 19	FY 20	Beyond 6 Yrs
EXPENDITURE SCHEDULE (\$000s)											
Planning, Design and Supervision	6,279	3,909	1,209	1,161	1,161	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	53,215	0	23,340	29,875	29,875	0	0	0	0	0	0
Other	3,632	0	0	3,632	3,632	0	0	0	0	0	0
Total	63,126	3,909	24,549	34,668	34,668	0	0	0	0	0	0

	Total	Thru FY14	Rem FY14	Total 6 Years	FY 15	FY 16	FY 17	FY 18	FY 19	FY 20	Beyond 6 Yrs
FUNDING SCHEDULE (\$000s)											
G.O. Bonds	25,909	3,909	0	22,000	22,000	0	0	0	0	0	0
Interim Finance	37,217	0	24,549	12,668	12,668	0	0	0	0	0	0
Total	63,126	3,909	24,549	34,668	34,668	0	0	0	0	0	0

	Total	Thru FY14	Rem FY14	Total 6 Years	FY 15	FY 16	FY 17	FY 18	FY 19	FY 20	Beyond 6 Yrs
OPERATING BUDGET IMPACT (\$000s)											
Energy				3,387	0	376	753	753	753	753	
Maintenance				4,739	0	527	1,053	1,053	1,053	1,053	
Program-Staff				486	0	54	108	108	108	108	
Net Impact				8,612	0	957	1,914	1,914	1,914	1,914	

APPROPRIATION AND EXPENDITURE DATA (000s)

Appropriation Request	FY 16	0
Supplemental Appropriation Request		0
Transfer		0
Cumulative Appropriation		63,126
Expenditure / Encumbrances		4,873
Unencumbered Balance		58,253

Date First Appropriation	FY 11
First Cost Estimate	
Current Scope	FY 14 63,126
Last FY's Cost Estimate	63,126

Description

This project is part of the County Executive's comprehensive Smart Growth Initiative and provides for the planning, design and construction of the relocation of the Public Safety Training Academy (PSTA) from its current location at the intersection of Great Seneca Highway and Darnestown Road to a site on Snouffer School Road known as the Webb Tract. The PSTA is the primary training facility for the Department of Police and Montgomery County Fire and Rescue Service. The project includes: an academic building with various classrooms and training rooms, an Emergency Medical Technician (EMT) paramedics training facility, a simulation area, a gymnasium, an indoor firing range, office spaces, locker rooms, a graphics and video development area, a canine facility, an Emergency Vehicle Operation Center (EVOC), driver training classes and simulation rooms, a driver training skid pan, a driver training skills pad, a driver training track Cityscape, a fire safety training building, and staff and visitor parking. A future phase may include the addition of a lecture hall.

Location

8751 Snouffer School Road, Montgomery Village, MD 20879

Estimated Schedule

The design phase started in October 2012 and is expected to be completed in early 2014 followed by six months of construction bidding period and twenty-two months of construction.

Justification

The PSTA was completed in 1973. Since then, the training needs of user agencies have changed significantly. As a result, there is a need for reconfiguration and expansion of the PSTA to meet current needs. The County needs better preparation for first responders, and the current facility is not adequate. Given the current status of the academic building, its aged systems, and site constraints that do not allow for reconfiguration of functions that will allow the County to meet current and future training standards and requirements, in the long term, it is prudent to relocate this program to a new location and allow Montgomery County to pursue future smart growth opportunities at the old PSTA site. Relocation of the PSTA will promote medical research economic development and prepare Montgomery County for future smart growth possibilities, while also ensuring a modern and comprehensive training facility for police officers and firefighters. 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; "Montgomery County Multi-Agency Service Park Master Plan and Design Guideline," February 23, 2011.

Other

Public Safety Training Academy (PSTA) Relocation (P471102)

The Public Safety Memorial is located in the new Public Safety Headquarters site at 100 Edison Park Drive in Gaithersburg. The PSTA and Multi-Agency Service Park - Site Dev. (PDF No. 470907) appropriated \$46.546 million for the purchase of the Webb Tract and \$1.695 million for master site planning. Special Capital Projects Legislation will be proposed by the County Executive.

Fiscal Note

Interim financing will be used 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 Dev. project (PDF No. 470907) and the cumulative appropriation adjusted accordingly. GO Bonds no longer needed to repay Interim Finance in the Public Safety Headquarters project (P470906) have been reallocated to this project.

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, 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. Special Capital Projects Legislation [Bill No. 18-13] was adopted by Council June 25, 2013.

Bridge Design (P509132)

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

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

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

	Total	Thru FY14	Rem FY14	Total 6 Years	FY 15	FY 16	FY 17	FY 18	FY 19	FY 20	Beyond 6 Yrs
Planning, Design and Supervision	15,338	11,415	318	3,603	928	803	566	522	462	322	0
Land	420	420	0	0	0	0	0	0	0	0	0
Site Improvements and Utilities	78	78	0	0	0	0	0	0	0	0	0
Construction	92	92	0	0	0	0	0	0	0	0	0
Other	18	18	0	0	0	0	0	0	0	0	0
Total	15,944	12,023	318	3,603	928	803	566	522	462	322	0

FUNDING SCHEDULE (\$000s)

	Total	Thru FY14	Rem FY14	Total 6 Years	FY 15	FY 16	FY 17	FY 18	FY 19	FY 20	Beyond 6 Yrs
Federal Aid	956	956	0	0	0	0	0	0	0	0	0
G.O. Bonds	13,202	10,260	0	2,942	267	803	566	522	462	322	0
Land Sale	15	15	0	0	0	0	0	0	0	0	0
PAYGO	340	340	0	0	0	0	0	0	0	0	0
State Aid	1,431	452	318	661	661	0	0	0	0	0	0
Total	15,944	12,023	318	3,603	928	803	566	522	462	322	0

APPROPRIATION AND EXPENDITURE DATA (000s)

Appropriation Request	FY 16	599
Supplemental Appropriation Request		0
Transfer		0
Cumulative Appropriation		13,779
Expenditure / Encumbrances		12,414
Unencumbered Balance		1,365

Date First Appropriation	FY 91
First Cost Estimate	
Current Scope	FY 16 15,944
Last FY's Cost Estimate	15,204
Partial Closeout Thru	0
New Partial Closeout	0
Total Partial Closeout	0

Description

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

Cost Change

Increase due to the addition of Glen Road Bridge #148.

Justification

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

Other

Candidates for this program are identified through the County Biennial Bridge Inspection Program as being deficient, load restricted, or geometrically substandard. The Planning, Design, and Supervision costs for all bridge designs include all costs up to contract preparation. At that point, future costs and Federal aid will be included in stand-alone PDFs
 Candidate Projects: Elmhirst Parkway Bridge #MPK-13; Park Valley Road Bridge #MPK-03; Piney Meetinghouse Road Bridge #M-0021; Whites Ferry Road Bridge #M-0187; Whites Ferry Road Bridge #M-0189; Valley Road Bridge #M-0111; Gold Mine Road Bridge #M-0096; Brink Road Bridge #M-0064; Garrett Park Road Bridge #M-0352; Beach Drive Bridge #MPK-24. Glen Road Bridge #M-0148.

Fiscal Note

A funding switch in FY16-20 moves \$127,000 in GO Bonds from the Bridge Renovation Project (#509753). State Aid replaced by GO Bonds which was shifted to the Bridge Renovation project to facilitate state reimbursement.

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.

Bridge Design (P509132)

Coordination

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

Bridge Renovation (P509753)

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

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

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

Planning, Design and Supervision	1,799	473	786	540	90	90	90	90	90	90	0
Land	0	0	0	0	0	0	0	0	0	0	0
Site Improvements and Utilities	0	0	0	0	0	0	0	0	0	0	0
Construction	5,160	171	1,329	3,660	610	610	610	610	610	610	0
Other	0	0	0	0	0	0	0	0	0	0	0
Total	6,959	644	2,115	4,200	700	700	700	700	700	700	0

FUNDING SCHEDULE (\$000s)

G.O. Bonds	4,942	471	1,506	2,965	600	473	473	473	473	473	0
State Aid	2,017	173	609	1,235	100	227	227	227	227	227	0
Total	6,959	644	2,115	4,200	700	700	700	700	700	700	0

APPROPRIATION AND EXPENDITURE DATA (000s)

Appropriation Request	FY 16	0
Supplemental Appropriation Request		0
Transfer		0
Cumulative Appropriation		4,159
Expenditure / Encumbrances		1,041
Unencumbered Balance		3,118

Date First Appropriation	FY 97	
First Cost Estimate		
Current Scope	FY 15	8,211
Last FY's Cost Estimate		8,211
Partial Closeout Thru		9,470
New Partial Closeout		640
Total Partial Closeout		10,110

Description

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

Cost Change

Decrease due to capitalization of prior year costs

Justification

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

Fiscal Note

A funding switch in FY16-20 moves \$127,000 in State Aid from the Bridge Design project (#509132) to facilitate state reimbursement. GO Bonds replace State Aid which was shifted back to the Bridge Design project.

Disclosures

Expenditures will continue indefinitely.

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

Coordination

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

Pennyfield Lock Road Bridge (P501624)

Category
Sub Category
Administering Agency
Planning Area

Transportation
Bridges
Transportation (AAGE30)
Potomac-Travilah

Date Last Modified
Required Adequate Public Facility
Relocation Impact
Status

11/17/14
No
None
Final Design Stage

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

Planning, Design and Supervision	149	0	0	149	0	74	75	0	0	0	0
Land	34	0	0	34	0	34	0	0	0	0	0
Site Improvements and Utilities	50	0	0	50	0	25	25	0	0	0	0
Construction	877	0	0	877	0	302	575	0	0	0	0
Other	0	0	0	0	0	0	0	0	0	0	0
Total	1,110	0	0	1,110	0	435	675	0	0	0	0

FUNDING SCHEDULE (\$000s)

G.O. Bonds	1,110	0	0	1,110	0	435	675	0	0	0	0
Total	1,110	0	0	1,110	0	435	675	0	0	0	0

APPROPRIATION AND EXPENDITURE DATA (000s)

Appropriation Request	FY 16	1,110
Supplemental Appropriation Request		0
Transfer		0
Cumulative Appropriation		0
Expenditure / Encumbrances		0
Unencumbered Balance		0

Date First Appropriation	FY 16
First Cost Estimate	
Current Scope	FY 16 1,110
Last FY's Cost Estimate	0

Description

This project provides for the replacement of the existing Pennyfield Lock Road Bridge over a tributary to Muddy Branch. The existing bridge, built in 1930, is a single concrete slab structure. The existing clear roadway width is 14'-3" with one lane on the bridge carrying two-way traffic. The proposed replacement bridge includes a single span prestressed concrete beam structure carrying a 12'-0" traffic lane and two 2'-6" shoulders for a total width of 17'-0". This width will allow for the implementation of safe on road bicycling, in accordance with the Master Plan. The replacement bridge will be on a new alignment to the west of the structure. Park access is maintained while the existing bridge remains open during construction of the proposed bridge. Accelerated bridge construction techniques will be utilized to minimize the disruption to the travelling public and local community.

Location

Southern end of Pennyfield Lock Road near the entrance to the National Park Service's C&O Canal Park

Estimated Schedule

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

Justification

The proposed replacement work is necessary to provide a safe roadway condition for the travelling public. The 2011 bridge inspection revealed that there were several large spalls with exposed reinforcing on the underside of the slab. The height of the W-beam bridge railing does not meet the current standards. Efflorescence is present at the interface between the slab and the abutment at the northeast corner. The west end of the south abutment footing is partially exposed. The bridge is currently limited to a 12,000 lb single-unit truck and a 24,000 lb combination-unit truck. The bridge is considered functionally obsolete. Implementation of this project would allow the bridges to be restored to full capacity.

Other

The Potomac Subregion Master Plan designates Pennyfield Lock Road as Rustic (R-33) with a minimum right-of-way of 70 ft and two travel lanes. The Countywide Bikeways Functional Master Plan calls for shared roadway (PB-18).

Fiscal Note

The design costs for this project are covered in Bridge Renovation (#509753)

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

Colesville Depot (P500709)

Category
Sub Category
Administering Agency
Planning Area

Transportation
Highway Maintenance
General Services (AAGE29)
Aspen Hill

Date Last Modified
Required Adequate Public Facility
Relocation Impact
Status

11/17/14
No
None
Preliminary Design Stage

	Total	Thru FY14	Rem FY14	Total 6 Years	FY 15	FY 16	FY 17	FY 18	FY 19	FY 20	Beyond 6 Yrs
EXPENDITURE SCHEDULE (\$000s)											
Planning, Design and Supervision	1,916	811	817	288	200	88	0	0	0	0	0
Land	0	0	0	0	0	0	0	0	0	0	0
Site Improvements and Utilities	71	9	62	0	0	0	0	0	0	0	0
Construction	7,295	467	3,089	3,739	2,427	1,312	0	0	0	0	0
Other	1,132	73	85	974	624	350	0	0	0	0	0
Total	10,414	1,360	4,053	5,001	3,251	1,750	0	0	0	0	0

	Total	Thru FY14	Rem FY14	Total 6 Years	FY 15	FY 16	FY 17	FY 18	FY 19	FY 20	Beyond 6 Yrs
FUNDING SCHEDULE (\$000s)											
G.O. Bonds	10,414	1,360	4,053	5,001	3,251	1,750	0	0	0	0	0
Total	10,414	1,360	4,053	5,001	3,251	1,750	0	0	0	0	0

	Total	Thru FY14	Rem FY14	Total 6 Years	FY 15	FY 16	FY 17	FY 18	FY 19	FY 20	Beyond 6 Yrs
OPERATING BUDGET IMPACT (\$000s)											
Energy				111	0	25	43	43	0	0	0
Maintenance				129	0	29	50	50	0	0	0
Net Impact				240	0	54	93	93	0	0	0

APPROPRIATION AND EXPENDITURE DATA (000s)

Appropriation Request	FY 16	0
Supplemental Appropriation Request		0
Transfer		0
Cumulative Appropriation		10,414
Expenditure / Encumbrances		1,743
Unencumbered Balance		8,671

Date First Appropriation	FY 10
First Cost Estimate	
Current Scope	FY 11 10,414
Last FY's Cost Estimate	10,414

Description

This project provides for the planning and design of an expanded Colesville Depot, currently operated by the Department of Transportation for the purpose of providing road maintenance for the southeastern portion of the County. The Depot site includes 11.5 acres of open land that adjoins Colesville Park and Paint Branch Park at 14335 Cape May Road. Major components of the project include: new outdoor storage canopy for maintenance vehicles, improved stormwater management, expansion of service bays, upgrade and relocation of offices, expansion of crew room, new bunk room, roof replacement, upgrade of existing rest rooms, repainting of all interior walls, replacement of ceiling tiles, refinishing of exterior surfaces and windows, and upgrading mechanical, electrical, communications and security systems.

Location

14335 Cape May Road, Silver Spring, MD. 20904

Estimated Schedule

The design phase was completed in mid-2013. Permitting, bidding and construction has begun with the work to be completed in FY16.

Justification

The Colesville Depot, built in 1982, includes a series of 22-year old structures that have experienced significant demands resulting from increasing maintenance operations for new roadway infrastructure in this portion of the County. The Depot building is comprised of a one-story structure of approximately 7,300 square feet. The general areas of the interior spaces of the building are worn by years of use and require architectural improvements. The main building roof, mechanical, and life safety systems require replacement. The vehicle maintenance bays are insufficient to service the majority of vehicles that are maintained within them.

Other

This project is located in the Paint Branch Special Protection Area.

Fiscal Note

Replacement of the salt storage structure is being funded by the Environmental Compliance CIP # 500918. \$1,750,000 shifted from FY14 to FY17.

Disclosures

A pedestrian impact analysis has been completed for this project.

Coordination

Department of Transportation (DOT), Department of General Services (DGS), Department of Technology Services (DTS), Department of Permitting Services (DPS), Maryland-National Capital Park and Planning Commission (M-NCPPC)

Permanent Patching: Residential/Rural Roads (P501106)

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

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

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

Planning, Design and Supervision	4,631	1	2,020	2,610	585	885	60	210	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	14,599	872	14,790	3,315	5,015	340	1,190	2,465	2,465	0
Other	0	0	0	0	0	0	0	0	0	0	0
Total	34,892	14,600	2,892	17,400	3,900	5,900	400	1,400	2,900	2,900	0

FUNDING SCHEDULE (\$000s)

G.O. Bonds	33,900	13,608	2,892	17,400	3,900	5,900	400	1,400	2,900	2,900	0
State Aid	992	992	0	0	0	0	0	0	0	0	0
Total	34,892	14,600	2,892	17,400	3,900	5,900	400	1,400	2,900	2,900	0

APPROPRIATION AND EXPENDITURE DATA (000s)

Appropriation Request	FY 16	5,900
Supplemental Appropriation Request		0
Transfer		0
Cumulative Appropriation		21,392 20,992
Expenditure / Encumbrances		14,601
Unencumbered Balance		5,791

Date First Appropriation	FY 11	
First Cost Estimate		
Current Scope	FY 16	34,892
Last FY's Cost Estimate		34,892
Partial Closeout Thru		0
New Partial Closeout		0
Total Partial Closeout		0

Description

This project provides for permanent patching of 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.

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

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

Planning, Design and Supervision	9,123	9	3,174	5,940	990	1,290	690	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	25,091	414	33,660	5,610	7,310	3,910	5,610	5,610	5,610	0
Other	9	9	0	0	0	0	0	0	0	0	0
Total	68,297	25,109	3,588	39,600	6,600	8,600	4,600	6,600	6,600	6,600	0

FUNDING SCHEDULE (\$000s)

G.O. Bonds	52,968	17,803	3,363	31,802	6,600	8,600	1,066	3,702	6,600	5,234	0
Recordation Tax Premium	15,329	7,306	225	7,798	0	0	3,534	2,898	0	1,366	0
Total	68,297	25,109	3,588	39,600	6,600	8,600	4,600	6,600	6,600	6,600	0

APPROPRIATION AND EXPENDITURE DATA (000s)

Appropriation Request	FY 16	8,600
Supplemental Appropriation Request		0
Transfer		0
Cumulative Appropriation		35,297
Expenditure / Encumbrances		26,067
Unencumbered Balance		9,230

Date First Appropriation	FY 09	
First Cost Estimate		
Current Scope	FY 16	68,297
Last FY's Cost Estimate		68,297
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.

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

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

Planning, Design and Supervision	9,791	4	4,298	5,489	1,414	1,271	465	712	712	915	0
Land	0	0	0	0	0	0	0	0	0	0	0
Site Improvements and Utilities	0	0	0	0	0	0	0	0	0	0	0
Construction	41,055	9,524	420	31,111	8,012	7,203	2,635	4,038	4,038	5,185	0
Other	22	0	22	0	0	0	0	0	0	0	0
Total	50,868	9,528	4,740	36,600	9,426	8,474	3,100	4,750	4,750	6,100	0

FUNDING SCHEDULE (\$000s)

G.O. Bonds	30,629	9,528	4,740	16,361	9,396	6,129	0	322	14	500	0
Recordation Tax Premium	20,239	0	0	20,239	30	2,345	3,100	4,428	4,736	5,600	0
Total	50,868	9,528	4,740	36,600	9,426	8,474	3,100	4,750	4,750	6,100	0

APPROPRIATION AND EXPENDITURE DATA (000s)

Appropriation Request	FY 16	8,474
Supplemental Appropriation Request		0
Transfer		0
Cumulative Appropriation	23,614	20,998
Expenditure / Encumbrances		10,165
Unencumbered Balance		10,203

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

Description

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

Justification

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

Other

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

Fiscal Note

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

Disclosures

A pedestrian impact analysis has been completed for this project.

Expenditures will continue indefinitely.

Coordination

Resurfacing: Primary/Arterial (P508527)

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

Resurfacing: Residential/Rural Roads (P500511)

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

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

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

Planning, Design and Supervision	9,957	74	1,407	8,476	3,000	1,500	938	938	975	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	105,662	56,722	916	48,024	17,000	8,500	5,312	5,312	5,525	6,375	0
Other	45	45	0	0	0	0	0	0	0	0	0
Total	115,664	56,841	2,323	56,500	20,000	10,000	6,250	6,250	6,500	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	54,915	2,323	56,500	20,000	10,000	6,250	6,250	6,500	7,500	0
PAYGO	1,617	1,617	0	0	0	0	0	0	0	0	0
Total	115,664	56,841	2,323	56,500	20,000	10,000	6,250	6,250	6,500	7,500	0

APPROPRIATION AND EXPENDITURE DATA (000s)

Appropriation Request	FY 16	10,000
Supplemental Appropriation Request		0
Transfer		0
Cumulative Appropriation	79,164	79,164
Expenditure / Encumbrances		57,147
Unencumbered Balance		21,017

Date First Appropriation	FY 05
First Cost Estimate	
Current Scope	FY 16 115,664
Last FY's Cost Estimate	115,664
Partial Closeout Thru	0
New Partial Closeout	0
Total Partial Closeout	0

Description

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

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

Total	Thru FY14	Rem FY14	Total 6 Years	FY 15	FY 16	FY 17	FY 18	FY 19	FY 20	Beyond 6 Yrs
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EXPENDITURE SCHEDULE (\$000s)											
Planning, Design and Supervision	6,757	2	725	6,030	1,005	1,230	780	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	40,624	6,454	0	34,170	5,695	6,970	4,420	5,695	5,695	5,695	0
Other	35	0	35	0	0	0	0	0	0	0	0
Total	47,416	6,456	760	40,200	6,700	8,200	5,200	6,700	6,700	6,700	0

FUNDING SCHEDULE (\$000s)											
Contributions	4,259	499	760	3,000	500	500	500	500	500	500	0
G.O. Bonds	43,157	5,957	0	37,200	6,200	7,700	4,700	6,200	6,200	6,200	0
Total	47,416	6,456	760	40,200	6,700	8,200	5,200	6,700	6,700	6,700	0

APPROPRIATION AND EXPENDITURE DATA (000s)

Appropriation Request	FY 16	8,200
Supplemental Appropriation Request		0
Transfer		0
Cumulative Appropriation		13,916
Expenditure / Encumbrances		6,477
Unencumbered Balance		7,439

Date First Appropriation	FY 81
First Cost Estimate	
Current Scope	FY 16 47,416
Last FY's Cost Estimate	56,059
Partial Closeout Thru	108,966
New Partial Closeout	6,456
Total Partial Closeout	115,422

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.

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

Bethesda Metro Station South Entrance (P500929)

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

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

	Total	Thru FY14	Rem FY14	Total 6 Years	FY 15	FY 16	FY 17	FY 18	FY 19	FY 20	Beyond 6 Yrs
Planning, Design and Supervision	1,665	1,565	0	100	100	0	0	0	0	0	0
Land	0	0	0	0	0	0	0	0	0	0	0
Site Improvements and Utilities	7,000	0	0	7,000	0	5,250	1,750	0	0	0	0
Construction	48,945	0	0	45,727	580	3,133	8,059	10,443	11,212	12,300	3,218
Other	0	0	0	0	0	0	0	0	0	0	0
Total	57,610	1,565	0	52,827	680	8,383	9,809	10,443	11,212	12,300	3,218

FUNDING SCHEDULE (\$000s)

	Total	Thru FY14	Rem FY14	Total 6 Years	FY 15	FY 16	FY 17	FY 18	FY 19	FY 20	Beyond 6 Yrs
G.O. Bonds	51,815	301	0	48,296	680	3,852	9,809	10,443	11,212	12,300	3,218
PAYGO	795	795	0	0	0	0	0	0	0	0	0
Revenue Bonds: Liquor Fund	5,000	469	0	4,531	0	4,531	0	0	0	0	0
Total	57,610	1,565	0	52,827	680	8,383	9,809	10,443	11,212	12,300	3,218

APPROPRIATION AND EXPENDITURE DATA (000s)

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

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

Description

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

Estimated Schedule

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

Other

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

Fiscal Note

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

Coordination

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

Bus Stop Improvements (P507658)

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

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

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

Planning, Design and Supervision	1,305	586	0	719	262	151	151	155	0	0	0
Land	1,944	292	0	1,652	605	345	345	357	0	0	0
Site Improvements and Utilities	0	0	0	0	0	0	0	0	0	0	0
Construction	746	1	0	745	274	155	155	161	0	0	0
Other	0	0	0	0	0	0	0	0	0	0	0
Total	3,995	879	0	3,116	1,141	651	651	673	0	0	0

FUNDING SCHEDULE (\$000s)

G.O. Bonds	1,998	0	0	1,998	1,072	305	305	316	0	0	0
Mass Transit Fund	1,997	879	0	1,118	69	346	346	357	0	0	0
Total	3,995	879	0	3,116	1,141	651	651	673	0	0	0

APPROPRIATION AND EXPENDITURE DATA (000s)

Appropriation Request	FY 16	651
Supplemental Appropriation Request		0
Transfer		0
Cumulative Appropriation		2,020
Expenditure / Encumbrances		1,408
Unencumbered Balance		612

Date First Appropriation	FY 76
First Cost Estimate	
Current Scope	FY 15 3,995
Last FY's Cost Estimate	6,387

Description

This project provides for the installation and improvement of capital amenities at bus stops in Montgomery County to make them safer, more accessible and attractive to users, and to improve pedestrian safety for County transit passengers. These enhancements can include items such as sidewalk connections, improved pedestrian access, pedestrian refuge islands and other crossing safety measures, area lighting, paved passenger standing areas, and other safety upgrades. In prior years, this project included funding for the installation and replacement of bus shelters and benches along Ride On and County Metrobus routes; benches and shelters are now handled under the operating budget. Full-scale construction began in October 2006. In the first year of the project, 729 bus stops were reviewed and modified, with significant construction occurring at 219 of these locations. As of FY13, approximately 2,634 stops have been modified.

Estimated Schedule

Completion of project delayed to FY18 due to complex nature of bus stops requiring right-of-way to be acquired.

Justification

Many of the County's bus stops have safety, security, or right-of-way deficiencies since they are located on roads which were not originally built to accommodate pedestrians. Problems include: lack of drainage around the site, sidewalk connections, passenger standing areas or pads, lighting or pedestrian access, and unsafe street crossings to get to the bus stop. This project addresses significant bus stop safety issues to ease access to transit service. Correction of these deficiencies will result in fewer pedestrian accidents related to bus riders, improved accessibility of the system, increased attractiveness of transit as a means of transportation, and greater ridership. Making transit a more viable option than the automobile requires enhanced facilities as well as increased frequency and level of service. Getting riders to the bus and providing an adequate and safe facility to wait for the bus will help to achieve the goal. The County has approximately 5,400 bus stops. The completed inventory and assessment of each bus stop has determined what is needed at each location to render the stop safe and accessible to all transit passengers. In FY05, a contractor developed a GIS-referenced bus stop inventory and condition assessment for all bus stops in the County, criteria to determine which bus stops need improvements, and a prioritized listing of bus stop relocations, improvements, and passenger amenities. The survey and review of bus stop data have been completed and work is on-going.

Fiscal Note

Funding for this project includes general obligation bonds with debt service financed from the Mass Transit Facilities Fund. Reflects acceleration in FY14. \$1,627,000 technical adjustment in FY15 to correct for partial closeout error in FY13.

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

Civic Associations, Municipalities, Maryland State Highway Administration, Maryland Transit Administration, Washington Metropolitan Area Transit Authority, Commission on Aging, Commission on People with Disabilities, Montgomery County Pedestrian Safety Advisory Committee, Citizen Advisory Boards

Equipment Maintenance and Operations Center (EMOC) (P500933)

Category Transportation
Sub Category Mass Transit
Administering Agency General Services (AAGE29)
Planning Area Gaithersburg

Date Last Modified 8/22/13
Required Adequate Public Facility No
Relocation Impact None
Status Under Construction

	Total	Thru FY14	Rem 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	15,061	7,426	7,635	0	0	0	0	0	0	0	0
Land	34,490	34,490	0	0	0	0	0	0	0	0	0
Site Improvements and Utilities	1,379	0	1,379	0	0	0	0	0	0	0	0
Construction	87,397	87,397	0	0	0	0	0	0	0	0	0
Other	2,437	13	2,424	0	0	0	0	0	0	0	0
Total	140,764	129,326	11,438	0	0	0	0	0	0	0	0

	Total	Thru FY14	Rem FY14	Total 6 Years	FY 15	FY 16	FY 17	FY 18	FY 19	FY 20	Beyond 6 Yrs
FUNDING SCHEDULE (\$000s)											
G.O. Bonds	129,326	129,326	0	0	0	0	0	0	0	0	0
Interim Finance	9,749	0	9,749	0	0	0	0	0	0	0	0
Motor Pool	550	0	550	0	0	0	0	0	0	0	0
Solid Waste Collection	421	0	421	0	0	0	0	0	0	0	0
Solid Waste Disposal Fund	718	0	718	0	0	0	0	0	0	0	0
Total	140,764	129,326	11,438	0	0	0	0	0	0	0	0

	Total	Thru FY14	Rem FY14	Total 6 Years	FY 15	FY 16	FY 17	FY 18	FY 19	FY 20	Beyond 6 Yrs
OPERATING BUDGET IMPACT (\$000s)											
Energy				8,636	2,159	2,159	2,159	2,159	0	0	0
Maintenance				7,300	1,825	1,825	1,825	1,825	0	0	0
Net Impact				15,936	3,984	3,984	3,984	3,984	0	0	0

APPROPRIATION AND EXPENDITURE DATA (000s)

Appropriation Request	FY 16	0
Supplemental Appropriation Request		0
Transfer		0
Cumulative Appropriation		140,764
Expenditure / Encumbrances		138,962
Unencumbered Balance		1,782

Date First Appropriation	FY 09	
First Cost Estimate		
Current Scope	FY 14	140,764
Last FY's Cost Estimate		140,764

Description

This project is part of the Smart Growth Initiative Program and provides for land, planning and design and construction of a new Equipment and Maintenance Operations Center (EMOC) to support a doubling of transit ridership by 2020, transit, highway maintenance and fleet operations. Major components of the project are: administrative buildings for Transit Services, Fleet Management, and Highway Services; bus parking for 200 buses; bus service lanes; a bus wash facility; a fare collection area; bus service maintenance bays; a parts room; a heavy equipment storage shed; a soil/gravel storage area; highway service bays; a Compressed Natural Gas (CNG) fast-fill station; and employee parking. The current facility is located in the County Service Park on Crabbs Branch Way. The new facility is being constructed on sites known as Casey 6 and 7 located at 16624 and 17000 Crabbs Branch Way. The Day Laborer facility located on the west side of Crabbs Branch way in the County Service Park will be co-located on this site.

Estimated Schedule

The design phase was completed in Fall of 2010 and construction started in Spring of 2011 with an expected construction period of nineteen months.

Cost Change

Cost increase due to the construction of two CNG fueling facilities instead of relocating the existing equipment.

Justification

Currently, EMOC has insufficient capacity to house and maintain its existing buses as well as the projected growth in transit and in highway and fleet services. The Shady Grove Sector Plan has identified county owned properties on the east and west side of Crabbs Branch Way including the EMOC facilities, for future transit oriented development. In order to implement the Sector Plan, these facilities need to be relocated. The relocation of the current EMOC is integral to the Sector Plan. Plans and studies for this project include: M-NCPPC Shady Grove Sector Plan, approved by the Montgomery County Council, January 2006, adopted by the M-NCPPC, March 15, 2006; Montgomery County Property Use Study Updated Briefing to County Council, April 29, 2008 (based on Staubach Reports); Montgomery County Smart Growth Initiative Update to County Council, September 23, 2008.

Fiscal Note

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. Approximately five acres of land was acquired from Roberts Oxygen in FY12.

Disclosures

A pedestrian impact analysis has been completed for this project.

Equipment Maintenance and Operations Center (EMOC) (P500933)

Coordination

Department of General Services, 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. 24-10] was adopted by Council June 15, 2010.

MCPS & M-NCPPC Maintenance Facilities Relocation (P361109)

Category: Transportation
 Job Category: Mass Transit
 Administering Agency: General Services (AAGE29)
 Planning Area: Gaithersburg

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

	Total	Thru FY14	Rem FY14	Total 6 Years	FY 15	FY 16	FY 17	FY 18	FY 19	FY 20	Beyond 6 Yrs
EXPENDITURE SCHEDULE (\$000s)											
Planning, Design and Supervision	6,844	996	998	4,850	2,570	1,206	1,074	0	0	0	0
Land	0	0	0	0	0	0	0	0	0	0	0
Site Improvements and Utilities	0	0	0	0	0	0	0	0	0	0	0
Construction	60,785	0	0	60,785	0	31,866	28,919	0	0	0	0
Other	1,410	0	0	1,410	0	0	1,410	0	0	0	0
Total	69,039	996	998	67,045	2,570	33,072	31,403	0	0	0	0
FUNDING SCHEDULE (\$000s)											
State Bonds	42,607	996	0	24,610	0	12,910	0	0	0	11,700	17,001
Interim Finance	26,432	0	998	42,435	2,570	20,162	31,403	0	0	-11,700	-17,001
Total	69,039	996	998	67,045	2,570	33,072	31,403	0	0	0	0
OPERATING BUDGET IMPACT (\$000s)											
Energy				2,331	0	0	0	777	777	777	
Maintenance				2,762	0	0	0	921	921	921	
Net Impact				5,093	0	0	0	1,698	1,698	1,698	

APPROPRIATION AND EXPENDITURE DATA (000s)

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

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

Description

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

Location

8301 and 8401 Turkey Thicket Road, Montgomery Village

Estimated Schedule

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

Justification

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

Other

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

Fiscal Note

MCPS & M-NCPPC Maintenance Facilities Relocation (P361109)

Interim financing will be used for land acquisition and project costs in the short term, with permanent funding sources to include G.O. Bonds and Land Sale Proceeds. All site improvement-related work is being shifted from this project to the PSTA and Multi-Agency Service Park - Site Development project (PDF No. 470907) and the cumulative appropriation adjusted accordingly. Programmed GO Bonds no longer needed to repay Interim Finance in the Public Safety Headquarters project (P470906) and the MCPS Food Distribution Facility Relocation project (P361111) have been reallocated to this project.

Disclosures

A pedestrian impact analysis has been completed for this project.

Coordination

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

Rapid Transit System (P501318)

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

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

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

Planning, Design and Supervision	3,121	593	28	2,500	500	2,000	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	0	0	0	0	0	0	0	0	0	0
Other	0	0	0	0	0	0	0	0	0	0
Total	3,125	597	28	2,500	500	2,000	0	0	0	0

FUNDING SCHEDULE (\$000s)

Mass Transit Fund	625	597	28	0	0	0	0	0	0	0
Revenue Bonds: Liquor Fund	2,000	0	0	2,000	0	2,000	0	0	0	0
State Aid	500	0	0	500	500	0	0	0	0	0
Total	3,125	597	28	2,500	500	2,000	0	0	0	0

APPROPRIATION AND EXPENDITURE DATA (000s)

Appropriation Request	FY 16	2,000
Supplemental Appropriation Request		0
Transfer		0
Cumulative Appropriation		1,125
Expenditure / Encumbrances		624
Unencumbered Balance		501

Date First Appropriation	FY 13
First Cost Estimate	
Current Scope	FY 16 3,125
Last FY's Cost Estimate	1,625

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 and New Hampshire Avenue in FY16.

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 (\$3 million). These two studies are funded in the State Transportation Participation project, PDF #500722, however, the Georgia Avenue study has been suspended. 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 in FY15 for County oversight. 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 11/17/14
 Required Adequate Public Facility No
 Relocation Impact None
 Status Ongoing

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

Planning, Design and Supervision	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	190,996	65,948	26,912	98,136	18,350	13,350	9,015	16,882	23,199	17,340
Total	190,996	65,948	26,912	98,136	18,350	13,350	9,015	16,882	23,199	17,340

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	36,165	14,069	4,496	17,600	9,600	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	72,497	1,621	1,090	69,786	0	11,350	7,015	14,882	21,199	15,340
Short-Term Financing	57,663	38,168	19,495	0	0	0	0	0	0	0
State Aid	14,340	5,540	400	8,400	6,400	400	400	400	400	400
Total	190,996	65,948	26,912	98,136	18,350	13,350	9,015	16,882	23,199	17,340

APPROPRIATION AND EXPENDITURE DATA (000s)

Appropriation Request	FY 16	13,350
Supplemental Appropriation Request		0
Transfer		0
Cumulative Appropriation		111,210
Expenditure / Encumbrances		66,367
Unencumbered Balance		44,843

Date First Appropriation	FY 09
First Cost Estimate	
Current Scope	FY 16 190,996
Last FY's Cost Estimate	190,352
Partial Closeout Thru	0
New Partial Closeout	0
Total Partial Closeout	0

Description

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

Estimated Schedule

FY15: 10 full-size CNG, 26 full-size diesel, and 1 small diesel; FY16: 24 full-size CNG and 1 full-size diesel; FY17: 14 full-size CNG and 2 full-size diesel; FY18: 23 full-size CNG and 5 full-size hybrid, FY19: 9 full-size hybrid and 31 small diesel, FY20: 31 large diesel

Cost Change

Includes updated bus prices, deferral of 1 full-size diesel from FY16 to FY17 due to operating and capital budget fiscal capacity; acceleration of 1 CNG from FY17 to FY16 and 1 full-size diesel from FY20 to FY17 to replace buses damaged in accidents.

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; Funding switch in FY15 between Federal and State Aid to reflect latest grant award.

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

Bethesda Lot 31 Parking Garage (P500932)

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

Date Last Modified 11/17/14
Required Adequate Public Facility Yes
Relocation Impact None
Status Under Construction

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

Planning, Design and Supervision	5,565	1,851	3,378	336	336	0	0	0	0	0	0
Land	0	0	0	0	0	0	0	0	0	0	0
Site Improvements and Utilities	3,089	3,089	0	0	0	0	0	0	0	0	0
Construction	43,294	33,338	8,723	1,233	1,233	0	0	0	0	0	0
Other	4,559	3,003	1,394	162	162	0	0	0	0	0	0
Total	56,507	41,281	13,495	1,731	1,731	0	0	0	0	0	0

FUNDING SCHEDULE (\$000s)

Contributions	2,850	0	2,850	0	0	0	0	0	0	0	0
Current Revenue: Parking - Bethesda	1,073	0	0	1,073	1,073	0	0	0	0	0	0
Land Sale - Bethesda PLD	29,160	17,857	10,645	658	658	0	0	0	0	0	0
Revenue Bonds	23,424	23,424	0	0	0	0	0	0	0	0	0
Total	56,507	41,281	13,495	1,731	1,731	0	0	0	0	0	0

OPERATING BUDGET IMPACT (\$000s)

Energy				726	121	121	121	121	121	121
Maintenance				702	117	117	117	117	117	117
Offset Revenue				-5,340	-675	-933	-933	-933	-933	-933
Program-Other				2,564	369	439	439	439	439	439
Net Impact				-1,348	-68	-256	-256	-256	-256	-256

APPROPRIATION AND EXPENDITURE DATA (000s)

Appropriation Request	FY 16	-4,000
Supplemental Appropriation Request		0
Transfer		0
Cumulative Appropriation		60,507
Expenditure / Encumbrances		41,360
Unencumbered Balance		19,147

Date First Appropriation	FY 09
First Cost Estimate	
Current Scope	FY 13 60,507
Last FY's Cost Estimate	60,507

Description

This project provides for the construction of a new, underground public parking garage under the land previously used as two County public parking lots and a portion of Woodmont Avenue in Bethesda. Design and construction will be performed by a private development partner selected through a competitive Request for Proposal process. The public parking garage will include approximately 940 County owned and operated spaces. A mixed use development (all privately funded and owned) will be built on top of the garage with 250 residential units and 40,000 square feet of retail space.

Capacity

The garage will consist of 940 County operated spaces with the private developer building and owning an additional 295 spaces.

Cost Change

Decrease of \$4 million due to a lower cost for cable relocation and environmental remediation.

Justification

Parking demand analysis performed by the Parking Operations program, and separately by M-NCPPC, recommended the addition of up to 1,300 public parking spaces in the Bethesda sector to support probable development allowed under Sector Plan guidelines. Additionally, the M-NCPPC Adopted Sector Plan calls for construction of public parking in underground garages with mixed use residential, retail, and commercial space above. Parking Demand Studies: Desman Associates 1996, updated 2000, 2003, and 2005. Master Plan: Bethesda CBD Sector Plan July 1994.

Other

Part of Woodmont Avenue south of Bethesda Avenue will be closed for a period during construction. This temporary road closure is not anticipated to coincide with the temporary closure of Elm Street during construction of the Bethesda Metro Station South Entrance project.

Fiscal Note

The project schedule is based on the executed General Development Agreement.

Disclosures

A pedestrian impact analysis has been completed for this project.

Coordination

Bethesda Lot 31 Parking Garage (P500932)

M-NCPPC, Bethesda Urban District, Bethesda-Chevy Chase Regional Services Center, Verizon, PN Hoffman/Stonebridge Associates, Department of General Services, Bethesda Metro Station South Entrance project, , Special Capital Projects Legislation [Bill No. 20-08] was adopted by Council June 10, 2008.

Pkg Beth Fac Renovations (P508255)

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

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

	Total	Thru FY14	Rem FY14	Total 6 Years	FY 15	FY 16	FY 17	FY 18	FY 19	FY 20	Beyond 6 Yrs
Planning, Design and Supervision	2,140	32	156	1,952	75	75	360	516	477	449	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	12,681	453	1,166	11,062	425	425	2,042	2,927	2,701	2,542	0
Other	0	0	0	0	0	0	0	0	0	0	0
Total	14,821	485	1,322	13,014	500	500	2,402	3,443	3,178	2,991	0

FUNDING SCHEDULE (\$000s)

	Total	Thru FY14	Rem FY14	Total 6 Years	FY 15	FY 16	FY 17	FY 18	FY 19	FY 20	Beyond 6 Yrs
Current Revenue: Parking - Bethesda	14,821	485	1,322	13,014	500	500	2,402	3,443	3,178	2,991	0
Total	14,821	485	1,322	13,014	500	500	2,402	3,443	3,178	2,991	0

APPROPRIATION AND EXPENDITURE DATA (000s)

Appropriation Request	FY 16	500
Supplemental Appropriation Request		0
Transfer		0
Cumulative Appropriation		2,307
Expenditure / Encumbrances		732
Unencumbered Balance		1,575

Date First Appropriation	FY 83
First Cost Estimate	
Current Scope	FY 16 14,821
Last FY's Cost Estimate	6,413
Partial Closeout Thru	27,116
New Partial Closeout	485
Total Partial Closeout	27,601

Description

This project provides for the renovation of or improvements to Bethesda parking facilities. This is a continuing program of contractual improvements or renovations, with changing priorities depending upon the type of deterioration and corrections required, that will protect or improve the physical infrastructure to assure safe and reliable parking facilities and to preserve the County's investment. The scope of this project will vary depending on the results of studies conducted under the Facility Planning: Parking project. Included are annual consultant services, if required, to provide investigation, analysis, recommended repair methods, contract documents, inspection, and testing.

Cost Change

Increased level of effort starting in FY17 to address deferred maintenance.

Justification

Staff inspection and condition surveys by County inspectors and consultants indicate that facilities in the Bethesda 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.

Disclosures

Expenditures will continue indefinitely.

Coordination

Facility Planning Parking: Bethesda PLD

Bethesda Bikeway and Pedestrian Facilities (P500119)

Category	Transportation	Date Last Modified	11/17/14
Sub Category	Pedestrian Facilities/Bikeways	Required Adequate Public Facility	Yes
Administering Agency	Transportation (AAGE30)	Relocation Impact	None
Planning Area	Bethesda-Chevy Chase	Status	Ongoing

	Total	Thru FY14	Rem FY14	Total 6 Years	FY 15	FY 16	FY 17	FY 18	FY 19	FY 20	Beyond 6 Yrs
EXPENDITURE SCHEDULE (\$000s)											
Planning, Design and Supervision	1,334	1,326	0	8	4	4	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	0	0	60	0	0	0	0
Construction	2,045	1,256	0	789	0	0	789	0	0	0	0
Other	1	1	0	0	0	0	0	0	0	0	0
Total	3,520	2,663	0	857	4	4	849	0	0	0	0

FUNDING SCHEDULE (\$000s)											
G.O. Bonds	3,520	2,663	0	857	4	4	849	0	0	0	0
Total	3,520	2,663	0	857	4	4	849	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 16	0
Supplemental Appropriation Request		0
Transfer		0
Cumulative Appropriation		3,520
Expenditure / Encumbrances		2,959
Unencumbered Balance		561

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 FY15. The design and construction for the remaining projects (Bethesda Avenue, 47th Street, and Willow Lane bike facilities) is expected to be complete in FY17.

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.

Fiscal Note

The funding schedule reflects an acceleration of \$79,000 from FY15 into FY14 and a deferral of construction to FY17 to allow time to explore alternatives.

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

Capital Crescent Trail (P501316)

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

	Total	Thru FY14	Rem FY14	Total 6 Years	FY 15	FY 16	FY 17	FY 18	FY 19	FY 20	Beyond 6 Yrs
EXPENDITURE SCHEDULE (\$000s)											
Planning, Design and Supervision	4,834	0	0	4,834	134	1,700	0	1,500	1,500	0	0
Land	1,400	0	0	1,400	0	0	0	0	700	700	0
Site improvements and Utilities	0	0	0	0	0	0	0	0	0	0	0
Construction	89,622	0	0	54,369	200	4,020	5,783	11,453	11,608	21,305	35,253
Other	0	0	0	0	0	0	0	0	0	0	0
Total	95,856	0	0	60,603	334	5,720	5,783	12,953	13,808	22,005	35,253

	Total	Thru FY14	Rem FY14	Total 6 Years	FY 15	FY 16	FY 17	FY 18	FY 19	FY 20	Beyond 6 Yrs
FUNDING SCHEDULE (\$000s)											
G.O. Bonds	84,896	0	0	49,643	0	0	5,783	12,953	11,608	19,299	35,253
Impact Tax	10,960	0	0	10,960	334	5,720	0	0	2,200	2,706	0
Total	95,856	0	0	60,603	334	5,720	5,783	12,953	13,808	22,005	35,253

APPROPRIATION AND EXPENDITURE DATA (000s)

Appropriation Request	FY 16	1,386
Supplemental Appropriation Request		0
Transfer		0
Cumulative Appropriation		4,668
Expenditure / Encumbrances		0
Unencumbered Balance		4,668

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

Description

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

Estimated Schedule

The schedule assumes a delay as a result of likely state delays in the Purple Line project.

Justification

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

Other

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

Fiscal Note

The project schedule and cost estimates have changed as a result of the MTA's proposed public-private partnership for the Purple Line. The funding schedule reflects the addition of \$10.960 million in impact taxes and an offsetting decrease in GO bonds in the FY15-20 period.

Coordination

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

Metropolitan Branch Trail (P501110)

Category	Transportation	Date Last Modified	11/17/14
Sub Category	Pedestrian Facilities/Bikeways	Required Adequate Public Facility	No
Administering Agency	Transportation (AAGE30)	Relocation Impact	None
Planning Area	Silver Spring	Status	Final Design Stage

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

	Total	Thru FY14	Rem FY14	Total 6 Years	FY 15	FY 16	FY 17	FY 18	FY 19	FY 20	Beyond 6 Yrs
Planning, Design and Supervision	2,681	1,201	619	861	0	200	100	361	200	0	0
Land	2,990	8	22	2,960	1,740	1,220	0	0	0	0	0
Site Improvements and Utilities	4,862	0	0	4,862	0	50	4,476	336	0	0	0
Construction	7,760	0	0	7,760	0	455	0	5,763	1,542	0	0
Other	0	0	0	0	0	0	0	0	0	0	0
Total	18,293	1,209	641	16,443	1,740	1,925	4,576	6,460	1,742	0	0

FUNDING SCHEDULE (\$000s)

G.O. Bonds	18,293	1,209	641	16,443	1,740	1,925	4,576	6,460	1,742	0	0
Total	18,293	1,209	641	16,443	1,740	1,925	4,576	6,460	1,742	0	0

APPROPRIATION AND EXPENDITURE DATA (000s)

Appropriation Request	FY 16	1,149
Supplemental Appropriation Request		0
Transfer		0
Cumulative Appropriation		4,366
Expenditure / Encumbrances		1,745
Unencumbered Balance		2,621

Date First Appropriation	FY 11	
First Cost Estimate		
Current Scope	FY 16	18,293
Last FY's Cost Estimate		12,147

Description

This project provides for the design, land acquisition, utility relocations, and construction of 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 12 feet in width. The construction will be performed in three phases: the initial phase will construct the trail segment along Fenton Street; the second phase will extend the trail to Georgia Avenue; the final phase will construct a new bridge over Georgia Avenue and extend the trail to Ripley Street. 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 the reconstruction of existing retaining walls.

Estimated Schedule

Land acquisition will be completed in FY16. Final design will be completed in FY17. Utility relocations will be completed in FY18. Construction will begin in FY18 and will be completed in FY19.

Cost Change

Cost increase of \$6.146M due to additional scope of work.

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 and Maryland Preservation Inc. 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. This project will be coordinated with the redevelopment of Progress Place and other construction activity in the Ripley district of Silver Spring to minimize impacts to surrounding property owners.

Fiscal Note

Project is deferred in order to coordinate with the redevelopment of Progress Place and Ripley Street. 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

Silver Spring Green Trail (P509975)

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

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

	Total	Thru FY14	Rem FY14	Total 6 Years	FY 15	FY 16	FY 17	FY 18	FY 19	FY 20	Beyond 6 Yrs
Planning, Design and Supervision	1,177	1,177	0	0	0	0	0	0	0	0	0
Land	174	7	167	0	0	0	0	0	0	0	0
Site Improvements and Utilities	7	7	0	0	0	0	0	0	0	0	0
Construction	2,920	0	0	2,920	47	220	783	1,240	630	0	0
Other	1	1	0	0	0	0	0	0	0	0	0
Total	4,279	1,192	167	2,920	47	220	783	1,240	630	0	0

FUNDING SCHEDULE (\$000s)

	Total	Thru FY14	Rem FY14	Total 6 Years	FY 15	FY 16	FY 17	FY 18	FY 19	FY 20	Beyond 6 Yrs
Current Revenue: General	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	79	167	2,436	47	220	299	1,240	630	0	0
PAYGO	848	848	0	0	0	0	0	0	0	0	0
Total	4,279	1,192	167	2,920	47	220	783	1,240	630	0	0

APPROPRIATION AND EXPENDITURE DATA (000s)

Appropriation Request	FY 16	172
Supplemental Appropriation Request		0
Transfer		0
Cumulative Appropriation		1,454
Expenditure / Encumbrances		1,192
Unencumbered Balance		262

Date First Appropriation	FY 99
First Cost Estimate	
Current Scope	FY 15 4,279
Last FY's Cost Estimate	4,279

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

The schedule assumes a 6-month delay as a result of likely state delays in the Purple Line project.

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

Clarksburg Transportation Connections (P501315)

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

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

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

	Total	Thru FY14	Rem FY14	Total 6 Years	FY 15	FY 16	FY 17	FY 18	FY 19	FY 20	Beyond 6 Yrs
Planning, Design and Supervision	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	10,600	0	0	10,600	0	2,600	2,000	2,000	2,000	2,000	0
Total	10,600	0	0	10,600	0	2,600	2,000	2,000	2,000	2,000	0

FUNDING SCHEDULE (\$000s)

	Total	Thru FY14	Rem FY14	Total 6 Years	FY 15	FY 16	FY 17	FY 18	FY 19	FY 20	Beyond 6 Yrs
G.O. Bonds	7,753	0	0	7,753	0	20	1,733	2,000	2,000	2,000	0
Impact Tax	2,247	0	0	2,247	0	1,980	267	0	0	0	0
Intergovernmental	600	0	0	600	0	600	0	0	0	0	0
Total	10,600	0	0	10,600	0	2,600	2,000	2,000	2,000	2,000	0

APPROPRIATION AND EXPENDITURE DATA (000s)

Appropriation Request	FY 16	2,600
Supplemental Appropriation Request		0
Transfer		0
Cumulative Appropriation		0
Expenditure / Encumbrances		0
Unencumbered Balance		0

Date First Appropriation	FY 16
First Cost Estimate	
Current Scope	FY 16 10,600
Last FY's Cost Estimate	10,000

Description

This project provides for the County contribution to the design, partial land acquisition, and construction of the 2,400-foot long section of Snowden Farm Parkway from 300 feet north of Morning Star Drive to Ridge Road (MD 27); the 3,400-foot section of Little Seneca Parkway from Snowden Farm Parkway to Frederick Road (MD 355); and the intersection of Brink Road at MD 355. Both Parkways will include: four-lane divided roadways, an eight-foot bikeway along the north/west sides, and a five-foot sidewalk along the south/east sides within 120 foot right-of-ways. The Brink Road intersection will include improvements to the intersection as required by the Montgomery County Planning Board's opinion in the approval of the Clarksburg Village and Greenway Village Subdivisions. The project will also include street lighting, stormwater management, landscaping and reforestation. Appropriate auxiliary lanes and traffic signals will also be provided.

Location

Clarksburg

Cost Change

Cost increase of \$600,000 due to the addition of a water main at the intersection of MD355 and Brink Road.

Justification

These roads will provide congestion relief to the Clarksburg area by providing direct tie-ins to MD 355 and MD 27 and improved access to I-270. The water main will provide benefits to the development of the Clarksburg area west of I-270.

Other

This project will be constructed by the developers. The County's contribution will allow these roadways to be built along with the other portions of the roadways to provide completed connections to State roadways.

Fiscal Note

The funding schedule reflects the addition of \$2.247 million in impact taxes and offsetting decrease in GO bonds in the FY15-20 period. A Memorandum of Agreement will be created among the County and Developer(s) outlining the shared fiscal responsibility for the design, right-of-way acquisition, construction and maintenance of this project. The County will assume ownership and maintenance of the roadways. The adjacent developers will dedicate their properties to the County for the roadways and other private properties will be acquired through the County's land acquisition process. The addition of the water main will be 100% funded by WSSC Intergovernmental contributions under a separate Memorandum of Understanding.

Disclosures

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

Coordination

Department of Transportation, Department of Finance, Upcounty Regional Services Center, Offices of the County Executive, Developers, Clarksburg Historic District, Department of Permitting Services, Maryland State Highway Administration, WSSC.

Facility Planning-Transportation (P509337)

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

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

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

	Total	Thru FY14	Rem FY14	Total 6 Years	FY 15	FY 16	FY 17	FY 18	FY 19	FY 20	Beyond 6 Yrs
Planning, Design and Supervision	55,949	41,089	2,152	10,668	1,543	1,725	1,720	1,660	2,015	2,005	2,040
Land	616	616	0	0	0	0	0	0	0	0	0
Site Improvements and Utilities	128	128	0	0	0	0	0	0	0	0	0
Construction	54	54	0	0	0	0	0	0	0	0	0
Other	52	52	0	0	0	0	0	0	0	0	0
Total	56,799	41,939	2,152	10,668	1,543	1,725	1,720	1,660	2,015	2,005	2,040

FUNDING SCHEDULE (\$000s)

	Total	Thru FY14	Rem FY14	Total 6 Years	FY 15	FY 16	FY 17	FY 18	FY 19	FY 20	Beyond 6 Yrs
Contributions	4	4	0	0	0	0	0	0	0	0	0
Current Revenue: General	41,431	33,129	0	6,262	1,032	0	785	555	1,950	1,940	2,040
Impact Tax	6,070	1,895	1,155	3,020	0	1,500	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	4,676	2,352	938	1,386	511	225	325	195	65	65	0
Recordation Tax Premium	1,659	1,621	38	0	0	0	0	0	0	0	0
State Aid	75	75	0	0	0	0	0	0	0	0	0
Total	56,799	41,939	2,152	10,668	1,543	1,725	1,720	1,660	2,015	2,005	2,040

APPROPRIATION AND EXPENDITURE DATA (000s)

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

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

Description

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

Justification

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

Fiscal Note

\$75,000 for the Dale Drive sidewalk study is shifted from FY16 to FY17. The funding schedule reflects the addition of \$1.5 million in impact taxes and an offsetting decrease in current revenue and mass transit funds in the FY15-20 period. Starting in FY01, Mass Transit Funds provide for mass transit related candidate projects. Impact taxes will continue to be applied to qualifying projects.

Disclosures

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

Expenditures will continue indefinitely.

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

Coordination

Facility Planning-Transportation (P509337)

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

FACILITY PLANNING TRANSPORTATION – No. 509337
FY15-20 PDF Project List

Studies Underway or to Start in FY15-16:

Road Projects

- Dorsey Mill Road Extended and Bridge (over I-270)
- Summit Avenue Extended (Plyers Mill Road – University Boulevard)

Sidewalk/Bikeway Projects

- Bradley Boulevard Bikeway (Wilson Lane – Goldsboro Road)
- Franklin Avenue Sidewalk (US29 – MD193)
- Goldsboro Road Bikeway (MacArthur Boulevard – River Road)
- Oak Drive/MD27 Sidewalk
- Tuckerman Lane Sidewalk (Gainsborough Road – Old Georgetown Road)
- Life Sciences Center Loop Trail

Mass Transit Projects

- Boyds Transit Improvements
- Germantown Transit Center Expansion
- Hillandale Bus Layover
- Lakeforest Transit Center Modernization
- Milestone Transit Center Expansion
- New Transit Center/Park-and-Ride
- Upcounty Park-and-Ride Expansion

Candidate Studies to Start in FY17-20:

Road Projects

- Oakmont Avenue Improvement (Shady Grove Road – Railroad Street)

Sidewalk/Bikeway Projects

- Capitol View Avenue/Metropolitan Avenue (MD192) Sidewalk/Bikeway (Forest Glen Road – Ferndale Street)
- Dale Drive Sidewalk (MD97 – US29)
- MD355 (Clarksburg) Bypass
- MacArthur Boulevard Bikeway Improvements Segment 1 (Stable Lane – I-495)
- Sandy Spring Bikeway (MD108 – MD182 – Norwood Road)

Mass Transit Projects

N/A

Other Candidate Studies Proposed after FY20:

Road Projects

N/A

Sidewalk/Bikeway Projects

- Falls Road Sidewalk – West Side (River Road – Dunster Road)
- Sixteenth Street Sidewalk (Lyttonsville Road – Spring Street)

Mass Transit Projects

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

Goshen Road South (P501107)

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

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

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

	Total	Thru FY14	Rem FY14	Total 6 Years	FY 15	FY 16	FY 17	FY 18	FY 19	FY 20	Beyond 6 Yrs
Planning, Design and Supervision	12,454	3,599	813	5,582	382	78	127	126	2,579	2,290	2,480
Land	17,010	14	0	16,996	0	0	5,721	4,846	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	3,641	813	63,292	382	78	5,848	4,972	17,528	34,484	60,884

FUNDING SCHEDULE (\$000s)

	Total	Thru FY14	Rem FY14	Total 6 Years	FY 15	FY 16	FY 17	FY 18	FY 19	FY 20	Beyond 6 Yrs
G.O. Bonds	117,911	2,637	164	54,226	382	0	3,777	4,311	15,252	30,504	60,884
Impact Tax	5,186	1,004	649	3,533	0	78	2,071	661	276	447	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	3,641	813	63,292	382	78	5,848	4,972	17,528	34,484	60,884

APPROPRIATION AND EXPENDITURE DATA (000s)

Appropriation Request	FY 16	0
Supplemental Appropriation Request		0
Transfer		0
Cumulative Appropriation		15,755
Expenditure / Encumbrances		4,439
Unencumbered Balance		11,316

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 2015. Property acquisition will start in Summer 2016 and take approximately three years to complete. Utility relocations will start in Spring 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

The funding schedule reflects the addition of \$8.184 million in GO bonds and an offsetting decrease in impact taxes in the FY15-20 period. 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 11/17/14
 Required Adequate Public Facility No
 Relocation Impact None
 Status Final Design Stage

	Total	Thru FY14	Rem FY14	Total 6 Years	FY 15	FY 16	FY 17	FY 18	FY 19	FY 20	Beyond 6 Yrs
EXPENDITURE SCHEDULE (\$000s)											
Planning, Design and Supervision	16,290	3,102	23	6,595	96	63	0	0	2,436	4,000	6,570
Land	18,139	2,779	6,561	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	0	10	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	5,881	6,594	50,785	6,650	1,694	880	1,000	24,305	16,256	56,630

	Total	Thru FY14	Rem FY14	Total 6 Years	FY 15	FY 16	FY 17	FY 18	FY 19	FY 20	Beyond 6 Yrs
FUNDING SCHEDULE (\$000s)											
EDAET	504	504	0	0	0	0	0	0	0	0	0
G.O. Bonds	92,420	4,163	4,945	38,760	2,380	84	81	1,000	21,321	13,894	44,552
Impact Tax	20,319	751	1,198	12,025	4,270	1,610	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	463	451	0	0	0	0	0	0	0	5,650
Total	119,890	5,881	6,594	50,785	6,650	1,694	880	1,000	24,305	16,256	56,630

APPROPRIATION AND EXPENDITURE DATA (000s)

Appropriation Request	FY 16	1,643
Supplemental Appropriation Request		0
Transfer		0
Cumulative Appropriation		19,176
Expenditure / Encumbrances		6,103
Unencumbered Balance		13,073

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

The funding schedule reflects the addition of \$3.924 million in impact taxes and an offsetting decrease in GO bonds in the FY15-20 period. \$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 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.

Montrose Parkway East (P500717)

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.

Snouffer School Road North (Webb Tract) (P501119)

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

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

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

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

FUNDING SCHEDULE (\$000s)

	Total	Thru FY14	Rem FY14	Total 6 Years	FY 15	FY 16	FY 17	FY 18	FY 19	FY 20	Beyond 6 Yrs
G.O. Bonds	9,017	1,238	0	7,779	0	0	2,880	4,899	0	0	0
Impact Tax	4,465	0	0	4,465	608	1,390	1,650	817	0	0	0
Interim Finance	0	0	0	0	0	0	0	0	0	0	0
Total	13,482	1,238	0	12,244	608	1,390	4,530	5,716	0	0	0

OPERATING BUDGET IMPACT (\$000s)

	Total	Thru FY14	Rem FY14	Total 6 Years	FY 15	FY 16	FY 17	FY 18	FY 19	FY 20	Beyond 6 Yrs
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 16	0
Supplemental Appropriation Request		0
Transfer		0
Cumulative Appropriation		13,482
Expenditure / Encumbrances		1,529
Unencumbered Balance		11,953

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

Description

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

Capacity

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

Estimated Schedule

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

Justification

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

Fiscal Note

The funding schedule reflects the addition of \$6.396 million in GO bonds and an offsetting decrease in impact taxes in the FY15-20 period.

Disclosures

A pedestrian impact analysis has been completed for this project.

Coordination

Snouffer School Road North (Webb Tract) (P501119)

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

Stringtown Road (P501208)

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

Date Last Modified 11/17/14
 Required Adequate Public Facility Yes
 Relocation Impact None
 Status Under Construction

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

Planning, Design and Supervision	999	489	8	502	0	167	335	0	0	0	0
Land	62	4	0	58	0	58	0	0	0	0	0
Site Improvements and Utilities	643	0	0	643	0	0	643	0	0	0	0
Construction	6,296	4	0	6,292	0	2,292	4,000	0	0	0	0
Other	0	0	0	0	0	0	0	0	0	0	0
Total	8,000	497	8	7,495	0	2,517	4,978	0	0	0	0

FUNDING SCHEDULE (\$000s)

Contributions	4,000	0	0	4,000	0	1,000	3,000	0	0	0	0
G.O. Bonds	4,000	497	8	3,495	0	1,517	1,978	0	0	0	0
Total	8,000	497	8	7,495	0	2,517	4,978	0	0	0	0

APPROPRIATION AND EXPENDITURE DATA (000s)

Appropriation Request	FY 16	7,495
Supplemental Appropriation Request		0
Transfer		0
Cumulative Appropriation		505
Expenditure / Encumbrances		497
Unencumbered Balance		8

Date First Appropriation	FY 11
First Cost Estimate	
Current Scope	FY 16 8,000
Last FY's Cost Estimate	505

Description

This project provides funding to participate with a developer to design, acquire land, relocate utilities, and construct the 3,200-foot section of Stringtown Road from Overlook Park Drive to Snowden Farm Parkway. This project will construct 1,200' of the four lane divided roadway (from Overlook Park Drive to future Gate Rail Road), an 8-foot wide bikeway along the north side and on the south side an 8-foot bikeway transitioning to a 5-foot sidewalk. From future Gate Rail Road to Snowden Farm Parkway construct 2,000' of the two westbound lanes an 8-foot wide bikeway along the north side. The project will also include street lighting, stormwater management, landscaping and reforestation.

Estimated Schedule

Construction to begin in Spring of 2016 and be completed in Summer of 2017.

Cost Change

Cost increase reflects the addition of construction to the scope of this project.

Justification

This project ultimately will provide sufficient capacity to handle circulation near the Clarksburg Town Center and adjacent residential neighborhoods, and to eliminate substandard segments of Stringtown Road. The addition of a hiker-biker path and sidewalk along the road will improve pedestrian and bike circulation in the vicinity.

Other

The County will enter into a Road Participation Agreement with the new Developer of the Clarksburg Town Center to construct this project.

Fiscal Note

The total cost of this project is \$8.0M, of which \$4.0M will be contributed by the developer. The developer will construct this project in accordance with the Road Participation Agreement and will seek impact tax credits in the future. In FY14, \$55,000 was transferred to this project from Father Hurley Blvd. Extended (CIP #500516).

Coordination

Maryland National Capital Park and Planning Commission
 Developer

State Transportation Participation (P500722)

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

Date Last Modified 11/17/14
 Required Adequate Public Facility Yes
 Relocation Impact None
 Status Ongoing

	Total	Thru FY14	Rem FY14	Total 6 Years	FY 15	FY 16	FY 17	FY 18	FY 19	FY 20	Beyond 6 Yrs
EXPENDITURE SCHEDULE (\$000s)											
Planning, Design and Supervision	3,532	2,362	1,170	0	0	0	0	0	0	0	0
Land	1	1	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	11,249	11,248	1	0	0	0	0	0	0	0	0
Other	71,093	48,760	15,510	6,823	325	580	2,700	665	1,553	1,000	0
Total	85,875	62,371	16,681	6,823	325	580	2,700	665	1,553	1,000	0

	Total	Thru FY14	Rem FY14	Total 6 Years	FY 15	FY 16	FY 17	FY 18	FY 19	FY 20	Beyond 6 Yrs
FUNDING SCHEDULE (\$000s)											
Contributions	2,400	0	0	2,400	312	563	700	665	160	0	0
G.O. Bonds	3,881	1,000	458	2,423	13	17	0	0	1,393	1,000	0
Impact Tax	610	610	0	0	0	0	0	0	0	0	0
Revenue Bonds: Liquor Fund	62,521	46,298	16,223	0	0	0	0	0	0	0	0
State Aid	16,463	14,463	0	2,000	0	0	2,000	0	0	0	0
Total	85,875	62,371	16,681	6,823	325	580	2,700	665	1,553	1,000	0

APPROPRIATION AND EXPENDITURE DATA (000s)

Appropriation Request	FY 16	-420
Supplemental Appropriation Request		0
Transfer		0
Cumulative Appropriation		81,377
Expenditure / Encumbrances		62,372
Unencumbered Balance		19,005

Date First Appropriation	FY 07
First Cost Estimate	
Current Scope	FY 16 85,875
Last FY's Cost Estimate	86,725

Description

This project provides for the County's participation for the funding of State and Washington Metropolitan Area Transit Authority (WMATA) transportation projects that will add transportation capacity to the County's network, reduce traffic congestion in different areas of the County, and provide overall benefits to the public at large. Major projects to be funded will be selected from the most recent Joint Priorities letter signed by the County Executive and the President of the County Council and submitted to the state Department of Transportation (MDOT).

Cost Change

Cost increase of \$1.150M reflects contributions from the developer of the Tapestry subdivision for additional work along West Old Baltimore Road. The developer will pay 100% of this additional work.

Justification

Montgomery County, as part of the Washington Region, has the highest level of traffic congestion in the nation. In order to directly address the congestion problems in Montgomery County, the County will participate in the construction of State projects to improve the quality of life for our residents, eliminate or reduce delays at major bottlenecks in our transportation system, improve safety, and improve air quality in the immediate vicinity of the projects. The SHA has agreed to perform the additional work for the Tapestry subdivision on West Old Baltimore Road as part of its improvements at the intersection of MD355 and West Old Baltimore Road.

Other

Through FY14, the County entered into various Memoranda of Understanding (MOUs) with the State for the following projects:

- MD 355/Montrose Parkway interchange (Phase I and II)
 - I-270/Watkins Mill Road interchange
 - MD 97 at Randolph Road interchange
 - Bus Rapid Transit on Viers Mill Road between Wheaton and Rockville
 - Bus Rapid Transit on Georgia Avenue between Olney and the Wheaton Metro Station
 - MD 97 from Forest Glen through Montgomery Hills
 - MD 97/Brookville Bypass
 - MD 124 between Mid-County Highway and Airpark Road
 - Intersection Improvements of State-County roads (50%-50% cost share)
- Also included: Funding for the design and environmental analysis of the MD 355 Crossing (CIP #501209) and engineering design of a pedestrian tunnel beneath Georgia Avenue to access the Forest Glen Metro Rail Station.

Fiscal Note

State Transportation Participation (P500722)

The funding schedule aligns with current MOU agreements with the State. \$14.463 million was originally advanced by the County to the State for the MD 355/Montrose Parkway interchange. The County received reimbursement from the State in FY10. \$2 million of State Aid programmed in FY11 has been moved to the Traffic System Signal Modernization project (CIP #500704) with repayment to this project in FY17. In FY16, \$2.0 million in available liquor bond appropriation is transferred to the Rapid Transit System CIP.

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 State Highway Administration, Developers, Maryland-National Capital Park and Planning Commission, Montgomery County Fire and Rescue Service, Washington Metropolitan Area Transit Authority

Subdivision Roads Participation (P508000)

Category	Transportation	Date Last Modified	11/17/14
Sub Category	Roads	Required Adequate Public Facility	Yes
Administering Agency	Transportation (AAGE30)	Relocation Impact	None
Planning Area	Countywide	Status	Ongoing

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

	Total	Thru FY14	Rem FY14	Total 6 Years	FY 15	FY 16	FY 17	FY 18	FY 19	FY 20	Beyond 6 Yrs
Planning, Design and Supervision	2,341	184	349	1,808	144	800	414	70	330	50	0
Land	1,129	45	33	1,051	132	69	532	218	50	50	0
Site Improvements and Utilities	1,120	0	0	1,120	0	0	0	0	1,120	0	0
Construction	6,147	16	0	6,131	0	700	647	0	4,784	0	0
Other	0	0	0	0	0	0	0	0	0	0	0
Total	10,737	245	382	10,110	276	1,569	1,593	288	6,284	100	0

FUNDING SCHEDULE (\$000s)

	Total	Thru FY14	Rem FY14	Total 6 Years	FY 15	FY 16	FY 17	FY 18	FY 19	FY 20	Beyond 6 Yrs
Contributions	3,700	129	371	3,200	0	0	0	0	3,200	0	0
G.O. Bonds	7,002	92	0	6,910	276	1,569	1,593	288	3,084	100	0
Intergovernmental	35	24	11	0	0	0	0	0	0	0	0
Total	10,737	245	382	10,110	276	1,569	1,593	288	6,284	100	0

OPERATING BUDGET IMPACT (\$000s)

	Total	Thru FY14	Rem FY14	Total 6 Years	FY 15	FY 16	FY 17	FY 18	FY 19	FY 20	Beyond 6 Yrs
Energy				72	12	12	12	12	12	12	12
Maintenance				72	12	12	12	12	12	12	12
Net Impact				144	24						

APPROPRIATION AND EXPENDITURE DATA (000s)

Appropriation Request	FY 16	3,200
Supplemental Appropriation Request		0
Transfer		0
Cumulative Appropriation		5,626
Expenditure / Encumbrances		495
Unencumbered Balance		5,131

Date First Appropriation	FY 80
First Cost Estimate	
Current Scope	FY 16
	10,737
Last FY's Cost Estimate	7,804
Partial Closeout Thru	14,618
New Partial Closeout	245
Total Partial Closeout	14,863

Description

This project provides for the design, review, and construction of roads or utility work that benefit new subdivisions and the public-at-large. The project may be used for: land acquisition and construction of connections in primary and secondary residential roadways that cannot be made the responsibility of particular developers; County participation with developers in the construction of arterial and major highways by way of agreements; and completion of defaulted permit work to protect improvements that were completed prior to the default. Subsequent reimbursement will be sought for defaulted work.

Justification

Several subdivisions have been approved based on this project. After a needs assessment has been made through the master plan process, roadways should be constructed as development occurs to ensure adequate public facilities.

Other

Status of individual sub-projects are as follows:

Sub-project	Status
Clarksburg-MD 355 to Snowden Farm Parkway	Preliminary Design Stage
Clarksburg-Town Center Connector Road	Final Design Stage

Fiscal Note

The developer is contributing \$500,000 to the design of the Clarksburg-Town Center Connector Road and \$3,200,000 for the improvements to the MD355/MD121/Clarksburg Road intersection. Construction expenditures for Clarksburg-Town Center Connector Road are in FY16 and FY17 to reflect the current implementation schedule. Land acquisition and construction for Clarksburg-MD 355 to Snowden Farm Parkway will start in FY17.

Disclosures

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

Coordination

Developers, Maryland-National Capital Park and Planning Commission, Maryland State Highway Administration, Required Adequate Public Facilities, Travilah Road (CIP #500101), Stringtown Road (CIP #501208)

White Flint District East: Transportation (P501204)

Category
Sub Category
Administering Agency
Planning Area

Transportation
Roads
Transportation (AAGE30)
North Bethesda-Garrett Park

Date Last Modified
Required Adequate Public Facility
Relocation Impact
Status

11/17/14
No
None
Preliminary Design Stage

	Total	Thru FY14	Rem FY14	Total 6 Years	FY 15	FY 16	FY 17	FY 18	FY 19	FY 20	Beyond 6 Yrs
EXPENDITURE SCHEDULE (\$000s)											
Planning, Design and Supervision	6,381	667	0	4,314	33	1,286	1,065	1,930	0	0	1,400
Land	2	2	0	0	0	0	0	0	0	0	0
Site Improvements and Utilities	5,860	0	0	1,240	0	0	340	900	0	0	4,620
Construction	17,447	0	0	9,867	0	0	500	9,367	0	0	7,580
Other	0	0	0	0	0	0	0	0	0	0	0
Total	29,690	669	0	15,421	33	1,286	1,905	12,197	0	0	13,600
FUNDING SCHEDULE (\$000s)											
White Flint - Special Tax District	29,690	669	0	15,421	33	1,286	1,905	12,197	0	0	13,600
Total	29,690	669	0	15,421	33	1,286	1,905	12,197	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 16	-5,102
Supplemental Appropriation Request		0
Transfer		0
Cumulative Appropriation		7,090
Expenditure / Encumbrances		865
Unencumbered Balance		6,225

Date First Appropriation	FY 14
First Cost Estimate	
Current Scope	FY 13
Last FY's Cost Estimate	29,690

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.

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

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.

White Flint District East: Transportation (P501204)

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

Intersection and Spot Improvements (P507017)

Category
Sub Category
Administering Agency
Planning Area

Transportation
Traffic Improvements
Transportation (AAGE30)
Countywide

Date Last Modified
Required Adequate Public Facility
Relocation Impact
Status

11/17/14
No
None
Ongoing

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

	Total	Thru FY14	Rem FY14	Total 6 Years	FY 15	FY 16	FY 17	FY 18	FY 19	FY 20	Beyond 6 Yrs
Planning, Design and Supervision	2,255	439	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	1,460	260	0	1,200	200	200	200	200	200	200	0
Construction	5,499	11	858	4,630	540	1,022	700	772	798	798	0
Other	19	19	0	0	0	0	0	0	0	0	0
Total	9,642	729	1,207	7,706	1,000	1,482	1,232	1,304	1,344	1,344	0

FUNDING SCHEDULE (\$000s)

	Total	Thru FY14	Rem FY14	Total 6 Years	FY 15	FY 16	FY 17	FY 18	FY 19	FY 20	Beyond 6 Yrs
Contributions	482	0	0	482	0	482	0	0	0	0	0
Current Revenue: General	3,633	79	554	3,000	500	500	500	500	500	500	0
G.O. Bonds	5,504	650	630	4,224	500	500	732	804	844	844	0
Intergovernmental	23	0	23	0	0	0	0	0	0	0	0
Total	9,642	729	1,207	7,706	1,000	1,482	1,232	1,304	1,344	1,344	0

APPROPRIATION AND EXPENDITURE DATA (000s)

Appropriation Request	FY 16	1,482
Supplemental Appropriation Request		0
Transfer		0
Cumulative Appropriation		2,939
Expenditure / Encumbrances		1,627
Unencumbered Balance		1,312

Date First Appropriation	FY 70
First Cost Estimate	
Current Scope	FY 16
Last FY's Cost Estimate	9,642
Partial Closeout Thru	10,087
New Partial Closeout	40,926
Total Partial Closeout	729
	41,655

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 developer contribution, providing funds for expanded scope of Seven Locks & Tuckerman intersection spot improvement.

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: 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, Seven Locks Road at Tuckerman Lane, Plyers 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, Plyers 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

Traffic Signal System Modernization (P500704)

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

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

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

Planning, Design and Supervision	12,498	11,002	0	1,496	548	548	100	100	100	100	0
Land	0	0	0	0	0	0	0	0	0	0	0
Site Improvements and Utilities	28,059	15,261	4,742	8,056	1,452	1,452	1,738	1,138	1,138	1,138	0
Construction	189	189	0	0	0	0	0	0	0	0	0
Other	103	103	0	0	0	0	0	0	0	0	0
Total	40,849	26,555	4,742	9,552	2,000	2,000	1,838	1,238	1,238	1,238	0

FUNDING SCHEDULE (\$000s)

Current Revenue: General	6,577	355	870	5,552	0	0	1,838	1,238	1,238	1,238	0
G.O. Bonds	15,494	14,528	966	0	0	0	0	0	0	0	0
Recordation Tax Premium	6,778	5,191	1,587	0	0	0	0	0	0	0	0
State Aid	12,000	6,481	1,519	4,000	2,000	2,000	0	0	0	0	0
Total	40,849	26,555	4,742	9,552	2,000	2,000	1,838	1,238	1,238	1,238	0

OPERATING BUDGET IMPACT (\$000s)

Maintenance				1,745	250	295	300	300	300	300	
Program-Staff				250	50	50	50	100	0	0	
Program-Other				27	3	3	3	6	6	6	
Net Impact				2,022	303	348	353	406	306	306	
Full Time Equivalent (FTE)					1.0	1.0	1.0	2.0	2.0	2.0	

APPROPRIATION AND EXPENDITURE DATA (000s)

Appropriation Request	FY 16	1,400
Supplemental Appropriation Request		0
Transfer		0
Cumulative Appropriation		33,897
Expenditure / Encumbrances		27,680
Unencumbered Balance		6,217

Date First Appropriation	FY 07
First Cost Estimate	
Current Scope	FY 15 40,849
Last FY's Cost Estimate	40,849

Description

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

Estimated Schedule

Phase I - complete, FY07-08 Phase IIA - completed FY12, Phase IIB - FY13-16; On-Going Life Cycle Upgrades - FY17 and Beyond

Cost Change

Increase in funding reflects completion of phase IIB and the transition to maintenance and "life cycle" replacement of critical equipment as a level of effort project beginning in FY17.

Justification

Traffic Signal System Modernization (P500704)

The existing traffic signal control system, though it has been highly reliable, is an aging system dependent on dated technology. Central and field communications devices are obsolete and problematic to maintain. As the technologies employed in the Advanced Transportation Management System (ATMS) have advanced, it has become increasingly difficult to interface with the existing traffic signal control system (COMTRAC). Because of the limited functionality of COMTRAC, the system is not able to take advantage of the capabilities of the current generation of local intersection controllers. These capabilities provide a greater level of flexibility to manage traffic demands. In November 2009, the existing traffic signal system experienced a failure that caused significant congestion and delays throughout the County for nearly two days. This event led to an acceleration of the schedule to replace the existing system. The following reports were developed as part of the research, planning and system engineering work on this project. These reports documented the existing condition and need to modernize the existing signal control system, as well as the evaluation and engineering of specific components of the replacement system:

- White paper on the status and future of the traffic signal system in Montgomery County, March 2001;
- Concept of operations (rev 1.4), October 2007
- TSSM requirements (rev g), October 2007
- TSSM communications master plan (rev c), February 2009
- TSSM risk assessment and analysis (rev e), April 2009.

Given the effort to modernize the signal system and its infrastructure, it is important and prudent to take steps to prevent the system from becoming outdated. A proactive program to replace equipment by its "life cycle" usefulness is required given the dependency on technology driven devices and software to maintain traffic control capabilities and full redundancy failover systems. This assumes a level of effort (LOE) designation and funding be appropriated beginning in FY17.

Other

\$600,000 shifted to FY17 to reflect latest implementation schedule.

Fiscal Note

The county's traffic signal system supports approximately 800 traffic signals, about 550 of which are owned by the Maryland State Highway Administration (MSHA) and maintained and operated by the County on a reimbursement basis. MSHA plans to separately fund and implement other complementary work and intersection upgrades amounting to approximately \$12.5 million that are not reflected in the project costs displayed above. Project appropriations were reduced in FY09 (-\$106,000) and FY11 (-\$269,000) to reconcile the recall of a \$375,000 federal earmark that was originally programmed in FY07. MSHA has committed to provide \$12 million in State aid to this project. This aid was originally programmed during FY09-14, but has not materialized due to the State's fiscal situation. MSHA remains committed to the full \$12 million in aid for this project, and the State aid as displayed is the best estimate of the schedule of the aid becoming available. In addition, \$2,000,000 has been moved to the TSSM project from the State Transportation Participation CIP (No. 500722) in FY 11 with repayment to that project in FY17. The project schedule and costs for Phase IIB have not been finalized due to the emphasis on Phase IIA activities and will be adjusted in the future.

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, Fibemet, Traffic Signals Project, Department of Technology Services, Maryland State Highway Administration

Traffic Signals (P507154)

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

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

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

Planning, Design and Supervision	6,654	2,245	0	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	28,548	1,931	1,626	24,991	4,441	4,110	4,110	4,110	4,110	4,110	0
Construction	67	67	0	0	0	0	0	0	0	0	0
Other	83	64	19	0	0	0	0	0	0	0	0
Total	35,352	4,307	1,645	29,400	5,225	4,835	4,835	4,835	4,835	4,835	0

FUNDING SCHEDULE (\$000s)

G.O. Bonds	27,116	1,733	1,645	23,738	2,685	4,835	3,659	4,765	3,911	3,883	0
Recordation Tax Premium	8,236	2,574	0	5,662	2,540	0	1,176	70	924	952	0
Total	35,352	4,307	1,645	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 16	4,835
Supplemental Appropriation Request		0
Transfer		0
Cumulative Appropriation		11,245
Expenditure / Encumbrances		5,047
Unencumbered Balance		6,198

Date First Appropriation	FY 71
First Cost Estimate	
Current Scope	FY 16 35,352
Last FY's Cost Estimate	40,889
Partial Closeout Thru	89,761
New Partial Closeout	4,307
Total Partial Closeout	94,068

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 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

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

Traffic Signals (P507154)

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

White Flint Traffic Analysis and Mitigation (P501202)

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

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

	Total	Thru FY14	Rem FY14	Total 6 Years	FY 15	FY 16	FY 17	FY 18	FY 19	FY 20	Beyond 6 Yrs
EXPENDITURE SCHEDULE (\$000s)											
Planning, Design and Supervision	1,701	252	689	760	218	118	181	81	81	81	0
Land	0	0	0	0	0	0	0	0	0	0	0
Site Improvements and Utilities	86	86	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	1,787	338	689	760	218	118	181	81	81	81	0

	Total	Thru FY14	Rem FY14	Total 6 Years	FY 15	FY 16	FY 17	FY 18	FY 19	FY 20	Beyond 6 Yrs
FUNDING SCHEDULE (\$000s)											
Current Revenue: General	1,102	54	522	526	51	51	181	81	81	81	0
Impact Tax	685	284	167	234	167	67	0	0	0	0	0
Total	1,787	338	689	760	218	118	181	81	81	81	0

APPROPRIATION AND EXPENDITURE DATA (000s)

Appropriation Request	FY 16	18
Supplemental Appropriation Request		0
Transfer		0
Cumulative Appropriation		1,345
Expenditure / Encumbrances		467
Unencumbered Balance		878

Date First Appropriation	FY 12
First Cost Estimate	
Current Scope	FY 15 1,787
Last FY's Cost Estimate	1,787

Description

This project is in direct response to requirements of the Approved White Flint Sector Plan. It is composed of three components with the overall goal of mitigating the traffic impacts on communities and major intersections outside of and surrounding the White Flint Sector Plan area that will occur as a result of redevelopment densities approved under the new White Flint Sector Plan. These components include: (A) Cut-through traffic monitoring and mitigation (B) Capacity improvements to address congested intersections; and (C) A study of strategies and implementation techniques to achieve the Sector Plan's modal split goals. The modal split study will identify specific infrastructure projects to create an improved transit, pedestrian, and biking infrastructure, and programs needed to accomplish the mode share goals; determine funding sources for these strategies; and determine the scope and cost of project components.

Estimated Schedule

Component A-access restrictions: bi-annual data collection: site specific studies to commence in FY17. Component B- Intersection Mitigation: site specific preliminary engineering and concept plan development commenced in FY 12 based on M-NCPPC Comprehensive Local Area Transportation Review (CLATR) evaluation. Component C- Modal Split Activities: transit, pedestrian, bicycle access, and safety studies in FY 12; data collection and updating Transportation Demand Management (TDM) information in FY 12-13.

Cost Change

For component A: significant increases in cut through traffic have yet to materialize. Therefore monitoring will continue but implementation of access restrictions are not needed until at least FY17.

Justification

Component A: The new White Flint Sector Plan area was approved by Council on March 23, 2010. This plan allows for significantly higher density than the existing development. As a result neighborhoods surrounding the Sector Plan area could be potentially impacted by increases in cut-through traffic. The approved Sector Plan states: Before any additional development can be approved, the following actions must be taken: Initiate development of plans for through-traffic access restrictions for the residential neighborhoods abutting the Sector Plan area, including traffic from future development in White Flint, and implement these plans if sufficient neighborhood consensus is attained. Component B: The approved plan did not address the possible negative impact on the roads/intersections outside of the Sector Plan boundary but the plan recognized that those impacts could occur. Therefore, major intersections along primary corridors leading into the Sector Plan area need to be evaluated and appropriate safety and capacity improvements identified and implemented to fulfill the vision of the plan. This component is not part of the phasing process but needs to be addressed to mitigate impacts from the Sector Plan. Component C: The plan also recognized that capacity improvements alone would not be sufficient to manage the increased traffic resulting from the higher densities within the Sector Plan area. The Sector Plan states: The following prerequisite must be met during Phase 1 before moving to Phase 2: Achieve thirty-four percent non-auto driver mode share for the Sector Plan area. Increasing the modal split within the White Flint Sector Plan boundary is an integral component to the overall success of the Plan's vision. Transit, pedestrian, bicycle access, safety studies, and TDM planning and implementation efforts are required to facilitate White Flint's transition from a highly automobile oriented environment to a more transit, pedestrian, and bicycle friendly environment. A monitoring mechanism for the modal split will also be developed.

Other

\$100,000 shifted to FY17 to reflect current implementation schedule.

Fiscal Note

White Flint Traffic Analysis and Mitigation (P501202)

Programmed impact taxes have already been collected from the White Flint Metro Station Policy Area (MSPA).

Disclosures

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

Coordination

Maryland-National Capital Park and Planning Commission, Maryland State Highway Administration, U.S. Army Corps of Engineers, Montgomery County Department of Permitting Services, Montgomery County Department of Environmental Protection, Montgomery County Pedestrian and Traffic Safety Advisory Committee, Citizen's Advisory Boards, Neighborhood Homeowner's Associations, Utility Companies, Civic Associations, White Flint Transportation Management District (TMD)

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 11/17/14
 Required Adequate Public Facility No
 Relocation Impact None
 Status Planning Stage

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

Planning, Design and Supervision	0	0	0	0	0	0	0	0	0	0
Land	0	0	0	0	0	0	0	0	0	0
Site Improvements and Utilities	0	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0
Other	4,800	0	0	4,800	40	510	250	1,600	2,050	350
Total	4,800	0	0	4,800	40	510	250	1,600	2,050	350

FUNDING SCHEDULE (\$000s)

G.O. Bonds	4,490	0	0	4,490	40	200	250	1,600	2,050	350
State Aid	310	0	0	310	0	310	0	0	0	0
Total	4,800	0	0	4,800	40	510	250	1,600	2,050	350

APPROPRIATION AND EXPENDITURE DATA (000s)

Appropriation Request	FY 16	0
Supplemental Appropriation Request		0
Transfer		0
Cumulative Appropriation		550
Expenditure / Encumbrances		0
Unencumbered Balance		550

Date First Appropriation	FY 15
First Cost Estimate	
Current Scope	FY 15 4,800
Last FY's Cost Estimate	4,800

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 Proposals to secure a private partner for the project.

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.

Estimated Schedule

Funds are shifted to reflect an increase in the time required to complete the procurement process.

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

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

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

Planning, Design and Supervision	1,423	1,358	17	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	6,838	5,113	486	1,239	0	510	128	481	120	0	0
Other	1,514	1,423	0	91	65	13	0	13	0	0	0
Total	9,775	7,894	503	1,378	65	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	7,260	338	1,313	0	546	144	502	121	0	0
Recordation Tax Premium	65	0	0	65	65	0	0	0	0	0	0
Total	9,775	7,894	503	1,378	65	546	144	502	121	0	0

OPERATING BUDGET IMPACT (\$000s)

Program-Staff				344	0	0	69	92	92	92	
Program-Other				203	0	0	39	39	63	63	
Net Impact				548	0	0	108	131	154	154	
Full Time Equivalent (FTE)					0.0	0.0	0.8	1.0	1.0	1.0	

APPROPRIATION AND EXPENDITURE DATA (000s)

Appropriation Request	FY 16	0
Supplemental Appropriation Request		0
Transfer		0
Cumulative Appropriation		9,775
Expenditure / Encumbrances		7,897
Unencumbered Balance		1,878

Date First Appropriation	FY 04	
First Cost Estimate		
Current Scope	FY 16	9,775
Last FY's Cost Estimate		9,710

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. The installation of relocatable classrooms for South Lakes LTL is expected to be completed in three months once the purchase order is placed.

Cost Change

Increased cost includes the purchase/installation of relocatable classrooms for the LTL operation at South Lake Elementary School

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.

Fiscal Note

Reflects FY15 transfer of \$65,000 in GO Bonds from the High School Wellness Center (P640902) project and a subsequent funding switch from GO Bonds to Recordation Tax Premium

Coordination

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

Cost Sharing: MCG (P720601)

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

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

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

Planning, Design and Supervision	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	15,639	5,309	1,316	9,014	2,382	2,632	1,000	1,000	1,000	1,000	0
Total	26,712	16,382	1,316	9,014	2,382	2,632	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	14,951	6,435	602	7,914	2,282	1,632	1,000	1,000	1,000	1,000	0
G.O. Bonds	1,000	0	0	1,000	0	1,000	0	0	0	0	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	26,712	16,382	1,316	9,014	2,382	2,632	1,000	1,000	1,000	1,000	0

APPROPRIATION AND EXPENDITURE DATA (000s)

Appropriation Request	FY 16	2,515
Supplemental Appropriation Request		0
Transfer		0
Cumulative Appropriation		20,197
Expenditure / Encumbrances		17,023
Unencumbered Balance		3,174

Date First Appropriation	FY 06	
First Cost Estimate		
Current Scope	FY 16	26,712
Last FY's Cost Estimate		25,197

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 \$1 million in GO Bonds in FY16 to match state grant for Strathmore capital improvements and \$865,000 in FY16 for community grants projects. Remaining unspent funds in FY15 have been moved to FY16.

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

See attached for Community Grants and CIP Grants for Arts and Humanities Organizations.

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

COST SHARING GRANTS

Grants:

For FY16, County participation is for the following community grant projects totaling \$865,000: Beth Shalom Congregation and Talmud Torah: \$60,000; Easter Seals Greater Washington-Baltimore Region: \$50,000; Graceful Growing Together, Inc.: \$75,000; Jewish Council for the Aging of Greater Washington, Inc.: \$50,000; Jewish Foundation for Group Homes: \$50,000; Latin American Youth Center, Inc.: \$25,000; Muslim Community Center Inc. DBA MCC Medical Clinic: \$25,000; Potomac Community Resources: \$25,000; Rockville Science Center, Inc.: \$15,000; Silver Spring United Methodist Church: \$50,000; The Jewish Federation of Greater Washington: \$40,000; Warrior Canine Connection: \$50,000; Cornerstone Montgomery, Inc.: \$350,000. For FY16, CIP Grants for Arts and Humanities Organizations totaling \$625,004 are approved for the following projects: The Writer's Center, Inc.: \$250,000; Montgomery Community Television, Inc.: \$119,181; Sandy Spring Museum, Inc.: \$30,170; Round House Theatre, Inc.: \$155,572; and American Dance Institute, Inc.: \$70,081.

For FY15, County participation was 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. For FY15, CIP Grants for Arts and Humanities Organizations totaling \$849,080 are approved for the following projects: Germantown Cultural Arts Center, Inc.: \$75,000; Jewish Community Center of Greater Washington, Inc.: \$134,000; Montgomery Community Television, Inc.: \$50,080; The Olney Theatre Center for the Arts, Inc.: \$150,000; Sandy Spring Museum, Inc.: \$90,000; and The Writer's Center, Inc.: \$250,000. \$100,000 of these funds will also be used to provide a State bond bill match for Silver Spring Black Box Theater. For FY15, emergency CIP Grants for Arts and Humanities Organizations totaling \$143,116 are approved for the following projects: Montgomery Community Television, Inc.: \$127,179; and Sandy Spring Museum, Inc.: \$15,937.

For FY14, County participation was for the following projects: Easter Seals Greater Washington-Baltimore Region: \$100,000; Jewish Foundation for Group Homes, Inc.: \$125,000; Muslim Community Center: \$100,000; Potomac Community Resources, Inc.: \$50,000; Sandy Spring Museum: \$65,000; St. Luke's House and Threshold Services United: \$50,000; and Takoma Park Presbyterian Church: \$75,000. Prior to disbursement of funds, Takoma Park Presbyterian Church must provide a final Business Plan to the Executive and Council that includes the proposed fee schedule and letters of interest from potential entrepreneurs with expected revenues from each user. The Church must agree to use the facility for the expressed purposes for a period of ten years from the time the facility is complete or repay the pro rata portion of County funds. The following Capital Improvement Grants for the Arts and Humanities were awarded to Friends of the Library, Montgomery County, Inc.: \$25,100; Imagination Stage, Inc.: \$190,000; The Washington Conservatory: \$26,875; Strathmore Hall Foundation, Inc.: \$26,000; The Puppet Company: \$25,000; The Writers Center, Inc.: \$250,000; Glen Echo Park Partnership for Arts and Culture: \$45,000; American Dance Institute, Inc.: \$34,889; Olney Theatre Corp: \$25,000; Montgomery Community Television dba Montgomery Community Media: \$62,469; The Dance Exchange Inc.: \$77,500; and Metropolitan Ballet Theatre, Inc.: \$100,850.

For FY13, County participation was for the following projects: ArtPreneurs, Inc.: \$80,000; Muslim Community Center, Inc.: \$120,000; Muslim Community Center, Inc.: \$175,000; Potomac Community Resources, Inc.: \$50,000; Sheppard Pratt Health System, Inc.: \$50,000; and The Menare Foundation, Inc.: \$80,000.

For FY12, County participation was for the following projects: Catholic Charities of the Archdiocese of Washington, Inc.: \$125,000; CHI Centers Inc.: \$200,000; and Ivymount School, Inc.: \$100,000.

For FY11, County participation was for the following projects: Girl Scout Council of the Nation's Capital: \$100,000; Jewish Foundation for Group Homes, Inc.: \$50,000; and Ivymount School, Inc.: \$100,000.

For FY10, County participation was for the following project: Aunt Hattie's Place, Inc.: \$100,000. Disbursement of FY09 and FY10 County funds is conditioned on the owner of the property giving the County an appropriate covenant restricting the use of the leased property to a foster home for boys for a period of ten years from the time the facility

commences to operate as a foster home. Boys and Girls Club of Greater Washington: \$38,000; CASA de Maryland, Inc.: \$100,000; Jewish Council for the Aging of Greater Washington, Inc.: \$50,000; and Warren Historic Site Committee, Inc.: \$150,000.

For FY09, County participation was for the following projects: Aunt Hattie's Place, Inc.: \$250,000; Boys and Girls Club of Greater Washington: \$250,000; CASA de Maryland, Inc.: \$150,000; CHI Centers: \$50,000; and Institute for Family Development Inc., doing business as Centro Familia: \$75,000 (The organization had to demonstrate to the County's satisfaction that it had commitments for the entire funding needed to construct the project before the \$75,000 in County funds could be spent.); Jewish Council for the Aging of Greater Washington, Inc.: \$250,000; Montgomery General Hospital: \$500,000; Nonprofit Village, Inc.: \$200,000; and YMCA of Metropolitan Washington and Youth and Family Services Branch: \$200,000.

North Potomac Community Recreation Center (P720102)

Category	Culture and Recreation	Date Last Modified	11/17/14
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 FY14	Rem FY14	Total 6 Years	FY 15	FY 16	FY 17	FY 18	FY 19	FY 20	Beyond 6 Yrs
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EXPENDITURE SCHEDULE (\$000s)

Planning, Design and Supervision	3,673	1,661	0	2,012	1,093	919	0	0	0	0
Land	9,644	9,644	0	0	0	0	0	0	0	0
Site Improvements and Utilities	5,434	28	0	5,406	4,869	537	0	0	0	0
Construction	17,345	287	0	17,058	11,421	5,637	0	0	0	0
Other	1,366	18	0	1,348	815	533	0	0	0	0
Total	37,462	11,638	0	25,824	18,198	7,626	0	0	0	0

FUNDING SCHEDULE (\$000s)

G.O. Bonds	35,378	9,554	0	25,824	18,198	7,626	0	0	0	0
PAYGO	2,084	2,084	0	0	0	0	0	0	0	0
Total	37,462	11,638	0	25,824	18,198	7,626	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 16	100
Supplemental Appropriation Request		0
Transfer		0
Cumulative Appropriation		37,362
Expenditure / Encumbrances		29,851
Unencumbered Balance		7,511

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

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

The design of the project was finalized in 2013, and the project was bid, awarded, and the construction project signed. The notice to proceed to the contractor for construction was issued on June 16, 2014 and construction is well underway.

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.

Fiscal Note

\$1,000,000 shifted from FY15 to FY16 to reflect the current implementation schedule. The expenditure schedule for this project was adjusted to match the anticipated construction schedule and expenditures for the project based on the actual start of construction.

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.

Wheaton Library and Community Recreation Center (P361202)

Category Culture and Recreation
 Sub Category Libraries
 Administering Agency General Services (AAGE29)
 Planning Area Kensington-Wheaton

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

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

Planning, Design and Supervision	11,662	1,255	1,269	9,138	1,743	4,607	1,922	866	0	0	0
Land	0	0	0	0	0	0	0	0	0	0	0
Site Improvements and Utilities	738	0	0	738	89	354	295	0	0	0	0
Construction	60,533	0	0	60,533	0	5,044	29,220	26,269	0	0	0
Other	3,549	0	0	3,549	0	0	3,549	0	0	0	0
Total	76,482	1,255	1,269	73,958	1,832	10,005	34,986	27,135	0	0	0

FUNDING SCHEDULE (\$000s)

Current Revenue: General	300	0	0	300	0	0	300	0	0	0	0
G.O. Bonds	75,008	81	1,269	73,658	1,832	10,005	34,688	27,135	0	0	0
PAYGO	1,174	1,174	0	0	0	0	0	0	0	0	0
Total	76,482	1,255	1,269	73,958	1,832	10,005	34,986	27,135	0	0	0

OPERATING BUDGET IMPACT (\$000s)

Energy				758	0	0	0	0	379	379
Maintenance				1,038	0	0	0	0	519	519
Offset Revenue				-84	0	0	0	0	-34	-50
Program-Staff				44	0	0	0	0	22	22
Program-Other				62	0	0	0	0	51	11
Net Impact				1,818	0	0	0	0	937	881
Full Time Equivalent (FTE)					0.0	0.0	0.0	0.0	0.9	0.9

APPROPRIATION AND EXPENDITURE DATA (000s)

Appropriation Request	FY 16	18,127
Supplemental Appropriation Request		0
Transfer		0
Cumulative Appropriation		57,655
Expenditure / Encumbrances		3,892
Unencumbered Balance		53,763

Date First Appropriation	FY 12
First Cost Estimate	
Current Scope	FY 16 76,482
Last FY's Cost Estimate	58,355

Description

This project will provide a combined facility to include a new Wheaton Library, a Used Book Store, and a Wheaton Community Recreation Center. Included in the scope is the development of a Program of Requirements (POR) and conceptual design followed by full design services and construction of the facility. The Library and the Recreation Center will be comparable to libraries and recreation centers of similar service needs with efficiencies of area and program made due to the shared use of some spaces such as lobbies, meeting rooms, restrooms, and parking which reduces the overall space requirements and provides for efficiencies in the operational costs. DGS and M-NCPPC will develop an agreement for the demolition of the existing Wheaton Youth Center, as it will be replaced by the new Community Recreation Center, which will allow full use of the green space to support the community programs to be offered by the Department of Recreation in conjunction with the new Wheaton Community Recreation Center. The project provides for road access with a relocated Hermitage Avenue.

Location

Located at the corner of Georgia and Arcola Avenues, Wheaton, MD

Estimated Schedule

The facility concept study was completed in 2013. Design started in 2013 and will be completed in early 2016 followed by permitting and bidding. Construction is expected to start in Summer 2016 and be completed in Mid-2018.

Cost Change

The budget of the project has been increased to reflect the cost information developed as a result of the Program of Requirements having been fully developed, reviewed, and integrated into a Schematic Design phase of the proposed building and site. In particular, costs for structured parking were higher than originally anticipated.

Justification

Wheaton Library and Community Recreation Center (P361202)

The Wheaton Library is one of the busiest libraries in Montgomery County, with over 490,000 items circulated and more than 381,000 visits by the public in FY13. The used book sale, operated by the Friends of the Library, and a satellite office of the Gilchrist Center are located on the lower level. There are serious moisture problems and the building does not meet current mechanical, safety and building codes. The mechanical, elevator and HVAC systems are outdated and worn, and they are not energy efficient. The facility was opened in 1960 and was renovated in 1985. It is in need of space reconfiguration to meet current library information needs.

The Department of Recreation has operated the existing Wheaton Recreation Center, owned by the M-NCPPC, for many years. As early as 1997, this facility was designated for replacement with a larger full service facility, originally included in Facility Planning and Site Evaluation projects as the Kemp Mill (later Wheaton/Kemp Mill) Community Recreation Center. In the 2005 update to the Recreation Department's facility plan and in the FY07-12 CIP, a "Wheaton Area Recreation Facilities" study was included in the MCG Facility Planning Project #508768 for this purpose. That study included site and structure, stabilization and design development for future renovation, remodeling, and expansion of the Wheaton Community Recreation Center - Rafferty to provide an additional recreation facility to complement the existing facility. After review of the Rafferty component, space limitations, utility and plumbing challenges did not make it feasible to complete the project on its current site. A decision was made to pursue an alternative combined facility.

Fiscal Note

Other cost includes \$300,000 for the library collection.

Disclosures

A pedestrian impact analysis has been completed for this project.

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

Coordination

Department of General Services, Department of Libraries, Department of Recreation, Department of Transportation, M-NCPPC, State Highways, Mid-County Regional Services Center, WSSC, Pepco. Special Projects Legislation [Bill No. 34-14] was adopted by Council June 17, 2014.

Ross Boddy Neighborhood Recreation Center (P720919)

Category
Sub Category
Administering Agency
Planning Area

Culture and Recreation
Recreation
General Services (AAGE29)
Olney

Date Last Modified
Required Adequate Public Facility
Relocation Impact
Status

11/17/14
No
None
Final Design Stage

Total	Thru FY14	Rem FY14	Total 6 Years	FY 15	FY 16	FY 17	FY 18	FY 19	FY 20	Beyond 6 Yrs
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EXPENDITURE SCHEDULE (\$000s)										
Planning, Design and Supervision	2,270	1,347	0	923	286	637	0	0	0	0
Land	1	1	0	0	0	0	0	0	0	0
Site Improvements and Utilities	2,772	1	0	2,771	1,697	1,074	0	0	0	0
Construction	9,764	21	0	9,743	3,600	6,143	0	0	0	0
Other	953	62	0	891	20	871	0	0	0	0
Total	15,760	1,432	0	14,328	5,603	8,725	0	0	0	0

FUNDING SCHEDULE (\$000s)										
G.O. Bonds	14,515	187	0	14,328	5,603	8,725	0	0	0	0
PAYGO	1,245	1,245	0	0	0	0	0	0	0	0
Total	15,760	1,432	0	14,328	5,603	8,725	0	0	0	0

OPERATING BUDGET IMPACT (\$000s)										
Energy				152	0	0	38	38	38	38
Maintenance				180	0	0	45	45	45	45
Offset Revenue				-28	0	0	-7	-7	-7	-7
Program-Staff				164	0	0	41	41	41	41
Program-Other				38	0	0	29	3	3	3
Net Impact				506	0	0	146	120	120	120
Full Time Equivalent (FTE)					0.0	0.0	1.7	1.7	1.7	1.7

APPROPRIATION AND EXPENDITURE DATA (000s)

Appropriation Request	FY 16	0
Supplemental Appropriation Request		0
Transfer		0
Cumulative Appropriation		15,760
Expenditure / Encumbrances		1,799
Unencumbered Balance		13,961

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

Construction began in Fall 2014 and is expected to be completed in mid-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.

Fiscal Note

\$3,000,000 shifted from FY15 to FY16 to reflect the current implementation schedule. Project was delayed due to difficulties in acquiring easements for the installation of water and sewer lines to service the facility.

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.

Facility Planning: SM (P809319)

Category
Sub Category
Administering Agency
Planning Area

Conservation of Natural Resources
Stormwater Management
Environmental Protection (AAGE07)
Countywide

Date Last Modified
Required Adequate Public Facility
Relocation Impact
Status

11/17/14
No
None
Ongoing

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

	Total	Thru FY14	Rem FY14	Total 6 Years	FY 15	FY 16	FY 17	FY 18	FY 19	FY 20	Beyond 6 Yrs
Planning, Design and Supervision	17,445	9,766	0	7,679	1,150	1,250	1,250	1,250	1,340	1,439	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	52	52	0	0	0	0	0	0	0	0	0
Total	17,497	9,818	0	7,679	1,150	1,250	1,250	1,250	1,340	1,439	0

FUNDING SCHEDULE (\$000s)

	Total	Thru FY14	Rem FY14	Total 6 Years	FY 15	FY 16	FY 17	FY 18	FY 19	FY 20	Beyond 6 Yrs
Current Revenue: General	5,000	5,000	0	0	0	0	0	0	0	0	0
State Aid	140	140	0	0	0	0	0	0	0	0	0
Stormwater Management Waiver Fees	797	797	0	0	0	0	0	0	0	0	0
Water Quality Protection Charge	11,560	3,881	0	7,679	1,150	1,250	1,250	1,250	1,340	1,439	0
Total	17,497	9,818	0	7,679	1,150	1,250	1,250	1,250	1,340	1,439	0

APPROPRIATION AND EXPENDITURE DATA (000s)

Appropriation Request	FY 16	1,129
Supplemental Appropriation Request		0
Transfer		0
Cumulative Appropriation		12,012
Expenditure / Encumbrances		10,071
Unencumbered Balance		1,941

Date First Appropriation	FY 93
First Cost Estimate	
Current Scope	FY 15 17,497
Last FY's Cost Estimate	17,497
Partial Closeout Thru	0
New Partial Closeout	0
Total Partial Closeout	0

Description

This project provides for facility planning and feasibility studies to evaluate watershed conservation needs and to identify remedial project alternatives for stormwater management, stormwater retrofit, Environmental Site Design (ESD)/Low Impact Development (LID), and stream restoration projects. Projects in facility planning may include the preparation of watershed plans assessing stream restoration, stormwater management retrofit projects, and LID and ESD projects to help mitigate degraded stream conditions in rural and developed watersheds. Water quality monitoring and analysis is required to quantify impacts of watershed development and projects implemented in Retrofit SM Government Facilities (No. 800900), SM Retrofit Roads (No. 801300), SM Retrofit Schools (No. 801301), SM Retrofit Countywide (No. 808726), and Misc Stream Valley Improvements (No. 807359). The projects generated in facility planning support the requirements in the County's Municipal Separate Storm Sewer System (MS4) Permit. Facility planning represents planning and preliminary design and develops a program of requirements in advance of full programming of a project. This project also provides for operation of automated fixed monitoring stations as required by the MS4 Permit.

Justification

The Facility Planning products support the requirements outlined in the MS4 Permit as detailed in the Montgomery County Coordinated Implementation Strategy (CCIS). This project establishes the facilities planning data and alternatives analysis needed to identify and set priorities for individual capital projects. Facility planning costs for projects which are ultimately included in stand-alone Project Description Forms (PDFs) are reflected here and not in the resulting individual project. Future individual CIP projects which result from facility planning will each reflect reduced planning and design costs.

Fiscal Note

Reflects acceleration of \$721,000 from FY15 into FY14. Reflects an increased level of effort in FY14 and FY16-20 funding has been adjusted to better reflect anticipated annual spending.

Disclosures

Expenditures will continue indefinitely.

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

Coordination

Maryland-National Capital Park and Planning Commission, U. S. Army Corps of Engineers, Washington Suburban Sanitary Commission, Department of Transportation, Montgomery County Public Schools, SM Retrofit Government Facilities (No. 800900), SM Retrofit Roads (No. 801300), SM Retrofit Schools (No. 801301), SM Retrofit Countywide (No. 808726), Misc. Stream Valley Improvements (No. 807359).

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

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

Planning, Design and Supervision	15,165	1,332	1,274	12,559	2,379	2,160	2,210	2,010	1,900	1,900	0
Land	40	0	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	32,166	840	1,312	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	47,373	2,172	2,628	42,573	6,393	5,440	9,640	8,900	6,100	6,100	0

FUNDING SCHEDULE (\$000s)

State Aid	8,254	377	1,877	6,000	1,000	1,000	1,000	1,000	1,000	1,000	0
Stormwater Management Waiver Fees	233	233	0	0	0	0	0	0	0	0	0
Water Quality Protection Bonds	37,278	1,562	751	34,965	5,393	3,531	7,941	7,900	5,100	5,100	0
Water Quality Protection Charge	1,608	0	0	1,608	0	909	699	0	0	0	0
Total	47,373	2,172	2,628	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 16	3,653
Supplemental Appropriation Request		0
Transfer		0
Cumulative Appropriation		13,895

Date First Appropriation	FY 73
First Cost Estimate	
Current Scope	FY 16 47,373
Last FY's Cost Estimate	48,913
Partial Current Year	10,000

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.

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. In FY16 and FY17, funding from the Water Quality Protection Charge replaced funding from Water Quality Protection Bonds.

Disclosures

Expenditures will continue indefinitely.

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

Coordination

Department of Transportation, Maryland-National Capital Park and Planning Commission, Washington Suburban Sanitary Commission, Department of Permitting Services, Maryland Department of the Environment, Maryland Department of Natural Resources.

Storm Drain Culvert Replacement (P501470)

Category Conservation of Natural Resources
 Sub Category Storm Drains
 Administering Agency Transportation (AAGE30)
 Planning Area Countywide

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

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

	Total	Thru FY14	Rem FY14	Total 6 Years	FY 15	FY 16	FY 17	FY 18	FY 19	FY 20	Beyond 6 Yrs
Planning, Design and Supervision	1,545	19	206	1,320	180	420	180	180	180	180	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	8,755	659	616	7,480	1,020	2,380	1,020	1,020	1,020	1,020	0
Other	0	0	0	0	0	0	0	0	0	0	0
Total	10,300	678	822	8,800	1,200	2,800	1,200	1,200	1,200	1,200	0

FUNDING SCHEDULE (\$000s)

	Total	Thru FY14	Rem FY14	Total 6 Years	FY 15	FY 16	FY 17	FY 18	FY 19	FY 20	Beyond 6 Yrs
G.O. Bonds	1,500	678	822	0	0	0	0	0	0	0	0
Water Quality Protection Bonds	4,800	0	0	4,800	0	0	1,200	1,200	1,200	1,200	0
Water Quality Protection Charge	4,000	0	0	4,000	1,200	2,800	0	0	0	0	0
Total	10,300	678	822	8,800	1,200	2,800	1,200	1,200	1,200	1,200	0

APPROPRIATION AND EXPENDITURE DATA (000s)

Appropriation Request	FY 16	2,800
Supplemental Appropriation Request		0
Transfer		0
Cumulative Appropriation		2,700
Expenditure / Encumbrances		1,127
Unencumbered Balance		1,573

Date First Appropriation	FY 14
First Cost Estimate	
Current Scope	FY 16 10,300
Last FY's Cost Estimate	8,700
Partial Closeout Thru	0
New Partial Closeout	0
Total Partial Closeout	0

Description

This program will provide for the replacement of failed storm drain pipes and culverts. The County's storm drain infrastructure is aging and many of the metal pipe culverts installed from 1960 through the 1990's have reached the end of their service life. Currently no asset inventory with condition assessment exists; therefore no funding is programmed for systematic replacement of these pipes and culverts. This program will provide for emergency culvert replacement and provide for funding to assist in the development of an asset inventory program to better forecast future replacement needs. This program includes; storm water pipe and culvert replacement of both metal and concrete less than six (6) feet in roadway longitudinal length (structures greater than six feet roadway longitudinal length are repaired under the Bridge Renovation Program, CIP#509753), headwalls, end sections, replacement, or extension of culverts to assure positive flow of storm water and channeling of storm water into existing ditch lines or structures. Repairs also include roadside pipe and culvert end treatment safety improvements to eliminate safety hazards. This project will not make major changes to the location or size of existing storm drainage structures.

Cost Change

Increase cost to address emergency culvert replacement on Connecticut Avenue and repair on Sunflower Drive.

Justification

This program will address emergency pipe replacements of aging metal and concrete pipes that have reached the end of their service life. The result of these pipe failures has been deep depressions, sinkholes, sediment build up, open pipe joints and metal pipe inverts to an unacceptable levels. Existing storm drain conditions are extremely poor. Repairs are need to improve safety and reduce the potential for hazards and associated public inconvenience. Failure of a storm drain pipe will precipitate emergency repairs at much higher prices. Further, this program will provide some funding towards the development of an asset inventory of the storm drain system including pipe and culvert conditions for future funding forecasting.

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

Expenditures will continue indefinitely.

Coordination

Washington Suburban Sanitary Commission, Washington Gas Company, Department of Permitting Services, Pepco, Cable TV, Verizon, Montgomery County Public Schools, Regional Service Centers, Community Associations, Commission on People With Disabilities, Maryland Department of Environment, Montgomery County Department of Environmental Protection, Army Corps of Engineers

SM Facility Major Structural Repair (P800700)

Category
Sub Category
Administering Agency
Planning Area

Conservation of Natural Resources
Stormwater Management
Environmental Protection (AAGE07)
Countywide

Date Last Modified
Required Adequate Public Facility
Relocation Impact
Status

11/17/14
No
None
Ongoing

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

	Total	Thru FY14	Rem FY14	Total 6 Years	FY 15	FY 16	FY 17	FY 18	FY 19	FY 20	Beyond 6 Yrs
Planning, Design and Supervision	6,750	2,200	565	3,985	765	615	805	670	80	1,050	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	24,985	4,296	1,604	19,085	6,765	2,925	2,195	2,330	2,920	1,950	0
Other	0	0	0	0	0	0	0	0	0	0	0
Total	31,735	6,496	2,169	23,070	7,530	3,540	3,000	3,000	3,000	3,000	0

FUNDING SCHEDULE (\$000s)

	Total	Thru FY14	Rem FY14	Total 6 Years	FY 15	FY 16	FY 17	FY 18	FY 19	FY 20	Beyond 6 Yrs
State Aid	1,680	371	109	1,200	200	200	200	200	200	200	0
Water Quality Protection Bonds	26,198	3,125	2,060	21,013	7,330	2,789	2,494	2,800	2,800	2,800	0
Water Quality Protection Charge	3,857	3,000	0	857	0	551	306	0	0	0	0
Total	31,735	6,496	2,169	23,070	7,530	3,540	3,000	3,000	3,000	3,000	0

APPROPRIATION AND EXPENDITURE DATA (000s)

Appropriation Request	FY 16	4,927
Supplemental Appropriation Request		0
Transfer		0
Cumulative Appropriation		16,561
Expenditure / Encumbrances		7,342
Unencumbered Balance		9,219

Date First Appropriation	FY 07
First Cost Estimate	
Current Scope	FY 15 31,735
Last FY's Cost Estimate	31,735
Partial Closeout Thru	0
New Partial Closeout	0
Total Partial Closeout	0

Description

This project provides for the design and construction of major structural repairs to County maintained stormwater management facilities. The County is responsible for structural maintenance of over 2,600 stormwater management facilities. The project includes old facilities that require more extensive maintenance as ponds fill with sediment, pipes rust, concrete structures crack and deteriorate, and dam embankments develop leaks. Some of the existing stormwater facilities require extensive engineering analysis and design and may require retrofitting which is funded through the SM Retrofit: Countywide project (No. 808726).

Justification

This project provides for major structural repairs in order to comply with the County's MS4 permit. It is limited to funding repairs at facilities that require extensive engineering design and permitting that cannot be accomplished within a single fiscal year due to the time required to obtain State and Federal permits.

Other

Projects include: Quince Orchard Manor (Quince Orchard Valley Neighborhood Park), Lake Whetstone, Chadswold, Hunters Woods, B'nai Israel, Brandermill, Gunners Lake, Colony Pond, and Persimmon Tree.

Fiscal Note

Indicated State Aid is preliminary and unappropriated. Funding may need to be revised based on actual State Aid commitments. In FY 16 and FY17, funding from the Water Quality Protection Charge was increased reducing the need for Water Quality Protection Bonds.

Disclosures

Expenditures will continue indefinitely.

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

Coordination

Department of Transportation, Maryland-National Capital Park and Planning Commission, Department of Permitting Services, Homeowners Associations, Montgomery County Public Schools, Department of General Services, Maryland State Highway Administration, SM Retrofit: Countywide (No. 808726), Maryland Department of Natural Resources.

SM Retrofit - Government Facilities (P800900)

Category Conservation of Natural Resources
 Sub Category Stormwater Management
 Administering Agency Environmental Protection (AAGE07)
 Planning Area Countywide

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

	Total	Thru FY14	Rem FY14	Total 6 Years	FY 15	FY 16	FY 17	FY 18	FY 19	FY 20	Beyond 6 Yrs
EXPENDITURE SCHEDULE (\$000s)											
Planning, Design and Supervision	13,529	6,679	28	6,822	2,246	826	1,000	950	900	900	0
Land	0	0	0	0	0	0	0	0	0	0	0
Site Improvements and Utilities	3	3	0	0	0	0	0	0	0	0	0
Construction	14,269	2,940	419	10,910	780	1,990	1,820	2,320	2,000	2,000	0
Other	18	18	0	0	0	0	0	0	0	0	0
Total	27,819	9,640	447	17,732	3,026	2,816	2,820	3,270	2,900	2,900	0

	Total	Thru FY14	Rem FY14	Total 6 Years	FY 15	FY 16	FY 17	FY 18	FY 19	FY 20	Beyond 6 Yrs
FUNDING SCHEDULE (\$000s)											
State Aid	192	192	0	0	0	0	0	0	0	0	0
Water Quality Protection Bonds	25,473	8,266	447	16,760	3,026	2,245	2,419	3,270	2,900	2,900	0
Water Quality Protection Charge	2,154	1,182	0	972	0	571	401	0	0	0	0
Total	27,819	9,640	447	17,732	3,026	2,816	2,820	3,270	2,900	2,900	0

	Total	Thru FY14	Rem FY14	Total 6 Years	FY 15	FY 16	FY 17	FY 18	FY 19	FY 20	Beyond 6 Yrs
OPERATING BUDGET IMPACT (\$000s)											
Maintenance				609	13	25	42	139	168	222	
Net Impact				609	13	25	42	139	168	222	

APPROPRIATION AND EXPENDITURE DATA (000s)

Appropriation Request	FY 16	4,040
Supplemental Appropriation Request		0
Transfer		0
Cumulative Appropriation		15,608
Expenditure / Encumbrances		11,651
Unnumbered Balance		3,057

Date First Appropriation	FY 09
First Cost Estimate	
Current Scope	FY 15 27,819
Last FY's Cost Estimate	27,819
Partial Closeout Thru	0
New Partial Closeout	0

Description

This project provides for the design and construction of Environmental Site Design (ESD)/Low Impact Development (LID) stormwater management devices at County facilities such as buildings, parking garages, and parking lots constructed prior to modern stormwater management controls. ESD/LID stormwater devices include: Green Roofs, bioretention areas, tree box inlets, porous concrete, and other types of devices that promote water filtering and groundwater recharge. Implementing new stormwater devices in developed areas built with inadequate or no stormwater control is required in the County's Municipal Separate Storm Sewer System (MS4) Permit as detailed in the Montgomery County Coordinated Implementation Strategy (CCIS). The Department of Environmental Protection (DEP) in coordination with the Department of General Services (DGS) has identified candidate CIP projects that will be implemented jointly.

Justification

This project supports the requirements of the County's MS4 permit and addresses the goals of the Chesapeake Bay tributary strategy initiatives, and the County's adopted water quality goals (Chapter 19, Article IV), which require that the County provide stormwater controls for 20 percent of impervious surfaces not currently treated to the maximum extent practicable, with an emphasis, where possible, on the use of LID/ESD devices.

Fiscal Note

No State Aid is assumed for this project in FY15 to FY20. Funding schedule may need to be revised based on actual State Aid commitments. In FY16 and FY17, funding from the Water Quality Protection Charge replaced funding from Water Quality Protection Bonds.

Disclosures

Expenditures will continue indefinitely.

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

Coordination

Department of General Services, Maryland-National Capital Park and Planning Commission, Department of Permitting Services, Maryland Department of the Environment, Maryland Department of Natural Resources.

SM Retrofit - Roads (P801300)

Category Conservation of Natural Resources
 Sub Category Stormwater Management
 Administering Agency Environmental Protection (AAGE07)
 Planning Area Countywide

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

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

Planning, Design and Supervision	35,200	1,455	3,585	30,160	5,710	5,340	5,020	4,640	4,750	4,700	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	76,615	4,407	3,948	68,260	7,030	8,740	21,300	11,370	10,420	9,400	0
Other	0	0	0	0	0	0	0	0	0	0	0
Total	111,815	5,862	7,533	98,420	12,740	14,080	26,320	16,010	15,170	14,100	0

FUNDING SCHEDULE (\$000s)

State Aid	42,819	3,486	7,533	31,800	5,300	5,300	5,300	5,300	5,300	5,300	0
Water Quality Protection Bonds	65,940	2,376	0	63,564	7,440	6,982	19,762	10,710	9,870	8,800	0
Water Quality Protection Charge	3,056	0	0	3,056	0	1,798	1,258	0	0	0	0
Total	111,815	5,862	7,533	98,420	12,740	14,080	26,320	16,010	15,170	14,100	0

OPERATING BUDGET IMPACT (\$000s)

Maintenance				5,874	282	496	550	1,110	1,524	1,912	
Net Impact				5,874	282	496	550	1,110	1,524	1,912	

APPROPRIATION AND EXPENDITURE DATA (000s)

Appropriation Request	FY 16	18,465
Supplemental Appropriation Request		0
Transfer		0
Cumulative Appropriation		35,365
Expenditure / Encumbrances		12,778
Unencumbered Balance		22,587

Date First Appropriation	FY 13
First Cost Estimate	
Current Scope	FY 15 111,815
Last FY's Cost Estimate	111,815
Partial Closeout Thru	0
New Partial Closeout	0

Description

This project provides for the design and construction of Environmental Site Design (ESD)/Low Impact Development (LID) stormwater management devices along County roads constructed prior to modern stormwater management controls. ESD/LID stormwater devices include bioretention, curb extensions, porous concrete, tree box inlets and other types of devices that promote water filtering and groundwater recharge.

Justification

This project supports the requirements of the MS4 permit and addresses the goals of the Chesapeake Bay tributary strategy initiative, and the County's adopted water quality goals (Chapter 19, Article IV). The County's MS4 permit requires that the County provide stormwater controls for 20 percent of impervious surfaces not currently treated to the maximum extent practicable, with an emphasis, where possible, on the use of ESD/LID devices. This project will be responsible for controlling stormwater on County roads, largely through ESD/LID practices, as needed to satisfy the permit requirements.

Other

A portion of these potential ESD/LID stormwater retrofits on County roads were previously programmed under the SM Retrofit - Government Facilities project (No. 800900). This new stand alone project includes all the potential ESD/LID projects for County roads and allows for a more efficient implementation of projects of similar scope in partnership with the Department of Transportation (DOT). Planned and in-construction projects include Amherst Avenue, Breewood Neighborhood Green Street, Dennis Avenue DOT Participation, Donnybrook LID Retrofit, Franklin Knolls DOT Partnership, and Sligo Park Hills Neighborhood Green Street.

Fiscal Note

While the State of Maryland has indicated a desire to provide funding, all indicated State Aid is preliminary and unappropriated in FY15-20. Funding may need to be revised based on the actual State Aid commitments. In FY16 and FY17, the Water Quality Protection Charge replaced funding from Water Quality Protection Bonds.

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, Department of Transportation, Maryland-National Capital Park and Planning Commission, Department of Permitting Services, Maryland Department of the Environment, United States Army Corps of Engineers, Maryland Department of Natural Resources.

SM Retrofit - Schools (P801301)

Category Conservation of Natural Resources
 Sub Category Stormwater Management
 Administering Agency Environmental Protection (AAGE07)
 Planning Area Countywide

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

	Total	Thru FY14	Rem FY14	Total 6 Years	FY 15	FY 16	FY 17	FY 18	FY 19	FY 20	Beyond 6 Yrs
EXPENDITURE SCHEDULE (\$000s)											
Planning, Design and Supervision	9,315	677	808	7,830	1,350	1,360	1,220	1,300	1,300	1,300	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	17,140	0	40	17,100	2,120	4,920	2,260	2,600	2,600	2,600	0
Other	0	0	0	0	0	0	0	0	0	0	0
Total	26,455	677	848	24,930	3,470	6,280	3,480	3,900	3,900	3,900	0
FUNDING SCHEDULE (\$000s)											
Water Quality Protection Bonds	25,372	677	848	23,847	3,470	5,485	3,192	3,900	3,900	3,900	0
Water Quality Protection Charge	1,083	0	0	1,083	0	795	288	0	0	0	0
Total	26,455	677	848	24,930	3,470	6,280	3,480	3,900	3,900	3,900	0
OPERATING BUDGET IMPACT (\$000s)											
Maintenance				771	7	7	124	163	211	259	
Net Impact				771	7	7	124	163	211	259	

APPROPRIATION AND EXPENDITURE DATA (000s)

Appropriation Request	FY 16	3,949
Supplemental Appropriation Request		0
Transfer		0
Cumulative Appropriation		9,441
Expenditure / Encumbrances		1,910
Unencumbered Balance		7,531

Date First Appropriation	FY 13
First Cost Estimate	
Current Scope	FY 15 26,455
Last FY's Cost Estimate	26,455
Partial Closeout Thru	0
New Partial Closeout	0
Total Partial Closeout	0

Description

This project provides for the design and construction of Environmental Site Design (ESD)/Low Impact Development (LID) stormwater management devices at Montgomery County Public Schools (MCPS) such as buildings, parking lots, and other impervious surfaces constructed prior to modern stormwater management controls. LID/ESD stormwater devices that may be implemented under this project include: Green roofs, bioretention areas, tree box inlets, porous concrete and other types of devices that promote water filtering and groundwater recharge.

Justification

This project supports the requirements of the MS4 permit and addresses the goals of the Chesapeake Bay tributary strategy initiatives, and the County's adopted water quality goals (Chapter 19, Article IV). The County's MS4 permit requires that the County provide stormwater controls for 20 percent of impervious surfaces not currently treated to the maximum extent practicable, with an emphasis, where possible, on the use of LID/ESD devices. This project will be responsible for controlling stormwater on Montgomery County Public School (MCPS) properties largely through the use of LID/ESD practices needed to satisfy the permit requirements.

Other

A portion of these potential LID/ESD stormwater retrofits located at County schools were previously programmed under the FY11-16 Approved SM Retrofit - Government Facilities project (No. 800900). This stand-alone project includes LID/ESD projects located on MCPS property and allows for a more efficient implementation of projects in partnership with MCPS.

Fiscal Note

In FY16 and FY17, funding was reduced from Water Quality Protection Bonds and was replaced by the Water Quality Protection Charge.

Disclosures

Expenditures will continue indefinitely.

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

Coordination

Maryland-National Capital Park and Planning Commission, Montgomery County Public Schools, Department of Permitting Services, Maryland Department of the Environment.

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: 11/17/14
 Required Adequate Public Facility: No
 Relocation Impact: None
 Status: Ongoing

	Total	Thru FY14	Rem FY14	Total 6 Years	FY 15	FY 16	FY 17	FY 18	FY 19	FY 20	Beyond 6 Yrs
EXPENDITURE SCHEDULE (\$000s)											
Planning, Design and Supervision	0	0	0	0	0	0	0	0	0	0	0
Land	145,151	91,396	20,805	32,950	15,950	17,000	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	145,151	91,396	20,805	32,950	15,950	17,000	0	0	0	0	0

FUNDING SCHEDULE (\$000s)											
G.O. Bonds	9,725	0	0	9,725	2,000	7,725	0	0	0	0	0
HIF Revolving Program	100,000	79,195	13,525	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
Recordation Tax Premium	4,540	0	0	4,540	0	4,540	0	0	0	0	0
Total	145,151	91,396	20,805	32,950	15,950	17,000	0	0	0	0	0

APPROPRIATION AND EXPENDITURE DATA (000s)

Appropriation Request	FY 16	17,000
Supplemental Appropriation Request		0
Transfer		0
Cumulative Appropriation		128,151
Expenditure / Encumbrances		91,396
Unencumbered Balance		36,755

Date First Appropriation	FY 01
First Cost Estimate	
Current Scope	FY 16 145,151
Last FY's Cost Estimate	136,611

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

Increase funding in FY16 by \$8.54 million for continued support of affordable housing. The FY16 funding exceeds funding for FY15 by \$1.05 million.

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

PART III: CAPITAL IMPROVEMENTS PROJECTS TO BE CLOSED OUT

The following capital projects are closed out effective June 30, 2015, and the appropriation for each project is decreased by the amount of the project 's unencumbered balance.

Project Title (Project #)

Montgomery County Government Complex (P360901)
1301 Piccard Loading Dock (P361205)
Germantown Library Reuse (P500710)
Indoor Air Quality Improvements-EMOC (P500716)
Data Center Rehabilitation (P500726)
Strathmore Hall Arts Center (P509904)
Technology Investment Grant Fund (P319486)
Silver Spring Redevelopment Pgm (P159281)
Silver Spring Civic Building (P159921)
East Germantown Fire Station (P450101)
Sheriff's Holding Facilities - Renovation/Upgrade (P480500)
Rockville District Court Renovations (P500210)
White Ground Road Bridge No. M-138 (P500505)
Burning Tree Road Bridge No. M-112 (P500803)
ARRA Traffic Improvements (P501002)
Facility Planning: Parking (P509525)

**PART IV: CAPITAL IMPROVEMENT PROJECTS:
PARTIAL CLOSE OUT**

Partial close out of the following capital projects is effective June 30, 2015

Project Title (Project #)	Amt (In \$000)
Energy Conservation: MCG (P507834)	47
Roof Replacement: MCG (P508331)	1,327
Asbestos Abatement: MCG (P508728)	160
HVAC/Elec Replacement: MCG (P508941)	1,435
Planned Lifecycle Asset Replacement: MCG (P509514)	1,672
Resurfacing: Fire Stations (P458429)	348
Roof Replacement: Fire Stations (P458629)	350
HVAC/Elec Replacement: Fire Stns (P458756)	119
Public Facilities Roads (P507310)	60
Subdivision Roads Participation (P508000)	245
Bridge Renovation (P509753)	640
Sidewalk Program – Minor Projects (P506747)	1,638
Bikeway Program – Minor Projects (P507596)	176
ADA Compliance: Transportation (P509325)	969
Transportation Improvements For Schools (P509036)	66
Intersection and Spot Improvements (P507017)	729
Streetlighting (P507055)	809
Traffic Signals (P507154)	4,307
Guardrail Projects (P508113)	300
Silver Spring Traffic Improvements (P508716)	24
Neighborhood Traffic Calming (P509523)	223
Pkg Sil Spg Fac Renovations (P508250)	1,470
Pkg Beth Fac Renovations (P508255)	485
Pkg Wheaton Fac Renovations (P509709)	74
Bus Stop Improvements (P507658)	765
Sidewalk & Curb Replacement (P508182)	6,456
Resurfacing: Primary/Arterial (P508527)	9,528
Public Arts Trust (P729658)	183
Misc Stream Valley Improvements (P807359)	2,172
SM Retrofit: Countywide (P808726)	6,385
Ag Land Pres Easements (P788911)	2,546