

Resolution No.: 18-246
Introduced: July 28, 2015
Adopted: September 15, 2015

**COUNTY COUNCIL
FOR MONTGOMERY COUNTY, MARYLAND**

Lead Sponsor: Council President

SUBJECT: Amendments to the FY15-20 Capital Improvements Program
Montgomery County Government
Council Office Building Renovations (No. P010100), Resurfacing:
Primary/Arterial (No. P508527), Street Tree Preservation (No. P500700), and
Bethesda Metro Station South Entrance (No. P500929)

Background

1. Section 302 of the Montgomery County Charter provides that the Council may amend an approved capital improvements program at any time by an affirmative vote of no fewer than six members of the Council.
2. On July 28, 2015 the County Council approved an FY16 Savings Plan assuming amendments to the FY15-20 Capital Improvements Program for Council Office Building Renovations (No. P010100), Resurfacing: Primary/Arterial (No. P508527), Street Tree Preservation (No. P500700), and Bethesda Metro Station South Entrance (No. P500929).
3. Notice of public hearing was given and a public hearing was held.

Action

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

The FY15-20 Capital Improvements Program of the Montgomery County Government is amended as reflected on the attached project description forms.

This is a correct copy of Council action.



Linda M. Lauer, Clerk of the Council

Council Office Building Renovations (P010100)

Category
Sub Category
Administering Agency
Planning Area

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

Date Last Modified
Required Adequate Public Facility
Relocation Impact
Status

11/17/14
No
None
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 | 6,509 | 689 | 0 | 5,840 | 7 1,473 | 1473 2,420 | 2420 1,047 | 1940 0 | 0 | 0 | 0 |
| Land | 4 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Site Improvements and Utilities | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Construction | 27,398 | 3,270 | 0 | 24,128 | 0 | 0 12,431 | 13431 18,897 | 10677 0 | 0 | 0 | 0 |
| Other | 2,003 | 3 | 0 | 2,000 | 0 | 0 | 0 2,980 | 2000 0 | 0 | 0 | 0 |
| Total | 35,916 | 3,948 | 0 | 31,968 | 7 4,473 | 1473 15,854 | 15851 14,644 | 14637 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) | | | | | | | | | | | |
| Cable TV | 952 | 900 | 0 | 52 | 0 | 0 | 0 52 | 52 0 | 0 | 0 | 0 |
| G.O. Bonds | 28,964 | 3,048 | 0 | 25,916 | 7 1,473 | 1473 15,851 | 15851 8,592 | 8585 0 | 0 | 0 | 0 |
| Long-Term Financing | 6,000 | 0 | 0 | 6,000 | 0 | 0 | 0 6,000 | 6000 0 | 0 | 0 | 0 |
| Total | 35,916 | 3,948 | 0 | 31,968 | 7 4,473 | 1473 15,854 | 15851 14,644 | 14637 0 | 0 | 0 | 0 |

APPROPRIATION AND EXPENDITURE DATA (000s)

| | | |
|------------------------------------|-------|--------|
| Appropriation Request | FY 16 | 28,495 |
| Supplemental Appropriation Request | | 0 |
| Transfer | | 0 |
| Cumulative Appropriation | | 7,421 |
| Expenditure / Encumbrances | | 3,948 |
| Unencumbered Balance | | 3,473 |

| | |
|--------------------------|-------|
| Date First Appropriation | FY 05 |
| First Cost Estimate | |
| Current Scope | 4,132 |
| Last FY's Cost Estimate | 4,132 |

Description

This project is in two phases. The first phase renovated the hearing room, conference room, and anteroom on the third floor of the Council Office Building (COB) which had not been renovated in at least 30 years. The first phase was completed in 2009. The second phase replaces the HVAC system, the lighting systems, windows in the rest of the COB, upgrades restrooms to ADA standards, renovates the auditorium on the first floor, provides improved signage inside and outside the buildings, refreshes common areas, and reconfigures space on the fourth, fifth, and sixth floors for the Council Office Building and the Office of Legislative Oversight (OLO).

Estimated Schedule

Preliminary design is complete. Design will begin in ~~May 2015~~ ^{Winter 2016}, construction will begin in ~~December 2015~~ ²⁰¹⁶, and the project is scheduled for completion in ~~June 2017~~ ²⁰¹⁶.

Cost Change

New second phase

Justification

Heating ventilation, and air condition in the COB function poorly, and most of the restrooms are not compliance with updated ADA standards or high performance building standards. The Council Office and OLO have far outgrown their space since it was last reconfigured more than 25 years ago. The 1st Floor Auditorium, which is used regularly for County Government staff training and as a meeting place by civic organizations, is extremely substandard.

Fiscal Note

The second phase of the project is partially funded with a \$184,000 unencumbered balance from the first phase and a FY15 transfer of \$2,993,000 in GO Bonds from the Montgomery County Government Complex (360901). A FY15 supplemental of \$296,000 in GO Bonds occurred. An audit by Energy Service Company (ESCO) has been conducted, and it has determined that \$6 million in savings can be anticipated from this project. An Energy Savings Performance Contract (ESPC) will allow for third-party funding to cover this portion of the contract, so that no General Obligation Bonds are required for it. A financing mechanism is initiated to cover the cost of the contract and the repayment of debt is guaranteed through the energy savings.

Disclosures

A pedestrian impact analysis has been completed for this project.

Coordination

County Council, Department of General Services, Department of Technology Services, Legislative Branch Office, Office of Consumer Protection, Department of Housing and Community Affairs, Ethics Commission

Resurfacing: Primary/Arterial (P508527)

Category
Sub Category
Administering Agency
Planning Area

Transportation
Highway Maintenance
Transportation (AAGE30)
Countywide

Date Last Modified
Required Adequate Public Facility
Relocation Impact
Status

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 |
|--|-------|--------------|-------------|------------------|-------|-------|-------|-------|-------|-------|-----------------|
|--|-------|--------------|-------------|------------------|-------|-------|-------|-------|-------|-------|-----------------|

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 | 31,758 30,629 | 9,528 | 4,740 | 17,530 16,361 | 9,396 | 7,298 6,429 | 0 | 322 | 14 | 500 | 0 |
| Recordation Tax Premium | 1,507 20,299 | 0 | 0 | 1,507 20,299 | 30 | 1,176 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 | | 23,694 |
| Expenditure / Encumbrances | | 10,165 |
| Unencumbered Balance | | 13,529 |

| | | |
|--------------------------------|-------|---------|
| 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. In FY15 Council approved a \$3.326 GO Bond supplemental.

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

Street Tree Preservation (P500700)

Category
Sub Category
Administering Agency
Planning Area

Transportation
Highway Maintenance
Transportation (AAGE30)
Countywide

Date Last Modified
Required Adequate Public Facility
Relocation Impact
Status

11/17/14
No
None
Ongoing

| Total | Thru 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 | 3,213 | 59 | 454 | 2,700 | 450 | 450 | 450 | 450 | 450 | 450 | 0 |
| and | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Site Improvements and Utilities | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Construction | 27,681 | 12,381 | 0 | 15,300 | 2,550 | 2,550 | 2,550 | 2,550 | 2,550 | 2,550 | 0 |
| Other | 6 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total | 30,900 | 12,446 | 454 | 18,000 | 3,000 | 3,000 | 3,000 | 3,000 | 3,000 | 3,000 | 0 |

FUNDING SCHEDULE (\$000s)

| | | | | | | | | | | | |
|--------------------------|-----------------------------|---------------|------------|-----------------------------|--------------|---------------------------|--------------|--------------|--------------|--------------|----------|
| Current Revenue: General | 22,904 24,073 | 8,988 | 454 | 13,462 14,631 | 3,000 | 1,615 2,784 | 2,750 | 2,164 | 1,929 | 2,004 | 0 |
| and Sale | 458 | 458 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Recordation Tax Premium | 7538 8,369 | 3,000 | 0 | 4538 3,369 | 0 | 1385 246 | 250 | 836 | 1,071 | 996 | 0 |
| Total | 30,900 | 12,446 | 454 | 18,000 | 3,000 | 3,000 | 3,000 | 3,000 | 3,000 | 3,000 | 0 |

APPROPRIATION AND EXPENDITURE DATA (000s)

| | | |
|------------------------------------|-------|--------|
| Appropriation Request | FY 16 | 3,000 |
| Supplemental Appropriation Request | | 0 |
| Transfer | | 0 |
| Cumulative Appropriation | | 15,900 |
| Expenditure / Encumbrances | | 12,446 |
| Unencumbered Balance | | 3,454 |

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

Description

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

Cost Change

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

Justification

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

Fiscal Note

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

Disclosures

Expenditures will continue indefinitely.

Coordination

Street Tree Preservation (P500700)

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

Bethesda Metro Station South Entrance (P500929)

Category
Sub Category
Administering Agency
Planning Area

Transportation
Mass Transit
Transportation (AAGE30)
Bethesda-Chevy Chase

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 | 16214,665 | 1,565 | 0 | 56,400 | 56,400 | 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 | 57582 48,045 | 0 | 0 | 56843 48,727 | 0 | 680 | 2801 3,133 | 13844 8,050 | 14278 10,443 | 12358 11,212 | 13437 12,300 | 1098 3,218 |
| Other | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| Total | 57582 57,610 | 1,565 | 0 | 56913 52,827 | 56,680 | 2801 8,383 | 13844 9,809 | 14278 10,443 | 12358 11,212 | 13437 12,300 | 1098 3,218 | |

| | 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 | 53787 51,915 | 301 | 0 | 52358 48,296 | 56,680 | 0 | 8,892 | 12219 9,809 | 14278 10,443 | 12358 11,212 | 13437 12,300 | 1098 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 | 2801 4,531 | 1630 -0 | 0 | 0 | 0 | 0 | |
| Total | 57582 57,610 | 1,565 | 0 | 56913 52,827 | 56,680 | 2801 8,383 | 13844 9,809 | 14278 10,443 | 12358 11,212 | 13437 12,300 | 1098 3,218 | |

57582
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 1516 57582 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.
12-month

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.