

Resolution No:	<u>18-1135</u>
Introduced:	<u>May 24, 2018</u>
Adopted:	<u>May 24, 2018</u>

**COUNTY COUNCIL
FOR MONTGOMERY COUNTY, MARYLAND**

By: County Council

SUBJECT: Approval of the FY 2019-2024 Capital Improvements Program, and Approval of and Appropriation for the FY 2019 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 16, 2018 for the 6-year period FY 2019-2024. (January 15, 2018 fell on a holiday.) Section 302 requires the affirmative vote of at least 5 Councilmembers to approve or modify the Executive's Recommended CIP. After the Council approves a CIP, Section 302 permits the Council to amend it at any time with the affirmative vote of at least 6 Councilmembers.
2. Section 303 of the Charter requires the Executive to send to the Council by January 15 in each year a recommended Capital Budget, which the Executive did on January 16, 2018 for FY 2019. (January 15, 2018 fell on a holiday.)
3. As required by Section 304 of the Charter, the Council held public hearings on the Capital Budget for FY 2019 and on the Recommended CIP for FY 2019-2024 on February 6 and 7, 2018.

Action

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

1. For FY 2019, the Council approves the Capital Budget for the Montgomery County Government and appropriates the amounts by project, which are shown in part I.
2. The Council reappropriates the appropriations made in prior years for all capital projects:
 - a) except as specifically reflected elsewhere in this resolution;
 - b) in the amounts and for the purposes specified in the Approved CIP for FY 2019-2024; 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	Acquisition Non-Local Parks-County Current Revenue-General	\$135,000
P018710	Legacy Open Space-County Current Revenue-General	\$150,000
P018710	Legacy Open Space-County G.O. Bonds	\$2,500,000
(\$100,000 of G.O. Bonds appropriation is for Personnel Costs)		

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

County G.O. Bonds	\$7,217,000
County Current Revenue-General	\$1,973,000

4. The Council approves the projects in the Executive's Recommended FY 2019 Capital Budget and CIP for Fiscal Years 2019-2024, with the exception of the SM Public/Private Agreements project (P801901) that is not approved, and with the exceptions which are attached in part II. These projects are approved as modified.
5. The Council approves the close out of the projects in part III.
6. The Council approves the ten percent transferability basis for the level of effort projects in part IV.
7. For FY 2019, 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's Executive Director 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 2019 this resolution appropriates \$22 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 FY 2018 to this CIP project to be used for affordable housing. The Council also approves amending the FY 2019 expenditure and funding schedule to reflect additional loan repayments.

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

Indoor Air Quality Improvement -- Brookeville Buildings D&E
MCPS Bus Depot and Maintenance Relocation
Poolesville Depot Improvements
Damascus Depot Improvements
Criminal Justice Complex
Public Safety Communications Center
Montgomery Village Fire Station
Shady Grove Fire Station
KID Museum
Outdoor Firing Range

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
Damascus Depot Improvements
Criminal Justice Complex
Public Safety Communications Center
KID Museum
Outdoor Firing Range

This is a correct copy of Council action.


Megan Davey Limarzi, Esq.
Clerk of the Council

**PART I: FY19 Capital Budget for
Montgomery County Government**

The appropriations for FY19 in this Part are made to implement the projects in the Capital Improvements Program for FY19 - FY24.

Project Name (Project Number)	FY19 Appropriation	Cumulative Appropriation	Total Appropriation
Americans with Disabilities Act (ADA): Compliance (P361107)	3,000,000	24,500,000	27,500,000
Asbestos Abatement: MCG (P508728)	120,000	474,000	594,000
Building Envelope Repair (P361501)	1,550,000	4,715,000	6,265,000
Council Office Building Renovations (P010100)	2,700,000	41,491,000	44,191,000
Elevator Modernization (P509923)	1,000,000	13,654,000	14,654,000
Energy Conservation: MCG (P507834)	150,000	2,231,000	2,381,000
Energy Systems Modernization (P361302)	10,861,000	60,500,000	71,361,000
Environmental Compliance: MCG (P500918)	1,400,000	13,443,000	14,843,000
Facilities Site Selection: MCG (P500152)	25,000	419,000	444,000
Facility Planning: MCG (P508768)	135,000	9,545,000	9,680,000
HVAC/Elec Replacement: MCG (P508941)	2,950,000	7,131,000	10,081,000
Life Safety Systems: MCG (P509970)	3,625,000	7,938,000	11,563,000
MCPS Bus Depot and Maintenance Relocation (P360903)	(30,500,000)	33,500,000	3,000,000
MCPS Food Distribution Facility Relocation (P361111)	(100,000)	35,255,000	35,155,000
Montgomery County Radio Shop Relocation (P360902)	(7,920,000)	7,981,000	61,000
Planned Lifecycle Asset Replacement: MCG (P509514)	2,250,000	7,915,000	10,165,000
Public Safety System Modernization (P340901)	1,653,000	109,195,000	110,848,000
Resurfacing Parking Lots: MCG (P509914)	650,000	8,855,000	9,505,000
Rockville Core (P361702)	830,000	1,446,000	2,276,000
Roof Replacement: MCG (P508331)	2,240,000	14,834,000	17,074,000
Technology Modernization -- MCG (P150701)	(82,000)	134,126,000	134,044,000
Wheaton Redevelopment Program (P150401)	32,000	179,176,000	179,208,000
White Flint Redevelopment Program (P151200)	(424,000)	4,163,000	3,739,000
White Oak Science Gateway Redevelopment Project (P361701)	360,000	47,920,000	48,280,000
Heavy Equipment Replacement (P361901)	3,176,000	-	3,176,000
Fibernet (P509651)	3,840,000	61,348,000	65,188,000
ultraMontgomery (P341700)	680,000	1,804,000	2,484,000
Detention Center Reuse (P429755)	(468,000)	6,991,000	6,523,000
Pre-Release Center Dietary Facilities Improvements (P420900)	55,000	6,780,000	6,835,000
Apparatus Replacement Program (P451504)	4,299,000	41,470,000	45,769,000
Clarksburg Fire Station (P450300)	20,265,000	5,759,000	26,024,000
Female Facility Upgrade (P450305)	(758,000)	2,512,000	1,754,000

**PART I: FY19 Capital Budget for
Montgomery County Government**

**The appropriations for FY19 in this Part are made to implement the projects in the Capital Improvements
Program for FY19 - FY24.**

Project Name (Project Number)	FY19 Appropriation	Cumulative Appropriation	Total Appropriation
Fire Stations: Life Safety Systems (P450302)	494,000	3,837,000	4,331,000
FS Emergency Power System Upgrade (P450700)	600,000	6,350,000	6,950,000
HVAC/Elec Replacement: Fire Stns (P458756)	1,150,000	6,577,000	7,727,000
Resurfacing: Fire Stations (P458429)	300,000	1,429,000	1,729,000
Roof Replacement: Fire Stations (P458629)	352,000	2,273,000	2,625,000
White Flint Fire Station 23 (P451502)	460,000	7,669,000	8,129,000
Judicial Center Annex (P100300)	(100,000)	140,728,000	140,628,000
PSTA & Multi Agency Service Park - Site Dev. (P470907)	(59,000)	105,125,000	105,066,000
PSTA Academic Building Complex (P479909)	(2,037,000)	8,581,000	6,544,000
Public Safety Communications Center (P471802)	8,000,000	3,009,000	11,009,000
Bridge Preservation Program (P500313)	1,028,000	8,779,000	9,807,000
Bridge Renovation (P509753)	4,000,000	15,625,000	19,625,000
Brighton Dam Road Bridge No. M-0229 (P501907)	1,860,000	-	1,860,000
Dennis Ave Bridge M-0194 Replacement (P501701)	40,000	160,000	200,000
Gold Mine Road Bridge M-0096 (P501302)	1,168,000	5,299,000	6,467,000
North County Maintenance Depot (P500522)	(92,000)	16,087,000	15,995,000
Permanent Patching: Residential/Rural Roads (P501106)	3,000,000	31,092,000	34,092,000
Residential and Rural Road Rehabilitation (P500914)	6,600,000	53,097,000	59,697,000
Resurfacing Park Roads and Bridge Improvements (P500720)	600,000	6,960,000	7,560,000
Resurfacing: Primary/Arterial (P508527)	6,750,000	30,490,000	37,240,000
Resurfacing: Residential/Rural Roads (P500511)	10,000,000	122,766,000	132,766,000
Sidewalk & Curb Replacement (P508182)	4,000,000	29,551,000	33,551,000
Street Tree Preservation (P500700)	3,000,000	25,400,000	28,400,000
Bethesda Metro Station South Entrance (P500929)	23,343,000	42,985,000	66,328,000
Boys Transit Center (P501915)	620,000	-	620,000
Bus Rapid Transit: System Development (P501318)	3,000,000	14,875,000	17,875,000
Bus Rapid Transit: US 29 (P501912)	30,500,000	-	30,500,000
Bus Stop Improvements (P507658)	1,070,000	3,246,000	4,316,000
Intelligent Transit System (P501801)	500,000	12,600,000	13,100,000
Purple Line (P501603)	433,000	13,014,000	13,447,000
Ride On Bus Fleet (P500821)	13,635,000	156,520,000	170,155,000
Facility Planning Parking: Bethesda PLD (P501313)	90,000	540,000	630,000
Facility Planning Parking: Silver Spring PLD (P501314)	90,000	540,000	630,000
Facility Planning Parking: Wheaton PLD (P501312)	45,000	270,000	315,000

**PART I: FY19 Capital Budget for
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Project Name (Project Number)	FY19 Appropriation	Cumulative Appropriation	Total Appropriation
Parking Lot Districts Service Facility (P501551)	573,000	4,197,000	4,770,000
Pkg Beth Fac Renovations (P508255)	7,002,000	7,949,000	14,951,000
ADA Compliance: Transportation (P509325)	1,000,000	5,512,000	6,512,000
Bethesda Bikeway and Pedestrian Facilities (P500119)	2,670,000	5,230,000	7,900,000
Bicycle-Pedestrian Priority Area Improvements (P501532)	2,600,000	5,375,000	7,975,000
Bikeway Program Minor Projects (P507596)	2,105,000	2,946,000	5,051,000
Capital Crescent Trail (P501316)	13,850,000	23,693,000	37,543,000
Frederick Road Bike Path (P501118)	209,000	7,193,000	7,402,000
Good Hope Road Sidewalk (P501902)	750,000	-	750,000
MD355-Clarksburg Shared Use Path (P501744)	435,000	842,000	1,277,000
Metropolitan Branch Trail (P501110)	2,369,000	18,293,000	20,662,000
Oak Drive/MD 27 Sidewalk (P501908)	398,000	-	398,000
Sidewalk Program Minor Projects (P506747)	2,414,000	11,630,000	14,044,000
Silver Spring Green Trail (P509975)	18,000	1,626,000	1,644,000
Transportation Improvements For Schools (P509036)	209,000	1,098,000	1,307,000
Clarksburg Transportation Connections (P501315)	2,000,000	6,600,000	8,600,000
County Service Park Infrastructure Improvements (P501317)	(275,000)	1,689,000	1,414,000
Dedicated but Unmaintained County Roads (P501117)	44,000	695,000	739,000
Facility Planning-Transportation (P509337)	673,000	51,969,000	52,642,000
Goshen Road South (P501107)	(7,947,000)	15,755,000	7,808,000
Montrose Parkway East (P500717)	1,408,000	21,618,000	23,026,000
Public Facilities Roads (P507310)	100,000	1,171,000	1,271,000
State Transportation Participation (P500722)	1,553,000	81,897,000	83,450,000
Subdivision Roads Participation (P508000)	1,124,000	11,600,000	12,724,000
White Flint West Workaround (P501506)	5,710,000	47,978,000	53,688,000
Advanced Transportation Management System (P509399)	308,000	54,717,000	55,025,000
Guardrail Projects (P508113)	315,000	1,293,000	1,608,000
Intersection and Spot Improvements (P507017)	1,844,000	7,228,000	9,072,000
Neighborhood Traffic Calming (P509523)	310,000	1,391,000	1,701,000
Pedestrian Safety Program (P500333)	2,000,000	16,312,000	18,312,000
Streetlight Enhancements-CBD/Town Center (P500512)	250,000	3,430,000	3,680,000
Streetlighting (P507055)	1,370,000	4,618,000	5,988,000
Traffic Signal System Modernization (P500704)	38,000	40,238,000	40,276,000
Traffic Signals (P507154)	5,335,000	21,443,000	26,778,000

**PART I: FY19 Capital Budget for
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Project Name (Project Number)	FY19 Appropriation	Cumulative Appropriation	Total Appropriation
White Flint Traffic Analysis and Mitigation (P501202)	162,000	1,544,000	1,706,000
Child Care in Schools (P649187)	(539,000)	4,225,000	3,686,000
Child Care Renovations (P601901)	500,000	-	500,000
High School Wellness Center (P640902)	100,000	5,697,000	5,797,000
21st Century Library Enhancements Level Of Effort (P711503)	653,000	3,000,000	3,653,000
Cost Sharing: MCG (P720601)	3,360,000	27,734,000	31,094,000
Kennedy Shriver Aquatic Center Building Envelope Improvement (P721503)	7,074,000	790,000	7,864,000
KID Museum (P721903)	10,850,000	-	10,850,000
Martin Luther King, Jr. Indoor Swim Center Renovation (P721902)	11,953,000	-	11,953,000
Public Arts Trust (P729658)	190,000	761,000	951,000
Recreation Facility Modernization (P720917)	50,000	100,000	150,000
Wall Park Garage and Park Improvements (P721801)	30,000	6,582,000	6,612,000
Ag Land Pres Easements (P788911)	538,000	7,531,000	8,069,000
Facility Planning: Storm Drains (P508180)	290,000	5,784,000	6,074,000
Outfall Repairs (P509948)	462,000	7,133,000	7,595,000
Storm Drain Culvert Replacement (P501470)	1,200,000	7,900,000	9,100,000
Storm Drain General (P500320)	1,708,000	12,867,000	14,575,000
Facility Planning: SM (P809319)	(127,000)	14,468,000	14,341,000
Misc Stream Valley Improvements (P807359)	(6,733,000)	37,947,000	31,214,000
SM Facility Major Structural Repair (P800700)	(2,200,000)	25,131,000	22,931,000
SM Retrofit - Government Facilities (P800900)	(5,644,000)	19,705,000	14,061,000
SM Retrofit - Roads (P801300)	(24,545,000)	43,954,000	19,409,000
SM Retrofit - Schools (P801301)	(1,283,000)	8,286,000	7,003,000
SM Retrofit: Countywide (P808726)	(15,359,000)	91,586,000	76,227,000
Watershed Restoration - Interagency (P809342)	(6,730,000)	11,508,000	4,778,000
Affordable Housing Acquisition and Preservation (P760100)*	22,000,000	177,025,000	199,025,000
Gude Landfill Remediation (P801801)	500,000	1,000,000	1,500,000
Total - Montgomery County Government	203,256,000	2,782,029,000	2,985,285,000

* 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 approved projects described in this section were revised from, or were not included among, the projects as recommended by the County Executive in the County Executive's Recommended FY19 Capital Budget and Capital Improvements Program FY19 - FY24 as of January 16, 2018. These projects are approved.

Project Number	Project Name
P508728	Asbestos Abatement: MCG
P010100	Council Office Building Renovations
P361103	EOB HVAC Renovation
P509970	Life Safety Systems: MCG
P340901	Public Safety System Modernization
P150700	Long Branch Town Center Redevelopment
P150401	Wheaton Redevelopment Program
P361701	White Oak Science Gateway Redevelopment Project
P361901	Heavy Equipment Replacement
P451504	Apparatus Replacement Program
P451502	White Flint Fire Station 23
P470301	6th District Police Station
P479909	PSTA Academic Building Complex
P509132	Bridge Design
P501906	Dorsey Mill Road Bridge
P501302	Gold Mine Road Bridge M-0096
P501523	Park Valley Road Bridge
P501106	Permanent Patching: Residential/Rural Roads
P500914	Residential and Rural Road Rehabilitation
P500511	Resurfacing: Residential/Rural Roads
P500700	Street Tree Preservation
P501915	Boys Transit Center
P501318	Bus Rapid Transit: System Development
P501912	Bus Rapid Transit: US 29
P501913	Bus Rapid Transit: Veirs Mill Road
P507658	Bus Stop Improvements
P500821	Ride On Bus Fleet
P501914	White Flint Metro Station Northern Entrance
P501551	Parking Lot Districts Service Facility
P508255	Pkg Beth Fac Renovations
P508250	Pkg Sil Spg Fac Renovations
P509709	Pkg Wheaton Fac Renovations
P501532	Bicycle-Pedestrian Priority Area Improvements
P507596	Bikeway Program Minor Projects

PART II: Revised Projects

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Project Number	Project Name
P501733	Bradley Boulevard (MD 191) Improvements
P501316	Capital Crescent Trail
P500905	Falls Road East Side Hiker/ Biker Path
P501911	Forest Glen Passageway
P501734	Franklin Avenue Sidewalk
P501742	Life Sciences Center Loop Trail
P500718	MacArthur Blvd Bikeway Improvements
P501744	MD355-Clarksburg Shared Use Path
P501110	Metropolitan Branch Trail
P501304	Needwood Road Bikepath
P501908	Oak Drive/MD 27 Sidewalk
P501303	Seven Locks Bikeway & Safety Improvements
P500500	Burtonsville Access Road
P501309	East Gude Drive Roadway Improvements
P509337	Facility Planning-Transportation
P501107	Goshen Road South
P500338	Highway Noise Abatement
P501404	MCG Reconciliation PDF
P500717	Montrose Parkway East
P501507	Observation Drive Extended
P501200	Platt Ridge Drive Extended
P501307	Seminary Road Intersection Improvement
P501109	Snouffer School Road
P501119	Snouffer School Road North (Webb Tract)
P507055	Streetlighting
P501540	White Oak Local Area Transportation Improvement Program
P711503	21st Century Library Enhancements Level Of Effort
P720601	Cost Sharing: MCG
P721903	KID Museum
P729658	Public Arts Trust
P721701	South County Regional Recreation and Aquatic Center
P788911	Ag Land Pres Easements
P500320	Storm Drain General
P809319	Facility Planning: SM

PART II: Revised Projects

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Project Number	Project Name
P807359	Misc Stream Valley Improvements
P800700	SM Facility Major Structural Repair
P800900	SM Retrofit - Government Facilities
P801300	SM Retrofit - Roads
P801301	SM Retrofit - Schools
P808726	SM Retrofit: Countywide
P809342	Watershed Restoration - Interagency
P801710	Wheaton Regional Dam Flooding Mitigation
P760100	Affordable Housing Acquisition and Preservation



Asbestos Abatement: MCG (P508728)

Category General Government
SubCategory County Offices and Other Improvements
Planning Area Countywide

Date Last Modified 05/09/18
Administering Agency General Services
Status Ongoing

	Total	Thru FY17	Est FY18	Total 6 Years	FY 19	FY 20	FY 21	FY 22	FY 23	FY 24	Beyond 6 Years
EXPENDITURE SCHEDULE (\$000s)											
Planning, Design and Supervision	250	103	3	144	24	24	24	24	24	24	-
Site Improvements and Utilities	29	28	1	-	-	-	-	-	-	-	-
Construction	878	181	121	576	96	96	96	96	96	96	-
Other	37	37	-	-	-	-	-	-	-	-	-
TOTAL EXPENDITURES	1,194	349	125	720	120	120	120	120	120	120	-

FUNDING SCHEDULE (\$000s)											
G.O. Bonds	1,194	349	125	720	120	120	120	120	120	120	-
TOTAL FUNDING SOURCES	1,194	349	125	720	120	120	120	120	120	120	-

APPROPRIATION AND EXPENDITURE DATA (\$000s)			
Appropriation FY 19 Request	120	Year First Appropriation	FY96
Appropriation FY 20 Request	120	Last FY's Cost Estimate	874
Cumulative Appropriation	474		
Expenditure / Encumbrances	354		
Unencumbered Balance	120		

PROJECT DESCRIPTION

This project provides for the identification, management, control, and if required, removal of asbestos containing materials (ACM) from County facilities. Also included are costs associated with the removal of these materials, such as material replacement and facility repairs, when required. This project also provides for the removal of other environmental hazards such as lead based paint.

COST CHANGE

Increase is due to the addition of FY23 and FY24 to this ongoing project, and increases to the annual funding level.

PROJECT JUSTIFICATION

Asbestos containing materials which have become damaged, or may be disturbed during building renovation or demolition, must be removed or abated. If these materials are not removed, they may become friable, releasing asbestos fibers into the air. Inhaled asbestos fibers may cause health impairments, such as asbestosis, lung, and other types of cancers. Therefore, removing the asbestos containing materials prior to a renovation eliminates the release of asbestos fibers into the building ventilation system and inhalation of asbestos fibers by building occupants or renovation contractors. Neither contractors nor workers will perform renovations until asbestos is removed because of the health risk to the workers and the associated liability risk to the contractors. Asbestos and other hazardous materials abatement is performed only by specialty contractors, donning protective clothing and respiratory protection. Asbestos abatement workers are also required to attend specialized training and follow decontamination procedures. The asbestos removal must be performed within an isolated airtight plastic containment vessel, under negative air pressure, as required by Federal and State regulation. Estimated project costs reflect these requirements and removal procedures. The primary targets of this project are County-owned facilities constructed prior to 1978. Bulk material samples and air samples are taken to verify that removal actions are in compliance with regulatory guidelines. Asbestos Abatement is currently also being included in stand-alone renovation projects and in the roof replacement project for County Government. The asbestos survey of County facilities, conducted in FY88, was the basis of the work program. Revisions have and are being made based on periodic ACM inspection, in support of facility renovation, or in response to any unidentified ACM which may be encountered in the course of a maintenance activity.

DISCLOSURES

Expenditures will continue indefinitely.

COORDINATION

Department of General Services, PLAR: Planned Lifecycle Asset Replacement



Council Office Building Renovations (P010100)

Category	General Government	Date Last Modified	05/09/18
SubCategory	County Offices and Other Improvements	Administering Agency	General Services
Planning Area	Rockville	Status	Under Construction

Total	Thru FY17	Est FY18	Total 6 Years	FY 19	FY 20	FY 21	FY 22	FY 23	FY 24	Beyond 6 Years
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EXPENDITURE SCHEDULE (\$000s)

Planning, Design and Supervision	2,553	599	1,100	854	854	-	-	-	-	-
Land	4	4	-	-	-	-	-	-	-	-
Site Improvements and Utilities	2	2	-	-	-	-	-	-	-	-
Construction	40,114	13,115	19,877	7,322	7,322	-	-	-	-	-
Other	1,518	209	1,209	100	100	-	-	-	-	-
TOTAL EXPENDITURES	44,191	13,929	21,986	8,276	8,276	-	-	-	-	-

FUNDING SCHEDULE (\$000s)

G.O. Bonds	38,975	8,865	21,834	8,276	8,276	-	-	-	-	-
Long-Term Financing	4,000	4,000	-	-	-	-	-	-	-	-
Current Revenue: Cable TV	1,052	900	152	-	-	-	-	-	-	-
PAYGO	164	164	-	-	-	-	-	-	-	-
TOTAL FUNDING SOURCES	44,191	13,929	21,986	8,276	8,276	-	-	-	-	-

APPROPRIATION AND EXPENDITURE DATA (\$000s)

Appropriation FY 19 Request	2,700	Year First Appropriation	FY05
Appropriation FY 20 Request	-	Last FY's Cost Estimate	41,491
Cumulative Appropriation	41,491		
Expenditure / Encumbrances	41,135		
Unencumbered Balance	356		

PROJECT DESCRIPTION

This project is in three 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 twenty five 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 and the Office of Legislative Oversight (OLO) staff. Phase III will renovate curtain wall windows in the southern end of the building.

ESTIMATED SCHEDULE

The project is expected to be finished in Summer 2018.

COST CHANGE

There is an increase for additional asbestos abatement and code corrections cost, additional painting and carpet, additional stairway renovations, and furniture for new conference rooms.

PROJECT JUSTIFICATION

Heating, ventilation, and air conditioning in the COB function poorly and most of the restrooms are not compliant 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 G.O. Bonds from the Montgomery County Government Complex (360901). A FY15 supplemental of \$296,000 in G.O. Bonds occurred. An audit by Energy Service Company (ESCO) has been conducted, and it has determined that \$4 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 G.O. Bonds are required for it. A financing mechanism is in place to cover the cost of the contract and the repayment of debt is guaranteed through the energy savings. FY17 transfer of \$700,000 in Long Term Financing from Energy Systems Modernization.

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. Special Capital Projects Legislation was enacted on June 23, 2015 and signed into law on July 6, 2015 (Bill No. 27-15).



EOB HVAC Renovation (P361103)

Category General Government
SubCategory County Offices and Other Improvements
Planning Area Rockville

Date Last Modified 05/17/18
Administering Agency General Services
Status Planning Stage

Total	Thru FY17	Est FY18	Total 6 Years	FY 19	FY 20	FY 21	FY 22	FY 23	FY 24	Beyond 6 Years
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EXPENDITURE SCHEDULE (\$000s)

Planning, Design and Supervision	200	-	200	-	100	100	-	-	-	-
Construction	7,800	-	7,800	-	900	6,900	-	-	-	-
TOTAL EXPENDITURES	8,000	-	8,000	-	1,000	7,000	-	-	-	-

FUNDING SCHEDULE (\$000s)

G.O. Bonds	8,000	-	8,000	-	1,000	7,000	-	-	-	-
TOTAL FUNDING SOURCES	8,000	-	8,000	-	1,000	7,000	-	-	-	-

APPROPRIATION AND EXPENDITURE DATA (\$000s)

Appropriation FY 19 Request	-	Year First Appropriation	-
Appropriation FY 20 Request	2,000	Last FY's Cost Estimate	8,000
Cumulative Appropriation	-		
Expenditure / Encumbrances	-		
Unencumbered Balance	-		

PROJECT DESCRIPTION

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

LOCATION

101 Monroe St. Rockville, MD

ESTIMATED SCHEDULE

The ESCO analysis and design has been rescheduled to occur in FY20 with an agreement with the ESCO and construction occurring in FY20 and 21.

PROJECT 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.

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



Life Safety Systems: MCG (P509970)

Category	General Government	Date Last Modified	04/06/18
SubCategory	County Offices and Other Improvements	Administering Agency	General Services
Planning Area	Countywide	Status	Ongoing

Total	Thru FY17	Est FY18	Total 6 Years	FY 19	FY 20	FY 21	FY 22	FY 23	FY 24	Beyond 6 Years
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EXPENDITURE SCHEDULE (\$000s)

Planning, Design and Supervision	2,336	904	442	990	289	289	103	103	103	103	-
Site Improvements and Utilities	1,113	1,113	-	-	-	-	-	-	-	-	-
Construction	10,334	2,641	1,933	5,760	1,836	1,836	522	522	522	522	-
Other	905	905	-	-	-	-	-	-	-	-	-
TOTAL EXPENDITURES	14,688	5,563	2,375	6,750	2,125	2,125	625	625	625	625	-

FUNDING SCHEDULE (\$000s)

G.O. Bonds	14,688	5,563	2,375	6,750	2,125	2,125	625	625	625	625	-
TOTAL FUNDING SOURCES	14,688	5,563	2,375	6,750	2,125	2,125	625	625	625	625	-

APPROPRIATION AND EXPENDITURE DATA (\$000s)

Appropriation FY 19 Request	3,625	Year First Appropriation	FY99
Appropriation FY 20 Request	625	Last FY's Cost Estimate	10,438
Cumulative Appropriation	7,938		
Expenditure / Encumbrances	7,220		
Unencumbered Balance	718		

PROJECT DESCRIPTION

This project provides funding for installation of modern life safety systems to protect the County's facilities and to protect buildings in the event of fire emergencies. Implementation of this project will help to minimize the dangers to life from fire, including smoke and fumes. The scope of the project encompasses fire alarms with voice addressable capabilities, sprinklers for fire suppression, fire and smoke detection, smoke control systems, and emergency generators.

ESTIMATED SCHEDULE

FY19 & 20: Siemens Fire Alarms in the Judicial Center, Judicial Center Annex, and the Executive Office Building; FY20: Bethesda Library, Alternate Emergency Communications Center, Colesville Health Center, Lawton Community Center

COST CHANGE

Increase is due to the need to replace the fire alarm system in the Judicial Center, the Judicial Center Annex, and the Executive Office Building, and the addition of FY23 and FY24 to this ongoing project.

PROJECT JUSTIFICATION

Numerous existing facilities are in need of modern, basic life safety systems. In many older facilities, there are no emergency generators, fire alarms or sprinklers. Emergency generators are critical to support fire alarms and fire pumps during power outages. Some facilities are 24-hour residential facilities. In case of fire, there could be a significant potential exposure to loss of life and property. Most of the facilities do not meet code and have outdated fire alarm systems for which spare parts are no longer available and which can no longer be kept in reliable operation. Many of these County facilities were built years ago, and thus, were grandfathered under the fire code since the occupancy category has not changed. The outdated systems need to be replaced and upgraded to provide improved protection to County employees and County properties. "The Third Report of the Infrastructure Maintenance Task Force (March 2010)" identified an annual level of effort for life safety systems based on a 25-year lifespan.

DISCLOSURES

Expenditures will continue indefinitely.

COORDINATION

Departments affected by Life Safety Systems projects, Department of General Services



Public Safety System Modernization (P340901)

Category	General Government	Date Last Modified	05/15/18
SubCategory	County Offices and Other Improvements	Administering Agency	County Executive
Planning Area	Countywide	Status	Ongoing

Total	Thru FY17	Est FY18	Total 6 Years	FY 19	FY 20	FY 21	FY 22	FY 23	FY 24	Beyond 6 Years
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EXPENDITURE SCHEDULE (\$000s)

Planning, Design and Supervision	9,543	1,809	6,799	935	935	-	-	-	-	-
Construction	33,690	-	18,590	15,100	15,100	-	-	-	-	-
Other	67,615	67,615	-	-	-	-	-	-	-	-
TOTAL EXPENDITURES	110,848	69,424	25,389	16,035	16,035	-	-	-	-	-

FUNDING SCHEDULE (\$000s)

G.O. Bonds	55,591	25,243	17,248	13,100	13,100	-	-	-	-	-
Short-Term Financing	42,356	35,215	5,141	2,000	2,000	-	-	-	-	-
Current Revenue: General	9,826	6,019	2,872	935	935	-	-	-	-	-
Federal Aid	3,043	2,947	96	-	-	-	-	-	-	-
Contributions	32	-	32	-	-	-	-	-	-	-
TOTAL FUNDING SOURCES	110,848	69,424	25,389	16,035	16,035	-	-	-	-	-

OPERATING BUDGET IMPACT (\$000s)

Maintenance			3,600	600	600	600	600	600	600	600
Program-Staff			1,200	200	200	200	200	200	200	200
Program-Other			1,584	264	264	264	264	264	264	264
NET IMPACT			6,384	1,064	1,064	1,064	1,064	1,064	1,064	1,064

APPROPRIATION AND EXPENDITURE DATA (\$000s)

Appropriation FY 19 Request	1,653	Year First Appropriation	FY09
Appropriation FY 20 Request	-	Last FY's Cost Estimate	110,816
Cumulative Appropriation	109,195		
Expenditure / Encumbrances	101,788		
Unencumbered Balance	7,407		

PROJECT 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 change is due to FY18 supplemental adding \$32,000 in Contributions for additional equipment required for Local Fire Rescue Departments (LFRDs).

PROJECT JUSTIFICATION

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 (SA/PA) 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. Funding schedule reflects FY18 supplemental adding \$32,000 in Contributions for additional equipment required for Local Fire Rescue Departments (LFRDs). FY18 funding switch is due to a transfer of Current Revenue General for \$283,000 from Technology Modernization (MCG) project offset by an equal reduction in Short Term Financing.

COORDINATION

PSSM Executive Steering Committee, 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)



Long Branch Town Center Redevelopment (P150700)

Category	General Government	Date Last Modified	05/08/18
SubCategory	Economic Development	Administering Agency	County Executive
Planning Area	Silver Spring and Vicinity	Status	Planning Stage

Total	Thru FY17	Est FY18	Total 6 Years	FY 19	FY 20	FY 21	FY 22	FY 23	FY 24	Beyond 6 Years
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EXPENDITURE SCHEDULE (\$000s)

Planning, Design and Supervision	300	-	75	225	225	-	-	-	-	-
TOTAL EXPENDITURES	300	-	75	225	225	-	-	-	-	-

FUNDING SCHEDULE (\$000s)

Current Revenue: General	300	-	75	225	225	-	-	-	-	-
TOTAL FUNDING SOURCES	300	-	75	225	225	-	-	-	-	-

APPROPRIATION AND EXPENDITURE DATA (\$000s)

Appropriation FY 19 Request	-	Year First Appropriation	FY15
Appropriation FY 20 Request	-	Last FY's Cost Estimate	300
Cumulative Appropriation	300		
Expenditure / Encumbrances			
Unencumbered Balance	300		

PROJECT DESCRIPTION

This project provides for planning needed to support redevelopment in the Long Branch Sector Plan area. The construction of the Purple Line will influence the development potential of the sector plan area on both a short- and long-term basis. Two Purple Line stations are planned in Long Branch - one on Arliss Street, just to the north of Piney Branch Road, and the other on University Boulevard, just south of its intersection with Piney Branch Road. The County will coordinate through a multi-departmental approach that will include the Office of County Executive, Department of Transportation, Department of Housing and Community Affairs and the Silver Spring Regional Service Center. Activities will also be planned in partnership with the Maryland Transit Administration (MTA), property owners and businesses in this sector plan area with input from the surrounding community. The State will have the primary responsibility for coordinating efforts to mitigate impacts of the Purple Line in Long Branch. As such, efforts are needed to help ensure that the multitude of businesses in Long Branch can prosper during the construction of the Purple Line, and just as importantly, after it is operational. In order to minimize any disruption that may affect the Long Branch business community, a multi-prong approach will be implemented through: 1) marketing assistance that highlights the availability and presence of existing businesses during construction; 2) training, available to all businesses along the Purple Line, that will focus on adjusting to a new marketplace and developing business opportunities during construction; 3) signage that will direct patrons to shops, restaurants and available parking; and 4) technical assistance designed to strengthen existing companies. This strategy is consistent with the Purple Line Corridor Community Development Agreement's goal to help locally established businesses prosper both during and after the construction period and to minimize disruptions during construction.

LOCATION

In the vicinity of the Long Branch Sector Plan area, including Bonifant Street, Silver Spring, Maryland.

ESTIMATED SCHEDULE

The provision of marketing and technical assistance to local businesses impacted by construction of the Purple Line will be undertaken in FY18 and FY19.

PROJECT JUSTIFICATION

The Long Branch community is a very diverse, high density multi-ethnic community. It has been designated as a revitalization area by the County and as an Enterprise Zone by the State of Maryland. The project objective would be to minimize any disruption that may affect the Long Branch business community during construction of the Purple Line, as well as help locally established businesses prosper during and after the construction period.

FISCAL NOTE

Expenditures are realigned to support the County Executive's initiative to aid in the revitalization of the Long Branch community now that the Purple Line project is proceeding.

COORDINATION

The Office of the County Executive, Department of Housing and Community Affairs, Department of Transportation, Maryland Transit Administration, Maryland State Highway Administration, Purple Line Transit Partners, Long Branch Advisory Committee, Long Branch Business League, and Montgomery Housing Partnership.



Wheaton Redevelopment Program (P150401)

Category	General Government	Date Last Modified	03/20/18
SubCategory	Economic Development	Administering Agency	Transportation
Planning Area	Kensington-Wheaton	Status	Under Construction

Total	Thru FY17	Est FY18	Total 6 Years	FY 19	FY 20	FY 21	FY 22	FY 23	FY 24	Beyond 6 Years
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EXPENDITURE SCHEDULE (\$000s)

Planning, Design and Supervision	15,960	10,653	2,915	2,392	1,736	656	-	-	-	-
Land	1,011	1,011	-	-	-	-	-	-	-	-
Site Improvements and Utilities	10,559	1,361	3,578	5,620	4,238	1,382	-	-	-	-
Construction	136,455	4,306	33,792	98,357	50,204	45,274	2,879	-	-	-
Other	15,343	290	5,623	9,430	6,531	2,899	-	-	-	-
TOTAL EXPENDITURES	179,328	17,621	45,908	115,799	62,709	50,211	2,879	-	-	-

FUNDING SCHEDULE (\$000s)

G.O. Bonds	77,266	4,087	24,694	48,485	20,969	24,617	2,879	-	-	-
Long-Term Financing	38,327	-	-	38,327	28,442	9,885	-	-	-	-
Current Revenue: Permitting Services	25,000	-	20,991	4,009	-	-	-	-	-	-
Land Sale	15,000	-	-	15,000	-	15,000	-	-	-	-
PAYGO	11,617	11,617	-	-	-	-	-	-	-	-
Current Revenue: Solid Waste Disposal	8,876	-	-	8,876	8,287	589	-	-	-	-
Current Revenue: General	1,212	750	222	240	120	120	-	-	-	-
Contributions	862	-	-	862	-	-	-	-	-	-
State Aid	750	750	-	-	-	-	-	-	-	-
Federal Aid	418	417	1	-	-	-	-	-	-	-
TOTAL FUNDING SOURCES	179,328	17,621	45,908	115,799	62,709	50,211	2,879	-	-	-

APPROPRIATION AND EXPENDITURE DATA (\$000s)

Appropriation FY 19 Request	32	Year First Appropriation	FY04
Appropriation FY 20 Request	120	Last FY's Cost Estimate	179,416
Cumulative Appropriation	179,176		
Expenditure / Encumbrances	137,542		
Unencumbered Balance	41,634		

PROJECT DESCRIPTION

This project provides for the planning, studies, design, and construction of an office building, public parking garage, and a town square on the site of Parking Lot 13 and the Mid-County Regional Services Center (RSC) in Wheaton. The project components include 1) an approximately 308,100 square feet (s.f.) office building to be owned by the Maryland-National Capital Park and Planning Commission (M-NCPPC); 2) an approximately 400 space underground public parking garage to be delivered to the Wheaton Parking Lot District (PLD); and 3) a town square located on Lot 13 and the current RSC site. The new headquarters for M-NCPPC will occupy approximately 132,000 s.f. of the building, including space for a child care facility. The remainder of the building space will be used by the County for office and retail under a long-term lease agreement. The County intends to use its space for nearly 12,000 s.f. of street front retail space and move offices of the RSC, Wheaton Urban District, Department of Environmental Protection (DEP), Department of Permitting Services (DPS), Department of Recreation, the Community Use of Public Facilities, and Environmental Health Regulatory Services in the Department of Health and Human Services to this building. The building will have a geothermal heating and cooling system which is likely to result in LEED Platinum certification for the office building. After the building is delivered to M-NCPPC, the Commission will transfer the ownership of the parcels at 8787 Georgia Avenue in Silver Spring and 11200 Amherst Avenue in Wheaton to the County. The County will then transfer 8787 Georgia Avenue to the developer who will develop a privately financed mixed-use project on the site. The delivery will include air rights above the land over the parking garage for the space comprising the office building and over that portion of the land located between the building and Reedy Drive. The Town Square will be maintained and programmed by the RSC for community benefit. Publicly available WiFi will be among those community benefits. The obligations and relationship between County Government and M-NCPPC for the project are reflected in a Memorandum of Understanding dated May 31, 2013 and will be explicitly set forth in the Binding Agreements between the parties. This PDF also includes \$650,000 for consulting services to provide 1) a comprehensive parking study to identify potential redevelopment disruptions to the public parking supply and any related impacts of existing businesses and to identify potential mitigation options; 2) planning studies to review potential models and approaches to creating local jobs and job training opportunities prior to and during redevelopment, including relevant case examples in Montgomery County as well as innovative models from other local and national jurisdictions; and 3) a business assessment study to determine the number of businesses and the magnitude of the impact. The business assessment study is needed to support Council Bill 6-12 for the establishment of service provision and technical assistance to those small businesses adversely impacted by a County redevelopment project.

LOCATION

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

ESTIMATED SCHEDULE

The project design started in July 2014 and construction began in June 2017. Demolition of the RSC site began in February 2018. The Town Square is planned to be completed in Fall 2019 and the substantial completion of the office building is scheduled by Spring 2020. Close-out activities are expected to be completed in the beginning of FY21.

COST CHANGE

Reflects FY18 cost savings related to lapse savings generated from the hiring delay of one Program Manager II position to support the Small Business Assistance Program. Minor funding schedule adjustments to reflect likely payment schedule.

PROJECT JUSTIFICATION

The Wheaton Redevelopment Program was established in 2000 with the goal of encouraging private reinvestment through targeted, complementary public investment. The complementary public investment that Wheaton most needs is investment in creating a centrally located public space and a daytime population that together will contribute to an 18-hour economy in downtown Wheaton. It is expected that this public investment will leverage private investment, some of which is already occurring in Wheaton. Plans & Studies: Wheaton CBD and Vicinity Sector Plan (2011), State of Maryland designation as a Smart Growth and TOD site (2010), Urban Land Institute Technical Assistance Panel (2009), the International Downtown Association Advisory report (2008), Wheaton's Public Safety Audit (2004), the Wheaton Redevelopment Advisory Committee visioning process for the Wheaton core; National Mainstreet Center Planning Study (2000), and WRAC activities since established in 2000.

FISCAL NOTE

Minor project funding includes: 1) \$418,000 FY09 Federal grant, funded through the SAFETEA-LU transportation act; 2) A developer contribution of \$861,940 from M-NCPPC Public Use Space and Amenity Fund (November 5, 2010 Planning Board Resolution, 10-149, Site Plan 820110010); and 3) \$350,000 FY14 and FY15 State aid to support facade improvements and a pilot solar-powered trash compactor program. State aid has been adjusted to reflect actual spending and reimbursements. Non-tax supported long-term financing and PAYGO will be used to finance the costs for DEP, DPS and CUPF facility space. \$15M of the land sale proceeds from the M-NCPPC Headquarters in Silver Spring is programmed in FY20 to help finance the project costs. Total project cost includes \$8,930,000 for Streetscape and Facade work funded through FY12. The residential development on Lot 13 will not be funded in this PDF. Expenditure and funding schedules are adjusted to align with construction of the office building and to reflect updated space allocations.

DISCLOSURES

A pedestrian impact analysis has been completed for this project. The County Executive asserts that this project conforms to the requirement of relevant local plans, as required by the Maryland Economic Growth, Resource Protection and Planning Act.

COORDINATION

Washington Metropolitan Area Transit Authority, Office of the County Attorney, Maryland-National Capital Park and Planning Commission, Westfield Mall, Community Associations and Residents, private developers, Department of General Services, Department of Transportation, Department of Environmental Protection, Department of Permitting Services, Department of Housing and Community Affairs, Mid-County Regional Service Center, and State of Maryland. Special Projects Legislation [Bill No. 33-14] was adopted by Council June 17, 2014.



White Oak Science Gateway Redevelopment Project (P361701)

Category	General Government	Date Last Modified	05/17/18
SubCategory	Economic Development	Administering Agency	General Services
Planning Area	Colesville-White Oak and Vicinity	Status	Ongoing

	Total	Thru FY17	Est FY18	Total 6 Years	FY 19	FY 20	FY 21	FY 22	FY 23	FY 24	Beyond 6 Years
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EXPENDITURE SCHEDULE (\$000s)

Planning, Design and Supervision	1,200	221	179	800	200	200	200	200	-	-	-
Site Improvements and Utilities	7,100	5	2,085	5,000	5,000	-	-	-	-	-	-
Construction	40,000	-	-	40,000	1,000	10,000	14,000	9,000	6,000	-	-
Other	740	9	411	320	160	160	-	-	-	-	-
TOTAL EXPENDITURES	49,040	235	2,685	46,120	6,360	10,360	14,200	9,200	6,000	-	-

FUNDING SCHEDULE (\$000s)

G.O. Bonds	48,400	235	2,365	45,800	6,200	10,200	14,200	9,200	6,000	-	-
Current Revenue: General	640	-	320	320	160	160	-	-	-	-	-
TOTAL FUNDING SOURCES	49,040	235	2,685	46,120	6,360	10,360	14,200	9,200	6,000	-	-

APPROPRIATION AND EXPENDITURE DATA (\$000s)

Appropriation FY 19 Request	360	Year First Appropriation	FY17
Appropriation FY 20 Request	360	Last FY's Cost Estimate	49,040
Cumulative Appropriation	47,920		
Expenditure / Encumbrances	238		
Unencumbered Balance	47,682		

PROJECT DESCRIPTION

This program provides for the planning and development coordination activities by the County necessary to implement the redevelopment of the 110-acre County-owned parcel on Industrial Parkway in White Oak (Site II). The site will be redeveloped in conjunction with the adjacent 170-acre parcel in a public-private partnership as one, comprehensive and coordinated 280-acre bioscience-focused mixed-use community per the approved White Oak Science Gateway (WOSG) Master Plan. The project includes \$40 million to assist with the funding needed to construct master-planned roads A-106, B-5 and improvements to FDA Boulevard. Additionally, funds for demolition of existing structures and site clearing activities, as well as costs for County staff to coordinate multiple activities, are included in the project.

LOCATION

Silver Spring, Maryland

ESTIMATED SCHEDULE

The County's development partner has commenced development entitlements for the entire 280-acre project.

PROJECT JUSTIFICATION

In 2014, the Montgomery County Council approved the new White Oak Science Gateway Master Plan. The Plan establishes a vision for transforming what has been an industrial area into a denser, mixed-use commercial and residential center in which people can walk to work, shops, and transit. The County's initiative includes using both County-owned property (Site II) and privately-owned property as a public-private partnership and leveraging existing relationships with the adjacent Food and Drug Administration (FDA) campus to advance development activities in the Master Plan. Specialized services are required for the complex land assemblage and disposition actions associated with implementation of Stage I development requirements. Staff time and services are required to manage and coordinate efforts to develop detailed staging plans, manage demolition and clean-up activities, design infrastructure, and to negotiate transactions with development partners. The proposed 280-acre development is large-scale, long-term and transformational. It will be a catalyst for desired revitalization and redevelopment in the White Oak sector area and elsewhere in the Eastern portion of Montgomery County. The project will create job opportunities throughout White Oak and the Eastern portion of Montgomery County and will expand the tax base.

FISCAL NOTE

In FY17, a supplemental appropriation for \$47.2M in G.O. Bonds was approved for this project.

COORDINATION

Department of Transportation, Department of Finance, Office of Management and Budget, Department of Housing and Community Affairs, Department of Permitting Services, Maryland Department of the Environment, M-NCPPC



Heavy Equipment Replacement (P361901)

Category	General Government	Date Last Modified	05/21/18
SubCategory	Other General Government	Administering Agency	General Services
Planning Area	Countywide	Status	Under Construction

Total	Thru FY17	Est FY18	Total 6 Years	FY 19	FY 20	FY 21	FY 22	FY 23	FY 24	Beyond 6 Years
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EXPENDITURE SCHEDULE (\$000s)

Other	3,176	-	-	3,176	3,176	-	-	-	-	-
TOTAL EXPENDITURES	3,176	-	-	3,176	3,176	-	-	-	-	-

FUNDING SCHEDULE (\$000s)

Long-Term Financing	3,176	-	-	3,176	3,176	-	-	-	-	-
TOTAL FUNDING SOURCES	3,176	-	-	3,176	3,176	-	-	-	-	-

APPROPRIATION AND EXPENDITURE DATA (\$000s)

Appropriation FY 19 Request	3,176	Year First Appropriation
Appropriation FY 20 Request	-	Last FY's Cost Estimate
Cumulative Appropriation	-	
Expenditure / Encumbrances	-	
Unencumbered Balance	-	



Apparatus Replacement Program (P451504)

Category	Public Safety	Date Last Modified	05/17/18
SubCategory	Fire/Rescue Service	Administering Agency	Fire/Rescue Service
Planning Area	Countywide	Status	Ongoing

	Total	Thru FY17	Est FY18	Total 6 Years	FY 19	FY 20	FY 21	FY 22	FY 23	FY 24	Beyond 6 Years
EXPENDITURE SCHEDULE (\$000s)											
Planning, Design and Supervision	1	1	-	-	-	-	-	-	-	-	-
Other	88,654	10,407	29,262	48,985	6,099	9,111	8,262	8,407	8,468	8,638	-
TOTAL EXPENDITURES	88,655	10,408	29,262	48,985	6,099	9,111	8,262	8,407	8,468	8,638	-

FUNDING SCHEDULE (\$000s)											
Short-Term Financing	49,990	943	28,035	21,012	4,200	3,500	3,146	3,291	3,352	3,523	-
Current Revenue: Fire	38,665	9,465	1,227	27,973	1,899	5,611	5,116	5,116	5,116	5,115	-
TOTAL FUNDING SOURCES	88,655	10,408	29,262	48,985	6,099	9,111	8,262	8,407	8,468	8,638	-

APPROPRIATION AND EXPENDITURE DATA (\$000s)			
Appropriation FY 19 Request	4,299	Year First Appropriation	FY15
Appropriation FY 20 Request	9,111	Last FY's Cost Estimate	73,349
Cumulative Appropriation	41,470		
Expenditure / Encumbrances	13,658		
Unencumbered Balance	27,812		

PROJECT DESCRIPTION

This project provides for ongoing replacement of fire apparatus and EMS vehicles. The following units are anticipated to be replaced over the six year period: 5 aerials, 37 EMS units (ambulances), 22 engines, 2 all-wheel drive brush/wildland pumps, 5 rescue squads/hazardous materials units, and 1 tanker. 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 Master Plan, MCFRS Accreditation, and NFPA 1901 Annex D.

ESTIMATED SCHEDULE

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

COST CHANGE

Cost increase is due to the addition of FY23-24 to the program, partially offset by prior year savings.

PROJECT JUSTIFICATION

The 2016 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. It is also a requirement of the Commission on Fire Accreditation International. Replacement fire apparatus includes enhanced safety features as well as decreased downtime for maintenance and repairs.

FISCAL NOTE

This project will be funded with short term financing and the Consolidated Fire Tax District Fund which includes Emergency Medical Service Transport (EMST) revenue. Fire Consolidated current revenue shown above reflects the outright purchase of some apparatus and required non-financeable equipment. Debt service will be paid for in the operating budget with EMST revenue as a primary funding source. The project was reduced by \$1.8 million to recognize prior year current revenue savings; \$495,000 was shifted from FY19 to FY20 to align equipment purchases with anticipated apparatus delivery.

DISCLOSURES

Expenditures will continue indefinitely.

COORDINATION

Local Volunteer Fire and Rescue Departments.



White Flint Fire Station 23 (P451502)

Category	Public Safety	Date Last Modified	05/18/18
SubCategory	Fire/Rescue Service	Administering Agency	General Services
Planning Area	North Bethesda-Garrett Park	Status	Preliminary Design Stage

Total	Thru FY17	Est FY18	Total 6 Years	FY 19	FY 20	FY 21	FY 22	FY 23	FY 24	Beyond 6 Years
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EXPENDITURE SCHEDULE (\$000s)

Planning, Design and Supervision	5,549	140	214	5,195	897	1,261	1,405	1,178	454	-
Land	3,910	1,488	2,422	-	-	-	-	-	-	-
Site Improvements and Utilities	7,105	-	-	7,105	-	-	3,260	3,845	-	-
Construction	11,258	7	-	11,251	-	-	4,050	6,075	1,126	-
Other	1,523	-	-	1,523	-	-	962	561	-	-
TOTAL EXPENDITURES	29,345	1,635	2,636	25,074	897	1,261	9,677	11,659	1,580	-

FUNDING SCHEDULE (\$000s)

G.O. Bonds	29,345	1,635	2,636	25,074	897	1,261	9,677	11,659	1,580	-
TOTAL FUNDING SOURCES	29,345	1,635	2,636	25,074	897	1,261	9,677	11,659	1,580	-

OPERATING BUDGET IMPACT (\$000s)

Maintenance	-	-	-	188	-	-	-	-	94	94
Energy	-	-	-	100	-	-	-	-	50	50
Program-Staff	-	-	-	-	-	-	-	-	-	-
Program-Other	-	-	-	-	-	-	-	-	-	-
Offset Revenue	-	-	-	-	-	-	-	-	-	-
NET IMPACT	-	-	-	288	-	-	-	-	144	144
FULL TIME EQUIVALENT (FTE)	-	-	-	-	-	-	-	-	-	-

APPROPRIATION AND EXPENDITURE DATA (\$000s)

Appropriation FY 19 Request	460	Year First Appropriation	FY15
Appropriation FY 20 Request	716	Last FY's Cost Estimate	28,562
Cumulative Appropriation	7,669		
Expenditure / Encumbrances	2,856		
Unencumbered Balance	4,813		

PROJECT DESCRIPTION

This project provides for a new five bay Fire and Rescue Station in the Rockville/White Flint area and the purchase of associated apparatus. The new facility will be located on an acquired site at the south-east quadrant of Route 355 and Randolph Road. The northern border of the site has frontage along Randolph Road and the eastern border fronts Chapman Avenue. The new station will be constructed in accordance with the general square footage specifications of the prototype program of requirements (POR) for a Class I Fire Station, with adjustments made to meet these specific site conditions and additional uses. This Fire Station will include apparatus bays, dormitory and support space, personnel living quarters, administrative offices, meeting/training rooms and offices for a Battalion Chief. Parking requirements for each of these uses will be accommodated on site to the greatest extent possible. Fire/Rescue apparatus to be purchased for this station includes a new EMS unit and related equipment. Site constraints for this project include a WMATA easement which bisects the site running north/south through the western half of the parcel. A Phase I Environmental Site Assessment has been performed and a traffic impact statement is pending.

LOCATION

Southeast quadrant of Route 355 and Randolph Road at Maple Avenue

ESTIMATED SCHEDULE

Planning began in Winter 2017. Construction is expected to begin in mid to late 2020.

COST CHANGE

Cost increase is due to escalation from prior project delays.

PROJECT JUSTIFICATION

The existing Rockville Fire Station #23, located at 121 Rollins Avenue, has only three bays and is extremely undersized to meet the current response time requirements. A new station is necessary in this area due to the present and projected population density for the Rockville and White Flint areas. The White Flint sector is envisioned to include a mix of housing, commercial, retail, recreation, and civic uses with the White Flint District as the focal point. White Flint is

experiencing fast growth and the population is expected to increase with a significant amount of residential and commercial development, including 5,938 new proposed dwelling units and nearly 3 million square feet of new non-residential/commercial. Relocation of Rockville Station #23 to the White Flint area is needed to better position the station in relation to the high-density development in the approved White Flint Sector Plan and to minimize response time to the Station's highest incident call load area. The new site is of sufficient size to accommodate the construction of a larger station which can house additional needed apparatus and other public safety services.

OTHER

A number of test fits have been conducted at the proposed site located at the south-east quadrant of Route 355 and Randolph Road for the fire station and possible co-located affordable housing. Land Acquisition will be funded initially through ALARF, and then reimbursed by a future appropriation from this project.

FISCAL NOTE

Debt service for this project will be financed with Consolidate Fire Tax District Funds. Funds totaling \$4.517 million are shifted from FY21 to FY22 and FY23 to recognize the project's current schedule.

DISCLOSURES

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

COORDINATION

Montgomery County Fire and Rescue Service, Department of General Services, Department of Housing and Community Affairs



6th District Police Station (P470301)

Category
SubCategory
Planning Area

Public Safety
Police
Gaithersburg and Vicinity

Date Last Modified
Administering Agency
Status

05/18/18
General Services
Final Design Stage

	Total	Thru FY17	Est FY18	Total 6 Years	FY 19	FY 20	FY 21	FY 22	FY 23	FY 24	Beyond 6 Years
EXPENDITURE SCHEDULE (\$000s)											
Planning, Design and Supervision	3,927	1,563	-	1,451	-	-	-	-	508	943	913
Land	20	20	-	-	-	-	-	-	-	-	-
Site Improvements and Utilities	3,242	419	-	1,764	-	-	-	-	-	1,764	1,059
Construction	19,039	1	-	11,899	-	-	-	-	-	11,899	7,139
Other	1,204	5	-	749	-	-	-	-	-	749	450
TOTAL EXPENDITURES	27,432	2,008	-	15,863	-	-	-	-	508	15,355	9,561

FUNDING SCHEDULE (\$000s)

G.O. Bonds	27,432	2,008	-	15,863	-	-	-	-	508	15,355	9,561
TOTAL FUNDING SOURCES	27,432	2,008	-	15,863	-	-	-	-	508	15,355	9,561

OPERATING BUDGET IMPACT (\$000s)

Maintenance				185	-	-	-	-	-	-	185
Energy				199	-	-	-	-	-	-	199
NET IMPACT				384	-	-	-	-	-	-	384

APPROPRIATION AND EXPENDITURE DATA (\$000s)

Appropriation FY 19 Request	-	Year First Appropriation	FY06
Appropriation FY 20 Request	-	Last FY's Cost Estimate	2,109
Cumulative Appropriation	2,109		
Expenditure / Encumbrances	2,008		
Unencumbered Balance	101		

PROJECT DESCRIPTION

This project provides for planning, design and construction of a new 28,294 gross square feet 6th District Police Station and a new parking garage of 59,526 gross square feet in two levels to serve Gaithersburg/Montgomery Village and vicinity. The Station will be in a new development located on extended Watkins Mill Road between I-270 and MD-355. The prototype district station is a facility consisting of two floors and parking for the public and staff. The first floor houses the public access area, operations, patrol and support functions, and includes a small prisoner holding area. The second floor houses investigative units, staff support, and administration. Besides a surface parking lot that will provide 37 parking spaces in the non-secured area, a parking garage to accommodate 160 cars will be constructed inside the secured area. This parking garage will house a large evidence room, a vehicle service bay, and bicycle and motorcycle storage. The district station is a 24-hour per day, seven-day per week operation and provides support for beat teams. It is the command center for any satellite facilities within the police district. The district station will accommodate up to 161 department staff and volunteers. It has been sized to meet the needs projected in the Police Chief's Staffing Plan. A public meeting room will be available to facilitate outreach with the community.

LOCATION

Watkins Mill Road between I-270 and MD-355.

ESTIMATED SCHEDULE

This project is scheduled to start construction in Fall 2023 and finish in Winter 2025.

COST CHANGE

The cost of construction and equipment was added in the FY19-24 full CIP.

PROJECT JUSTIFICATION

The current facility is in rented space and lacks several features of a modern police station, including reinforced interview rooms and a dedicated sally port.

FISCAL NOTE

FY17 transfer of \$50,000 in G.O. Bonds to 3rd District Police Station (#047302).

DISCLOSURES

A pedestrian impact analysis has been completed for this project.

COORDINATION

Department of Police, Department of General Services, Department of Permitting Services, Department of Technology Services, Up-County Regional Services Center, Police Facilities Plan, Local Law Enforcement Agencies, State Highway Administration, Department of Environmental Protection, Verizon, Maryland Department of Natural Resources, City of Gaithersburg, Maryland-National Capital Park and Planning Commission, Washington Suburban Sanitary Commission, Pepco, Washington Gas, Special Capital Projects Legislation [Bill No. 13-05] was adopted by Council June 28, 2005. Reauthorization [Bill No. 26-10] was adopted by Council June 15, 2010.



PSTA Academic Building Complex (P479909)

Category
SubCategory
Planning Area

Public Safety
Police
Gaithersburg and Vicinity

Date Last Modified
Administering Agency
Status

03/12/18
General Services
Ongoing

Total	Thru FY17	Est FY18	Total 6 Years	FY 19	FY 20	FY 21	FY 22	FY 23	FY 24	Beyond 6 Years
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EXPENDITURE SCHEDULE (\$000s)

Planning, Design and Supervision	3,667	3,104	213	350	175	175	-	-	-	-
Site Improvements and Utilities	2,814	737	2,077	-	-	-	-	-	-	-
Construction	52	52	-	-	-	-	-	-	-	-
Other	11	11	-	-	-	-	-	-	-	-
TOTAL EXPENDITURES	6,544	3,904	2,290	350	175	175	-	-	-	-

FUNDING SCHEDULE (\$000s)

G.O. Bonds	6,544	3,904	2,290	350	175	175	-	-	-	-
TOTAL FUNDING SOURCES	6,544	3,904	2,290	350	175	175	-	-	-	-

APPROPRIATION AND EXPENDITURE DATA (\$000s)

Appropriation FY 19 Request	(2,037)	Year First Appropriation	FY99
Appropriation FY 20 Request	-	Last FY's Cost Estimate	8,544
Cumulative Appropriation	8,581		
Expenditure / Encumbrances	4,615		
Unencumbered Balance	3,966		

PROJECT DESCRIPTION

With the construction of the new Multi-Agency Service Park and the relocation of the Public Safety Training Academy activities to that facility, this project provides for the redevelopment of the existing PSTA site. The project will involve the demolition and environmental clean up of the site, staff time to oversee those activities, the redevelopment of the site, the Corridor Cities Transitway, and proposed bikeways in the Shady Grove master plan area.

LOCATION

9710 Great Seneca Highway, Rockville, MD 20850

ESTIMATED SCHEDULE

The existing uses were relocated in FY17. Demolition and environmental clean up will occur through FY19.

COST CHANGE

Reduce project cost to reflect current cost estimates.

PROJECT JUSTIFICATION

The redevelopment of the site is part of the County Executive's Smart Growth Initiative.

COORDINATION

Department of Police, Department of Correction and Rehabilitation, Montgomery County Fire and Rescue Service, Department of General Services, Multi-Agency Driver Training Facility, Office of Management and Budget, M-NCPPC.



Bridge Design (P509132)

Category
SubCategory
Planning Area

Transportation
Bridges
Countywide

Date Last Modified
Administering Agency
Status

05/01/18
Transportation
Ongoing

Total	Thru FY17	Est FY18	Total 6 Years	FY 19	FY 20	FY 21	FY 22	FY 23	FY 24	Beyond 6 Years
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EXPENDITURE SCHEDULE (\$000s)

Planning, Design and Supervision	20,883	14,322	1,503	5,058	1,073	999	890	855	664	577	-
Land	442	442	-	-	-	-	-	-	-	-	-
Site Improvements and Utilities	91	91	-	-	-	-	-	-	-	-	-
Construction	97	97	-	-	-	-	-	-	-	-	-
Other	18	18	-	-	-	-	-	-	-	-	-
TOTAL EXPENDITURES	21,531	14,970	1,503	5,058	1,073	999	890	855	664	577	-

FUNDING SCHEDULE (\$000s)

G.O. Bonds	18,789	12,565	1,166	5,058	1,073	999	890	855	664	577	-
State Aid	1,431	1,094	337	-	-	-	-	-	-	-	-
Federal Aid	966	966	-	-	-	-	-	-	-	-	-
PAYGO	340	340	-	-	-	-	-	-	-	-	-
Land Sale	15	15	-	-	-	-	-	-	-	-	-
TOTAL FUNDING SOURCES	21,531	14,970	1,503	5,058	1,073	999	890	855	664	577	-

APPROPRIATION AND EXPENDITURE DATA (\$000s)

Appropriation FY 19 Request	-	Year First Appropriation	FY91
Appropriation FY 20 Request	489	Last FY's Cost Estimate	18,875
Cumulative Appropriation	18,992		
Expenditure / Encumbrances	16,407		
Unencumbered Balance	2,585		

PROJECT 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

Cost increase due to the addition of Montevideo Road Bridge #30, Zion Road Bridge #21, and the addition of FY23 and FY24 to this ongoing level of effort.

PROJECT 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.

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 (PD&S) 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 projects. Candidate Projects: Park Valley Road Bridge #MPK-03, 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, Glen Road Bridge #M-0015, and Mouth of Monocacy Bridge #M-0043, Montevideo Road Bridge #M-0030, and Zion Road Bridge #M-0121.

FISCAL NOTE

In FY18, \$2M in GO Bond appropriation transferred from the Silver Spring Transit Center project.

DISCLOSURES

A pedestrian impact analysis has been completed for this project. Expenditures will continue indefinitely. The County Executive asserts that this project conforms to

the requirement of relevant local plans, as required by the Maryland Economic Growth, Resource Protection and Planning Act.

COORDINATION

Federal Highway Administration - Federal Aid Bridge Replacement/Rehabilitation Program, Maryland State Highway Administration, Maryland Department of the Environment, Maryland National Capital Park and Planning Commission, Montgomery County Department of Permitting Services, Utilities, Bridge Design Project CIP (No. 509132).



Dorsey Mill Road Bridge (P501906)

Category Transportation
SubCategory Bridges
Planning Area Germantown and Vicinity

Date Last Modified 05/17/18
Administering Agency Transportation
Status Final Design Stage

	Total	Thru FY17	Est FY18	Total 6 Years	FY 19	FY 20	FY 21	FY 22	FY 23	FY 24	Beyond 6 Years
EXPENDITURE SCHEDULE (\$000s)											
Planning, Design and Supervision	2,646	-	-	-	-	-	-	-	-	-	2,646
Land	250	-	-	250	-	-	-	-	250	-	-
Site Improvements and Utilities	145	-	-	-	-	-	-	-	-	-	145
Construction	25,309	-	-	2,000	-	-	-	-	-	2,000	23,309
TOTAL EXPENDITURES	28,350	-	-	2,250	-	-	-	-	250	2,000	26,100

FUNDING SCHEDULE (\$000s)											
G.O. Bonds	28,350	-	-	2,250	-	-	-	-	250	2,000	26,100
TOTAL FUNDING SOURCES	28,350	-	-	2,250	-	-	-	-	250	2,000	26,100

APPROPRIATION AND EXPENDITURE DATA (\$000s)											
Appropriation FY 19 Request	-	Year First Appropriation									
Appropriation FY 20 Request	-	Last FY's Cost Estimate									
Cumulative Appropriation	-										
Expenditure / Encumbrances	-										
Unencumbered Balance	-										

PROJECT DESCRIPTION

This project provides for the construction for the extension of Dorsey Mill Road from Century Boulevard to Milestone Center Drive for approximately 1,500 feet including a bridge over I-270 and the reconstruction of Dorsey Mill Road from Milestone Center Drive to Observation Drive for approximately 1,000 feet. The improvements will provide a new 4-lane divided roadway (one 11-foot outside lane and one 10.5-foot inside lane in each direction), a distance of approximately 0.5-miles, within a 150' minimum right-of-way. A 10-foot shared use path on the south side, a 7-foot sidewalk on the north side and a 7-foot one-way separated bike lane for each direction, in compliance with ADA requirements, will provide connectivity for the existing sidewalks and shared use paths along Century Boulevard, Milestone Center Drive, Observation Drive, Waters Hollow Road and Found Stone Road that intersect with Dorsey Mill Road. An 8-foot on-road parking space is proposed on both sides along the Dorsey Mill Road from Milestone Center Drive to Observation Drive to accommodate the existing condition that outside lanes are being used for parking by the adjacent townhouse communities. Based on the traffic analysis for the intersection with Century Boulevard, Milestone Center Drive, and Observation Drive respectively, traffic signals will be installed at an intersection if it is warranted and protected intersections for bike lanes will be provided as appropriate. The proposed roadway bridge over I-270 will be a dual bridge with a 42'-0" wide longitudinal opening to accommodate the future Corridor City Transitway (CCT) bridge. The footings and a portion of the abutments and pier of the CCT bridge will be constructed under this project to minimize impacts to the I-270 traffic during the future construction of the CCT bridge.

LOCATION

Dorsey Mill Road from Century Boulevard to Observation Drive in Germantown

ESTIMATED SCHEDULE

The design including application for permits is underway by Black Hills Germantown, LLP (BHG), the developer of the Black Hills subdivision, under an agreement (MOU) with the County and is expected to finish in the Spring 2019. The land acquisition is projected in FY23. The construction is projected from FY24 to FY27.

PROJECT JUSTIFICATION

The vision of the project is to provide multi-modal access, improve mobility and safety for local travel, and enhance pedestrian, bicycle, and vehicular access and connectivity to existing residential, commercial, parks, and recreational area and planned mixed-use developments on both sides of I-270 in the vicinity of the Germantown Town Center urban area. This project is needed to provide the east-west transportation improvement completing the master planned Dorsey Mill Road that will connect Century Boulevard on the west side I-270 with Observation Drive on the east side of I-270. The latest planned mixed-use developments in the vicinity (the Black Hills subdivision on the west side of I-270) and the Milestone subdivision on the east side of I-270 provides for a total of 1,574 units of multi-family dwellings, 2,119,062 square feet of commercial space, and 140 assisted living facility units.

OTHER

The 2009 Germantown Employment Area Sector Plan designates Dorsey Mill Road from Century Boulevard to Observation Drive as a 4-lane Business District Road B-14 and Corridor Cities Transitway with 150' right-of-way and shared use path SP-66. Corridor Cities Transitway proposes a station at the median of the Dorsey Mill Road between Milestone Center Drive and Observation Drive. BHG is responsible for the design and permits. BHG is proceeding with design at its

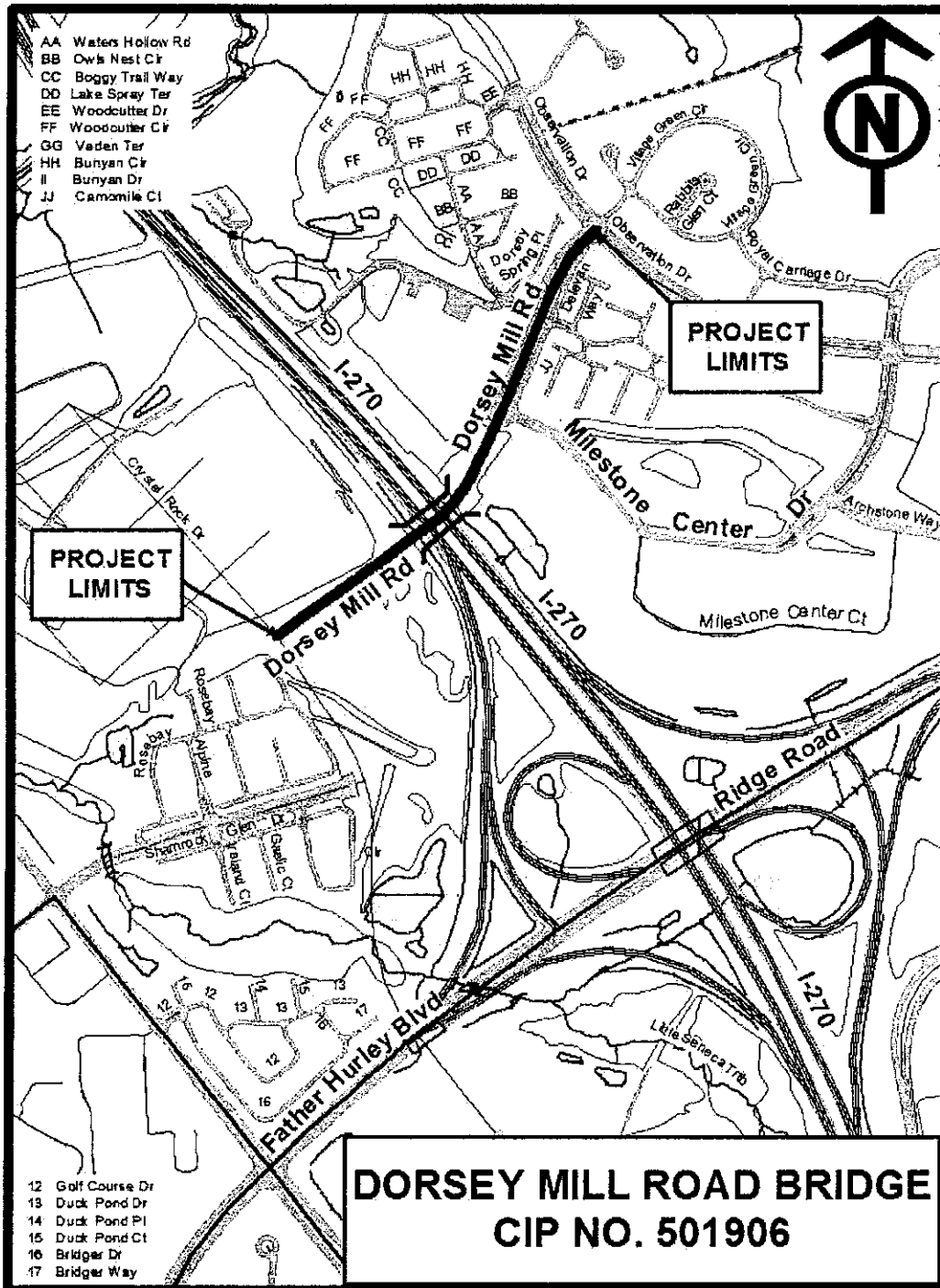
expense under terms of an MOU. The County agrees to certify impact tax credits to BHG for all design costs eligible for impact tax credits pursuant to Section 52-55 of the Montgomery County Code ("Impact Tax Credits"). The County is responsible for the land acquisition and construction.

DISCLOSURES

A pedestrian impact analysis has been completed for this project.

COORDINATION

Maryland State Highway Administration, Maryland Transit Administration, Maryland Department of the Environment, Maryland-National Capital Park and Planning Commission, Montgomery County Department of Permitting Services, Montgomery County Department of Environmental Protection, Utilities, Lerner (Managing Agent for BHG)





Gold Mine Road Bridge M-0096 (P501302)

Category
SubCategory
Planning Area

Transportation
Bridges
Olney and Vicinity

Date Last Modified
Administering Agency
Status

03/12/18
Transportation
Final Design Stage

	Total	Thru FY17	Est FY18	Total 6 Years	FY 19	FY 20	FY 21	FY 22	FY 23	FY 24	Beyond 6 Years
EXPENDITURE SCHEDULE (\$000s)											
Planning, Design and Supervision	945	1	244	700	400	300	-	-	-	-	-
Land	314	26	288	-	-	-	-	-	-	-	-
Site Improvements and Utilities	365	-	315	50	50	-	-	-	-	-	-
Construction	4,843	-	632	4,211	2,866	1,355	-	-	-	-	-
TOTAL EXPENDITURES	6,467	27	1,479	4,961	3,306	1,655	-	-	-	-	-

FUNDING SCHEDULE (\$000s)											
G.O. Bonds	3,413	27	300	3,086	1,431	1,655	-	-	-	-	-
Federal Aid	3,054	-	1,179	1,875	1,875	-	-	-	-	-	-
TOTAL FUNDING SOURCES	6,467	27	1,479	4,961	3,306	1,655	-	-	-	-	-

OPERATING BUDGET IMPACT (\$000s)											
Maintenance				5	-	1	1	1	1	1	1
NET IMPACT				5	-	1	1	1	1	1	1

APPROPRIATION AND EXPENDITURE DATA (\$000s)											
Appropriation FY 19 Request		1,168	Year First Appropriation								FY13
Appropriation FY 20 Request		-	Last FY's Cost Estimate								5,299
Cumulative Appropriation		5,299									
Expenditure / Encumbrances		27									
Unencumbered Balance		5,272									

PROJECT DESCRIPTION

This project provides for the replacement of the existing Gold Mine Road Bridge over Hawlings River and the construction of an 8'-0" bike path between James Creek Court and Chandlee Mill Road. The existing bridge, built in 1958, is a one span 30' steel beam with an asphalt filled corrugated metal deck structure carrying a 15'-8" clear roadway with W-beam guardrail on each side, for a total deck width of 16'-7". The proposed replacement bridge includes a one span 53' prestressed concrete slab beam structure with a 33'-0" clear roadway width. The project includes 250' of approach roadway work at each end of the bridge that consists of widening and raising the roadway profile by 5' at the bridge. The new bridge will carry 2 lanes of traffic, improve sight distances at the bridge, raise the bridge elevation to reduce flooding at the roadway, carry all legal vehicles, and provide pedestrian facilities across the river.

LOCATION

The project site is located along Gold Mine Bridge Road over the Hawlings River. It includes a bike path between James Creek Court and Chandlee Mill Road.

ESTIMATED SCHEDULE

The design of the project finished in the fall of 2017. The construction is scheduled to start in 2018 and be completed in 2020.

COST CHANGE

Cost increase due to additional stream maintenance work required for park permit by the Maryland-National Capital Park and Planning Commission.

PROJECT JUSTIFICATION

The proposed replacement work is necessary to provide a safe roadway condition for the traveling public. The 2009 bridge inspection revealed that the concrete abutments and wing walls are in fair condition and the bridge has a weight restriction which is controlled by the undersized steel beams. The bridge is currently on a 6-month inspection cycle to allow some school buses to exceed the inventory rating values of the beams. The bridge is functionally obsolete, carries two lanes of traffic on a single lane bridge with no sidewalks and has inadequate sight distance approaching the bridge. The bridge is closed two to three times a year due to flooding of the Hawlings River.

OTHER

This project also supports the County Executive's Vision Zero initiative which aims to reduce injuries and fatalities on all roads.

FISCAL NOTE

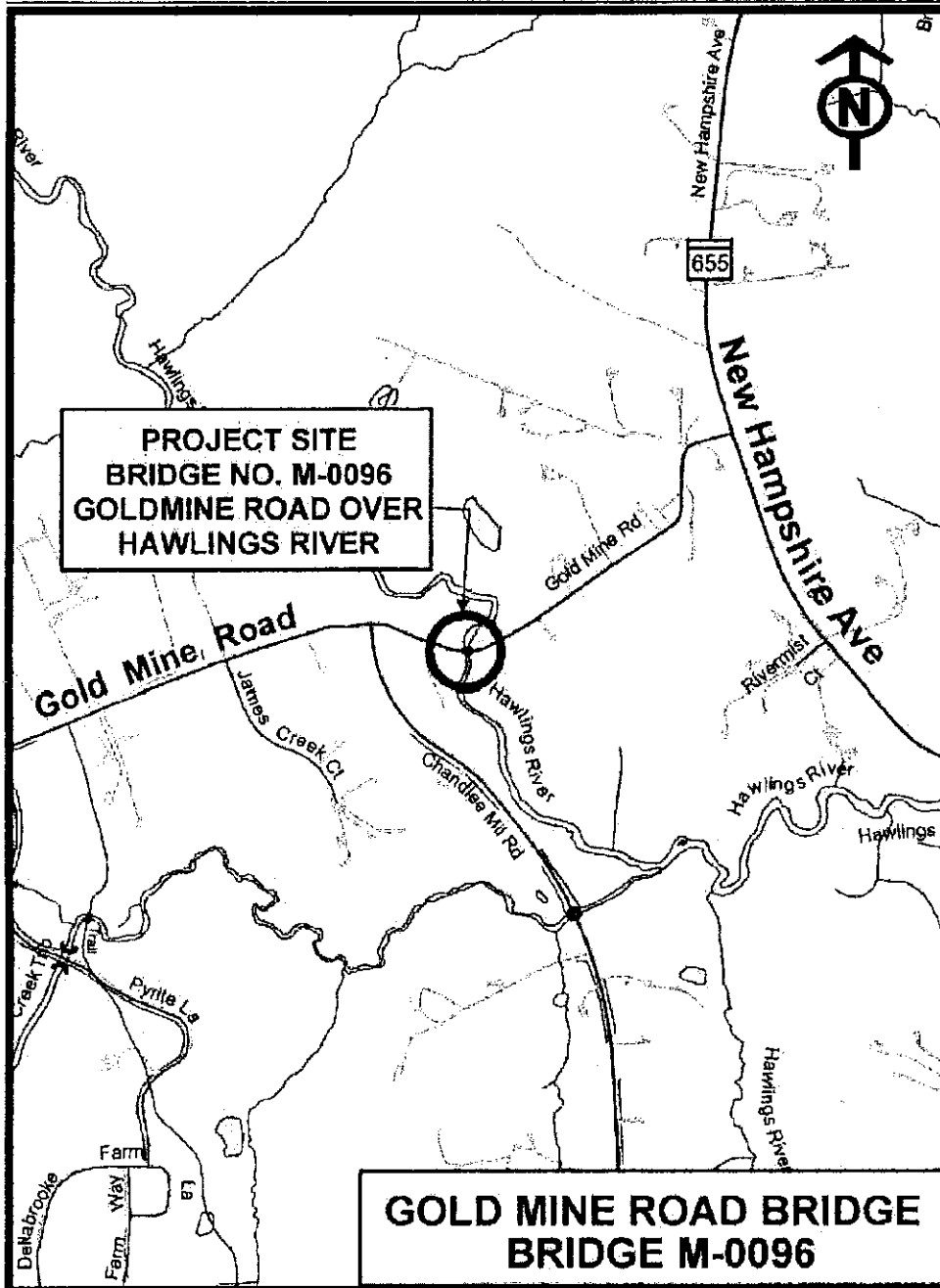
The costs of bridge construction and construction management for this project are eligible for up to 80 percent Federal Aid. The design costs for this project are covered in the "Bridge Design" project (C.I.P. No. 509132).

DISCLOSURES

A pedestrian impact analysis has been completed for this project.

COORDINATION

Federal Highway Administration - Federal Aid Bridge Replacement/Rehabilitation Program, Maryland State Highway Administration, Maryland Department of the Environment, Maryland-National Capital Park and Planning Commission, Montgomery County Department of Permitting Services, Utilities, Bridge Design PDF (CIP 509132)





Park Valley Road Bridge (P501523)

Category
SubCategory
Planning Area
Required Adequate Public Facility

Transportation
Bridges
Takoma Park
Yes

Date Last Modified
Administering Agency
Status

05/23/18
Transportation
Final Design Stage

Total	Thru FY17	Est FY18	Total 6 Years	FY 19	FY 20	FY 21	FY 22	FY 23	FY 24	Beyond 6 Years
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EXPENDITURE SCHEDULE (\$000s)

Planning, Design and Supervision	589	1	93	495	372	123	-	-	-	-
Site Improvements and Utilities	30	-	7	23	15	8	-	-	-	-
Construction	4,231	-	419	3,812	2,581	1,231	-	-	-	-
TOTAL EXPENDITURES	4,850	1	519	4,330	2,968	1,362	-	-	-	-

FUNDING SCHEDULE (\$000s)

Federal Aid	3,542	-	390	3,152	2,237	915	-	-	-	-
G.O. Bonds	1,308	1	129	1,178	731	447	-	-	-	-
TOTAL FUNDING SOURCES	4,850	1	519	4,330	2,968	1,362	-	-	-	-

APPROPRIATION AND EXPENDITURE DATA (\$000s)

Appropriation FY 19 Request	-	Year First Appropriation	FY15
Appropriation FY 20 Request	-	Last FY's Cost Estimate	3,950
Cumulative Appropriation	4,850		
Expenditure / Encumbrances	1		
Unencumbered Balance	4,849		

PROJECT DESCRIPTION

This project provides for the replacement of the existing Park Valley Road Bridge over Sligo Creek and realignment of the nearby existing Sligo Creek Hiker/Biker Trail. The replacement Park Valley Road Bridge will be a 34 foot single span simply supported prestressed concrete slab beam structure carrying a 26 feet clear roadway, a 5 foot 8 inches wide sidewalk on the south side, and an 8 inches wide curb on the north side for a total clear bridge width of 32 feet 4 inches. An approximately 85 foot long approach roadway and an approximately 85 foot long sidewalk connector will be reconstructed to tie the bridge to the existing roadway and trail. The realignment of the nearby existing hard surface Sligo Creek Hiker/Biker Trail will include a new 12 foot wide, 65 foot long single span simply supported prefabricated steel truss pedestrian bridge over Sligo Creek, plus a new 10 foot wide approximately 213 foot long hard surface trail to tie the new pedestrian bridge to the existing trail, plus reconfiguration of the existing substandard mini circle Park Valley Road/Sligo Creek Parkway intersection to a regular T-intersection with a new crosswalk and a new 6 foot wide refuge median on Park Valley Road for the new trail. A new 5 foot wide, approximately 190 foot long natural surface pedestrian path will be constructed along the existing hard surface trail. Also, a parking lot will be removed at the northwest of the Park Valley Road Bridge.

LOCATION

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

CAPACITY

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

ESTIMATED SCHEDULE

The design of the project is underway with C.I.P. NO. 509132 and is expected to finish in 2018. The construction is scheduled to start in the Spring of 2018 and be completed in the mid 2020. The schedule is delayed due to requirements for Federal funding, additional stream work and drainage required for M-NCPPC park permit, and WSSC design schedule for a water main relocation.

COST CHANGE

Cost increase due to updated construction costs, which calls for additional excavation and stream diversion work.

PROJECT JUSTIFICATION

The existing Park Valley Road Bridge, built in 1931, is a 30 foot single span structure carrying a 20 foot clear roadway and a 5 foot wide sidewalk on the south side, for a total clear bridge width of 25 feet 9 inches. The 2013 inspection revealed that the concrete deck and abutments are in very poor condition. This bridge is considered structurally deficient. The bridge has posted load limits of 30,000 lb. The trail realignment is necessary to maintain pedestrian/bicycle access during construction of the replacement Park Valley Bridge, improve pedestrian/bicycle safety and accessibility of the Sligo Creek hiker/biker trail in the vicinity of Park Valley Road, and enhance the trail in compliance with ADA requirements. The reconfigured T-intersection will improve traffic safety and provide better access for

school buses and fire-rescue apparatus.

OTHER

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

FISCAL NOTE

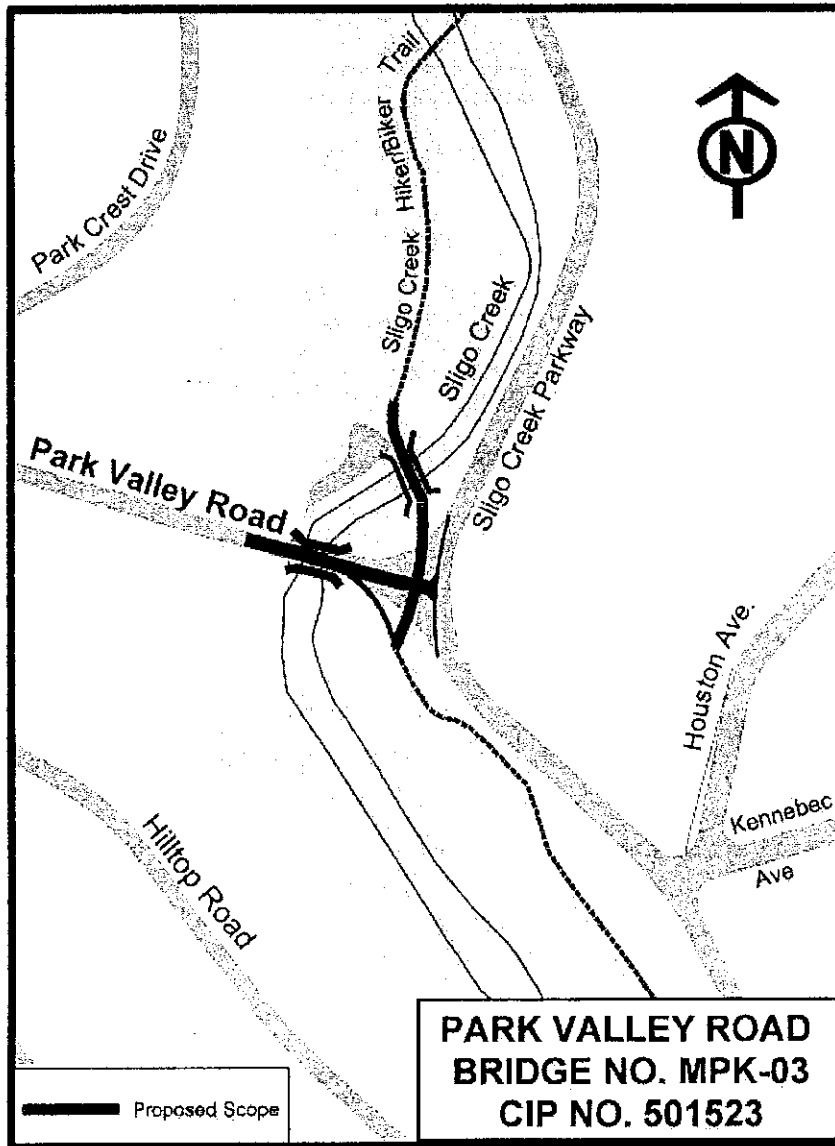
The costs of construction and construction management for the replacement of the Park Valley Road Bridge and associated approach work are eligible for up to 80 percent Federal Aid. The cost of construction and construction management for the realignment of the nearby existing Sligo Creek Hiker/Biker Trail, including the new pedestrian bridge, new trail and reconfiguration of the intersection are eligible for up to 80 percent federal funds by transportation alternatives program. The construction and construction management for the new natural surface pedestrian path will be 100 percent General Obligation Bonds. In FY18, \$270,000 in GO Bonds was transferred from the Piney Meetinghouse Road Bridge project (P501522). In FY18, Council approved a supplemental appropriation to add \$630,000 in Federal Aid.

DISCLOSURES

A pedestrian impact analysis has been completed for this project.

COORDINATION

Bridge Design Project CIP 509132, FHWA - Federal Aid Bridge Replacement/Rehabilitation Program, FHWA - Transportation Alternatives Program, Maryland State Highway Administration, Maryland Department of the Environment, Maryland-National Capital Park And Planning Commission, Montgomery County Department of Permitting Services





Permanent Patching: Residential/Rural Roads (P501106)

Category
SubCategory
Planning Area

Transportation
Highway Maintenance
Countywide

Date Last Modified
Administering Agency
Status

05/21/18
Transportation
Ongoing

Total	Thru FY17	Est FY18	Total 6 Years	FY 19	FY 20	FY 21	FY 22	FY 23	FY 24	Beyond 6 Years
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EXPENDITURE SCHEDULE (\$000s)

Planning, Design and Supervision	3,276	5	646	2,625	450	435	435	435	435	435
Construction	46,316	29,388	1,063	15,875	2,550	2,465	2,715	2,715	2,715	2,715
TOTAL EXPENDITURES	49,592	29,393	1,699	18,500	3,000	2,900	3,150	3,150	3,150	3,150

FUNDING SCHEDULE (\$000s)

G.O. Bonds	48,600	28,401	1,699	18,500	3,000	2,900	3,150	3,150	3,150	3,150
State Aid	992	992								
TOTAL FUNDING SOURCES	49,592	29,393	1,699	18,500	3,000	2,900	3,150	3,150	3,150	3,150

APPROPRIATION AND EXPENDITURE DATA (\$000s)

Appropriation FY 19 Request	3,000	Year First Appropriation	FY11
Appropriation FY 20 Request	2,900	Last FY's Cost Estimate	42,692
Cumulative Appropriation	31,092		
Expenditure / Encumbrances	29,788		
Unencumbered Balance	1,304		

PROJECT DESCRIPTION

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

COST CHANGE

Cost increase due to the addition of FY23-24 to this ongoing level of effort project as well as a \$1.6 million increase in FY19 partially offset by a \$1M reduction in FY22.

PROJECT JUSTIFICATION

In FY09, the Department of Transportation instituted a pavement management system. This system provides for systematic physical condition surveys. The physical condition surveys note the type, level, and extent of residential pavement deterioration combined with average daily traffic and other usage characteristics. This information is used to calculate specific pavement ratings, types of repair strategies needed, and associated repair costs, as well as the overall Pavement Condition Index (PCI) of the entire residential network. The system also provides for budget optimization and a systematic approach to maintaining a healthy residential pavement inventory. The updated 2017 pavement condition survey indicated that 679 lane-miles (16 percent) of residential pavement have fallen into the lowest possible category and are in need of structural patching. Typically, pavements rated in this category require between 15-20 percent permanent patching per lane-mile. Physical condition inspections of residential pavements will occur on a 2-3 year cycle.

FISCAL NOTE

\$44 million is the annual cost required to maintain the current Countywide Pavement Condition Index of 66 for residential and rural roads. Related CIP projects include Residential and Rural Road Rehabilitation (No. 500914) and Resurfacing: Residential/Rural Roads (No. 500511).

DISCLOSURES

Expenditures will continue indefinitely. The County Executive asserts that this project conforms to the requirement of relevant local plans, as required by the Maryland Economic Growth, Resource Protection and Planning Act.

COORDINATION

Maryland-National Capital Park and Planning Commission, Maryland State Highway Administration, Utility Companies, Montgomery County Department of Permitting Services, City of Gaithersburg, Facility Planning: Transportation (CIP No. 509337).



Residential and Rural Road Rehabilitation (P500914)

Category	Transportation	Date Last Modified	05/21/18
SubCategory	Highway Maintenance	Administering Agency	Transportation
Planning Area	Countywide	Status	Ongoing

	Total	Thru FY17	Est FY18	Total 6 Years	FY 19	FY 20	FY 21	FY 22	FY 23	FY 24	Beyond 6 Years
EXPENDITURE SCHEDULE (\$000s)											
Planning, Design and Supervision	9,550	9	3,001	6,540	690	990	1,215	1,215	1,215	1,215	-
Construction	89,131	48,165	1,906	39,060	5,910	5,610	6,885	6,885	6,885	6,885	-
Other	16	16	-	-	-	-	-	-	-	-	-
TOTAL EXPENDITURES	98,697	48,190	4,907	45,600	6,600	6,600	8,100	8,100	8,100	8,100	-

FUNDING SCHEDULE (\$000s)											
G.O. Bonds	84,617	38,374	2,009	44,234	6,600	5,234	8,100	8,100	8,100	8,100	-
Recordation Tax Premium (MCG)	14,080	9,816	2,898	1,366	-	1,366	-	-	-	-	-
TOTAL FUNDING SOURCES	98,697	48,190	4,907	45,600	6,600	6,600	8,100	8,100	8,100	8,100	-

APPROPRIATION AND EXPENDITURE DATA (\$000s)											
Appropriation FY 19 Request		6,600		Year First Appropriation							FY09
Appropriation FY 20 Request		6,600		Last FY's Cost Estimate							79,497
Cumulative Appropriation		53,097									
Expenditure / Encumbrances		48,473									
Unencumbered Balance		4,624									

PROJECT DESCRIPTION

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

COST CHANGE

Cost increase due to the addition of FY23-24 to this ongoing level of effort project as well as a \$4.5 million increase in FY19 partially offset by a \$1.5 million reduction in FY22.

PROJECT JUSTIFICATION

In FY09, the Department of Transportation instituted a contemporary pavement management system. This system provides for systematic physical condition surveys. The physical condition surveys note the type, level, and extent of residential pavement deterioration combined with average daily traffic and other usage characteristics. This information is used to calculate specific pavement ratings, types of repair strategies needed, and associated repair costs, as well as the overall Pavement Condition Index (PCI) of the entire residential network. The system also provides for budget optimization for a systematic approach to maintaining a healthy residential pavement inventory. The updated 2017 pavement condition survey indicated that 339 lane-miles (or 8 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

\$44 million is the annual cost required to maintain the current Countywide Pavement Condition Index of 66 on residential and rural roads. Related CIP projects include Permanent Patching: Residential/Rural Roads (No. 501106) and Residential and Rural Road Rehabilitation (No. 500914).

DISCLOSURES

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

COORDINATION

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



Resurfacing: Residential/Rural Roads (P500511)

Category	Transportation	Date Last Modified	05/17/18
SubCategory	Highway Maintenance	Administering Agency	Transportation
Planning Area	Countywide	Status	Ongoing

	Total	Thru FY17	Est FY18	Total 6 Years	FY 19	FY 20	FY 21	FY 22	FY 23	FY 24	Beyond 6 Years
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EXPENDITURE SCHEDULE (\$000s)

Planning, Design and Supervision	14,684	16	7,080	7,568	1,387	1,387	1,020	1,020	1,387	1,387	-
Construction	163,857	101,549	13,896	48,412	8,613	8,613	6,980	6,980	8,613	8,613	-
Other	225	225	-	-	-	-	-	-	-	-	-
TOTAL EXPENDITURES	178,766	101,790	20,976	56,000	10,000	10,000	8,000	8,000	10,000	10,000	-

FUNDING SCHEDULE (\$000s)

G.O. Bonds	168,371	99,864	17,115	51,392	5,392	10,000	8,000	8,000	10,000	10,000	-
Current Revenue: General	6,556	309	1,639	4,608	4,608	-	-	-	-	-	-
Recordation Tax Premium (MCG)	2,222	-	2,222	-	-	-	-	-	-	-	-
PAYGO	1,617	1,617	-	-	-	-	-	-	-	-	-
TOTAL FUNDING SOURCES	178,766	101,790	20,976	56,000	10,000	10,000	8,000	8,000	10,000	10,000	-

APPROPRIATION AND EXPENDITURE DATA (\$000s)

Appropriation FY 19 Request	10,000	Year First Appropriation	FY05
Appropriation FY 20 Request	10,000	Last FY's Cost Estimate	148,766
Cumulative Appropriation	122,766		
Expenditure / Encumbrances	112,247		
Unencumbered Balance	10,519		

PROJECT 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 4,244 lane-miles of rural and residential roads. Preventative maintenance includes full-depth patching of distressed areas of pavement in combination with a new hot mix asphalt wearing surface of 1-inch to 2-inches depending on the levels of observed distress. A portion of this work will be performed by the County in-house paving crew.

COST CHANGE

Cost increase due to the addition of FY23-24 to this ongoing level of effort project; plus an \$8.0 million increase in FY19, a \$2.5 million increase in FY20, and annual decreases of \$250K in FY21-22.

PROJECT JUSTIFICATION

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

OTHER

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

FISCAL NOTE

\$44 million is the annual cost required to maintain the current Countywide Pavement Condition Index of 66 on residential and rural roads. Related CIP projects include Permanent Patching: Residential/Rural Roads (No. 501106) and Residential and Rural Road Rehabilitation (No. 500914). In FY17, a Special Appropriation of \$8.0 million (\$6.5 million in Current Revenue and \$1.5 million in G.O. Bonds) was approved for this project. In FY17, a Supplemental Appropriation of \$4.302 million in G.O. Bonds was approved for this project.

DISCLOSURES

Expenditures will continue indefinitely.

COORDINATION

Washington Suburban Sanitary Commission, Washington Gas Light Company, PEPCO, Cable TV, Verizon, United States Postal Service.



Street Tree Preservation (P500700)

Category	Transportation	Date Last Modified	03/10/18
SubCategory	Highway Maintenance	Administering Agency	Transportation
Planning Area	Countywide	Status	Ongoing

Total	Thru FY17	Est FY18	Total 6 Years	FY 19	FY 20	FY 21	FY 22	FY 23	FY 24	Beyond 6 Years
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EXPENDITURE SCHEDULE (\$000s)

Planning, Design and Supervision	3,855	59	1,096	2,700	450	450	450	450	450	450	-
Construction	39,516	21,641	2,575	15,300	2,550	2,550	2,550	2,550	2,550	2,550	-
Other	29	29	-	-	-	-	-	-	-	-	-
TOTAL EXPENDITURES	43,400	21,729	3,671	18,000	3,000	3,000	3,000	3,000	3,000	3,000	-

FUNDING SCHEDULE (\$000s)

Current Revenue: General	34,405	16,536	1,200	16,569	2,152	2,417	3,000	3,000	3,000	3,000	-
Recordation Tax Premium (MCG)	8,537	4,835	2,471	1,431	848	583	-	-	-	-	-
Land Sale	458	458	-	-	-	-	-	-	-	-	-
TOTAL FUNDING SOURCES	43,400	21,729	3,671	18,000	3,000	3,000	3,000	3,000	3,000	3,000	-

APPROPRIATION AND EXPENDITURE DATA (\$000s)

Appropriation FY 19 Request	3,000	Year First Appropriation	FY07
Appropriation FY 20 Request	3,000	Last FY's Cost Estimate	37,400
Cumulative Appropriation	25,400		
Expenditure / Encumbrances	22,896		
Unencumbered Balance	2,504		

PROJECT 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

Cost increase due to the addition of FY23-24.

PROJECT 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 about 500,000 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 stormwater 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.

DISCLOSURES

Expenditures will continue indefinitely.

COORDINATION

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



Boys Transit Center (P501915)

Category Transportation
SubCategory Mass Transit (MCG)
Planning Area Germantown and Vicinity

Date Last Modified 05/23/18
Administering Agency Transportation
Status Preliminary Design Stage

	Total	Thru FY17	Est FY18	Total 6 Years	FY 19	FY 20	FY 21	FY 22	FY 23	FY 24	Beyond 6 Years
EXPENDITURE SCHEDULE (\$000s)											
Land	620	-	-	620	620	-	-	-	-	-	-
TOTAL EXPENDITURES	620	-	-	620	620	-	-	-	-	-	-

FUNDING SCHEDULE (\$000s)											
G.O. Bonds	620	-	-	620	620	-	-	-	-	-	-
TOTAL FUNDING SOURCES	620	-	-	620	620	-	-	-	-	-	-

APPROPRIATION AND EXPENDITURE DATA (\$000s)											
Appropriation FY 19 Request	620	Year First Appropriation									
Appropriation FY 20 Request	-	Last FY's Cost Estimate									
Cumulative Appropriation	-										
Expenditure / Encumbrances	-										
Unencumbered Balance	-										

PROJECT DESCRIPTION

This project will allow the County to purchase property adjacent to the Boys MARC station, which will be developed into a future transit center and bus turnaround for commuters and other transit users.

LOCATION

15100 Barnesville Road, Boyds

ESTIMATED SCHEDULE

The County is currently negotiating a Contract of Sale with an anticipated closing date in early FY 19.

PROJECT JUSTIFICATION

As part of its facility planning process, the County has been working towards the preliminary design of a future transit center in close proximity to the Boys MARC station. The existing station is popular among commuters but parking is limited. In addition, providing Ride-On bus service to the station is difficult due to the road network and lack of space for buses to turn around. In the Summer of 2017, the County learned that the owners of the property adjacent to the MARC station (the Anderson Family) had listed the property for sale. The County has pursued the purchase of the property in order to secure the property while the design of the transit center to be located on the property is developed. The County's acquisition of the Anderson property is supported by the Boys Civic Association and the Maryland-National Capital Park & Planning Commission. As the design of the transit station continues to develop, the County intends to seek participation from the State of Maryland.

DISCLOSURES

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



Bus Rapid Transit: System Development (P501318)

Category
SubCategory
Planning Area

Transportation
Mass Transit (MCG)
Countywide

Date Last Modified
Administering Agency
Status

05/21/18
Transportation
Planning Stage

	Total	Thru FY17	Est FY18	Total 6 Years	FY 19	FY 20	FY 21	FY 22	FY 23	FY 24	Beyond 6 Years
EXPENDITURE SCHEDULE (\$000s)											
Planning, Design and Supervision	29,371	4,011	10,860	12,500	3,000	500	-	2,000	2,000	5,000	2,000
Land	4	4	-	-	-	-	-	-	-	-	-
TOTAL EXPENDITURES	29,375	4,015	10,860	12,500	3,000	500	-	2,000	2,000	5,000	2,000

FUNDING SCHEDULE (\$000s)											
Current Revenue: Mass Transit	16,875	625	2,750	11,500	2,500	-	-	2,000	2,000	5,000	2,000
G.O. Bonds	5,900	-	4,900	1,000	500	500	-	-	-	-	-
Revenue Bonds: Liquor Fund	3,600	2,890	710	-	-	-	-	-	-	-	-
Impact Tax	2,000	-	2,000	-	-	-	-	-	-	-	-
Federal Aid	500	-	500	-	-	-	-	-	-	-	-
State Aid	500	500	-	-	-	-	-	-	-	-	-
TOTAL FUNDING SOURCES	29,375	4,015	10,860	12,500	3,000	500	-	2,000	2,000	5,000	2,000

APPROPRIATION AND EXPENDITURE DATA (\$000s)											
Appropriation FY 19 Request			3,000		Year First Appropriation					FY13	
Appropriation FY 20 Request			500		Last FY's Cost Estimate					48,375	
Cumulative Appropriation			14,875								
Expenditure / Encumbrances			6,320								
Unencumbered Balance			8,555								

PROJECT DESCRIPTION

This project provides for the initial steps and detailed studies related to a Bus Rapid Transit (BRT) 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

Phase 1 (Alternatives Retained for Design Study) facility planning for the MD 355 and US 29 corridors occurred in FY15 through FY17. Phase 2 (Recommended Alternative) facility planning for MD 355 will occur in FY18-19. Planning and design for US 29 will be complete in FY18, and construction will begin in FY19 in Project #501912. Planning for the New Hampshire Avenue BRT corridor will begin in FY22 and will be complete in FY24. Planning for the North Bethesda Transitway will begin in FY24 and be complete in FY25.

COST CHANGE

Decrease due to all construction and vehicle funds for the US 29 BRT project moving to Bus Rapid Transit: US 29 (#501912). This is partially offset by increases related to program development in FY19-20 and addition of planning funds in FY22-25 for New Hampshire Avenue BRT and North Bethesda Transitway.

PROJECT JUSTIFICATION

The proposed BRT will reduce congestion on County and State roadways, increase transit ridership, and improve air quality. The BRT 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); MCDOT US 29 Bus Rapid Transit Project Description Report (March 2017); Maryland Transit Administration, MD 355 Bus Rapid Transit Corridor Planning Study (April 2017); Maryland Transit Administration, US 29 Bus Rapid Transit Corridor Planning Study (April 2017); MDOT MD 586 (Veirs Mill Road) Draft Corridor Study Report (September 2016).

OTHER

The County programmed funds for the Maryland Department of Transportation (MDOT) to conduct preliminary engineering for a master-planned BRT line on Veirs Mill Road between the Rockville and Wheaton Metrorail Stations (\$6 million). This study was funded in the State Transportation Participation project, PDF #500722, and a recommended alternative was selected in FY18. Design funds for the Veirs Mill BRT have been programmed in Bus Rapid Transit: Veirs Mill Road (#501913).

FISCAL NOTE

The Maryland Department of Transportation Consolidated Transportation Program for 2014-2019 provided \$10 million for County Rapid Transit System planning; \$4.2 million in FY15 and \$5.8 million in FY16. The Department used these funds to begin facility planning for the MD 355 and US 29 corridors. Assumes \$2 million in Impact Taxes from the cities of Rockville and Gaithersburg toward MD 355 facility planning. The FY19 appropriation is for the following: BRT outreach and BRT program support.

DISCLOSURES

The County Executive asserts that this project conforms to the requirement 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, Maryland-National Capital Park and Planning Commission, City of Rockville, City of Gaithersburg, State Transportation Participation project (#500722)



Bus Rapid Transit: US 29 (P501912)

Category	Transportation	Date Last Modified	05/23/18
SubCategory	Mass Transit (MCG)	Administering Agency	Transportation
Planning Area	Kemp Mill-Four Corners and Vicinity	Status	Final Design Stage

	Total	Thru FY17	Est FY18	Total 6 Years	FY 19	FY 20	FY 21	FY 22	FY 23	FY 24	Beyond 6 Years
EXPENDITURE SCHEDULE (\$000s)											
Planning, Design and Supervision	785	-	-	785	285	500	-	-	-	-	-
Land	2,000	-	-	2,000	2,000	-	-	-	-	-	-
Site Improvements and Utilities	3,215	-	-	3,215	2,215	1,000	-	-	-	-	-
Construction	11,000	-	-	11,000	7,000	4,000	-	-	-	-	-
Other	14,000	-	-	14,000	14,000	-	-	-	-	-	-
TOTAL EXPENDITURES	31,000	-	-	31,000	25,500	5,500	-	-	-	-	-

FUNDING SCHEDULE (\$000s)											
Short-Term Financing	14,000	-	-	14,000	14,000	-	-	-	-	-	-
Federal Aid	9,500	-	-	9,500	9,500	-	-	-	-	-	-
G.O. Bonds	5,500	-	-	5,500	2,000	3,500	-	-	-	-	-
Contributions	2,000	-	-	2,000	-	2,000	-	-	-	-	-
TOTAL FUNDING SOURCES	31,000	-	-	31,000	25,500	5,500	-	-	-	-	-

APPROPRIATION AND EXPENDITURE DATA (\$000s)											
Appropriation FY 19 Request			30,500		Year First Appropriation						
Appropriation FY 20 Request			500		Last FY's Cost Estimate						
Cumulative Appropriation			-								
Expenditure / Encumbrances			-								
Unencumbered Balance			-								

PROJECT DESCRIPTION

This project will construct a new Bus Rapid Transit (BRT) line on US 29 from Burtonsville Park-and-Ride lot to the Silver Spring Transit Center. The project will build 18 new BRT station platforms with level boarding and off-board fare payment, purchase 14 new 60-foot articulated vehicles, implement Transit Signal Priority at 15 intersections, and construct improved bicycle and pedestrian infrastructure, including 10 new Capital Bikeshare stations. The new BRT service will use the existing bus-on-shoulder lanes on US 29 in the northern section of the corridor and operate in mixed traffic in the southern section of US 29 and along Lockwood Drive, Stewart Lane, Briggs Chaney Road, and Castle Boulevard.

ESTIMATED SCHEDULE

Project planning was completed in FY18 in project #501318 and design will be completed in early FY19. Construction will begin in FY19 and be completed by FY20, with revenue service starting in FY20.

PROJECT JUSTIFICATION

The project will transform mobility options with the implementation of a 14-mile, premium, branded, limited-stop BRT service along US 29. This new service will improve transit travel time and increase opportunity for a broad range of users, including a significant number of minority and low-income riders living along a highly congested corridor. The project will improve passenger transit mobility by connecting riders to high density housing and employment centers. This project is vital to the success of significant new private development and employment in the adopted White Oak Science Gateway Master Plan.

Plans & Studies: MCDOT Countywide Bus Rapid Transit Study, Final Report (July 2011); County Executive's Transit Task Force (May 2012); Countywide Transit Corridors Functional Master Plan (November 2013); MCDOT US 29 Bus Rapid Transit Project Description Report (March 2017); Maryland Department of Transportation/Maryland Transit Administration US 29 Bus Rapid Transit Corridor Planning Study (April 2017).

OTHER

Prior to FY19, \$6.5 million for Planning and Design and \$500,000 in grant management was included in PDF 501318: Rapid Transit System (renamed to Bus Rapid Transit System Development in FY19). Since Planning and Design were close to completion at the end of FY18, only funds for the construction phase of the project (FY19 and 20) have been moved to this new PDF.

FISCAL NOTE

The project is receiving \$10 million of Federal funds through the Transportation Infrastructure Generating Economic Recovery (TIGER) program. The Federal funds will be used towards station and pedestrian/bicycle infrastructure construction. The Maryland Department of Transportation Consolidated Transportation Program (CTP) for 2014-2019 provided \$10 million for County Rapid Transit System planning, a portion of which was used to begin facility planning on the US 29 corridor.

Assumes \$2 million in private contributions. Reflects reallocation of \$1.3 million in GO Bonds from the ADA Compliance: Transportation project (#509325) to cover ADA sidewalk upgrades.

DISCLOSURES

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

COORDINATION

Maryland Department of Transportation, Washington Metropolitan Area Transit Authority, Maryland-National Capital Park and Planning Commission



Bus Rapid Transit: Veirs Mill Road (P501913)

Category	Transportation	Date Last Modified	05/23/18
SubCategory	Mass Transit (MCG)	Administering Agency	Transportation
Planning Area	Kensington-Wheaton	Status	Planning Stage

Total	Thru FY17	Est FY18	Total 6 Years	FY 19	FY 20	FY 21	FY 22	FY 23	FY 24	Beyond 6 Years
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EXPENDITURE SCHEDULE (\$000s)

Planning, Design and Supervision	7,000	-	-	4,000	-	-	-	-	2,000	2,000	3,000
TOTAL EXPENDITURES	7,000	-	-	4,000	-	-	-	-	2,000	2,000	3,000

FUNDING SCHEDULE (\$000s)

G.O. Bonds	4,000	-	-	1,000	-	-	-	-	-	1,000	3,000
Current Revenue: Mass Transit	3,000	-	-	3,000	-	-	-	-	2,000	1,000	-
TOTAL FUNDING SOURCES	7,000	-	-	4,000	-	-	-	-	2,000	2,000	3,000

APPROPRIATION AND EXPENDITURE DATA (\$000s)

Appropriation FY 19 Request	-	Year First Appropriation
Appropriation FY 20 Request	-	Last FY's Cost Estimate
Cumulative Appropriation	-	
Expenditure / Encumbrances	-	
Unencumbered Balance	-	

PROJECT DESCRIPTION

This project will design and construct a new Bus Rapid Transit (BRT) line on Veirs Mill Road (MD 586) between the Wheaton and Rockville Metrorail Stations. Planning conducted by the Maryland Department of Transportation State Highway Administration (MDOT SHA) resulted in a Recommended Alternative in late 2017. The recommended alternative includes queue jumps for use by BRT and other buses at congested intersections along the corridor, new BRT stations with level boarding and off-board payment, Transit Signal Priority, purchase of new 60-foot articulated vehicles, and other associated pedestrian and bicycle improvements along the corridor. The study retains curbside dedicated lanes as the long-term BRT alternative for Veirs Mill Road.

ESTIMATED SCHEDULE

Project planning was completed in FY18. Design will begin in FY23 and is anticipated to be complete in FY25.

PROJECT JUSTIFICATION

The project will transform mobility options with the implementation of a 7-mile, premium, branded, limited-stop BRT service along Veirs Mill Road. This new service will improve transit travel time and increase opportunity for a broad range of users, including a significant number of minority and low-income riders living along a highly congested corridor. The project will improve passenger transit mobility by connecting riders to high density housing and employment centers.

Plans & Studies: MCDOT Countywide Bus Rapid Transit Study, Final Report (July 2011); County Executive's Transit Task Force (May 2012); Countywide Transit Corridors Functional Master Plan (November 2013); Maryland Department of Transportation/Maryland State Highway Administration MD 586/Veirs Mill Road Draft Corridor Planning Study (September 2016).

OTHER

The County programmed funds for the Maryland Department of Transportation (MDOT) to conduct planning for the Veirs Mill Road BRT in the State Transportation Participation project, PDF #500722.

DISCLOSURES

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

COORDINATION

Maryland Department of Transportation, Washington Metropolitan Area Transit Authority, Maryland-National Capital Park and Planning Commission, City of Rockville



Bus Stop Improvements (P507658)

Category
SubCategory
Planning Area

Transportation
Mass Transit (MCG)
Countywide

Date Last Modified
Administering Agency
Status

05/09/18
Transportation
Ongoing

Total	Thru FY17	Est FY18	Total 6 Years	FY 19	FY 20	FY 21	FY 22	FY 23	FY 24	Beyond 6 Years
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EXPENDITURE SCHEDULE (\$000s)

Planning, Design and Supervision	2,311	1,316	-	995	195	160	160	160	160	-
Land	1,997	556	841	600	600	-	-	-	-	-
Construction	1,896	421	-	1,475	275	240	240	240	240	-
Other	112	112	-	-	-	-	-	-	-	-
TOTAL EXPENDITURES	6,316	2,405	841	3,070	1,070	400	400	400	400	-

FUNDING SCHEDULE (\$000s)

G.O. Bonds	3,198	1,769	499	930	930	-	-	-	-	-
Current Revenue: Mass Transit	3,118	636	342	2,140	140	400	400	400	400	-
TOTAL FUNDING SOURCES	6,316	2,405	841	3,070	1,070	400	400	400	400	-

APPROPRIATION AND EXPENDITURE DATA (\$000s)

Appropriation FY 19 Request	1,070	Year First Appropriation	FY76
Appropriation FY 20 Request	400	Last FY's Cost Estimate	5,116
Cumulative Appropriation	3,246		
Expenditure / Encumbrances	2,873		
Unencumbered Balance	373		

PROJECT 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 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. Through FY17, approximately 3,204 stops with 1,282 curb ramps; 422 concrete kneewalls for safety and seating, 85,618 linear feet of sidewalk; and 172,786 linear feet of ADA concrete pads have been modified or installed.

COST CHANGE

Starting in FY20, increase of \$400,000 annually to replace old shelters and provide additional shelters where warranted at stops with a minimum of 50 boardings/day.

PROJECT 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 this 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.

DISCLOSURES

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

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



Ride On Bus Fleet (P500821)

Category	Transportation	Date Last Modified	05/10/18
SubCategory	Mass Transit (MCG)	Administering Agency	Transportation
Planning Area	Countywide	Status	Ongoing

Total	Thru FY17	Est FY18	Total 6 Years	FY 19	FY 20	FY 21	FY 22	FY 23	FY 24	Beyond 6 Years
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EXPENDITURE SCHEDULE (\$000s)

Other	259,743	106,322	45,275	108,146	18,558	17,229	17,292	9,432	24,083	21,552	-
TOTAL EXPENDITURES	259,743	106,322	45,275	108,146	18,558	17,229	17,292	9,432	24,083	21,552	-

FUNDING SCHEDULE (\$000s)

Current Revenue: Mass Transit	107,836	4,841	23,157	79,838	250	15,229	15,292	7,432	22,083	19,552	-
Short-Term Financing	81,321	58,055	8,708	14,558	14,558	-	-	-	-	-	-
Federal Aid	44,315	25,269	7,696	11,350	3,350	1,600	1,600	1,600	1,600	1,600	-
State Aid	15,940	8,340	5,200	2,400	400	400	400	400	400	400	-
Fed Stimulus (State Allocation)	6,550	6,550	-	-	-	-	-	-	-	-	-
Impact Tax	2,350	1,881	469	-	-	-	-	-	-	-	-
G.O. Bonds	956	956	-	-	-	-	-	-	-	-	-
Contributions	475	430	45	-	-	-	-	-	-	-	-
TOTAL FUNDING SOURCES	259,743	106,322	45,275	108,146	18,558	17,229	17,292	9,432	24,083	21,552	-

APPROPRIATION AND EXPENDITURE DATA (\$000s)

Appropriation FY 19 Request	13,635	Year First Appropriation	FY09
Appropriation FY 20 Request	17,229	Last FY's Cost Estimate	226,714
Cumulative Appropriation	156,520		
Expenditure / Encumbrances	137,751		
Unencumbered Balance	18,769		

PROJECT 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

FY19: 9 full-size diesel, 19 small diesel, 4 electric, and 7 microtransit; FY20: 31 large diesel and 2 small diesel; FY21: 22 full-size hybrid; FY22: 13 full-size hybrid; FY23: 1 large diesel, 12 full-size hybrid, 28 small diesel, and 7 microtransit; FY24: 8 full-size hybrid and 32 small diesel

COST CHANGE

Addition of FY23 and FY24; Addition in FY19 of 4 electric buses with LoNo Grant in lieu of 4 small diesel, 7 new microtransit vehicles in lieu of 4 small diesel buses as part of Route 52 restructure, conversion of 9 hybrid buses to clean diesel, deferral of 2 small diesel to FY20, reduction of 2 small diesel buses in FY19 due to route efficiencies.

PROJECT JUSTIFICATION

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

FISCAL NOTE

Reflects technical adjustment of \$925,000 to cumulative appropriation. Recognizes \$2M in approved FY18 Savings Plan reductions as well as other prior year cost savings.

DISCLOSURES

Expenditures will continue indefinitely. The County Executive asserts that this project conforms to the requirement of relevant local plans, as required by the Maryland Economic Growth, Resource Protection and Planning Act.

COORDINATION

Department of General Services, Maryland Transit Administration



White Flint Metro Station Northern Entrance (P501914)

Category	Transportation	Date Last Modified	05/23/18
SubCategory	Mass Transit (MCG)	Administering Agency	Transportation
Planning Area	North Bethesda-Garrett Park	Status	Preliminary Design Stage

Total	Thru FY17	Est FY18	Total 6 Years	FY 19	FY 20	FY 21	FY 22	FY 23	FY 24	Beyond 6 Years
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EXPENDITURE SCHEDULE (\$000s)

Planning, Design and Supervision	3,500	-	-	3,500	-	-	1,750	1,750	-	-	-
TOTAL EXPENDITURES	3,500	-	-	3,500	-	-	1,750	1,750	-	-	-

FUNDING SCHEDULE (\$000s)

G.O. Bonds	3,500	-	-	3,500	-	-	1,750	1,750	-	-	-
TOTAL FUNDING SOURCES	3,500	-	-	3,500	-	-	1,750	1,750	-	-	-

APPROPRIATION AND EXPENDITURE DATA (\$000s)

Appropriation FY 19 Request	-	Year First Appropriation	-
Appropriation FY 20 Request	-	Last FY's Cost Estimate	-
Cumulative Appropriation	-		
Expenditure / Encumbrances	-		
Unencumbered Balance	-		

PROJECT DESCRIPTION

This project provides for planning and preliminary engineering of access improvements to the White Flint Metro Station. Access is currently limited to the southern end of the platform. Metro has conducted a feasibility study of providing additional access at the northern end of the platform, including potential pedestrian underpass connections of MD 355 (Rockville Pike). Construction of northern access to the station will reduce walk times to the Metro Platform. If included, the pedestrian underpasses will reduce conflicts with motor vehicle traffic at the intersection of Old Georgetown Road and MD 355.

LOCATION

MD355 (Rockville Pike) at Old Georgetown Road/White Flint Metro Station.

PROJECT JUSTIFICATION

This project is needed to improve the mobility, and safety for all facility users within the project area by reducing walking distances and times to the Metro station platforms. The project may also reduce existing conflicts between pedestrians and vehicles. Currently, transit users, pedestrians, and bicyclists cross MD 355 (Rockville Pike) and Old Georgetown Road to access the Metro Station. If the underpasses are included, this project reduces the need for at-grade pedestrian crossings. Traffic volumes and speeds on MD 355 can be high and pedestrians must cross over seven lanes of traffic.

DISCLOSURES

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

COORDINATION

Maryland-National Capital Park & Planning Commission, Maryland State Highway Administration, Washington Metropolitan Area Transit Authority.



Parking Lot Districts Service Facility (P501551)

Category
SubCategory
Planning Area

Transportation
Parking
Silver Spring and Vicinity

Date Last Modified
Administering Agency
Status

02/23/18
Transportation
Under Construction

Total	Thru FY17	Est FY18	Total 6 Years	FY 19	FY 20	FY 21	FY 22	FY 23	FY 24	Beyond 6 Years
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EXPENDITURE SCHEDULE (\$000s)

Planning, Design and Supervision	641	341	100	200	200	-	-	-	-	-
Site Improvements and Utilities	227	4	223	-	-	-	-	-	-	-
Construction	3,782	20	677	3,085	3,085	-	-	-	-	-
Other	120	5	-	115	115	-	-	-	-	-
TOTAL EXPENDITURES	4,770	370	1,000	3,400	3,400	-	-	-	-	-

FUNDING SCHEDULE (\$000s)

Current Revenue: Parking - Silver Spring	4,770	370	1,000	3,400	3,400	-	-	-	-	-
TOTAL FUNDING SOURCES	4,770	370	1,000	3,400	3,400	-	-	-	-	-

OPERATING BUDGET IMPACT (\$000s)

Maintenance	402	67	67	67	67	67	67	67	67
Energy	90	15	15	15	15	15	15	15	15
Program-Other	(1,254)	(209)	(209)	(209)	(209)	(209)	(209)	(209)	(209)
NET IMPACT	(762)	(127)	(127)	(127)	(127)	(127)	(127)	(127)	(127)

APPROPRIATION AND EXPENDITURE DATA (\$000s)

Appropriation FY 19 Request	573	Year First Appropriation	FY15
Appropriation FY 20 Request	-	Last FY's Cost Estimate	4,197
Cumulative Appropriation	4,197		
Expenditure / Encumbrances	444		
Unencumbered Balance	3,753		

PROJECT DESCRIPTION

The Parking Lot Districts (PLD) Service Facility is proposed to include offices for the meter and maintenance teams; shops for meter repair and cleaning; dry storage and staff facilities for everyday use and emergency service callbacks. The facility will allow consolidation of the existing Parking Maintenance office directly across Spring Street (currently in leased space) and the Meter Maintenance Shop currently located on the ground floor of Garage 4 near Thayer Avenue and Fenton Street. The facility will be adjacent to the northern wall of Garage 2.

LOCATION

1200 Spring Street, Silver Spring

CAPACITY

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

ESTIMATED SCHEDULE

Design performed during FY15 and FY16. Construction will be performed during FY18 and the first half of FY19. Construction has slipped one year due to coordination with Maryland-National Capital Park and Planning Commission (M-NCPPC) and an adjacent developer as well as design changes and permitting issues.

COST CHANGE

Additional cost in FY19 due to contractual increases.

PROJECT JUSTIFICATION

Moving the Meter Maintenance Shop will allow the future sale or redevelopment of the property. The existing lease for the Parking Maintenance Office is located in a building that has been purchased by a new owner. The County has been put on notice that the lease will not be renewed at its scheduled termination. The Meter Shop currently is located in Garage 4 in South Silver Spring. This facility will either need extensive rehabilitation for continued use or may be the subject of a future demolition and redevelopment. Combining these teams in one location will allow space saving for conference rooms, kitchen and break room. Garage 2 also has space for additional employee parking and secure parking for Meter Maintenance vehicles. An analysis by the Leasing Office of the Department of General Services

has determined that leasing or buying an existing building will cost significantly more than the construction of a new facility on PLD owned land. Operating expenses are expected to decrease by combining the two current facilities into one.

FISCAL NOTE

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

DISCLOSURES

A pedestrian impact analysis has been completed for this project.

COORDINATION

PEPCO, Washington Suburban Sanitary Commission, Department of Technology Services, Office of Management and Budget, M-NCPPC



Pkg Beth Fac Renovations (P508255)

Category	Transportation	Date Last Modified	03/08/18
SubCategory	Parking	Administering Agency	Transportation
Planning Area	Bethesda-Chevy Chase and Vicinity	Status	Ongoing

Total	Thru FY17	Est FY18	Total 6 Years	FY 19	FY 20	FY 21	FY 22	FY 23	FY 24	Beyond 6 Years
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EXPENDITURE SCHEDULE (\$000s)

Planning, Design and Supervision	3,057	1,010	247	1,800	300	300	300	300	300	300	-
Land	23	23	-	-	-	-	-	-	-	-	-
Site Improvements and Utilities	13	-	13	-	-	-	-	-	-	-	-
Construction	23,203	2,421	2,742	18,040	4,765	3,400	2,045	2,300	2,765	2,765	-
TOTAL EXPENDITURES	26,296	3,454	3,002	19,840	5,065	3,700	2,345	2,600	3,065	3,065	-

FUNDING SCHEDULE (\$000s)

Current Revenue: Parking - Bethesda	26,296	3,454	3,002	19,840	5,065	3,700	2,345	2,600	3,065	3,065	-
TOTAL FUNDING SOURCES	26,296	3,454	3,002	19,840	5,065	3,700	2,345	2,600	3,065	3,065	-

APPROPRIATION AND EXPENDITURE DATA (\$000s)

Appropriation FY 19 Request	7,002	Year First Appropriation	FY83
Appropriation FY 20 Request	270	Last FY's Cost Estimate	18,859
Cumulative Appropriation	7,949		
Expenditure / Encumbrances	4,599		
Unencumbered Balance	3,350		

PROJECT 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.

LOCATION

Bethesda Parking Lot District

COST CHANGE

Additional funding in FY19-20 for Garage 47 work, and the addition of FY23-24 to this ongoing level of effort project.

PROJECT JUSTIFICATION

Staff inspection and condition surveys by County inspectors and consultants indicate that facilities in the Bethesda Parking Lot District (PLD) 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.

OTHER

Major sub-projects within this ongoing effort are as follows:

- Garage 47 Waverly Avenue re-decking of entire facility. Major corrosion and deterioration will require closing down this garage if remedial work is not accomplished. This project is estimated to cost \$6 million dollars and work will be performed in FY19-22. It is urgent to have this completed prior to the Marriott and JBG headquarters moves to Bethesda and the major redevelopment of the Bethesda Police District Property with a hotel, office and residential component.
- LED lighting upgrades in most garages in FY18-21.
- Modernization of elevators in Garage 40 St. Elmo in FY18-19.
- Deck repair and waterproofing of underground garage 49 Woodmont Ave.

DISCLOSURES

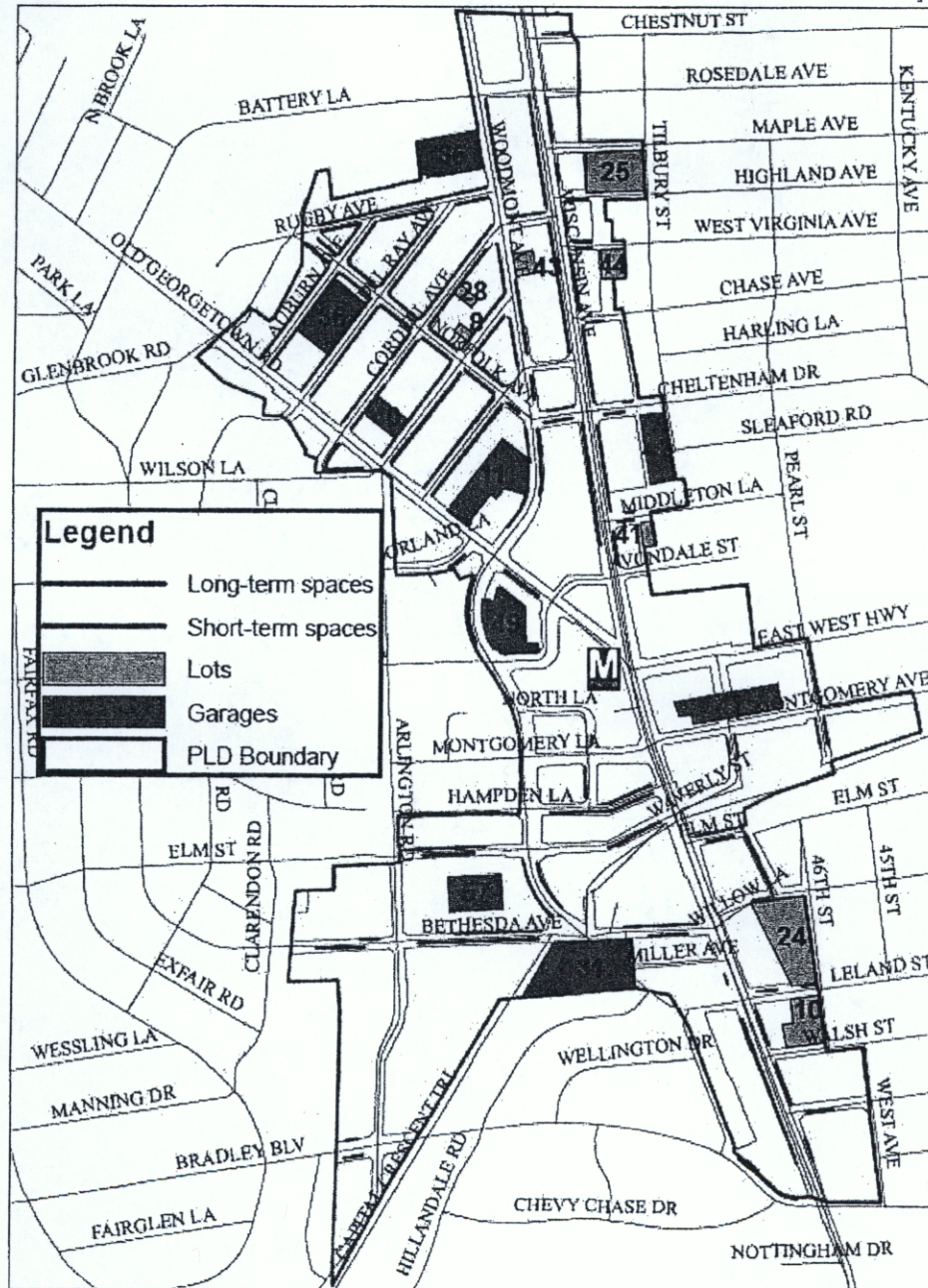
Expenditures will continue indefinitely.

COORDINATION

Facility Planning Parking: Bethesda PLD



Bethesda Parking Lot District



0 295 590 1,180 Feet

Montgomery County Maryland
Parking Management
Planning & Project Development Section





Pkg Sil Spg Fac Renovations (P508250)

Category
SubCategory
Planning Area

Transportation
Parking
Silver Spring and Vicinity

Date Last Modified
Administering Agency
Status

03/12/18
Transportation
Ongoing

Total	Thru FY17	Est FY18	Total 6 Years	FY 19	FY 20	FY 21	FY 22	FY 23	FY 24	Beyond 6 Years
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EXPENDITURE SCHEDULE (\$000s)

Planning, Design and Supervision	3,594	1,894	-	1,900	400	300	300	300	300	300	-
Land	33	33	-	-	-	-	-	-	-	-	-
Site Improvements and Utilities	1,314	1,148	166	-	-	-	-	-	-	-	-
Construction	19,363	3,159	2,444	13,760	2,210	2,310	2,310	2,310	2,310	2,310	-
Other	13	13	-	-	-	-	-	-	-	-	-
TOTAL EXPENDITURES	24,317	6,047	2,610	15,660	2,610	2,610	2,610	2,610	2,610	2,610	-

FUNDING SCHEDULE (\$000s)

Current Revenue: Parking - Silver Spring	24,317	6,047	2,610	15,660	2,610	2,610	2,610	2,610	2,610	2,610	-
TOTAL FUNDING SOURCES	24,317	6,047	2,610	15,660	2,610	2,610	2,610	2,610	2,610	2,610	-

APPROPRIATION AND EXPENDITURE DATA (\$000s)

Appropriation FY 19 Request	-	Year First Appropriation	FY83
Appropriation FY 20 Request	964	Last FY's Cost Estimate	23,353
Cumulative Appropriation	12,913		
Expenditure / Encumbrances	8,472		
Unencumbered Balance	4,441		

PROJECT DESCRIPTION

This project provides for the restoration of, or improvements to, Silver Spring parking facilities to address deterioration due to use and age. This is a continuing program of contractual improvements or restorations, with changing priorities depending upon the types of deterioration and corrections required. Corrective measures are required to ensure adequate and proper serviceability over the design life of the facilities and to preserve the County's investment. The scope of this project may vary depending on the results of the studies conducted under Facility Planning: Parking. The project will protect or improve the physical infrastructure to assure continuation of safe and reliable parking facilities. Included are annual consultant services, if required, to provide investigation, analysis, recommend repair methods, contract documents, inspection, and testing.

LOCATION

Silver Spring Parking Lot District

COST CHANGE

Addition of FY23-24 to this ongoing level of effort project, and reduction in estimated FY18 expenditures.

PROJECT JUSTIFICATION

Staff inspection and condition surveys by County inspectors and consultants indicate that facilities in the Silver Spring Parking Lot District (PLD) 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. A professional engineering assessment of the Silver Spring garages was performed in 2013 and is the basis of the list of near term and long term improvements.

OTHER

Major sub-projects within this ongoing effort include the following:

- Garage 2 Spring and Cameron, Deck, restraint system and facade repair/replacement.
- Garage 9 Kennett, St Elevator Modernization.
- LED Lighting upgrades in most garages.

DISCLOSURES

Expenditures will continue indefinitely.

COORDINATION

Silver Spring PLD Facility Planning





Pkg Wheaton Fac Renovations (P509709)

Category	Transportation	Date Last Modified	03/12/18
SubCategory	Parking	Administering Agency	Transportation
Planning Area	Kensington-Wheaton	Status	Ongoing

Total	Thru FY17	Est FY18	Total 6 Years	FY 19	FY 20	FY 21	FY 22	FY 23	FY 24	Beyond 6 Years
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EXPENDITURE SCHEDULE (\$000s)

Planning, Design and Supervision	151	67	12	72	12	12	12	12	12	12	-
Land	5	5	-	-	-	-	-	-	-	-	-
Construction	1,011	135	100	776	100	100	100	100	188	188	-
TOTAL EXPENDITURES	1,167	207	112	848	112	112	112	112	200	200	-

FUNDING SCHEDULE (\$000s)

Current Revenue: Parking - Wheaton	1,167	207	112	848	112	112	112	112	200	200	-
TOTAL FUNDING SOURCES	1,167	207	112	848	112	112	112	112	200	200	-

APPROPRIATION AND EXPENDITURE DATA (\$000s)

Appropriation FY 19 Request	-	Year First Appropriation	FY97
Appropriation FY 20 Request	-	Last FY's Cost Estimate	982
Cumulative Appropriation	563		
Expenditure / Encumbrances	355		
Unencumbered Balance	208		

PROJECT DESCRIPTION

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

LOCATION

Wheaton Parking Lot District

COST CHANGE

Revised FY18 projected expenditures and increased funding for FY23-24 to account for projected additional renovation work.

PROJECT JUSTIFICATION

Staff inspection and condition surveys by County inspectors and consultants indicate that facilities at the Wheaton Parking Lot District (PLD) 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

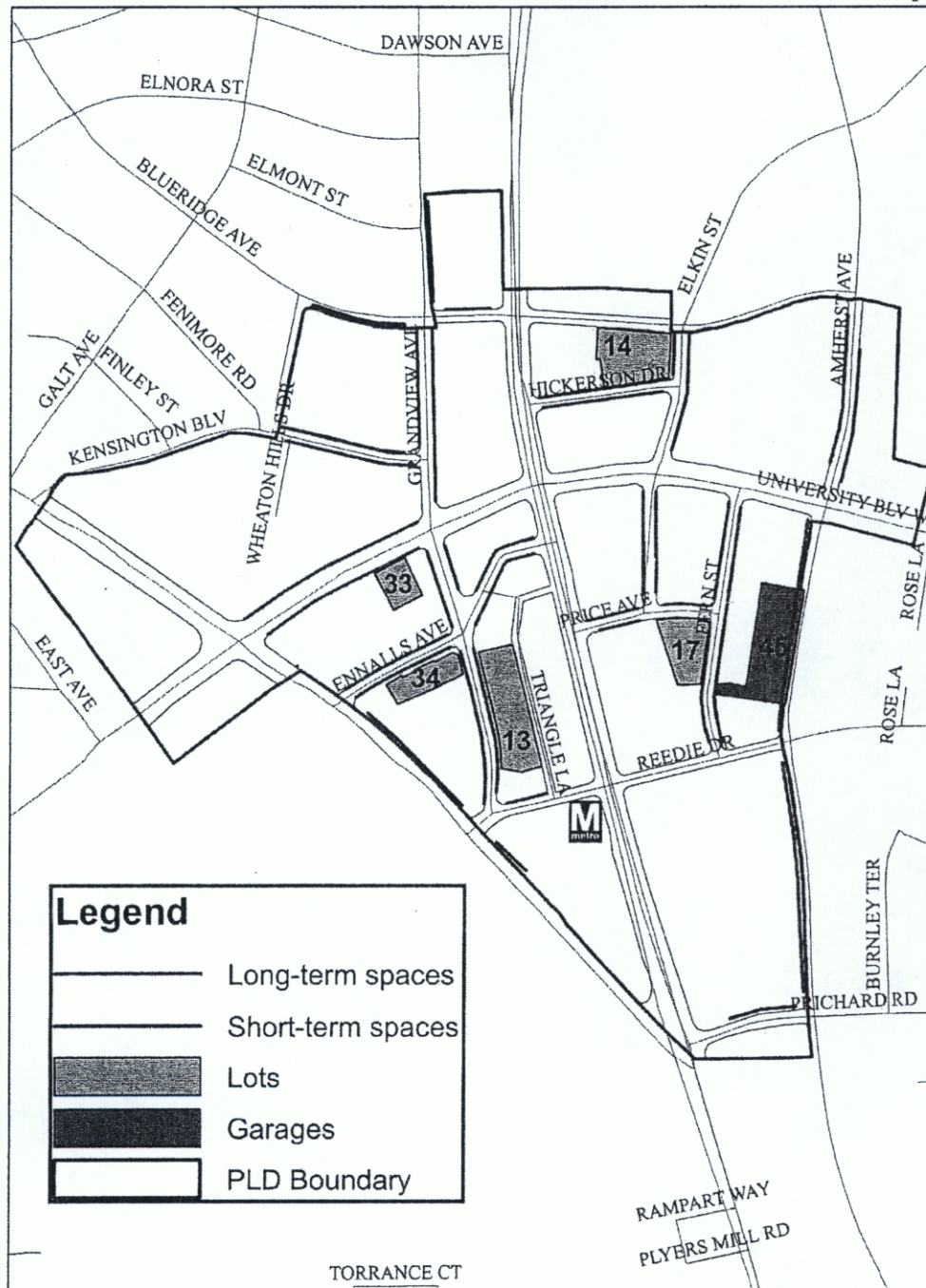
Expenditures will continue indefinitely.

COORDINATION

Facility Planning Parking: Wheaton PLD



Wheaton Parking Lot District



0 200 400 800 Feet

Montgomery County Maryland
Parking Management
Planning & Project Development Section





Bicycle-Pedestrian Priority Area Improvements (P501532)

Category
SubCategory
Planning Area

Transportation
Pedestrian Facilities/Bikeways
Countywide

Date Last Modified
Administering Agency
Status

05/09/18
Transportation
Ongoing

Total	Thru FY17	Est FY18	Total 6 Years	FY 19	FY 20	FY 21	FY 22	FY 23	FY 24	Beyond 6 Years
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EXPENDITURE SCHEDULE (\$000s)

Planning, Design and Supervision	8,758	1,215	1,305	6,238	730	684	1,212	1,277	1,319	1,016	-
Land	25	-	25	-	-	-	-	-	-	-	-
Site Improvements and Utilities	1,345	14	78	1,253	-	620	313	320	-	-	-
Construction	15,547	306	2,432	12,809	1,870	1,196	2,425	2,153	1,751	3,414	-
TOTAL EXPENDITURES	25,675	1,535	3,840	20,300	2,600	2,500	3,950	3,750	3,070	4,430	-

FUNDING SCHEDULE (\$000s)

G.O. Bonds	25,300	1,226	3,774	20,300	2,600	2,500	3,950	3,750	3,070	4,430	-
Current Revenue: General	375	309	66	-	-	-	-	-	-	-	-
TOTAL FUNDING SOURCES	25,675	1,535	3,840	20,300	2,600	2,500	3,950	3,750	3,070	4,430	-

APPROPRIATION AND EXPENDITURE DATA (\$000s)

Appropriation FY 19 Request	2,600	Year First Appropriation	FY16
Appropriation FY 20 Request	2,500	Last FY's Cost Estimate	16,375
Cumulative Appropriation	5,375		
Expenditure / Encumbrances	3,765		
Unencumbered Balance	1,610		

PROJECT DESCRIPTION

The project provides for the design and construction of bicycle and pedestrian capital improvements in the 30 Bicycle-Pedestrian Priority Areas (BiPPAs) identified in County master plans. Examples of such improvements include, but are not limited to: sidewalk, curb, and curb ramp reconstruction to meet ADA best practices, bulb-outs, cycle tracks, street lighting, and relocation of utility poles.

LOCATION

A study in FY15 identified sub-projects in: Glenmont, Grosvenor, Silver Spring Central Business District (CBD), Veirs Mill/Randolph Road, and Wheaton Central Business District (CBD) BiPPAs. A study in FY17 identified sub-projects in Long Branch, Piney Branch/University Boulevard, and Takoma-Langley Crossroads BiPPAs.

ESTIMATED SCHEDULE

Design and construction of projects in the Silver Spring CBD BiPPA began in FY16 and will continue through FY24. Design of projects in the Grosvenor BiPPA began in FY17 and construction of projects is anticipated to begin in FY18. Design of projects in Wheaton BiPPA is anticipated to begin in FY19 with construction beginning in FY20. Design of projects in the Glenmont BiPPA is anticipated to start in FY21 with construction beginning in FY23. Design of projects in the Takoma/Langley and Long Branch BiPPAs is expected to begin in FY23 with construction beyond FY24.

COST CHANGE

Cost change due to the acceleration of sub-projects in Wheaton, Veirs Mill, Takoma/Langley, and Long Branch by one year and in Piney Branch Road/University Blvd by two years as well as the addition of FY23 and FY24 to this ongoing project.

PROJECT JUSTIFICATION

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

OTHER

The 30 BiPPAs are identified in various County master plans. This project also supports the County Executive's Vision Zero initiative which aims to reduce injuries and fatalities on all roads.

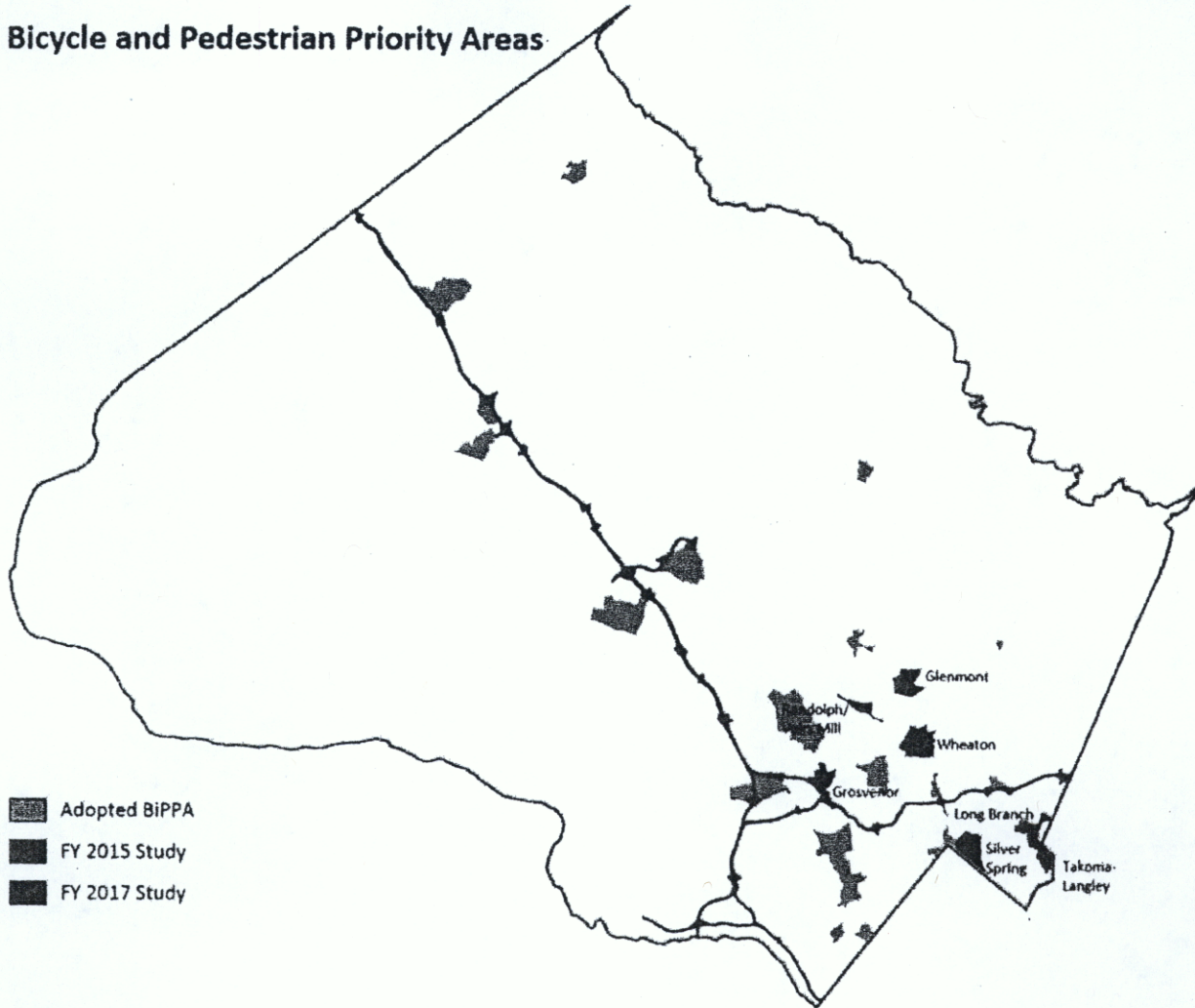
DISCLOSURES

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

COORDINATION

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

Bicycle and Pedestrian Priority Areas





Bikeway Program Minor Projects (P507596)

Category	Transportation	Date Last Modified	03/14/18
SubCategory	Pedestrian Facilities/Bikeways	Administering Agency	Transportation
Planning Area	Countywide	Status	Ongoing

Total	Thru FY17	Est FY18	Total 6 Years	FY 19	FY 20	FY 21	FY 22	FY 23	FY 24	Beyond 6 Years
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EXPENDITURE SCHEDULE (\$000s)

Planning, Design and Supervision	5,964	1,344	-	4,620	1,655	350	275	1,400	515	425	-
Land	578	148	-	430	-	175	-	150	105	-	-
Site Improvements and Utilities	95	95	-	-	-	-	-	-	-	-	-
Construction	5,484	515	844	4,125	450	705	855	20	950	1,145	-
TOTAL EXPENDITURES	12,121	2,102	844	9,175	2,105	1,230	1,130	1,570	1,570	1,570	-

FUNDING SCHEDULE (\$000s)

G.O. Bonds	11,785	1,786	844	9,175	2,105	1,230	1,130	1,570	1,570	1,570	-
State Aid	336	336	-	-	-	-	-	-	-	-	-
TOTAL FUNDING SOURCES	12,121	2,102	844	9,175	2,105	1,230	1,130	1,570	1,570	1,570	-

OPERATING BUDGET IMPACT (\$000s)

Maintenance				6	1	1	1	1	1	1	1
NET IMPACT				6	1	1	1	1	1	1	1

APPROPRIATION AND EXPENDITURE DATA (\$000s)

Appropriation FY 19 Request	2,105	Year First Appropriation	FY75
Appropriation FY 20 Request	1,230	Last FY's Cost Estimate	5,066
Cumulative Appropriation	2,946		
Expenditure / Encumbrances	2,418		
Unencumbered Balance	528		

PROJECT DESCRIPTION

This program provides for the planning, design, and construction of bikeways, trails, and directional route signs throughout the County to develop the bikeway network specified by master plans and those requested by the community to provide access to commuter rail, mass transit, major employment centers, recreational and educational facilities, and other major attractions. The program will construct bicycle facilities that will cost less than \$1,000,000 and includes shared use paths, on-road bicycle facilities, wayfinding, and signed shared routes.

COST CHANGE

Cost increase due to the need to expand the program to meet the increased demand for more low stress bicycle networks, to prepare for the adoption of the Bikeways Master Plan in FY19, meet the new bikeway industry standards and associated construction costs, support Vision Zero initiatives, and achieve economic development goals where market trends indicate that walkable and bikeable communities are desirable.

PROJECT JUSTIFICATION

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

OTHER

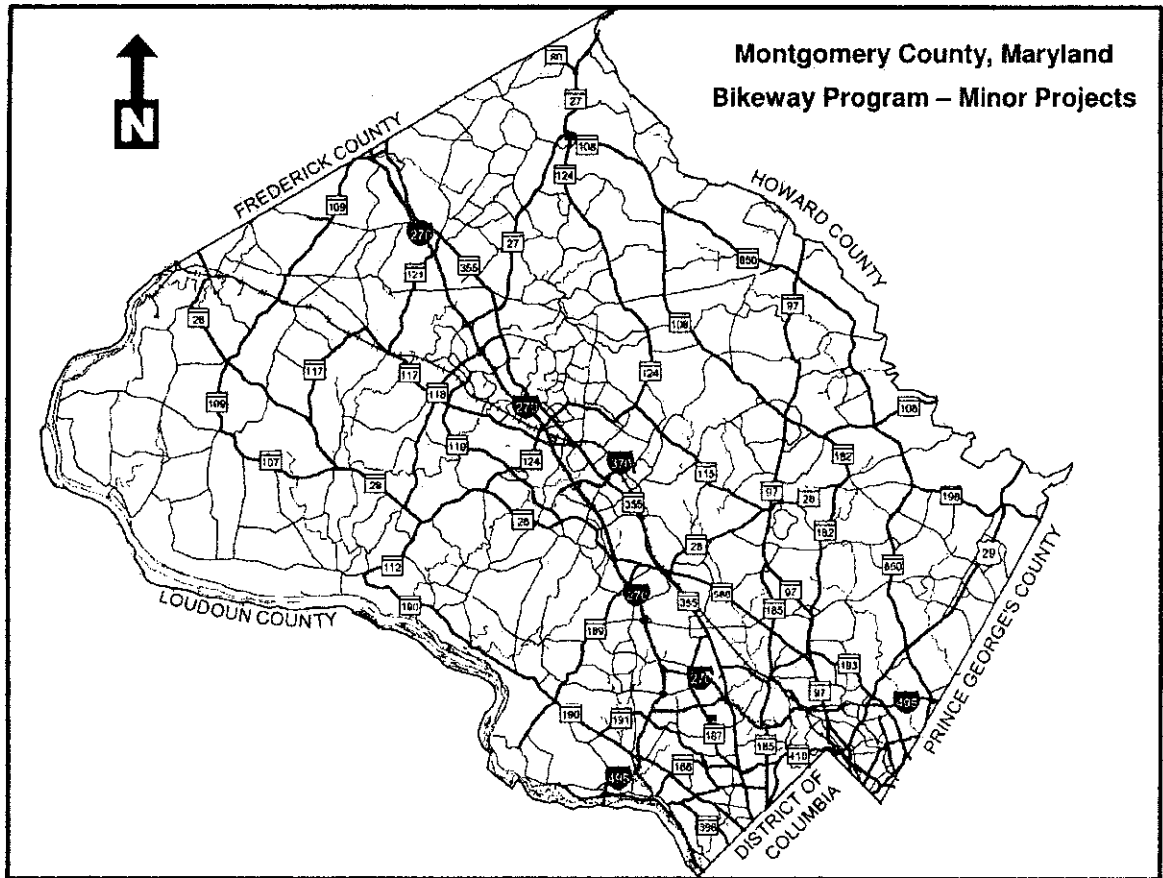
This project also supports the County Executive's Vision Zero initiative which aims to reduce injuries and fatalities on all roads.

DISCLOSURES

A pedestrian impact analysis has been completed for this project. Expenditures will continue indefinitely. The County Executive asserts that this project conforms to the requirement of relevant local plans, as required by the Maryland Economic Growth, Resource Protection and Planning Act.

COORDINATION

Maryland Department of Transportation, Maryland State Highway Administration, Maryland-National Capital Park and Planning Commission, Department of Police, Citizen Advisory Boards, Montgomery County Bicycle Action Group, Coalition for the Capital Crescent Trail, Montgomery Bicycle Advocates, Washington Area Bicyclist Association, Washington Metropolitan Area Transit Authority, Department of Permitting Services and Utility Companies.





Bradley Boulevard (MD 191) Improvements (P501733)

Category	Transportation	Date Last Modified	05/23/18
SubCategory	Pedestrian Facilities/Bikeways	Administering Agency	Transportation
Planning Area	Bethesda-Chevy Chase and Vicinity	Status	Final Design Stage

	Total	Thru FY17	Est FY18	Total 6 Years	FY 19	FY 20	FY 21	FY 22	FY 23	FY 24	Beyond 6 Years
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EXPENDITURE SCHEDULE (\$000s)

Planning, Design and Supervision	2,134	-	-	1,350	-	668	682	-	-	-	784
Land	5,029	-	-	4,824	-	-	-	1,776	2,534	514	205
Site Improvements and Utilities	2,143	-	-	1,505	-	-	-	-	-	1,505	638
Construction	7,210	-	-	-	-	-	-	-	-	-	7,210
TOTAL EXPENDITURES	16,516	-	-	7,679	-	668	682	1,776	2,534	2,019	8,837

FUNDING SCHEDULE (\$000s)

G.O. Bonds	16,516	-	-	7,679	-	668	682	1,776	2,534	2,019	8,837
TOTAL FUNDING SOURCES	16,516	-	-	7,679	-	668	682	1,776	2,534	2,019	8,837

APPROPRIATION AND EXPENDITURE DATA (\$000s)

Appropriation FY 19 Request	-	Year First Appropriation	
Appropriation FY 20 Request	668	Last FY's Cost Estimate	15,500
Cumulative Appropriation	-		
Expenditure / Encumbrances	-		
Unencumbered Balance	-		

PROJECT DESCRIPTION

This project provides for completing final design and construction for the master planned dual bikeway along Bradley Boulevard (MD 191) which includes two 11' traffic lanes, two 5' on-road bike lanes, an 8' off-road shared use path on the north side of the road, and a 5' sidewalk on the south side of the road. The project limits extend approximately one mile from Wilson Lane to Glenbrook Road. The project connects the existing sidewalk on Bradley Boulevard east of Goldsboro Road and an existing sidewalk on Wilson Lane to improve pedestrian safety and provide access to transit stops and the Bethesda Central Business District. The project also includes two additional un-signalized crosswalks across Bradley Boulevard at Durbin Road and Pembroke Road, drainage improvements, and pedestrian lighting. This project also includes the land acquisitions and utility relocations that support the roadway improvements. The project is broken down into phases. Phase I includes everything except for the shared-use path, which is assumed in Phase II.

ESTIMATED SCHEDULE

Start design in FY20, land acquisition in FY22, site improvements and utilities in FY24, and construction in FY25.

COST CHANGE

Cost increase to include Phase II partially offset by the removal of the cost for the intersection of Bradley Boulevard at Wilson Lane which is included in the Intersection and Spot Improvements project (#507017)

PROJECT JUSTIFICATION

The service area is predominantly residential with several schools (Landon, Whitman HS, and Pyle MS) that could potentially generate bike-trips. Bethesda Row and other shopping centers are located a half mile to the east. There are 17 Montgomery County Ride-On bus stops (8 westbound and 9 eastbound) within the project area. This project will comply with area master plans, improve bicycle and pedestrian facilities, encourage bicycle usage, and improve safety for all users. It will improve access to major destinations in and beyond the project area and ultimately connect to other sidewalk and bicycle facilities.

OTHER

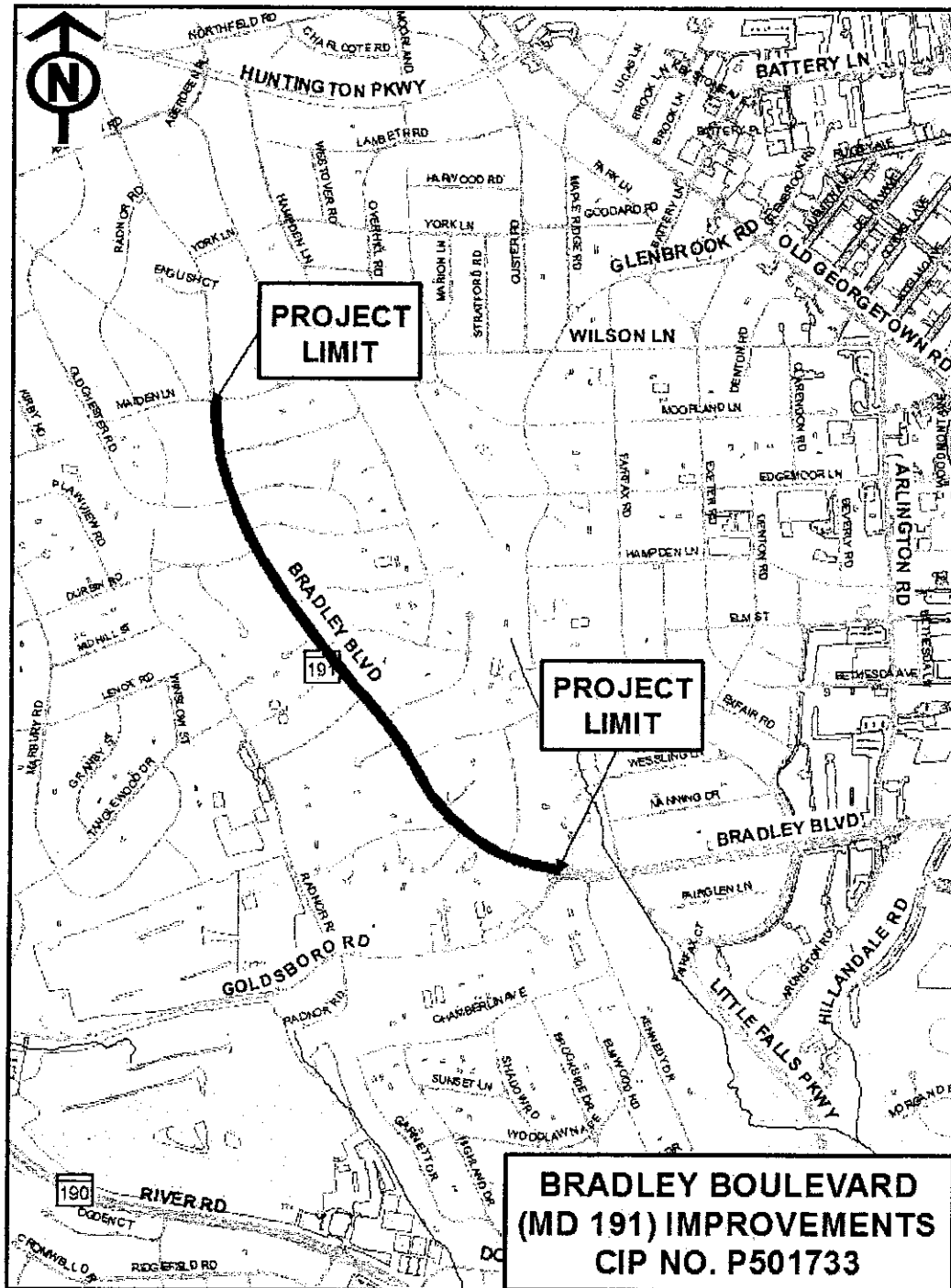
Costs are based on preliminary design. This project currently provides funding for Phase I improvements only. This project also supports the County Executive's Vision Zero initiative which aims to reduce injuries and fatalities on all roads.

FISCAL NOTE

The total estimated cost for all phases of this project is in the \$18 to \$20 million range including design, land acquisition, site improvements, utility relocation and construction. The project can be built in phases to better absorb cost and financial constraints.

DISCLOSURES

A pedestrian impact analysis has been completed for this project.





Capital Crescent Trail (P501316)

Category
SubCategory
Planning Area

Transportation
Pedestrian Facilities/Bikeways
Countywide

Date Last Modified
Administering Agency
Status

05/15/18
Transportation
Under Construction

	Total	Thru FY17	Est FY18	Total 6 Years	FY 19	FY 20	FY 21	FY 22	FY 23	FY 24	Beyond 6 Years
EXPENDITURE SCHEDULE (\$000s)											
Planning, Design and Supervision	4,461	173	1,213	3,085	1,725	1,250	40	40	40	-	-
Land	1,426	252	1,176	-	-	-	-	-	-	-	-
Construction	49,288	13,653	7,226	28,409	14,086	10,249	2,848	1,167	59	-	-
Other	6,000	-	-	6,000	(3,000)	3,000	3,000	3,000	-	-	-
TOTAL EXPENDITURES	61,197	14,078	9,615	37,504	12,811	14,499	5,888	4,207	99	-	-

FUNDING SCHEDULE (\$000s)											
G.O. Bonds	52,406	10,193	9,615	32,598	10,611	11,793	5,888	4,207	99	-	-
Impact Tax	8,791	3,885	-	4,906	2,200	2,706	-	-	-	-	-
TOTAL FUNDING SOURCES	61,197	14,078	9,615	37,504	12,811	14,499	5,888	4,207	99	-	-

OPERATING BUDGET IMPACT (\$000s)											
Maintenance				10	-	-	-	-	-	-	10
Energy				10	-	-	-	-	-	-	10
NET IMPACT				20	-	-	-	-	-	-	20

APPROPRIATION AND EXPENDITURE DATA (\$000s)											
Appropriation FY 19 Request			13,850	Year First Appropriation						FY15	
Appropriation FY 20 Request			13,480	Last FY's Cost Estimate						61,197	
Cumulative Appropriation			23,893								
Expenditure / Encumbrances			14,202								
Unencumbered Balance			9,491								

PROJECT 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.

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. This project also supports the County Executive's Vision Zero initiative which aims to reduce injuries and fatalities on all roads.

FISCAL NOTE

The project schedule and cost estimates were updated in FY17 as a result of the MTA's proposed public-private partnership for the Purple Line and reflects the actual bid by the Concessionaire. The expenditure schedule also reflects a negotiated cash flow arrangement with MTA for FY17-19, allowing a deferral of \$3 million per year to FY20-22.

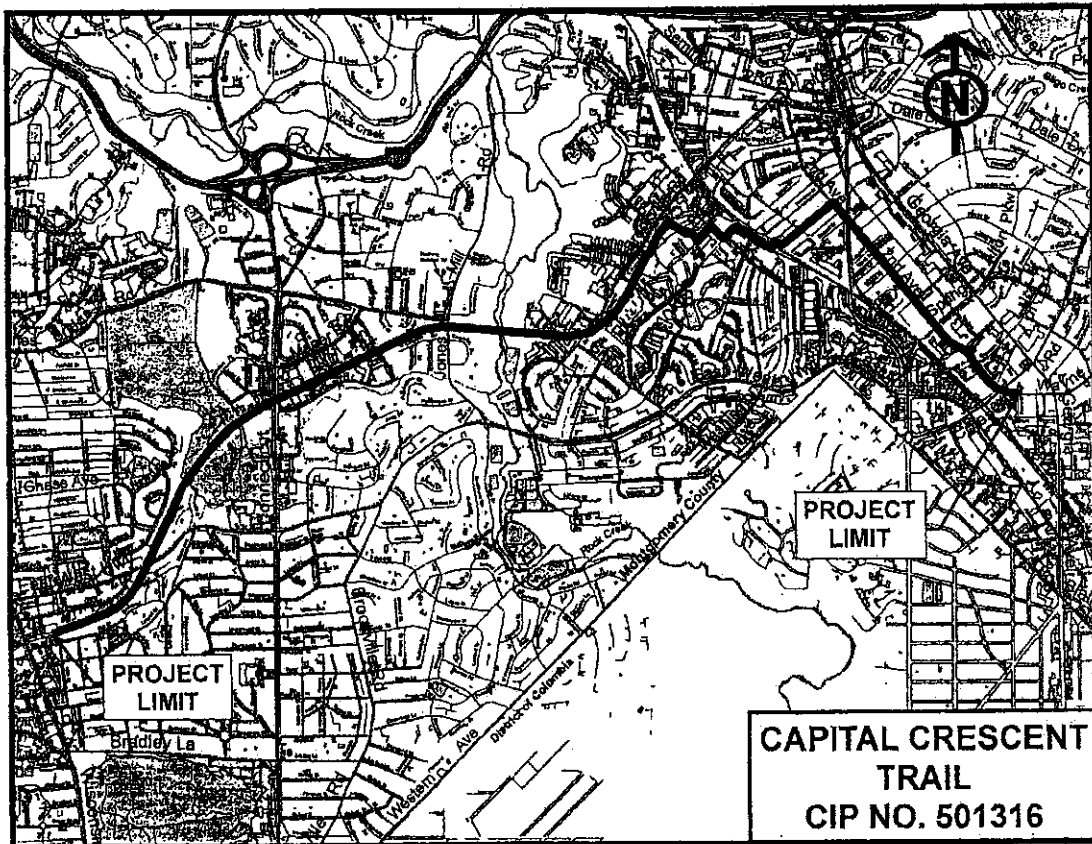
DISCLOSURES

A pedestrian impact analysis has been completed for this project.

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.





Falls Road East Side Hiker/ Biker Path (P500905)

Category	Transportation	Date Last Modified	05/18/18
SubCategory	Pedestrian Facilities/Bikeways	Administering Agency	Transportation
Planning Area	Potomac-Cabin John and Vicinity	Status	Preliminary Design Stage

	Total	Thru FY17	Est FY18	Total 6 Years	FY 19	FY 20	FY 21	FY 22	FY 23	FY 24	Beyond 6 Years
EXPENDITURE SCHEDULE (\$000s)											
Planning, Design and Supervision	1,786	-	-	410	-	-	410	-	-	-	1,376
Land	2,700	-	-	2,700	-	-	-	990	990	720	-
Site Improvements and Utilities	3,000	-	-	3,000	-	-	-	-	-	3,000	-
Construction	17,344	-	-	-	-	-	-	-	-	-	17,344
TOTAL EXPENDITURES	24,830	-	-	6,110	-	-	410	990	990	3,720	18,720

FUNDING SCHEDULE (\$000s)											
G.O. Bonds	24,830	-	-	6,110	-	-	410	990	990	3,720	18,720
TOTAL FUNDING SOURCES	24,830	-	-	6,110	-	-	410	990	990	3,720	18,720

APPROPRIATION AND EXPENDITURE DATA (\$000s)			
Appropriation FY 19 Request	-	Year First Appropriation	FY16
Appropriation FY 20 Request	-	Last FY's Cost Estimate	24,830
Cumulative Appropriation	-		
Expenditure / Encumbrances	-		
Unencumbered Balance	-		

PROJECT DESCRIPTION

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

LOCATION

Falls Road from River Road to Dunster Road

ESTIMATED SCHEDULE

Final design to start in FY21. Property acquisition to start in FY22 and take approximately three years to complete. Utility relocations will start in FY24, and construction will start in FY25 with completion in FY26.

PROJECT JUSTIFICATION

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

OTHER

Montgomery County Department of Transportation has completed Phase 2 facility planning, preliminary design, with funds from the annual bikeway program. This project also supports the County Executive's Vision Zero initiative which aims to reduce injuries and fatalities on all roads.

FISCAL NOTE

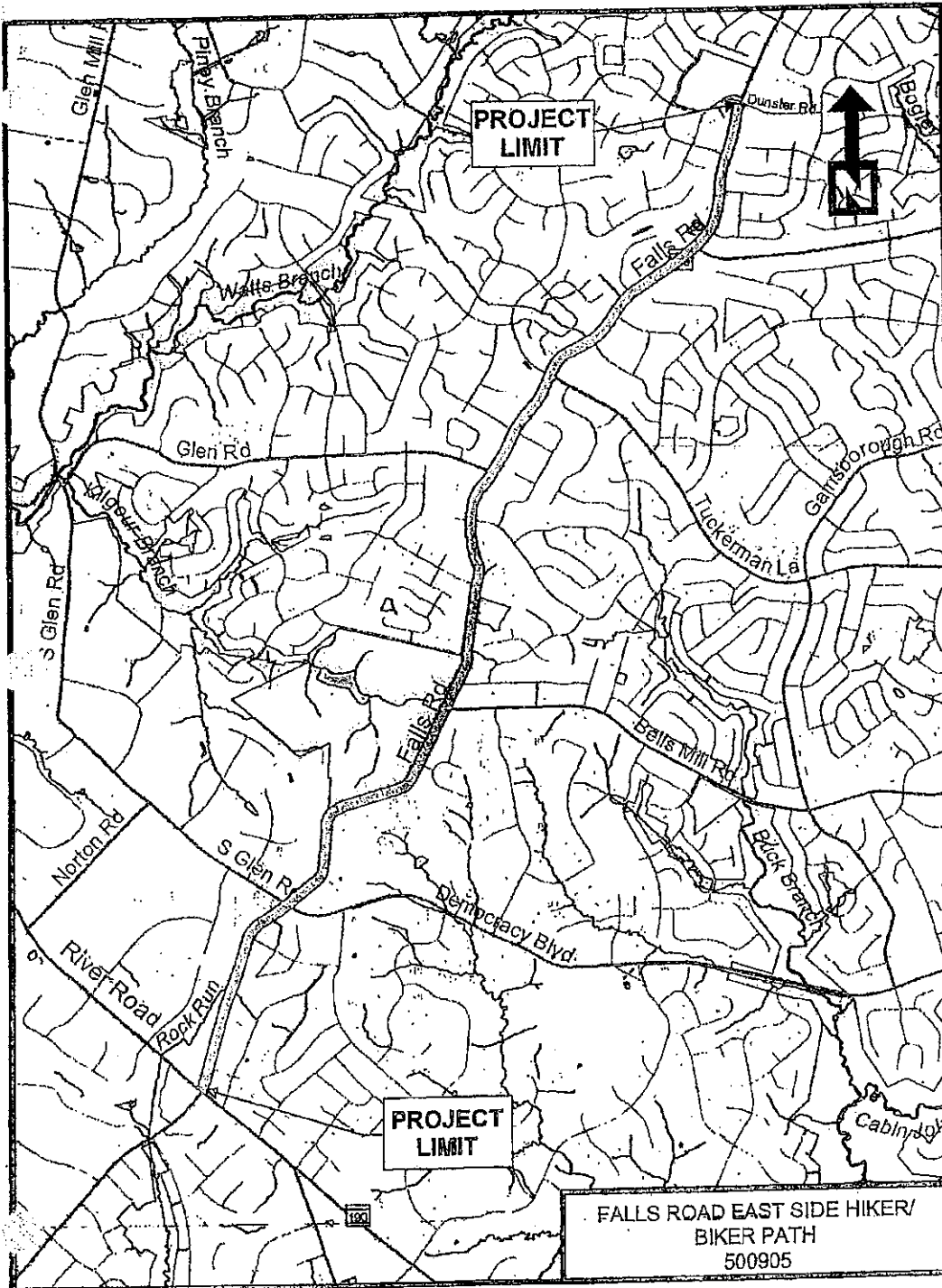
Intergovernmental revenue represents the Washington Suburban Sanitary Commission's (WSSC) portion of the water and sewer relocation costs. Federal Transportation Enhancement Funds will be pursued after property acquisition has been completed. The project schedule is adjusted due to fiscal capacity.

DISCLOSURES

A pedestrian impact analysis has been completed for this project.

COORDINATION

Maryland-National Capital Park and Planning Commission (M-NCPPC), State Highway Administration, Utility Companies, Department of Environmental Protection, Department of Permitting Services, Washington Gas, Pepco, Verizon, Maryland Department of Natural Resources; Special Capital Projects Legislation will be proposed by the County Executive.





Forest Glen Passageway (P501911)

Category	Transportation	Date Last Modified	05/23/18
SubCategory	Pedestrian Facilities/Bikeways	Administering Agency	Transportation
Planning Area	Kemp Mill-Four Corners and Vicinity	Status	Preliminary Design Stage

Total	Thru FY17	Est FY18	Total 6 Years	FY 19	FY 20	FY 21	FY 22	FY 23	FY 24	Beyond 6 Years
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EXPENDITURE SCHEDULE (\$000s)

Planning, Design and Supervision	4,350	-	-	3,900	-	-	1,500	1,500	450	450	450
Land	1,000	-	-	1,000	-	-	-	1,000	-	-	-
Site Improvements and Utilities	1,300	-	-	1,300	-	-	-	-	650	650	-
Construction	13,500	-	-	9,000	-	-	-	-	4,500	4,500	4,500
TOTAL EXPENDITURES	20,150	-	-	15,200	-	-	1,500	2,500	5,600	5,600	4,950

FUNDING SCHEDULE (\$000s)

G.O. Bonds	20,150	-	-	15,200	-	-	1,500	2,500	5,600	5,600	4,950
TOTAL FUNDING SOURCES	20,150	-	-	15,200	-	-	1,500	2,500	5,600	5,600	4,950

APPROPRIATION AND EXPENDITURE DATA (\$000s)

Appropriation FY 19 Request	-	Year First Appropriation	-
Appropriation FY 20 Request	-	Last FY's Cost Estimate	-
Cumulative Appropriation	-		
Expenditure / Encumbrances	-		
Unencumbered Balance	-		

PROJECT DESCRIPTION

This project provides for design, right-of-way acquisition, utility relocations, and construction of a new grade separated connection under Georgia Avenue to improve access to the Forest Glen Metro Station from neighborhoods and institutions located on the east side of Georgia Avenue. There is currently an underground walkway from the parking and bus area on the northwest quadrant of the intersection to the southwest quadrant. A new connection would be made to this passageway connecting the southwest quadrant to the northeast quadrant. A ramp connection and elevators bring the underground connection to grade on the northeast corner of the intersection. Associated sidewalk improvements would also be made to Forest Glen Road to complete the walking connection on the north side of the road to Holy Cross Hospital.

LOCATION

MD97 (Georgia Avenue) at Forest Glen Road/Forest Glen Metro Station.

PROJECT JUSTIFICATION

This project is needed to improve the mobility, and safety for all facility users within the project area by reducing existing conflicts between pedestrians and vehicles. Currently, transit users, pedestrians, and bicyclists cross MD 97 (Georgia Avenue) and Forest Glen Road to access the Metro Station. This project will eliminate the need for these at-grade pedestrian crossings and will also facilitate crossing of the road for community members who are not using Metro. Traffic volumes and speeds on MD 97 can be very high and pedestrians must cross over eight lanes of traffic. These crossings can be very intimidating, reducing community connectivity and use of the Forest Glen Metro Station.

DISCLOSURES

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

COORDINATION

Maryland-National Capital Park & Planning Commission, Maryland State Highway Administration, Washington Metropolitan Area Transit Authority.



Franklin Avenue Sidewalk (P501734)

Category Transportation
SubCategory Pedestrian Facilities/Bikeways
Planning Area Kemp Mill-Four Corners and Vicinity
Date Last Modified 05/16/18
Administering Agency Transportation
Status Final Design Stage

	Total	Thru FY17	Est FY18	Total 6 Years	FY 19	FY 20	FY 21	FY 22	FY 23	FY 24	Beyond 6 Years
EXPENDITURE SCHEDULE (\$000s)											
Planning, Design and Supervision	914	-	-	914	-	346	355	213	-	-	-
Land	865	-	-	865	-	-	412	453	-	-	-
Construction	1,521	-	-	1,521	-	-	-	1,521	-	-	-
TOTAL EXPENDITURES	3,300	-	-	3,300	-	346	767	2,187	-	-	-

FUNDING SCHEDULE (\$000s)											
G.O. Bonds	3,300	-	-	3,300	-	346	767	2,187	-	-	-
TOTAL FUNDING SOURCES	3,300	-	-	3,300	-	346	767	2,187	-	-	-

APPROPRIATION AND EXPENDITURE DATA (\$000s)											
Appropriation FY 19 Request	-	-	-	-	-	-	-	-	-	-	FY16
Appropriation FY 20 Request	-	-	346	-	-	-	-	-	-	-	5,487
Cumulative Appropriation	-	-	-	-	-	-	-	-	-	-	
Expenditure / Encumbrances	-	-	-	-	-	-	-	-	-	-	
Unencumbered Balance	-	-	-	-	-	-	-	-	-	-	

PROJECT DESCRIPTION

This project provides for continuous sidewalk along the north side of Franklin Ave from Colesville Rd (US 29) to University Blvd (MD 193). The project includes 4600 linear feet of sidewalk, new curb and gutter, and storm drains.

LOCATION

Silver Spring

ESTIMATED SCHEDULE

Final design will begin in FY20, land acquisition will begin in FY21, and construction will begin in FY22.

PROJECT JUSTIFICATION

This project is needed to construct a missing segment of sidewalk along the north side of Franklin Ave. Continuous and safe pedestrian access will be provided to existing sidewalks and bikeways, transit stops, churches, schools and public facilities in the Silver Spring area. This project conforms to the 2000 East Silver Spring Master Plan.

OTHER

Preliminary Design was completed in the Facility Planning - Transportation project in FY15. This project also supports the County Executive's Vision Zero initiative which aims to reduce injuries and fatalities on all roads.

FISCAL NOTE

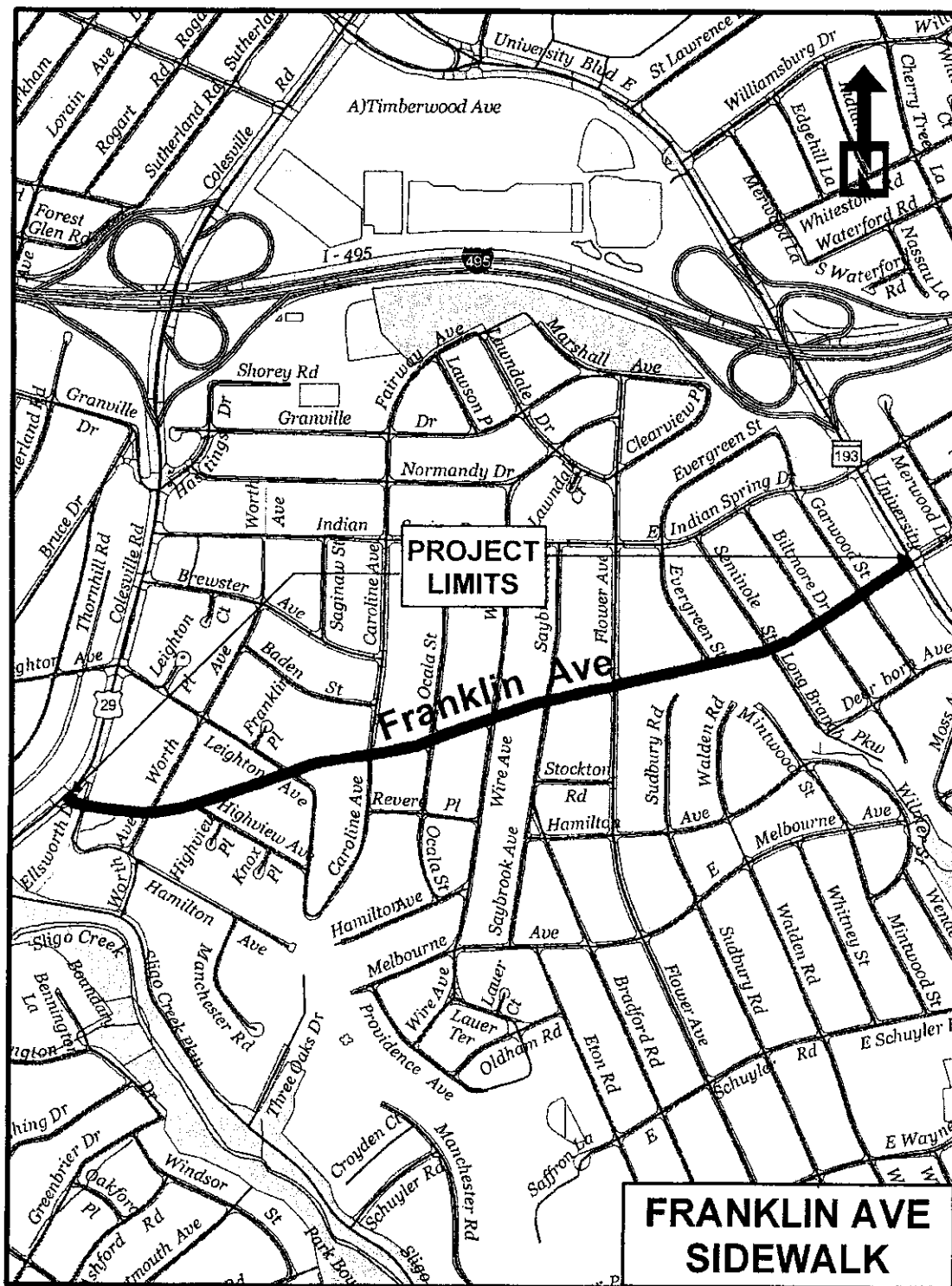
This project currently provides funding for design, land acquisition, site improvements, utility relocation and construction.

DISCLOSURES

A pedestrian impact analysis has been completed for this project.

COORDINATION

Maryland Transit Administration, Maryland Department of Transportation, State Highway Administration, Office of the County Executive, Maryland-National Capital Park and Planning Commission, Department of General Services, Department of Permitting Services, Silver Spring Transportation Management District, Silver Spring Chamber of Commerce.





Life Sciences Center Loop Trail (P501742)

Category Transportation
SubCategory Pedestrian Facilities/Bikeways
Planning Area Gaithersburg and Vicinity

Date Last Modified 04/26/18
Administering Agency Transportation
Status Planning Stage

Total	Thru FY17	Est FY18	Total 6 Years	FY 19	FY 20	FY 21	FY 22	FY 23	FY 24	Beyond 6 Years
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EXPENDITURE SCHEDULE (\$000s)

Planning, Design and Supervision	2,330	197	203	1,030	-	-	-	-	375	655	900
Land	1,200	-	-	-	-	-	-	-	-	-	1,200
Construction	9,370	-	-	-	-	-	-	-	-	-	9,370
TOTAL EXPENDITURES	12,900	197	203	1,030	-	-	-	-	375	655	11,470

FUNDING SCHEDULE (\$000s)

G.O. Bonds	12,500	-	-	1,030	-	-	-	-	375	655	11,470
Current Revenue: General	400	197	203	-	-	-	-	-	-	-	-
TOTAL FUNDING SOURCES	12,900	197	203	1,030	-	-	-	-	375	655	11,470

APPROPRIATION AND EXPENDITURE DATA (\$000s)

Appropriation FY 19 Request	-	Year First Appropriation	FY17
Appropriation FY 20 Request	-	Last FY's Cost Estimate	400
Cumulative Appropriation	400		
Expenditure / Encumbrances	396		
Unencumbered Balance	4		

PROJECT DESCRIPTION

The project provides for the planning of the of 3.5 mile Life Sciences Center Loop Trail, a 12 to 10-foot wide shared use path that is a central feature of the Life Sciences Center (LSC) area of the Great Seneca Science Corridor Master Plan. The Life Sciences Center Loop Trail is a critical staging element to increasing the non-auto driver mode share (NADMS) prior to the expansion of stage 2 of the master plan's development. The shared use path will widen existing sidewalks along certain existing or planned streets in the Life Science Center (Omega Drive, Medical Center Drive, Johns Hopkins Drive, Belward Campus Drive, DeCoverly Drive) as well as new roadways through the Public Safety Training Academy (PSTA) property and Crown Farm. The planning and design will create a trail design that is able to respond to varying right-of-way widths and other local conditions while providing a trail system that is recognizable and will attract walkers, runners and bicycle riders and will contribute to the LSC's sense of place. The design will enable both private developers and the county to build their respective pieces of the LSC loop in a consistent manner.

ESTIMATED SCHEDULE

Preliminary design began FY17 and was completed in FY18. Final design to occur in FY23-24 with construction in FY25-26.

COST CHANGE

Increase due to addition of final design and construction.

PROJECT JUSTIFICATION

This project will enhance and improve pedestrian and bicycle mobility, help meet master plan non-auto-driver mode share (NADMS) goals and support the critical staging element to advance to stage 2 of the master plan's development.

OTHER

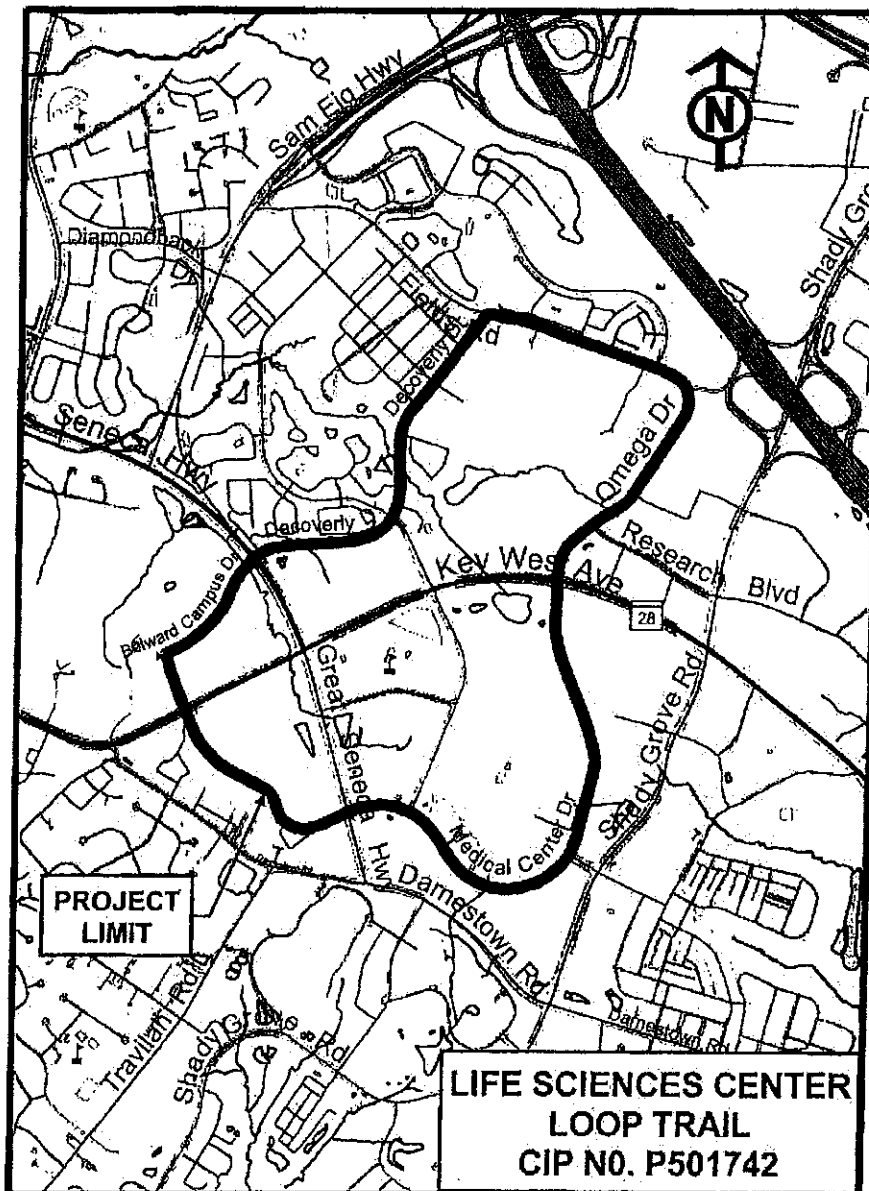
This project also supports the County Executive's Vision Zero initiative which aims to reduce injuries and fatalities on all roads.

DISCLOSURES

A pedestrian impact analysis has been completed for this project.

COORDINATION

Chambers of Commerce, City of Gaithersburg, City of Rockville, Department of General Services, Department of Permitting Services, Maryland-National Capital Park and Planning Commission, Maryland State Highway Administration, Maryland Transit Administration, Regional Service Centers, Universities at Shady Grove, Urban Districts, Utility Companies, Washington Metropolitan Area Transit Authority





MacArthur Blvd Bikeway Improvements (P500718)

Category	Transportation	Date Last Modified	05/21/18
SubCategory	Pedestrian Facilities/Bikeways	Administering Agency	Transportation
Planning Area	Bethesda-Chevy Chase and Vicinity	Status	Under Construction

Total	Thru FY17	Est FY18	Total 6 Years	FY 19	FY 20	FY 21	FY 22	FY 23	FY 24	Beyond 6 Years
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EXPENDITURE SCHEDULE (\$000s)

Planning, Design and Supervision	5,255	2,877	-	2,378	-	464	685	640	589	-	-
Land	233	180	-	53	-	7	46	-	-	-	-
Site Improvements and Utilities	182	8	-	174	-	-	-	2	172	-	-
Construction	11,981	5,563	-	6,418	-	-	-	2,469	3,949	-	-
Other	3	3	-	-	-	-	-	-	-	-	-
TOTAL EXPENDITURES	17,654	8,631	-	9,023	-	471	731	3,111	4,710	-	-

FUNDING SCHEDULE (\$000s)

G.O. Bonds	17,654	8,631	-	9,023	-	471	731	3,111	4,710	-	-
TOTAL FUNDING SOURCES	17,654	8,631	-	9,023	-	471	731	3,111	4,710	-	-

OPERATING BUDGET IMPACT (\$000s)

Maintenance				44	-	-	-	-	22	22
NET IMPACT				44	-	-	-	-	22	22

APPROPRIATION AND EXPENDITURE DATA (\$000s)

Appropriation FY 19 Request	-	Year First Appropriation	FY07
Appropriation FY 20 Request	39	Last FY's Cost Estimate	17,476
Cumulative Appropriation	9,063		
Expenditure / Encumbrances	8,758		
Unencumbered Balance	305		

PROJECT DESCRIPTION

This project provides bikeway improvements along 4.7 miles of MacArthur Boulevard from I-495 to the District of Columbia. To increase capacity and enhance safety for users, the existing shared-use path along the south side of MacArthur Boulevard will be widened, wherever feasible, to an eight-foot paved width with a five-foot wide grass buffer provided between the path and the roadway. In addition, to encourage alternate modes of travel and to accommodate the needs of on-road commuters and experienced bicyclists, the roadway itself will be widened, wherever feasible, to a consistent 26-foot pavement width, essentially adding a three-foot wide shoulder to each side of the existing 20-foot pavement width. The project will also provide minor highway improvements along MacArthur Boulevard to enhance overall safety for pedestrians, cyclists and motorists alike.

LOCATION

MacArthur Boulevard between I-495 and the District of Columbia

ESTIMATED SCHEDULE

From I-495 to Oberlin Avenue: Construction was started in FY12 and was substantially completed in FY15. From Oberlin Avenue to the District city line: Design will start in FY20 with construction to be completed in FY23.

COST CHANGE

Total cost adjusted to account for transfer to Platt Ridge Drive project.

PROJECT JUSTIFICATION

This project improves safety and accessibility for pedestrians and bicyclists of all experience levels and enhances connectivity with other bikeways in the vicinity. In addition, spot improvements will improve deficiencies and immediate safety on MacArthur Boulevard. The Department of Transportation (DOT) prepared a Transportation Facility Planning Study document entitled MacArthur Boulevard Bike Path/Lane Improvements-Project Prospectus in February 2004, which is consistent with the October 2004 Potomac Subregion Master Plan and the 2005 County wide Bikeways Functional Master Plan.

OTHER

Preliminary design costs were funded through Facility Planning: Transportation (CLP #509337). This project also supports the County Executive's Vision Zero initiative which aims to reduce injuries and fatalities on all roads.

FISCAL NOTE

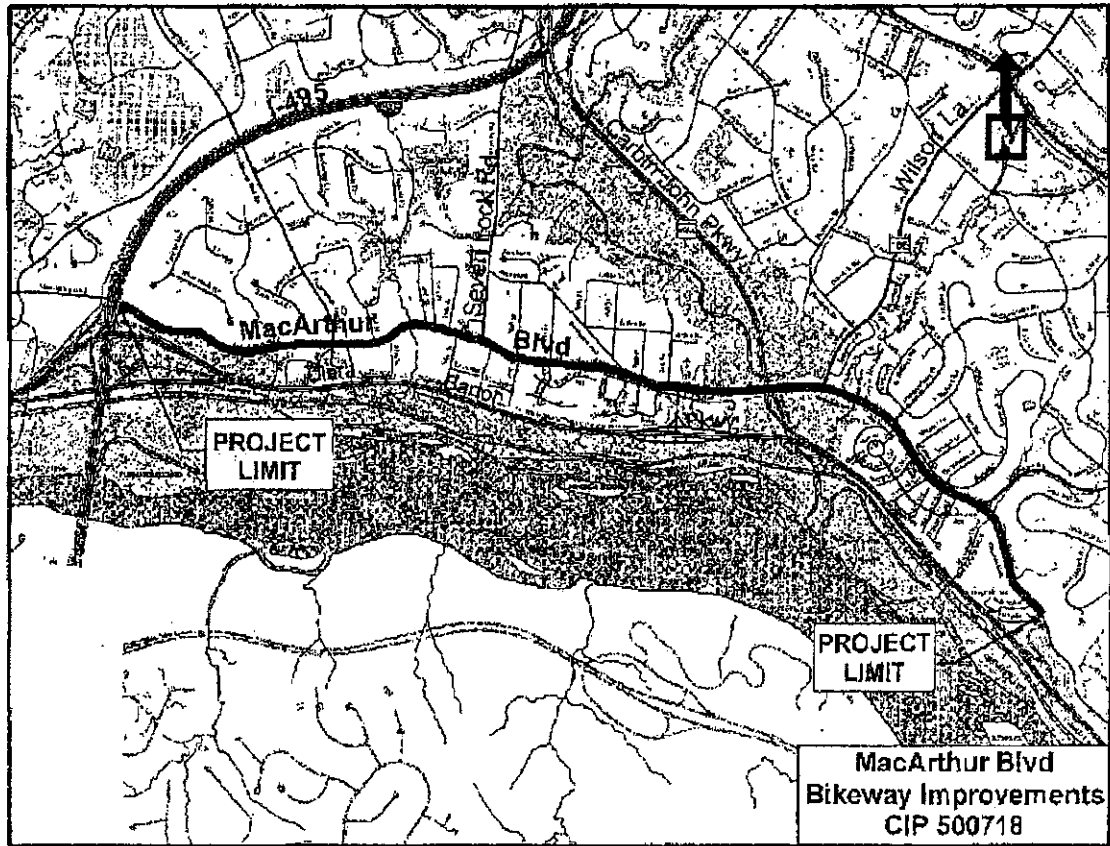
In FY14, \$530,000 in GO Bonds was transferred from Century Boulevard (P501115). In FY17, \$177,000 in GO Bonds was transferred to Platt Ridge Drive (P2000716).

DISCLOSURES

A pedestrian impact analysis has been completed for this project.

COORDINATION

U.S. Army Corps of Engineers (Washington Aqueduct Division), National Park Service (NPS), Maryland Department Of Natural Resources (DNR), Maryland-National Capital Park and Planning Commission, Town Of Glen Echo, Washington Suburban Sanitary Commission, PEPCO, Verizon, Comcast; Special Capital Projects Legislation will be proposed by the County Executive.





MD355-Clarksburg Shared Use Path (P501744)

Category Transportation
SubCategory Pedestrian Facilities/Bikeways
Planning Area Clarksburg and Vicinity

Date Last Modified 05/17/18
Administering Agency Transportation
Status Preliminary Design Stage

	Total	Thru FY17	Est FY18	Total 6 Years	FY 19	FY 20	FY 21	FY 22	FY 23	FY 24	Beyond 6 Years
EXPENDITURE SCHEDULE (\$000s)											
Planning, Design and Supervision	1,860	199	568	510	510	-	-	-	-	-	583
Land	411	-	-	-	-	-	-	-	-	-	411
Site Improvements and Utilities	415	-	-	-	-	-	-	-	-	-	415
Construction	5,611	-	-	-	-	-	-	-	-	-	5,611
Other	242	-	-	-	-	-	-	-	-	-	242
TOTAL EXPENDITURES	8,539	199	568	510	510	-	-	-	-	-	7,262

FUNDING SCHEDULE (\$000s)											
G.O. Bonds	7,509	199	296	187	187	-	-	-	-	-	6,827
State Aid	523	-	200	323	323	-	-	-	-	-	-
Intergovernmental	507	-	72	-	-	-	-	-	-	-	435
TOTAL FUNDING SOURCES	8,539	199	568	510	510	-	-	-	-	-	7,262

APPROPRIATION AND EXPENDITURE DATA (\$000s)			
Appropriation FY 19 Request	435	Year First Appropriation	FY17
Appropriation FY 20 Request	-	Last FY's Cost Estimate	3,310
Cumulative Appropriation	842		
Expenditure / Encumbrances	585		
Unencumbered Balance	257		

PROJECT DESCRIPTION

This project is to provide design, land acquisition, utility relocations, and construction of a new 10-foot wide shared use bike path along the eastern side of Frederick Road (MD 355) from Snowden Farm Parkway to 430 feet north of Clarksburg Road (MD) and from 669 feet south of intersection to Stringtown Road. The total length of project is approximately 2,506 linear feet. The segment of the shared use path between Spire street and 430 feet north of Clarksburg Road is to be constructed as part of the Clarksburg at MD 355 Intersection Improvement Project. This project also provides construction of approximately 2,000 feet of retaining walls to reduce impacts to adjacent properties.

LOCATION

Frederick Road from Snowden Farm Parkway to Stringtown Road.

ESTIMATED SCHEDULE

Preliminary design started in FY17. Construction is expected to start beyond the six year period.

COST CHANGE

The project has experienced higher estimated costs of utility relocation, required archaeology study, and right of way acquisitions.

PROJECT JUSTIFICATION

This project provides links between the northern limit of the Frederick Road Bike Path, CIP #501118, and the southern limit of the Little Bennett Regional Park Trail Connector. The planned facilities will improve pedestrian and biker access to the Clarksburg town center, Clarksburg High School, and Little Bennett Regional Park. The project leverages State Aid.

OTHER

This project also supports the County Executive's Vision Zero initiative which aims to reduce injuries and fatalities on all roads.

FISCAL NOTE

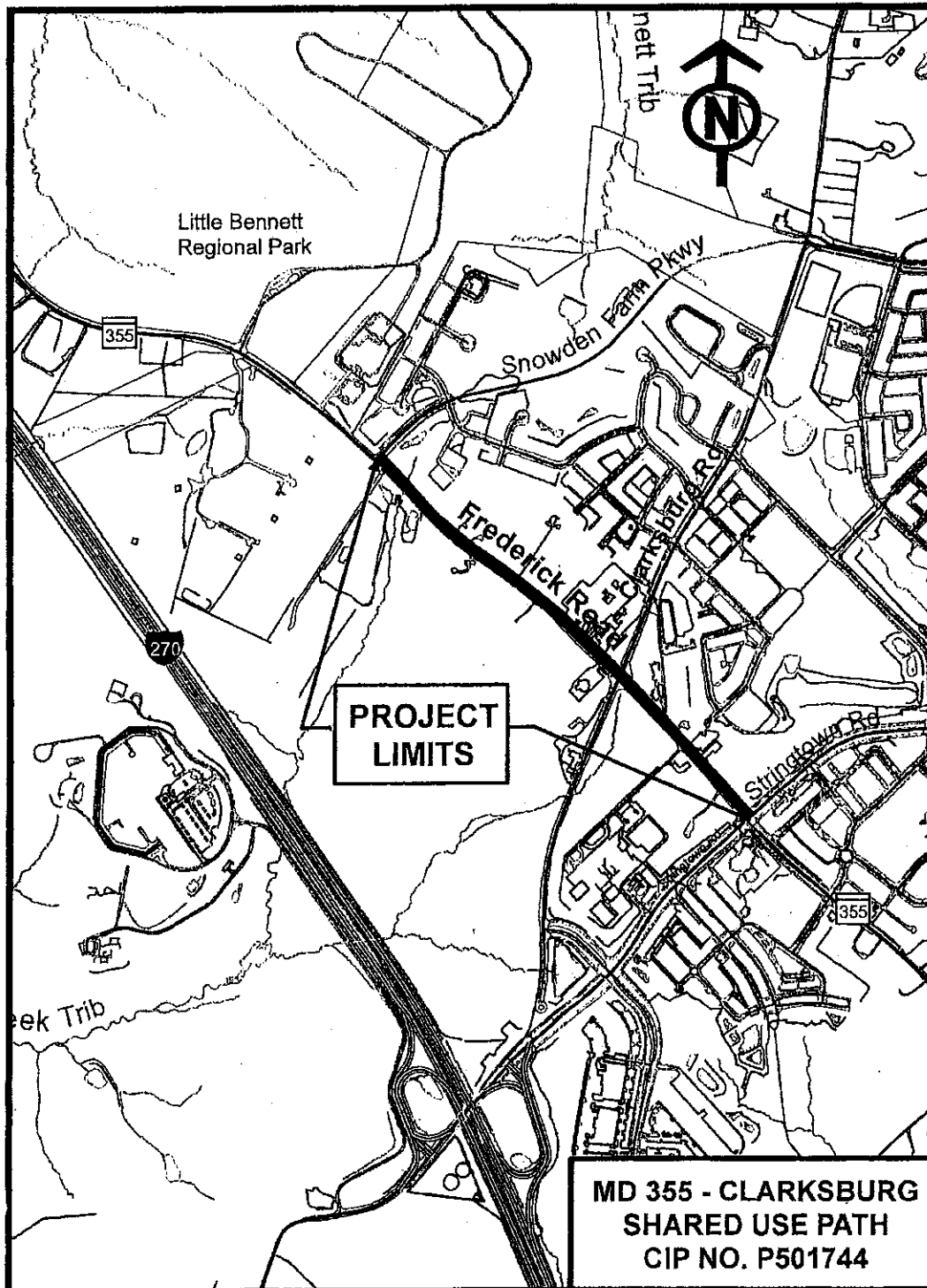
This project has been approved for \$523,000 in State/Federal grants to fund design. Funds for this project were originally programmed in Public Facilities Roads CIP # 5071310. It is anticipated that State/Federal grants will be pursued to partially fund construction. The project schedule is adjusted due to fiscal capacity.

DISCLOSURES

A pedestrian impact analysis has been completed for this project. The County Executive asserts that this project conforms to the requirement of relevant local plans, as required by the Maryland Economic Growth, Resource Protection and Planning Act.

COORDINATION

Frederick Road Bike C.I.P. Project No. 501118. Little Bennett Regional Park Trail Connector, Clarksburg Road/MD355/MD 121 Intersection Improvement Project C.I.P. No. 508000, Maryland National Park & Planning Commission.





Metropolitan Branch Trail (P501110)

Category	Transportation	Date Last Modified	05/09/18
SubCategory	Pedestrian Facilities/Bikeways	Administering Agency	Transportation
Planning Area	Silver Spring and Vicinity	Status	Final Design Stage

	Total	Thru FY17	Est FY18	Total 6 Years	FY 19	FY 20	FY 21	FY 22	FY 23	FY 24	Beyond 6 Years
EXPENDITURE SCHEDULE (\$000s)											
Planning, Design and Supervision	7,236	2,683	1,044	3,509	1,447	1,445	617	-	-	-	-
Land	1,455	17	1,037	401	318	83	-	-	-	-	-
Site Improvements and Utilities	109	9	-	100	-	-	100	-	-	-	-
Construction	11,862	13	520	11,329	-	6,056	5,273	-	-	-	-
TOTAL EXPENDITURES	20,662	2,722	2,601	15,339	1,765	7,584	5,990	-	-	-	-

FUNDING SCHEDULE (\$000s)											
G.O. Bonds	20,662	2,722	2,601	15,339	1,765	7,584	5,990	-	-	-	-
TOTAL FUNDING SOURCES	20,662	2,722	2,601	15,339	1,765	7,584	5,990	-	-	-	-

OPERATING BUDGET IMPACT (\$000s)											
Maintenance				9	-	-	-	3	3	3	
Energy				9	-	-	-	3	3	3	
NET IMPACT				18	-	-	-	6	6	6	

APPROPRIATION AND EXPENDITURE DATA (\$000s)											
Appropriation FY 19 Request		2,369		Year First Appropriation						FY11	
Appropriation FY 20 Request		-		Last FY's Cost Estimate						18,293	
Cumulative Appropriation		18,293									
Expenditure / Encumbrances		3,225									
Unencumbered Balance		15,068									

PROJECT DESCRIPTION

This project provides for the design, land acquisition, utility relocations, and construction of the 0.6 mile segment of the 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 and King 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 for the second phase will include a grade-separated crossing of Burlington Avenue, the narrowing of Selim Road, and the construction of retaining walls. Two sections of the trail north of the B&O train station will be constructed by a developer during the development of the new Progress Place and the redevelopment of the existing Progress Place sites. This project's scope of work includes connecting the two developer installed trail segments and widening the existing section at Ripley Street.

ESTIMATED SCHEDULE

Phase I final design and land acquisition will be completed in FY18. Phase I construction began in FY16 and is to be completed in FY18. Phase II utility relocations will be completed in FY21. Phases II and III construction will begin in FY20 and be completed in FY21.

COST CHANGE

Cost increases are due to higher estimated design, construction management, and construction costs primarily due to State Highway Administration requirements. The cost increases are partially offset by lower land and utility costs.

PROJECT 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: 2000 Silver Spring Central Business District Sector Plan. Disabilities Act of 1990 (ADA) accessible. Plans & Studies: Silver Spring Central Business District Sector Plan.

OTHER

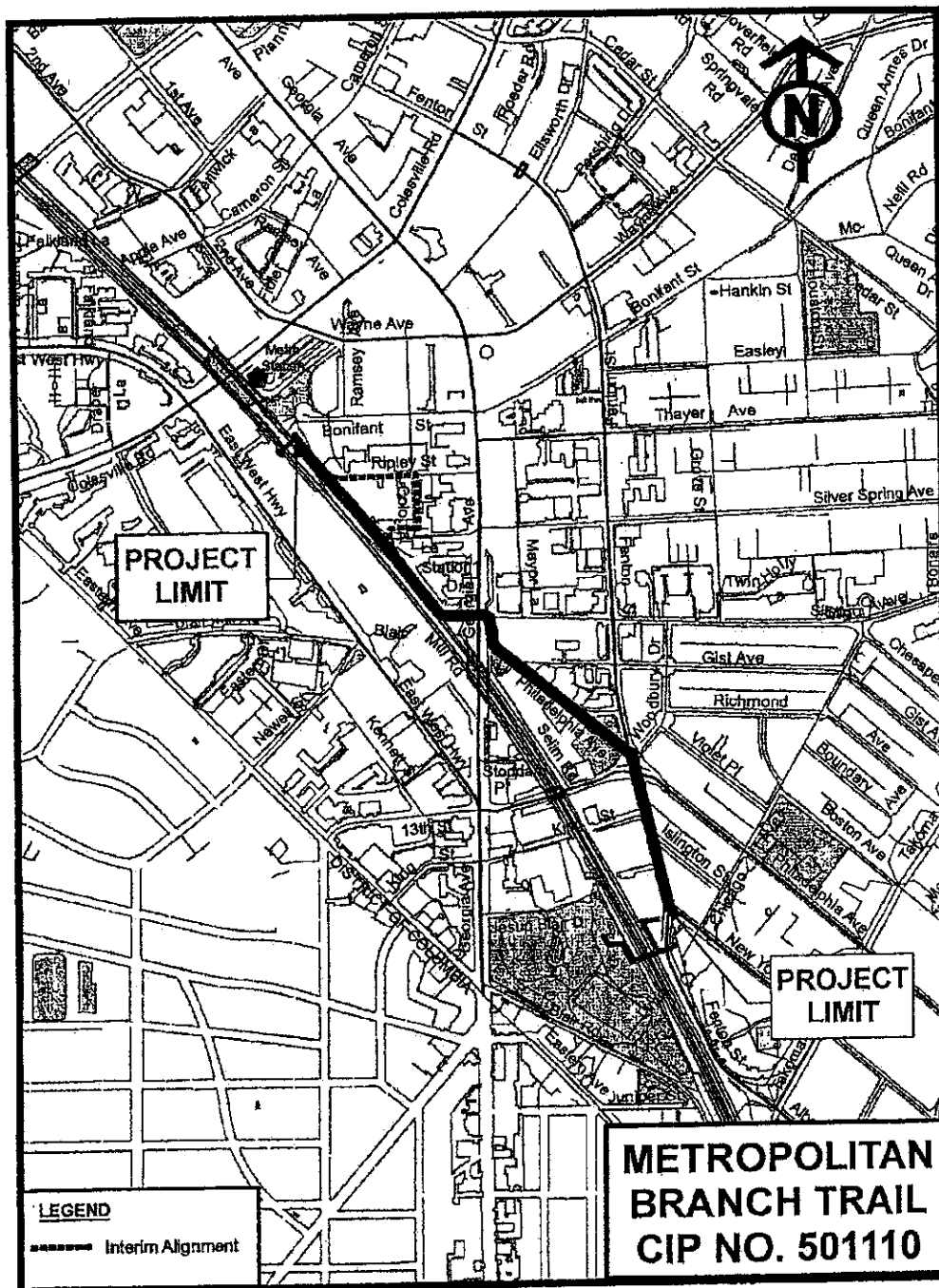
The initial design for the project was funded through Facility Planning: Transportation (CIP#509337). The expenditures reflect the previously approved FY13-18 alignment over Georgia Avenue, which provides a crossing that is safe, cost-effective, and has a more limited visual impact than other proposed 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. This project also supports the County Executive's Vision Zero initiative which aims to reduce injuries and fatalities on all roads.

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 . Special Capital Projects Legislation was enacted on June 23, 2015 and signed into law on July 6, 2015 (Bill No. 29-15).





Needwood Road Bikepath (P501304)

Category	Transportation	Date Last Modified	05/09/18
SubCategory	Pedestrian Facilities/Bikeways	Administering Agency	Transportation
Planning Area	Upper Rock Creek Watershed	Status	Under Construction
Required Adequate Public Facility	Yes		

Total	Thru FY17	Est FY18	Total 6 Years	FY 19	FY 20	FY 21	FY 22	FY 23	FY 24	Beyond 6 Years
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EXPENDITURE SCHEDULE (\$000s)

Planning, Design and Supervision	2,557	1,471	735	351	351	-	-	-	-	-
Land	90	33	57	-	-	-	-	-	-	-
Site Improvements and Utilities	146	50	96	-	-	-	-	-	-	-
Construction	2,972	2,371	180	421	421	-	-	-	-	-
TOTAL EXPENDITURES	5,765	3,925	1,068	772	772	-	-	-	-	-

FUNDING SCHEDULE (\$000s)

G.O. Bonds	4,805	3,368	765	772	772	-	-	-	-	-
State Aid	860	557	303	-	-	-	-	-	-	-
TOTAL FUNDING SOURCES	5,765	3,925	1,068	772	772	-	-	-	-	-

OPERATING BUDGET IMPACT (\$000s)

Maintenance	12	2	2	2	2	2	2	2
Energy	60	10	10	10	10	10	10	10
NET IMPACT	72	12	12	12	12	12	12	12

APPROPRIATION AND EXPENDITURE DATA (\$000s)

Appropriation FY 19 Request	-	Year First Appropriation	FY15
Appropriation FY 20 Request	-	Last FY's Cost Estimate	5,765
Cumulative Appropriation	5,765		
Expenditure / Encumbrances	5,595		
Unencumbered Balance	170		

PROJECT DESCRIPTION

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

ESTIMATED SCHEDULE

The right-of-way acquisition for a shared use path along Needwood Road from Deer Lake Road to west of Lake Needwood and from the ICC trail termini to Muncaster Mill Road was completed in FY17. Construction started in FY16 and be completed in FY19.

PROJECT JUSTIFICATION

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

OTHER

This project also supports the County Executive's Vision Zero initiative which aims to reduce injuries and fatalities on all roads.

FISCAL NOTE

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

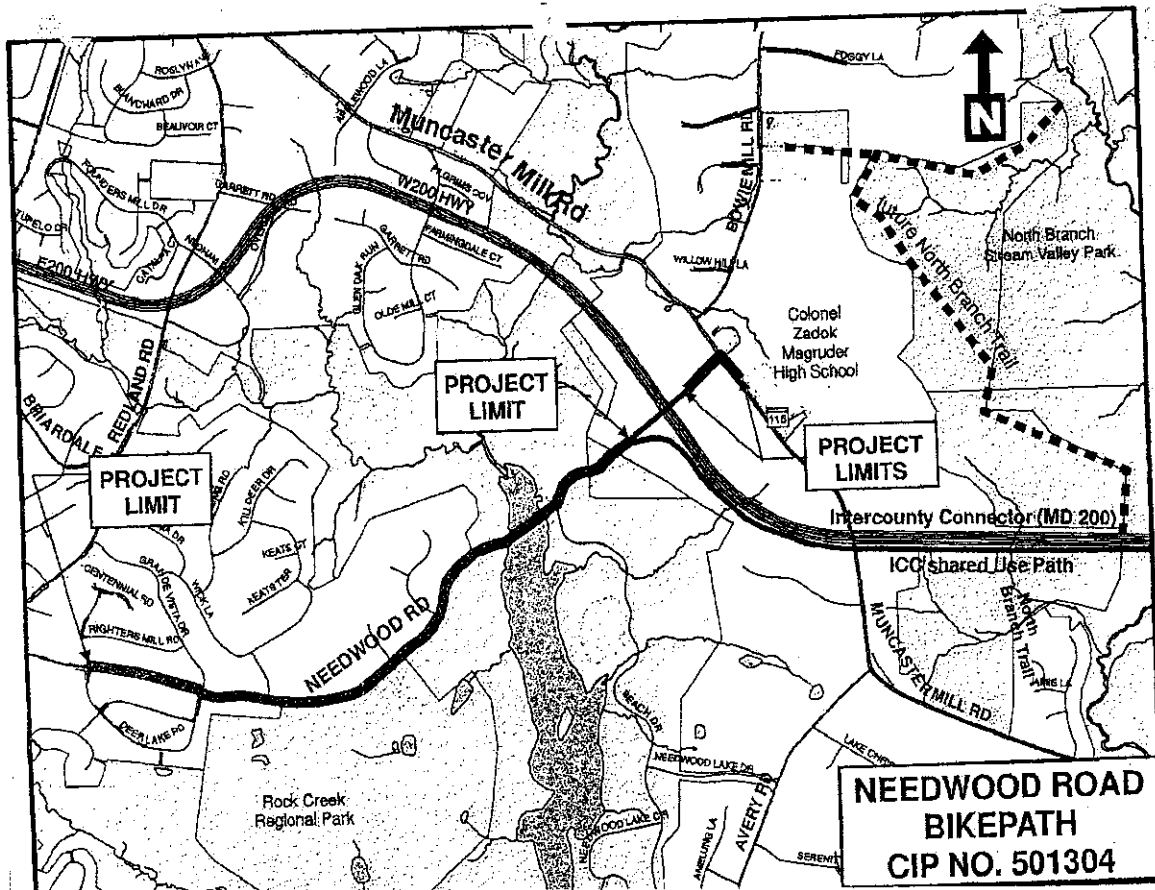
DISCLOSURES

CC Approved - OMB Final

A pedestrian impact analysis has been completed for this project. The County Executive asserts that this project conforms to the requirement of relevant local plans, as required by the Maryland Economic Growth, Resource Protection and Planning Act.

COORDINATION

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





Oak Drive/MD 27 Sidewalk (P501908)

Category	Transportation	Date Last Modified	05/09/18
SubCategory	Pedestrian Facilities/Bikeways	Administering Agency	Transportation
Planning Area	Damascus and Vicinity	Status	Preliminary Design Stage

Total	Thru FY17	Est FY18	Total 6 Years	FY 19	FY 20	FY 21	FY 22	FY 23	FY 24	Beyond 6 Years
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EXPENDITURE SCHEDULE (\$000s)

Planning, Design and Supervision	3,134	-	-	164	72	26	66	-	-	-	2,970
Land	2,584	-	-	695	326	308	61	-	-	-	1,889
Site Improvements and Utilities	1,590	-	-	20	-	10	10	-	-	-	1,570
Construction	5,203	-	-	537	-	-	537	-	-	-	4,866
TOTAL EXPENDITURES	12,511	-	-	1,416	398	344	674	-	-	-	11,095

FUNDING SCHEDULE (\$000s)

G.O. Bonds	12,511	-	-	1,416	398	344	674	-	-	-	11,095
TOTAL FUNDING SOURCES	12,511	-	-	1,416	398	344	674	-	-	-	11,095

OPERATING BUDGET IMPACT (\$000s)

Maintenance				3	-	-	-	1	1	1	
NET IMPACT				3	-	-	-	1	1	1	

APPROPRIATION AND EXPENDITURE DATA (\$000s)

Appropriation FY 19 Request	398	Year First Appropriation
Appropriation FY 20 Request	1,018	Last FY's Cost Estimate
Cumulative Appropriation	-	
Expenditure / Encumbrances	-	
Unencumbered Balance	-	

PROJECT DESCRIPTION

The total project is comprised of 3 phases. However, only Phase I is recommended for funding at this time. Phase I includes a 4200 foot segment of Oak Drive and a 350 foot segment of Kingstead road. This phase provides a 5' concrete sidewalk with green buffer along the west side of Oak Drive from its southern intersection with MD 27 to the John T. Baker Middle School. A 5' sidewalk is also provided along the south side of Kingstead Road from Oak Drive to the John Haines park. Phase II will include a 2,300 foot segment of MD 27 (Ridge Road) starting at the northern intersection with Oak Drive and ending at the existing sidewalk at Damascus High School. Phase III will include a 2,500 foot segment of MD 27 (Ridge Road) starting at the southern intersection with Oak Drive and ending at the existing sidewalk at Ridge Landing Place.

ESTIMATED SCHEDULE

Phase I to begin in FY19 and be complete in FY21. Phases II and III are scheduled beyond the six years.

COST CHANGE

Reflects Phases II and III costs in beyond six years.

PROJECT JUSTIFICATION

The project is needed to address the lack of continuous and safe pedestrian access to existing sidewalks and bikeways, transit stops, commercial areas, and community and public facilities in the Damascus area. The 2006 Damascus master plan and 2005 Countywide Bikeways Functional Master Plan recommends sidewalk in the project area.

OTHER

This project also supports the County Executive's Vision Zero initiative which aims to reduce injuries and fatalities on all roads.

FISCAL NOTE

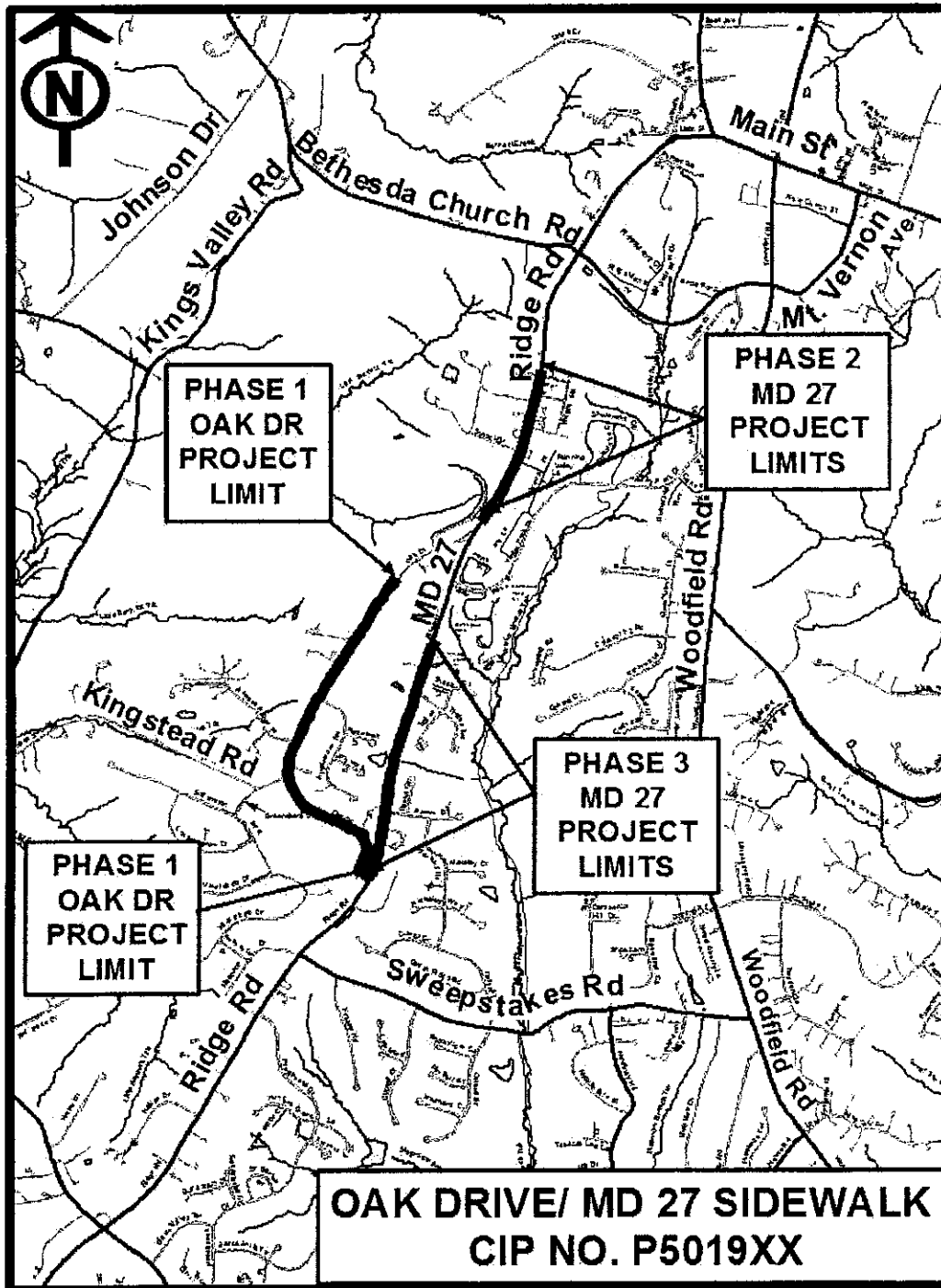
This project currently provides funding for design, land acquisition, site improvements, utility relocation, and construction for phase I. The project can be built in phases to better absorb cost and financial constraints.

DISCLOSURES

A pedestrian impact analysis has been completed for this project.

COORDINATION

DPS, DEP, SHA, M-NCPPC, PEPCO, Washington Gas, WSSC, Verizon





Seven Locks Bikeway & Safety Improvements (P501303)

Category	Transportation	Date Last Modified	05/17/18
SubCategory	Pedestrian Facilities/Bikeways	Administering Agency	Transportation
Planning Area	Travilah and Vicinity	Status	Preliminary Design Stage

	Total	Thru FY17	Est FY18	Total 6 Years	FY 19	FY 20	FY 21	FY 22	FY 23	FY 24	Beyond 6 Years
EXPENDITURE SCHEDULE (\$000s)											
Planning, Design and Supervision	3,880	-	-	2,098	-	-	750	1,015	313	20	1,782
Land	4,507	-	-	4,507	-	-	-	1,813	1,821	773	-
Site Improvements and Utilities	378	-	-	-	-	-	-	-	-	-	378
Construction	16,090	-	-	-	-	-	-	-	-	-	16,090
TOTAL EXPENDITURES	24,855	-	-	6,605	-	-	750	2,828	2,234	793	18,250

FUNDING SCHEDULE (\$000s)											
G.O. Bonds	24,855	-	-	6,605	-	-	750	2,828	2,234	793	18,250
TOTAL FUNDING SOURCES	24,855	-	-	6,605	-	-	750	2,828	2,234	793	18,250

APPROPRIATION AND EXPENDITURE DATA (\$000s)											
Appropriation FY 19 Request	-	Year First Appropriation									
Appropriation FY 20 Request	-	Last FY's Cost Estimate									
Cumulative Appropriation	-										
Expenditure / Encumbrances	-										
Unencumbered Balance	-										
											27,944

PROJECT DESCRIPTION

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

LOCATION

Potomac-Travilah

ESTIMATED SCHEDULE

Design is scheduled to start in FY21 with construction completed in FY25.

COST CHANGE

Decrease due to lower land acquisition costs.

PROJECT JUSTIFICATION

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

OTHER

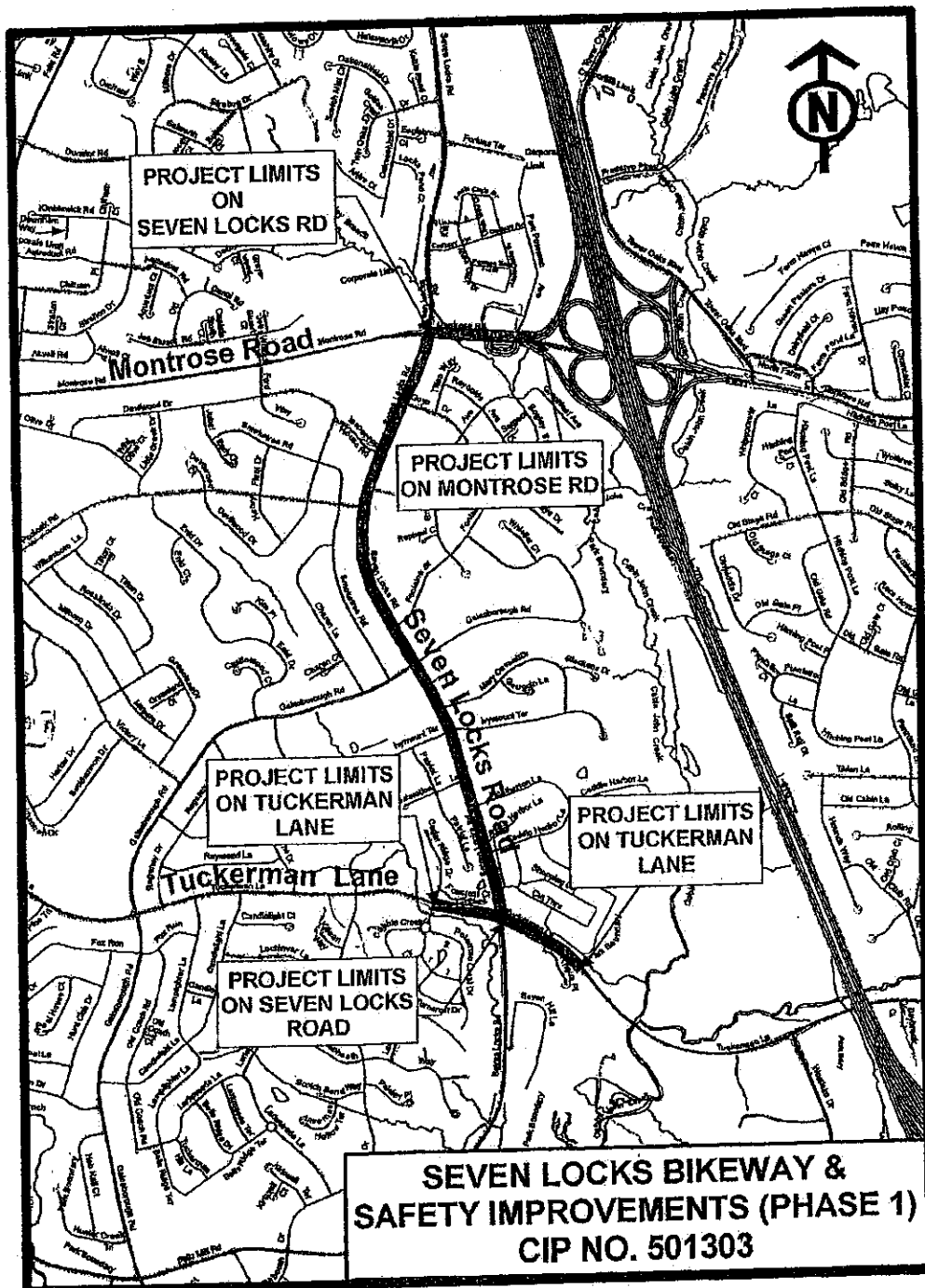
Costs are based on preliminary design. This project currently provides funding for Phase I improvements only. This project also supports the County Executive's Vision Zero initiative which aims to reduce injuries and fatalities on all roads.

FISCAL NOTE

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

COORDINATION

Maryland-National Capital Park and Planning Commission, Department of Permitting Services, Pepco, Verizon, Washington Gas, Washington Suburban Sanitary Commission; Special Capital Projects Legislation will be proposed by the County Executive.





Burtonsville Access Road (P500500)

Category Transportation
SubCategory Roads
Planning Area Silver Spring and Vicinity

Date Last Modified 04/25/18
Administering Agency Transportation
Status Final Design Stage

Total	Thru FY17	Est FY18	Total 6 Years	FY 19	FY 20	FY 21	FY 22	FY 23	FY 24	Beyond 6 Years
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EXPENDITURE SCHEDULE (\$000s)

Planning, Design and Supervision	1,609	418	-	791	-	-	-	691	50	50	400
Land	3,340	92	-	3,248	-	-	-	-	1,648	1,600	-
Site Improvements and Utilities	12	12	-	-	-	-	-	-	-	-	-
Construction	4,520	-	-	-	-	-	-	-	-	-	4,520
TOTAL EXPENDITURES	9,481	522	-	4,039	-	-	-	691	1,698	1,650	4,920

FUNDING SCHEDULE (\$000s)

G.O. Bonds	9,393	474	-	4,039	-	-	-	691	1,698	1,650	4,880
Intergovernmental	88	48	-	-	-	-	-	-	-	-	40
TOTAL FUNDING SOURCES	9,481	522	-	4,039	-	-	-	691	1,698	1,650	4,920

APPROPRIATION AND EXPENDITURE DATA (\$000s)

Appropriation FY 19 Request	-	Year First Appropriation	FY05
Appropriation FY 20 Request	-	Last FY's Cost Estimate	6,890
Cumulative Appropriation	522		
Expenditure / Encumbrances	522		
Unencumbered Balance	-		

PROJECT DESCRIPTION

This project provides a new roadway between Spencerville Road (MD 198) and the School Access Road in Burtonsville. This roadway will consist of two 12-foot lanes, closed section, for a length of approximately 1,000 linear feet. The project also includes an eight-foot parking lane, curb and gutter, five-foot sidewalks, landscaping, and street lighting. Approximately 400 linear feet of the road has been built by a developer as access to the Burtonsville Town Square Shopping Center.

CAPACITY

The roadway and intersection capacities for year 2025 Average Daily Traffic (ADT) for MD 198 is projected to be 40,700 vehicles per day.

ESTIMATED SCHEDULE

Start design in FY22 and land acquisition in FY23 and FY24.

COST CHANGE

Cost increase due to updated property acquisition costs.

PROJECT JUSTIFICATION

This project implements the recommendations of the Fairland Master Plan. The proposed modifications to MD 198 (US 29 to Old Columbia Pike), which the Maryland Department of Transportation (MDOT) will undertake to correct the high incidence of accidents and improve capacity of the road, will eliminate access off MD 198 to the businesses along the north side of MD 198. The proposed roadway will provide rear access to businesses and will create a more unified and pedestrian-friendly downtown Burtonsville. The project has been developed based on a planning study for Burtonsville Access Road and as called for by the Fairland Master Plan.

FISCAL NOTE

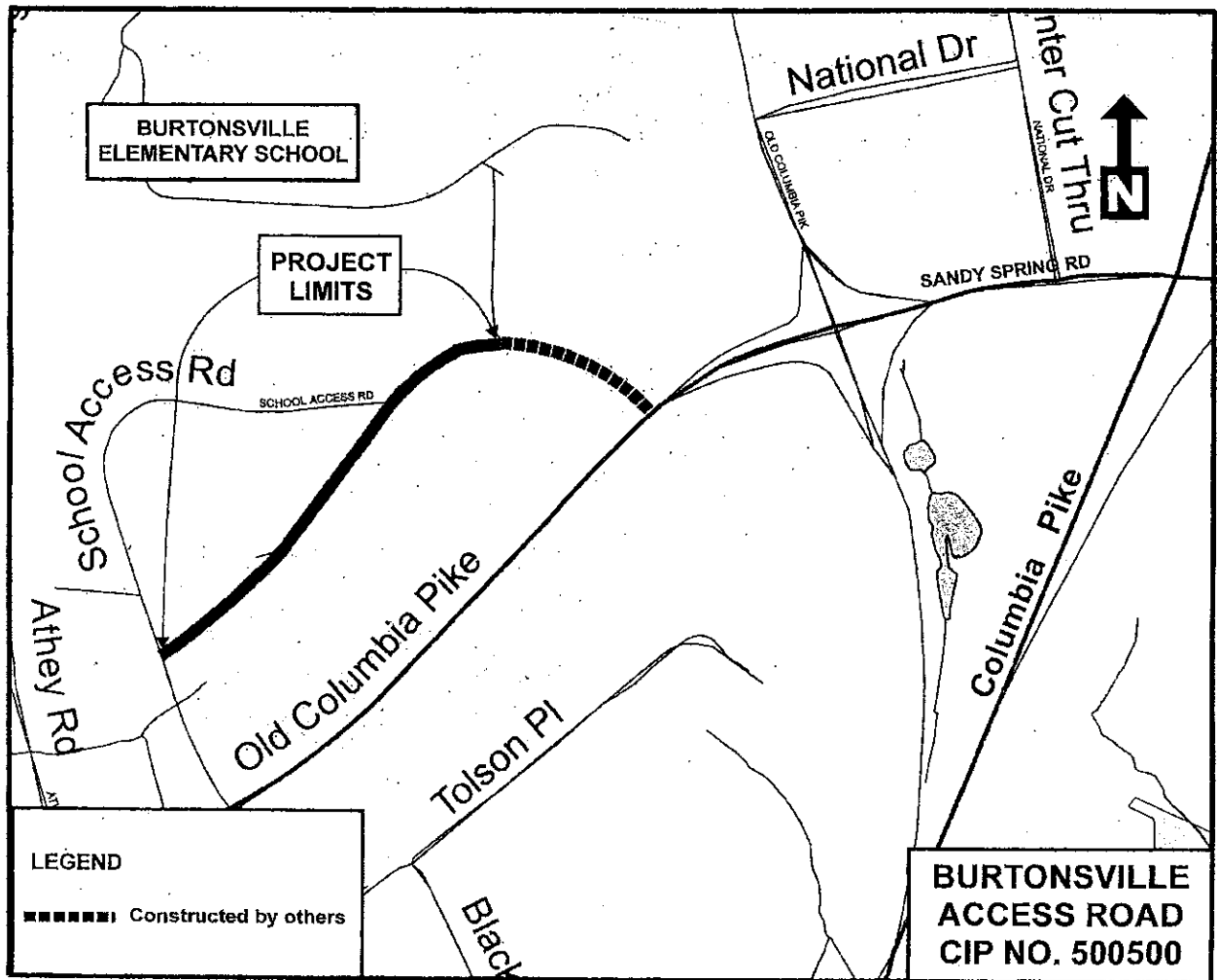
Intergovernmental revenue represents the Washington Suburban Sanitary Commission's (WSSC) share of water and sewer relocation costs.

DISCLOSURES

A pedestrian impact analysis has been completed for this project.

COORDINATION

Maryland-National Capital Park and Planning Commission, Maryland State Highway Administration, Montgomery County Public Schools, Facility Planning; Transportation, Department of Public Libraries, Department of Transportation, Department Technology Services, Department of Permitting Services, Department of





East Gude Drive Roadway Improvements (P501309)

Category
SubCategory
Planning Area

Transportation
Roads
Rockville

Date Last Modified
Administering Agency
Status

05/09/18
Transportation
Preliminary Design Stage

	Total	Thru FY17	Est FY18	Total 6 Years	FY 19	FY 20	FY 21	FY 22	FY 23	FY 24	Beyond 6 Years
EXPENDITURE SCHEDULE (\$000s)											
Planning, Design and Supervision	1,395	53	682	660	334	61	106	159	-	-	-
Land	229	-	-	229	50	179	-	-	-	-	-
Site Improvements and Utilities	415	-	-	415	-	-	-	415	-	-	-
Construction	3,988	-	-	3,988	-	-	1,140	2,848	-	-	-
TOTAL EXPENDITURES	6,027	53	682	5,292	384	240	1,246	3,422	-	-	-

FUNDING SCHEDULE (\$000s)											
G.O. Bonds	6,027	53	682	5,292	384	240	1,246	3,422	-	-	-
TOTAL FUNDING SOURCES	6,027	53	682	5,292	384	240	1,246	3,422	-	-	-

OPERATING BUDGET IMPACT (\$000s)											
Energy				3	-	-	-	1	1	1	
NET IMPACT				3	-	-	-	1	1	1	

APPROPRIATION AND EXPENDITURE DATA (\$000s)											
Appropriation FY 19 Request			-	Year First Appropriation							FY16
Appropriation FY 20 Request			190	Last FY's Cost Estimate							6,027
Cumulative Appropriation			1,169								
Expenditure / Encumbrances			863								
Unencumbered Balance			306								

PROJECT DESCRIPTION

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

CAPACITY

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

ESTIMATED SCHEDULE

Final design will be completed in FY19. Land Acquisition to start in FY19 and to be completed in FY20. Utility relocations in FY22. Construction will start in FY21 and be completed in FY22.

PROJECT JUSTIFICATION

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

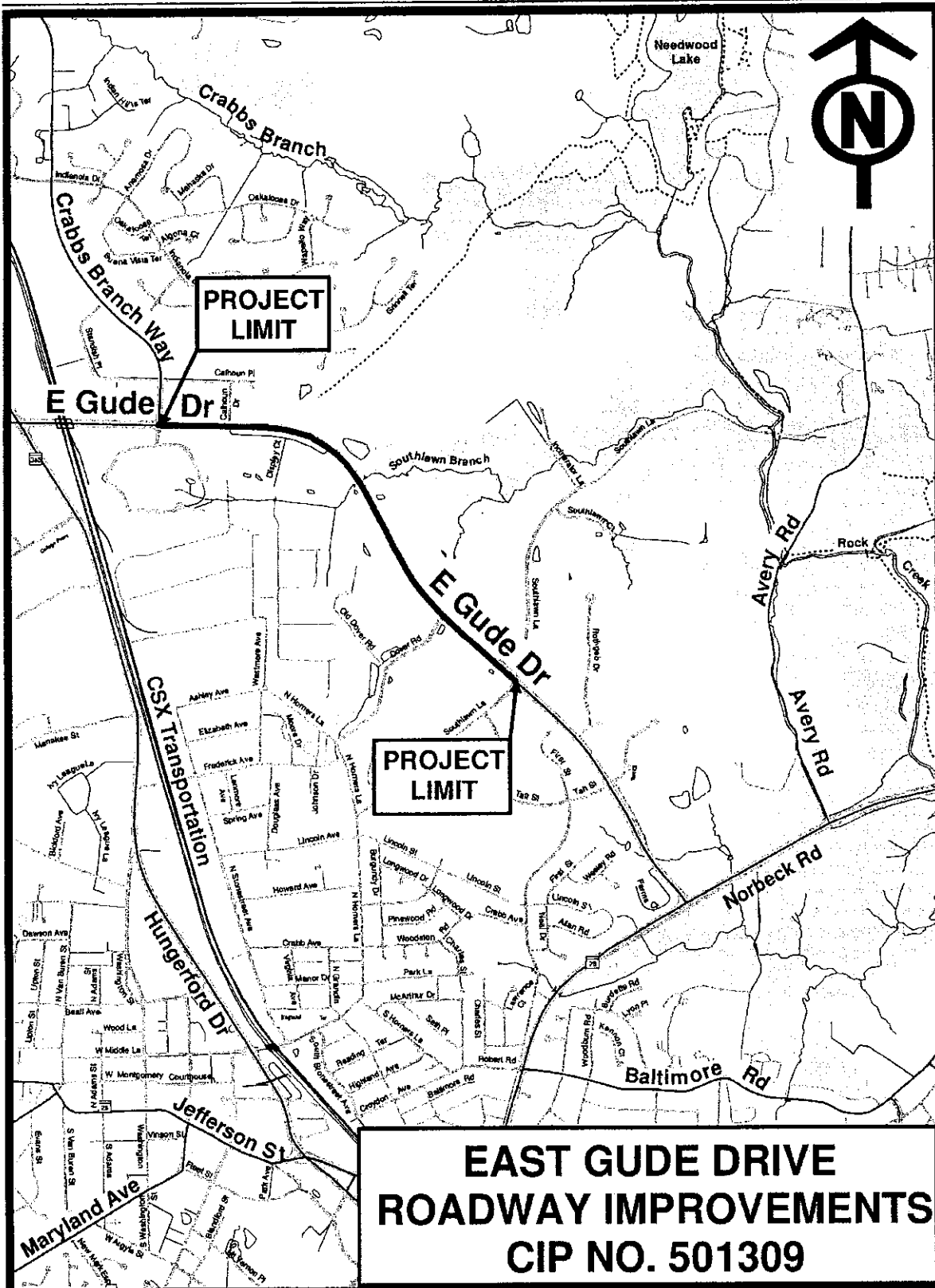
OTHER

The estimated cost of the project, including design, land acquisition, site improvements, utility relocations, and construction, is currently estimated to be \$6.0 million. A more accurate cost estimate will be prepared upon completion of final design.

DISCLOSURES

A pedestrian impact analysis has been completed for this project.

COORDINATION





Facility Planning-Transportation (P509337)

Category
SubCategory
Planning Area

Transportation
Roads
Countywide

Date Last Modified
Administering Agency
Status

04/28/18
Transportation
Ongoing

	Total	Thru FY17	Est FY18	Total 6 Years	FY 19	FY 20	FY 21	FY 22	FY 23	FY 24	Beyond 6 Years
EXPENDITURE SCHEDULE (\$000s)											
Planning, Design and Supervision	65,739	45,905	2,514	14,720	2,565	2,190	2,020	2,795	2,745	2,405	2,600
Land	669	669	-	-	-	-	-	-	-	-	-
Site Improvements and Utilities	128	128	-	-	-	-	-	-	-	-	-
Construction	54	54	-	-	-	-	-	-	-	-	-
Other	77	77	-	-	-	-	-	-	-	-	-
TOTAL EXPENDITURES	66,667	46,833	2,514	14,720	2,565	2,190	2,020	2,795	2,745	2,405	2,600

FUNDING SCHEDULE (\$000s)											
Current Revenue: General	49,302	33,129	1,583	12,770	2,045	1,735	1,760	2,470	2,550	2,210	1,820
Current Revenue: Mass Transit	6,673	3,943	-	1,950	520	455	260	325	195	195	780
Impact Tax	6,070	5,160	910	-	-	-	-	-	-	-	-
Land Sale	2,099	2,099	-	-	-	-	-	-	-	-	-
Recordation Tax Premium (MCG)	1,659	1,659	-	-	-	-	-	-	-	-	-
Intergovernmental	785	764	21	-	-	-	-	-	-	-	-
State Aid	75	75	-	-	-	-	-	-	-	-	-
Contributions	4	4	-	-	-	-	-	-	-	-	-
TOTAL FUNDING SOURCES	66,667	46,833	2,514	14,720	2,565	2,190	2,020	2,795	2,745	2,405	2,600

APPROPRIATION AND EXPENDITURE DATA (\$000s)			
Appropriation FY 19 Request	673	Year First Appropriation	FY93
Appropriation FY 20 Request	1,735	Last FY's Cost Estimate	59,649
Cumulative Appropriation	51,969		
Expenditure / Encumbrances	47,962		
Unencumbered Balance	4,007		

PROJECT DESCRIPTION

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

COST CHANGE

Cost changes due to the addition of several new studies and the addition of FY23-24 to this ongoing level-of-effort project. Cost increase is partially offset by FY18 Savings Plan reductions.

PROJECT JUSTIFICATION

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

FISCAL NOTE

Starting in FY01, Mass Transit Funds provide for mass transit related candidate projects. Impact taxes will continue to be applied to qualifying projects

DISCLOSURES

A pedestrian impact analysis will be performed during design or is in progress. Expenditures will continue indefinitely. The County Executive asserts that this

project conforms to the requirement of relevant local plans, as required by the Maryland Economic Growth, Resource Protection and Planning Act.

COORDINATION

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

FACILITY PLANNING TRANSPORTATION - No. 509337

FY19-24 PDF Project List

Studies Underway or to Start in FY19-20:

Road Projects

- Crabbs Branch Way Extended to Amity Drive
- Old Columbia Pike/Prosperity Drive Widening (Stewart La - Cherry Hill Rd)
- Summit Avenue Extended (Plyers Mill Rd - University Blvd)
- US 29 Mobility & Reliability (Subject to Pending Council Approval)
- North High Street Extended to Morningwood Drive

Sidewalk/Bikeway Projects

- Bowie Mill Road Bikeway (MD115 - MD108)
- MacArthur Blvd Bikeway Improvements Segment 1 (Stable La - I-495)
- Sandy Spring Bikeway (MD108 - MD182 - Norwood Rd)
- Tuckerman Lane Sidewalk (Falls Rd - Old Georgetown Rd)
- Dale Drive Sidewalk (US 29 to MD 97)

Mass Transit Projects

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

Candidate Studies to Start in FY21-24:

Road Projects

- Great Seneca Highway at Sam Eig Highway and Muddy Branch Road Intersections
- Parkdawn Drive / Nicholson Lane Multi-modal Improvements (Randolph Rd - MD 355)
- MD 355 at Gude Drive Intersection
- MD 355 (Clarksburg) Bypass
- Bethesda One-way Street Conversion Study

Sidewalk/Bikeway Projects

- Capitol View Ave/Metropolitan Ave (MD192) Sidewalk/Bikeway (Forest Glen Rd - Ferndale St)
- Lyttonsville Bicycle and Pedestrian Priority Area
- MacArthur Blvd Bikeway (Falls Road - Stable Lane)
- Middlebrook Road / Wisteria Drive Multi-modal Improvements (MD 118 - Great Seneca Highway)
- Norfolk Avenue Shared Street (Woodmont Avenue to Rugby Avenue)

Mass Transit Projects

- Clarksburg Transit Center
- Metropolitan Grove Park and Ride

Other Candidate Studies Proposed after FY24:

Mass Transit Projects

- Olney Longwood Park-and-Ride



Goshen Road South (P501107)

Category Transportation
SubCategory Roads
Planning Area Gaithersburg and Vicinity

Date Last Modified 04/27/18
Administering Agency Transportation
Status Preliminary Design Stage

	Total	Thru FY17	Est FY18	Total 6 Years	FY 19	FY 20	FY 21	FY 22	FY 23	FY 24	Beyond 6 Years
EXPENDITURE SCHEDULE (\$000s)											
Planning, Design and Supervision	16,686	6,150	605	300	-	300	-	-	-	-	9,631
Land	11,530	58	605	-	-	-	-	-	-	-	10,867
Site Improvements and Utilities	15,167	362	-	-	-	-	-	-	-	-	14,805
Construction	124,625	-	-	-	-	-	-	-	-	-	124,625
Other	28	28	-	-	-	-	-	-	-	-	-
TOTAL EXPENDITURES	168,036	6,598	1,210	300	-	300	-	-	-	-	159,928

FUNDING SCHEDULE (\$000s)											
G.O. Bonds	156,475	2,637	1,210	300	-	300	-	-	-	-	152,328
Intergovernmental	7,600	-	-	-	-	-	-	-	-	-	7,600
Impact Tax	3,961	3,961	-	-	-	-	-	-	-	-	-
TOTAL FUNDING SOURCES	168,036	6,598	1,210	300	-	300	-	-	-	-	159,928

APPROPRIATION AND EXPENDITURE DATA (\$000s)											
Appropriation FY 19 Request		(7,947)		Year First Appropriation						FY11	
Appropriation FY 20 Request		300		Last FY's Cost Estimate						132,487	
Cumulative Appropriation		15,755									
Expenditure / Encumbrances		7,075									
Unencumbered Balance		8,680									

PROJECT DESCRIPTION

This project provides for the design, land acquisition, utility relocations, and construction of roadway improvements along Goshen Road from south of Girard Street to 1,000 feet North of Warfield Road, a distance of approximately 3.5 miles. The improvements will widen Goshen Road from the existing two-lane open section to a four-lane divided, closed section roadway using 12-foot inside lanes, 11-foot outside lanes, 18-foot median, and five-foot on-road bike lanes. A five-foot concrete sidewalk and an eight-foot bituminous shared use 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

Conduct further planning in FY20. Design, land acquisition, and construction programmed beyond the six years.

COST CHANGE

Cost increase due to updated, final design construction cost, higher utility relocation costs, and design costs for anticipated re-application for certain permits that will expire.

PROJECT JUSTIFICATION

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

FISCAL NOTE

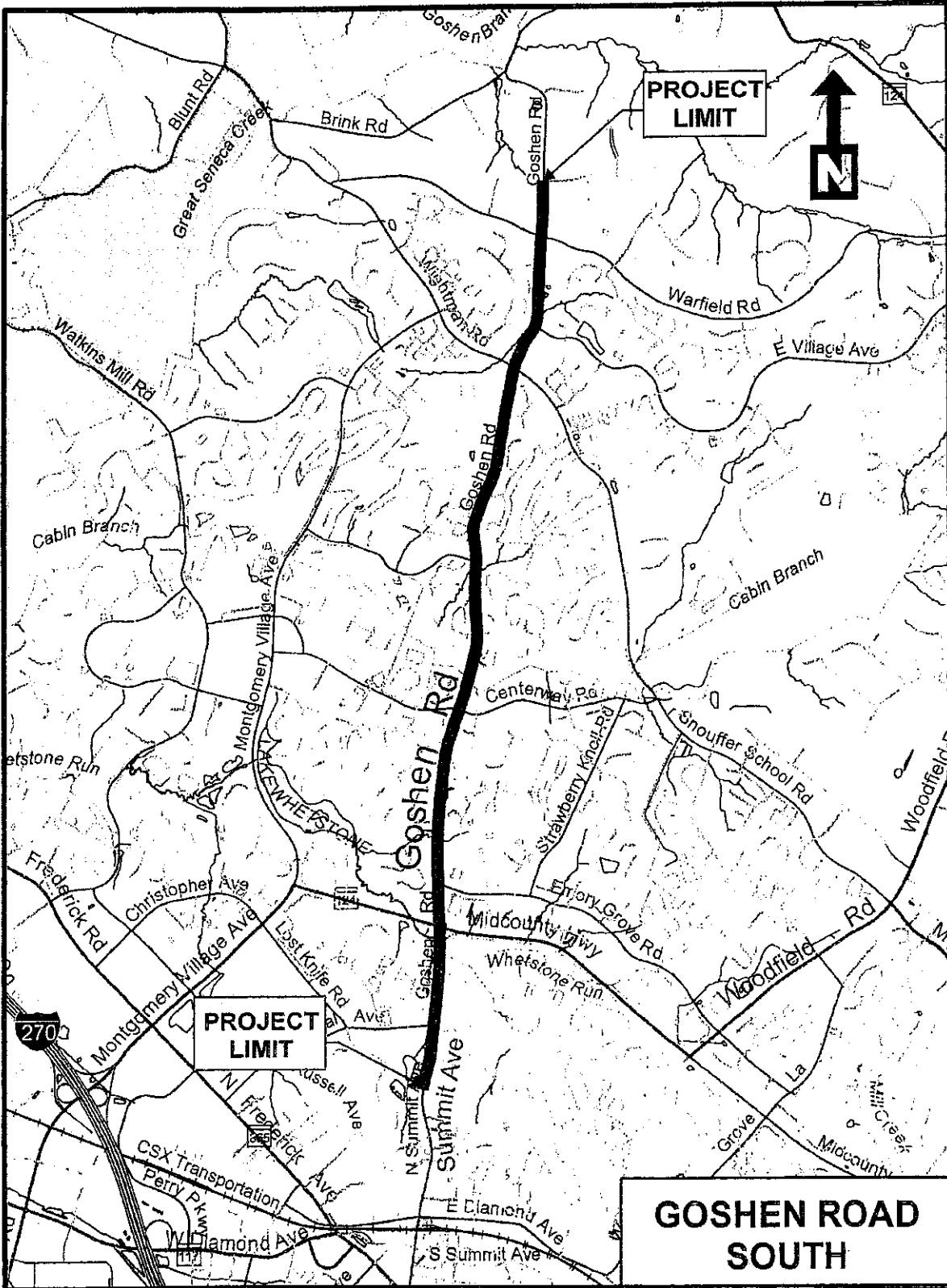
Intergovernmental revenue is from the Washington Suburban Sanitary Commission (WSSC) for its agreed share of water and sewer relocation costs.

DISCLOSURES

A pedestrian impact analysis has been completed for this project.

COORDINATION

Maryland-National Capital Park and Planning Commission, Maryland State Highway Administration, Utility Companies, Department of Permitting Services, City of Gaithersburg, Facility Planning; Transportation (CIP #509337); Special Capital Projects Legislation will be proposed by the County Executive.





Highway Noise Abatement (P500338)

Category	Transportation	Date Last Modified	04/25/18
SubCategory	Roads	Administering Agency	Transportation
Planning Area	Countywide	Status	Ongoing

Total	Thru FY17	Est FY18	Total 6 Years	FY 19	FY 20	FY 21	FY 22	FY 23	FY 24	Beyond 6 Years
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EXPENDITURE SCHEDULE (\$000s)

Planning, Design and Supervision	1,163	1,066	97	-	-	-	-	-	-	-
Land	28	28	-	-	-	-	-	-	-	-
Construction	1,736	1,736	-	-	-	-	-	-	-	-
Other	9	9	-	-	-	-	-	-	-	-
TOTAL EXPENDITURES	2,936	2,839	97	-	-	-	-	-	-	-

FUNDING SCHEDULE (\$000s)

G.O. Bonds	2,936	2,839	97	-	-	-	-	-	-	-
TOTAL FUNDING SOURCES	2,936	2,839	97	-	-	-	-	-	-	-

APPROPRIATION AND EXPENDITURE DATA (\$000s)

Appropriation FY 19 Request	-	Year First Appropriation	FY03
Appropriation FY 20 Request	-	Last FY's Cost Estimate	2,936
Cumulative Appropriation	2,936		
Expenditure / Encumbrances	2,855		
Unencumbered Balance	81		

PROJECT DESCRIPTION

This project provides funds for the study and prioritization of noise abatement measures along publicly owned and maintained roads in Montgomery County, except freeways. Once the need and priority of the abatement measures are established, funding is provided for their design and construction.

PROJECT JUSTIFICATION

Residents regularly request noise abatement measures along County and State roads. The purpose of this project is to respond to these requests in accordance with the Transportation Noise Abatement Policy. Requests would result in noise studies that would determine the need, whether the requested location meets the noise criteria for abatement measures, determination of its priority, and future design and construction. The Highway Noise Abatement Policy was developed by the Noise Abatement Task Force in 2001. The Policy establishes criteria for evaluating the need for noise abatement along publicly maintained roads.

OTHER

This project was conceived through participation on the Noise Abatement Task Force that developed a policy and criteria for evaluating the need and appropriateness of requests for noise abatement along publicly maintained roads in Montgomery County. The project allows for the implementation of the policy established through this Task Force by providing funds for the study and prioritization of requests and the implementation of noise abatement measures.

FISCAL NOTE

There may be contributions from impacted and benefited property owners in the future as specified in the Policy. In FY12, \$21,000 was transferred to Advance Reforestation (CIP #500112). Expenditures will continue indefinitely.

DISCLOSURES

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

COORDINATION

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



MCG Reconciliation PDF (P501404)

Category	Transportation	Date Last Modified	05/09/18
SubCategory	Roads	Administering Agency	Transportation
Planning Area	Countywide	Status	Preliminary Design Stage

Total	Thru FY17	Est FY18	Total 6 Years	FY 19	FY 20	FY 21	FY 22	FY 23	FY 24	Beyond 6 Years
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EXPENDITURE SCHEDULE (\$000s)

TOTAL EXPENDITURES

FUNDING SCHEDULE (\$000s)

Impact Tax	81,985	-	9,328	72,657	8,430	8,575	12,536	14,124	14,558	14,434	-
Recordation Tax Premium (MCG)	74,581	-	5,636	68,945	2,974	2,332	15,197	15,822	16,034	16,586	-
Current Revenue: General	1,827	-	-	1,827	-	-	1,126	701	-	-	-
G.O. Bonds	(158,393)	-	(14,964)	(143,429)	(11,404)	(10,907)	(28,859)	(30,647)	(30,592)	(31,020)	-
TOTAL FUNDING SOURCES	-	-	-	-	-	-	-	-	-	-	-

APPROPRIATION AND EXPENDITURE DATA (\$000s)

Appropriation FY 19 Request	-	Year First Appropriation
Appropriation FY 20 Request	-	Last FY's Cost Estimate
Cumulative Appropriation	-	
Expenditure / Encumbrances	-	
Unencumbered Balance	-	

PROJECT DESCRIPTION

This project reconciles County government projects funded with particular funding sources with the CIP database by balancing funding components on the macro level.



Montrose Parkway East (P500717)

Category	Transportation	Date Last Modified	05/17/18
SubCategory	Roads	Administering Agency	Transportation
Planning Area	North Bethesda-Garrett Park	Status	Final Design Stage

Total	Thru FY17	Est FY18	Total 6 Years	FY 19	FY 20	FY 21	FY 22	FY 23	FY 24	Beyond 6 Years
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EXPENDITURE SCHEDULE (\$000s)

Planning, Design and Supervision	10,909	3,751	554	5,117	1,233	65	65	1,393	1,168	1,193	1,487
Land	25,906	4,648	7,818	13,440	2,426	2,426	2,062	6,536	-	-	-
Site Improvements and Utilities	7,611	728	-	6,728	-	-	-	4,600	2,128	-	155
Construction	101,495	9	-	62,459	-	-	-	10,471	24,704	27,284	39,027
Other	16	16	-	-	-	-	-	-	-	-	-
TOTAL EXPENDITURES	145,937	9,152	8,372	87,744	3,659	2,491	2,117	23,000	28,000	28,477	40,669

FUNDING SCHEDULE (\$000s)

G.O. Bonds	131,861	4,163	3,315	83,714	2,251	597	1,389	23,000	28,000	28,477	40,669
Impact Tax	11,930	3,571	5,057	3,302	1,408	1,894	-	-	-	-	-
Recordation Tax Premium (MCG)	914	914	-	-	-	-	-	-	-	-	-
Intergovernmental	728	-	-	728	-	-	728	-	-	-	-
EDAET	504	504	-	-	-	-	-	-	-	-	-
TOTAL FUNDING SOURCES	145,937	9,152	8,372	87,744	3,659	2,491	2,117	23,000	28,000	28,477	40,669

APPROPRIATION AND EXPENDITURE DATA (\$000s)

Appropriation FY 19 Request	1,408	Year First Appropriation	FY07
Appropriation FY 20 Request	1,894	Last FY's Cost Estimate	139,888
Cumulative Appropriation	21,618		
Expenditure / Encumbrances	9,798		
Unencumbered Balance	11,820		

PROJECT DESCRIPTION

This project provides for a new four-lane divided arterial road as recommended in the 1992 North Bethesda/Garrett Park and 1994 Aspen Hill Master Plans. The roadway will have a curb and gutter section with 11-foot wide lanes, a ten-foot wide bikepath on the north side, and a five-foot wide sidewalk on the south side. The limits of the 1.6 mile project are between the recently constructed MD 355/Montrose interchange on the west and the existing Veirs Mill Road/Parkland Drive/Gaynor Road intersection on the east. The Maryland State Highway Administration (SHA) is preparing the construction plans for the western portion of the project (the "SHA-designed portion"), which meet the County-prepared plans at a point 800 feet east of Parklawn Drive. The project includes a 230-foot bridge spanning the CSX railroad tracks and Nebel Street, a single-point urban interchange (SPUI) with a 198-foot bridge over Parklawn Drive, a 107-foot pedestrian bridge carrying Rock Creek Trail over Montrose Parkway, a 350-foot roadway bridge over Rock Creek, and an at-grade tie-in to Veirs Mill Road. State-of-the-art stormwater management, landscaping, and reforestation practices are included within the scope of the project.

CAPACITY

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

ESTIMATED SCHEDULE

Design and land acquisition phase is expected to be complete by FY22. Construction is expected to start in FY22 and be complete in FY25.

COST CHANGE

Cost increases due to the addition of noise walls, larger retaining walls to support the noise walls, and widening of the shared use path.

PROJECT JUSTIFICATION

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

OTHER

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

FISCAL NOTE

\$9 million for the design of the SHA segment between the MD 355/Montrose Parkway interchange and Parklawn Drive is funded through State Transportation Participation (CIP #500722). Intergovernmental revenue represents the Washington Suburban Sanitary Commission's (WSSC) share of water and sewer relocation costs. Beyond 6 years total of \$36,669,000 all to be spent in FY25.

DISCLOSURES

A pedestrian impact analysis has been completed for this project. The County Executive asserts that this project conforms to the requirement of relevant local plans, as required by the Maryland Economic Growth, Resource Protection and Planning Act.

COORDINATION

Department of Fire and Rescue Services, Department of Transportation, Department of Permitting Services, Maryland-National Capital Park and Planning Commission, Maryland State Highway Administration, Maryland Department of Environment, Washington Suburban Sanitary Commission, Washington Gas, Pepco, Verizon, State Transportation Participation (CIP 500722), Special Capital Projects Legislation will be proposed by the County Executive to reauthorize this project.



Observation Drive Extended (P501507)

Category	Transportation	Date Last Modified	05/23/18
SubCategory	Roads	Administering Agency	Transportation
Planning Area	Clarksburg and Vicinity	Status	Planning Stage

	Total	Thru FY17	Est FY18	Total 6 Years	FY 19	FY 20	FY 21	FY 22	FY 23	FY 24	Beyond 6 Years
EXPENDITURE SCHEDULE (\$000s)											
Planning, Design and Supervision	9,946	-	-	5,198	-	-	2,286	2,608	152	152	4,748
Land	26,448	-	-	1,088	-	-	-	-	779	309	25,360
Site Improvements and Utilities	2,240	-	-	146	-	-	-	-	-	146	2,094
Construction	76,959	-	-	2,736	-	-	-	-	-	2,736	74,223
TOTAL EXPENDITURES	115,593	-	-	9,168	-	-	2,286	2,608	931	3,343	106,425

FUNDING SCHEDULE (\$000s)											
G.O. Bonds	115,593	-	-	9,168	-	-	2,286	2,608	931	3,343	106,425
TOTAL FUNDING SOURCES	115,593	-	-	9,168	-	-	2,286	2,608	931	3,343	106,425

APPROPRIATION AND EXPENDITURE DATA (\$000s)											
Appropriation FY 19 Request	-	-	-	-	-	-	-	-	-	-	FY16
Appropriation FY 20 Request	-	-	-	-	-	-	-	-	-	-	141,088
Cumulative Appropriation	-	-	-	-	-	-	-	-	-	-	
Expenditure / Encumbrances	-	-	-	-	-	-	-	-	-	-	
Unencumbered Balance	-	-	-	-	-	-	-	-	-	-	

PROJECT DESCRIPTION

The project provides for the design and construction of a 2.2 mile long roadway within a minimum 150-foot right-of-way. The work will be constructed in 2 Phases. Phase 1 includes a 4-lane divided roadway (two lanes in each direction) starting at existing Observation Drive near Waters Discovery Lane and continuing north beyond West Old Baltimore Road to the point where it meets the planned extension of Little Seneca Parkway, along with an eight-foot wide shared-use path on the west side, and a bike path will be provided on the east side to provide Greenway connectivity. Phase I will also include the widening of Little Seneca Parkway to four lanes west of MD 355 and construction of its extension west to Observation Drive. A bridge approximately 550 feet in length will be constructed near Waters Discovery Lane, ending at West Old Baltimore Road near the future MTA Comsat Station. Traffic signals will be provided at the West Old Baltimore Road intersection. In Phase 2 between Little Seneca Parkway and existing Observation Drive near Stringtown Road the scope includes a two-lane roadway, along with an eight-foot wide shared-use path on the west side, with space for the two additional master-planned lanes and a five-foot wide sidewalk on the east side to be built in the future. Traffic signals will be provided at the Shawnee Lane and Little Seneca Parkway intersections.

LOCATION

Clarksburg and Germantown

ESTIMATED SCHEDULE

Project schedule is adjusted due to fiscal capacity. The final design is projected to begin in FY21. Phase I construction to begin in FY24.

COST CHANGE

Lower land cost estimate due to recent appraisal.

PROJECT JUSTIFICATION

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

OTHER

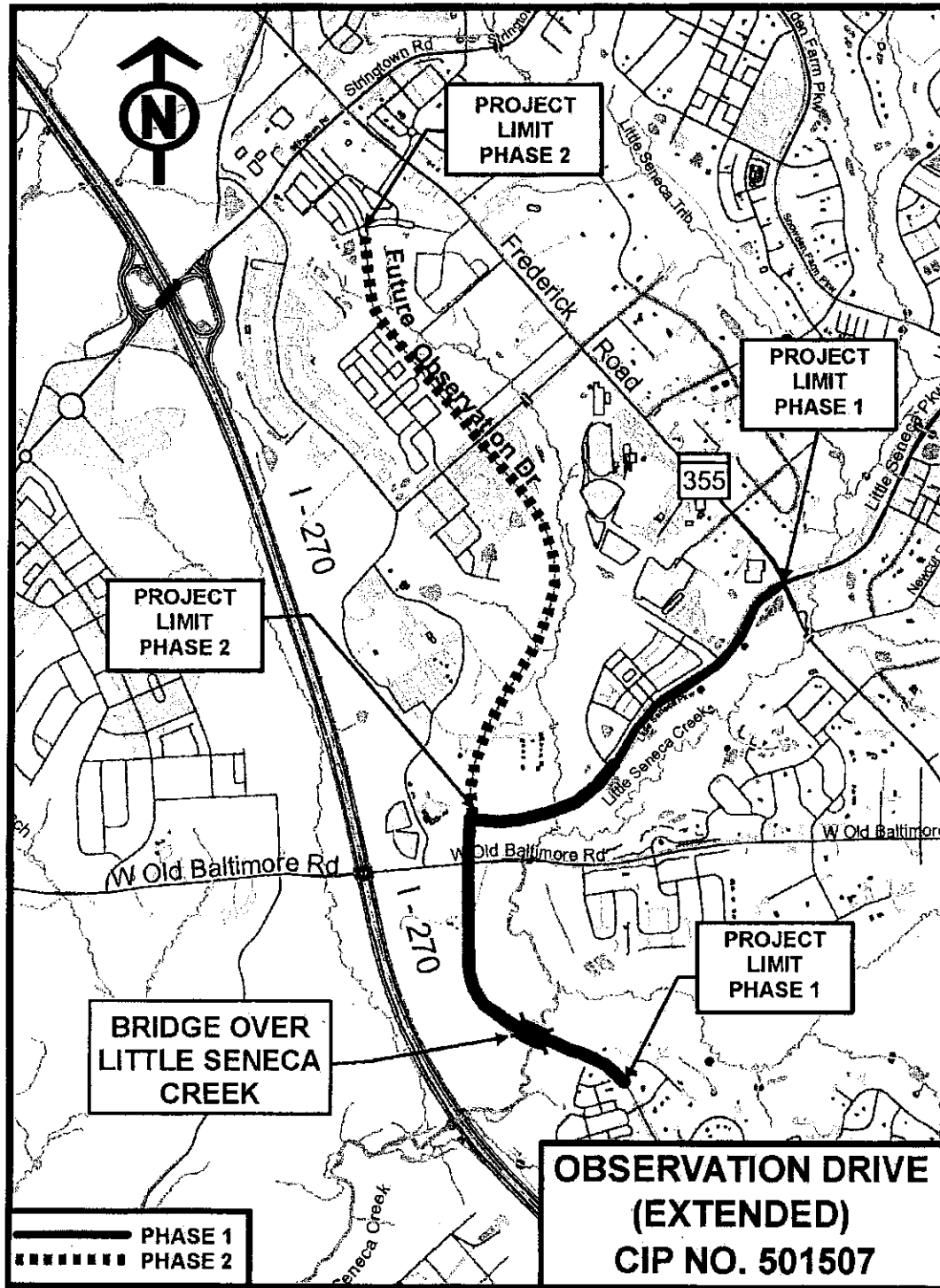
Land costs are based on preliminary design.

DISCLOSURES

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

COORDINATION

Maryland Transit Administration, Washington Suburban Sanitary Commission, Maryland-National Capital Park and Planning Commission, Verizon, Pepco, Washington Gas, Department of Permitting Services, Department of Environmental Protection; Special Capital Projects Legislation will be proposed by the County Executive.





Platt Ridge Drive Extended (P501200)

Category	Transportation	Date Last Modified	04/26/18
SubCategory	Roads	Administering Agency	Transportation
Planning Area	Bethesda-Chevy Chase and Vicinity	Status	Under Construction

Total	Thru FY17	Est FY18	Total 6 Years	FY 19	FY 20	FY 21	FY 22	FY 23	FY 24	Beyond 6 Years
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EXPENDITURE SCHEDULE (\$000s)

Planning, Design and Supervision	1,427	1,045	152	230	230	-	-	-	-	-
Land	5	5	-	-	-	-	-	-	-	-
Construction	2,869	-	954	1,915	1,915	-	-	-	-	-
TOTAL EXPENDITURES	4,301	1,050	1,106	2,145	2,145	-	-	-	-	-

FUNDING SCHEDULE (\$000s)

G.O. Bonds	4,240	1,050	1,045	2,145	2,145	-	-	-	-	-
Intergovernmental	61	-	61	-	-	-	-	-	-	-
TOTAL FUNDING SOURCES	4,301	1,050	1,106	2,145	2,145	-	-	-	-	-

OPERATING BUDGET IMPACT (\$000s)

Maintenance				6	1	1	1	1	1	1
NET IMPACT				6	1	1	1	1	1	1

APPROPRIATION AND EXPENDITURE DATA (\$000s)

Appropriation FY 19 Request	-	Year First Appropriation	FY12
Appropriation FY 20 Request	-	Last FY's Cost Estimate	4,301
Cumulative Appropriation	4,301		
Expenditure / Encumbrances	1,445		
Unencumbered Balance	2,856		

PROJECT DESCRIPTION

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

CAPACITY

The project will benefit the residents and visitors to the 60 homes in Chevy Chase Valley, plus the members and users of the Chevy Chase Recreation Association swim and tennis club whose only access is through the Chevy Chase Valley community, as well as all motorists, pedestrians and bicyclists using Jones Bridge Road from Platt Ridge Drive to Connecticut Avenue.

ESTIMATED SCHEDULE

Detailed planning and design activities began in FY12 and will be completed in FY17. Construction will be completed in FY19.

PROJECT JUSTIFICATION

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

OTHER

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

FISCAL NOTE

In FY17, \$601,000 in G.O. Bonds was transferred from Chapman Avenue Extended, MacArthur Blvd, Bikeway Improvements, and Century Blvd. \$212,000 in G.O. Bonds was accelerated into FY16 from FY17. Intergovernmental funding represents the Washington Suburban Sanitary Commission's (WSSC) share of the water and sewer relocation costs.

DISCLOSURES

A pedestrian impact analysis has been completed for this project.

COORDINATION

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



Seminary Road Intersection Improvement (P501307)

Category	Transportation	Date Last Modified	05/16/18
SubCategory	Roads	Administering Agency	Transportation
Planning Area	Silver Spring and Vicinity	Status	Preliminary Design Stage

Total	Thru FY17	Est FY18	Total 6 Years	FY 19	FY 20	FY 21	FY 22	FY 23	FY 24	Beyond 6 Years
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EXPENDITURE SCHEDULE (\$000s)

Planning, Design and Supervision	1,663	624	129	910	374	248	288	-	-	-
Land	565	-	196	369	115	254	-	-	-	-
Site Improvements and Utilities	480	-	-	480	180	300	-	-	-	-
Construction	4,550	-	-	4,550	-	3,338	1,212	-	-	-
TOTAL EXPENDITURES	7,258	624	325	6,309	669	4,140	1,500	-	-	-

FUNDING SCHEDULE (\$000s)

G.O. Bonds	7,233	624	325	6,284	669	4,115	1,500	-	-	-
Intergovernmental	25	-	-	25	-	25	-	-	-	-
TOTAL FUNDING SOURCES	7,258	624	325	6,309	669	4,140	1,500	-	-	-

OPERATING BUDGET IMPACT (\$000s)

Energy				4	-	-	1	1	1	1
NET IMPACT				4	-	-	1	1	1	1

APPROPRIATION AND EXPENDITURE DATA (\$000s)

Appropriation FY 19 Request	-	Year First Appropriation	FY15
Appropriation FY 20 Request	-	Last FY's Cost Estimate	7,258
Cumulative Appropriation	7,258		
Expenditure / Encumbrances	1,221		
Unencumbered Balance	6,037		

PROJECT DESCRIPTION

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

CAPACITY

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

ESTIMATED SCHEDULE

Final design began in Summer 2015. Construction will start in FY20 and be complete by FY21. Site improvements and utilities will occur in FY 19 and FY20. The schedule reflects a several month delay due to Purple Line construction which will require a detour through this intersection.

PROJECT JUSTIFICATION

This project will simplify vehicle movements and improve traffic congestion by eliminating the Seminary Road "sweep" between Brookville Road and Second Avenue. In addition, pedestrian and bicyclist safety will be improved. The proposed Seminary Place vertical alignment revision at Riley Place will increase intersection sight distance. Reconstruction of the segment of Seminary Road intersections between Brookville Road and Second Avenue is recommended in the 2000 North and West Silver Spring Master Plan and the 2005 Countywide Bikeways Functional Master Plan. Facility Planning - Phase I study completed in FY09 and Phase II in FY11.

FISCAL NOTE

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

DISCLOSURES

A pedestrian impact analysis has been completed for this project.

COORDINATION

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



Snouffer School Road (P501109)

Category	Transportation	Date Last Modified	03/13/18
SubCategory	Roads	Administering Agency	Transportation
Planning Area	Gaithersburg and Vicinity	Status	Final Design Stage

	Total	Thru FY17	Est FY18	Total 6 Years	FY 19	FY 20	FY 21	FY 22	FY 23	FY 24	Beyond 6 Years
EXPENDITURE SCHEDULE (\$000s)											
Planning, Design and Supervision	4,082	3,204	250	638	319	319	-	-	-	-	-
Land	3,226	3,092	134	-	-	-	-	-	-	-	-
Site Improvements and Utilities	2,135	279	-	1,856	928	928	-	-	-	-	-
Construction	13,814	2,360	2,550	8,904	5,250	3,654	-	-	-	-	-
Other	443	443	-	-	-	-	-	-	-	-	-
TOTAL EXPENDITURES	23,710	9,378	2,934	11,398	6,497	4,901	-	-	-	-	-

FUNDING SCHEDULE (\$000s)											
G.O. Bonds	17,160	5,088	674	11,398	6,497	4,901	-	-	-	-	-
Impact Tax	5,300	4,290	1,010	-	-	-	-	-	-	-	-
Intergovernmental	1,250	-	1,250	-	-	-	-	-	-	-	-
TOTAL FUNDING SOURCES	23,710	9,378	2,934	11,398	6,497	4,901	-	-	-	-	-

OPERATING BUDGET IMPACT (\$000s)											
Maintenance				5	-	1	1	1	1	1	
NET IMPACT				5	-	1	1	1	1	1	

APPROPRIATION AND EXPENDITURE DATA (\$000s)											
Appropriation FY 19 Request	-			Year First Appropriation							FY11
Appropriation FY 20 Request	-			Last FY's Cost Estimate							23,710
Cumulative Appropriation		23,710									
Expenditure / Encumbrances		22,050									
Unencumbered Balance		1,660									

PROJECT DESCRIPTION

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

CAPACITY

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

ESTIMATED SCHEDULE

Final design was completed in FY16 and land acquisition was completed in FY18. Construction began in FY16 and will be completed in FY20.

PROJECT JUSTIFICATION

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

FISCAL NOTE

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

DISCLOSURES

A pedestrian impact analysis has been completed for this project.

COORDINATION

Washington Suburban Sanitary Commission, Department of Permitting Services, Pepco, Verizon, Washington Gas, Department of General Services. Special Capital Projects Legislation was enacted on June 23, 2015 and signed into law on July 6, 2015 (Bill No. 28-15).



Snouffer School Road North (Webb Tract) (P501119)

Category	Transportation	Date Last Modified	05/09/18
SubCategory	Roads	Administering Agency	Transportation
Planning Area	Gaithersburg and Vicinity	Status	Final Design Stage

	Total	Thru FY17	Est FY18	Total 6 Years	FY 19	FY 20	FY 21	FY 22	FY 23	FY 24	Beyond 6 Years
EXPENDITURE SCHEDULE (\$000s)											
Planning, Design and Supervision	3,721	2,349	311	1,061	1,061	-	-	-	-	-	-
Land	41	1	40	-	-	-	-	-	-	-	-
Construction	11,285	37	5,625	5,623	5,623	-	-	-	-	-	-
TOTAL EXPENDITURES	15,047	2,387	5,976	6,684	6,684	-	-	-	-	-	-

FUNDING SCHEDULE (\$000s)											
G.O. Bonds	8,817	1,238	2,660	4,919	4,919	-	-	-	-	-	-
Impact Tax	5,430	1,149	3,316	965	965	-	-	-	-	-	-
Intergovernmental	800	-	-	800	800	-	-	-	-	-	-
TOTAL FUNDING SOURCES	15,047	2,387	5,976	6,684	6,684	-	-	-	-	-	-

OPERATING BUDGET IMPACT (\$000s)											
Maintenance				25	-	5	5	5	5	5	5
Energy				5	-	1	1	1	1	1	1
NET IMPACT				30	-	6	6	6	6	6	6

APPROPRIATION AND EXPENDITURE DATA (\$000s)											
Appropriation FY 19 Request	-		Year First Appropriation								FY11
Appropriation FY 20 Request	-		Last FY's Cost Estimate								13,482
Cumulative Appropriation		15,047									
Expenditure / Encumbrances		2,476									
Unencumbered Balance		12,571									

PROJECT 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.

LOCATION

Gaithersburg

CAPACITY

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

ESTIMATED SCHEDULE

Final design was completed in FY16. Construction began in FY17 and will be completed in FY19.

PROJECT 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

Reflects transfer of \$1,565,000 from Public Facilities Roads (#507310) in FY19.

DISCLOSURES

A pedestrian impact analysis has been completed for this project.

COORDINATION

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



Streetlighting (P507055)

Category
SubCategory
Planning Area

Transportation
Traffic Improvements
Countywide

Date Last Modified
Administering Agency
Status

05/16/18
Transportation
Ongoing

	Total	Thru FY17	Est FY18	Total 6 Years	FY 19	FY 20	FY 21	FY 22	FY 23	FY 24	Beyond 6 Years
EXPENDITURE SCHEDULE (\$000s)											
Planning, Design and Supervision	3,386	765	563	2,058	343	343	343	343	343	343	-
Site Improvements and Utilities	9,452	1,940	1,350	6,162	1,027	1,027	1,027	1,027	1,027	1,027	-
Other	18,000	-	-	18,000	9,000	9,000	-	-	-	-	-
TOTAL EXPENDITURES	30,838	2,705	1,913	26,220	10,370	10,370	1,370	1,370	1,370	1,370	-

FUNDING SCHEDULE (\$000s)											
Long-Term Financing	18,000	-	-	18,000	9,000	9,000	-	-	-	-	-
G.O. Bonds	12,838	2,705	1,913	8,220	1,370	1,370	1,370	1,370	1,370	1,370	-
TOTAL FUNDING SOURCES	30,838	2,705	1,913	26,220	10,370	10,370	1,370	1,370	1,370	1,370	-

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

APPROPRIATION AND EXPENDITURE DATA (\$000s)			
Appropriation FY 19 Request	1,370	Year First Appropriation	FY70
Appropriation FY 20 Request	1,370	Last FY's Cost Estimate	10,098
Cumulative Appropriation	4,618		
Expenditure / Encumbrances	3,181		
Unencumbered Balance	1,437		

PROJECT DESCRIPTION

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

The County is planning to upgrade approximately 26,000 streetlight fixtures to light-emitting diodes (LED) through an energy savings performance contract. Contracts performed by Energy Services Companies (ESCOs) have been used extensively by the federal government and other state and local jurisdictions to accomplish energy savings retrofits. Third party funding (bonds or commercial loans) covers the cost of the contract. The savings in energy and maintenance costs over the life of the new fixtures will pay for the replacement. Project installation will take approximately 24 months. A key feature of Energy Savings Performance Contracts (ESPC) is that no General Obligation (GO) bonds are required for the contract and construction costs. A financing mechanism is initiated to cover the cost of the contract and the repayment of the debt is guaranteed through the energy savings.

COST CHANGE

Cost increase due to increased funding in FY19 and FY20 for an energy savings performance contract to install energy efficient LED streetlight fixtures and for the addition of FY23 and FY24 to this ongoing level-of-effort project.

PROJECT JUSTIFICATION

County resolution dated June 25, 1968, requires Montgomery County to provide for the installation of streetlights in those subdivisions that were platted prior to February 1, 1969, when the installation of streetlights was not a requirement of subdivision development. This project provides funds for these streetlight installations, as well as for lighting of the public right-of-way when the existing lighting is substandard to the extent that public safety is compromised. New streetlight plans are developed in conformance with established County streetlight standards and are normally implemented under contract with the pertinent local utility company. The March 2010 Report of the Infrastructure Maintenance Task Force, identified streetlighting in need of lifecycle replacement. Implementation of the ESCO project is consistent with the County's continuing objective to accomplish environmentally friendly initiatives, as well as limit the level of GO Bonds. The ultimate objectives are to save money in the long run, reduce our carbon footprint, and provide high-quality, dark sky compliant roadway and pedestrian lighting.

OTHER

This project also supports the County Executive's Vision Zero initiative which aims to reduce injuries and fatalities on all roads.

FISCAL NOTE

A financing mechanism is initiated to cover the cost of the contract and the repayment of the debt is guaranteed through the energy savings. The Council will consider an appropriation for an energy savings performance contract once an Investment Grade Audit is complete.

DISCLOSURES

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

COORDINATION

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



White Oak Local Area Transportation Improvement Program (P501540)

Category	Transportation	Date Last Modified	05/16/18
SubCategory	Traffic Improvements	Administering Agency	Transportation
Planning Area	Colesville-White Oak and Vicinity	Status	Planning Stage

Total	Thru FY17	Est FY18	Total 6 Years	FY 19	FY 20	FY 21	FY 22	FY 23	FY 24	Beyond 6 Years
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EXPENDITURE SCHEDULE (\$000s)

Planning, Design and Supervision	1,256	89	111	1,056	-	-	-	-	528	528	-
TOTAL EXPENDITURES	1,256	89	111	1,056	-	-	-	-	528	528	-

FUNDING SCHEDULE (\$000s)

Local Area Transportation Impr Program (LATIP)	1,056	-	-	1,056	-	-	-	-	528	528	-
Current Revenue: General	200	89	111	-	-	-	-	-	-	-	-
TOTAL FUNDING SOURCES	1,256	89	111	1,056	-	-	-	-	528	528	-

APPROPRIATION AND EXPENDITURE DATA (\$000s)

Appropriation FY 19 Request	-	Year First Appropriation	FY16
Appropriation FY 20 Request	-	Last FY's Cost Estimate	200
Cumulative Appropriation	200		
Expenditure / Encumbrances	89		
Unencumbered Balance	111		

PROJECT DESCRIPTION

This project provides for the development of cost estimates associated with the transportation recommendations contained in the White Oak Science Gateway Master Plan. The cost estimate will include the appropriate elements of the US29, MD650 and Randolph Road Rapid Transit System projects as well as roads, interchanges, bikeways, and sidewalks in the White Oak Planning Area. This project will also fund a traffic study analysis related to the required local area transportation review (LATR) associated with planned development. It is expected that the timing of implementation of the different elements will be coordinated in the future with specific proposed subdivision activity and the communities adjacent to and affected by the new development. In addition to the traffic improvements, significant mass transit, roads, and pedestrian/bikeway facility components will be an integrated part of this project.

LOCATION

White Oak Planning Area

ESTIMATED SCHEDULE

The Traffic Study analysis related to LATR completed in FY16. Design estimated to start in FY23 for US 29 at Industrial Parkway and US 29 at Tech Road.

COST CHANGE

Cost increase due to the addition of design costs for US 29 at Industrial Parkway and US 29 at Tech Road.

PROJECT JUSTIFICATION

The 2014 White Oak Science Gateway Master Plan called for the development of one or more options that could fund the full buildout of the Plan's transportation infrastructure within the 24 months following adoption of the Plan. This project will fund the activities necessary to to comply with the Council's Resolution. Additionally, a new proposal for LATR has been introduced at Council; this study will identify the necessary local intersection improvements needed, conceptual solutions, and preliminary cost estimates for those improvements, as well as the cost associated with independent sidewalks, bikeways, and the provision of bus service in the area. These studies provide the basis for future strategies to fund detailed engineering design and construction costs.

DISCLOSURES

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

COORDINATION

Maryland State Highway Administration (MSHA), Maryland Mass Transit Administration (MTA), Maryland National-Capital Park and Planning Commission



21st Century Library Enhancements Level Of Effort (P711503)

Category
SubCategory
Planning Area

Culture and Recreation
Libraries
Countywide

Date Last Modified
Administering Agency
Status

05/09/18
General Services
Ongoing

	Total	Thru FY17	Est FY18	Total 6 Years	FY 19	FY 20	FY 21	FY 22	FY 23	FY 24	Beyond 6 Years
EXPENDITURE SCHEDULE (\$000s)											
Planning, Design and Supervision	1,440	590	-	850	100	150	150	150	150	150	-
Construction	4,773	45	903	3,825	450	675	675	675	675	675	-
Other	4,940	884	231	3,825	450	675	675	675	675	675	-
TOTAL EXPENDITURES	11,153	1,519	1,134	8,500	1,000	1,500	1,500	1,500	1,500	1,500	-

FUNDING SCHEDULE (\$000s)											
Current Revenue: General	10,928	1,150	1,278	8,500	1,000	1,500	1,500	1,500	1,500	1,500	-
G.O. Bonds	225	225	-	-	-	-	-	-	-	-	-
Short-Term Financing	-	144	(144)	-	-	-	-	-	-	-	-
TOTAL FUNDING SOURCES	11,153	1,519	1,134	8,500	1,000	1,500	1,500	1,500	1,500	1,500	-

APPROPRIATION AND EXPENDITURE DATA (\$000s)											
Appropriation FY 19 Request			653	Year First Appropriation							FY15
Appropriation FY 20 Request			1,500	Last FY's Cost Estimate							9,000
Cumulative Appropriation			3,000								
Expenditure / Encumbrances			1,923								
Unencumbered Balance			1,077								

PROJECT DESCRIPTION

This level of effort project is intended to maintain and keep technology current in existing libraries by updating technology and technology support systems. When appropriate, upgrades will be coordinated with Library Refurbishment project work.

ESTIMATED SCHEDULE

Project started in FY15 and work will progress on an as needed basis.

COST CHANGE

FY18 reductions in Current Revenue are related to the FY18 Savings Plan. Due to fiscal constraints, the FY19 Current Revenue funding was reduced to the level of \$1,000,000 - the amount that was previously approved for FY18. Added FY23 and FY24 expenditures.

PROJECT JUSTIFICATION

This funding will allow the Department of Public Libraries, Department of General Services, and Department of Technology Services to respond to customer demands and library trends that require changes in the equipment and related furnishings of library buildings. This includes provision of new equipment such as loanable tablets and laptops, 3D printers in select locations, upgrade self checkout machines, and modifying service desks to provide single points of service or modernizing furniture to allow tablet arms on lounge chairs or erasable/writable surfaces on tables in children's rooms. It will also provide funding to do minor upgrades of electrical and data connections as improvements are made to the services and programs. This project will improve the level of service to the community by keeping the library system more current and responsive to the needs of the community. Rather than the current 30+ year cycle of renovations, funds will be available to modify technology on a much shorter timeframe.

FISCAL NOTE

FY18 reductions in Current Revenue are related to the FY18 Savings Plan.

DISCLOSURES

Expenditures will continue indefinitely.

COORDINATION

Department of General Services, Department of Public Libraries, Department of Technology Services



Cost Sharing: MCG (P720601)

Category	Culture and Recreation	Date Last Modified	05/18/18
SubCategory	Recreation	Administering Agency	General Services
Planning Area	Countywide	Status	Ongoing

Total	Thru FY17	Est FY18	Total 6 Years	FY 19	FY 20	FY 21	FY 22	FY 23	FY 24	Beyond 6 Years
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EXPENDITURE SCHEDULE (\$000s)

Planning, Design and Supervision	3,694	3,694	-	-	-	-	-	-	-	-
Site Improvements and Utilities	33	33	-	-	-	-	-	-	-	-
Construction	7,697	7,697	-	-	-	-	-	-	-	-
Other	24,670	10,677	5,633	8,360	3,360	1,000	1,000	1,000	1,000	1,000
TOTAL EXPENDITURES	36,094	22,101	5,633	8,360	3,360	1,000	1,000	1,000	1,000	1,000

FUNDING SCHEDULE (\$000s)

Current Revenue: General	21,769	9,756	3,653	8,360	3,360	1,000	1,000	1,000	1,000	1,000
State Aid	4,200	3,436	764	-	-	-	-	-	-	-
Long-Term Financing	3,850	3,850	-	-	-	-	-	-	-	-
Land Sale	2,661	2,661	-	-	-	-	-	-	-	-
G.O. Bonds	2,398	2,398	-	-	-	-	-	-	-	-
Recordation Tax Premium (MCG)	1,066	-	1,066	-	-	-	-	-	-	-
Contributions	150	-	150	-	-	-	-	-	-	-
TOTAL FUNDING SOURCES	36,094	22,101	5,633	8,360	3,360	1,000	1,000	1,000	1,000	1,000

APPROPRIATION AND EXPENDITURE DATA (\$000s)

Appropriation FY 19 Request	3,360	Year First Appropriation	FY06
Appropriation FY 20 Request	1,000	Last FY's Cost Estimate	31,634
Cumulative Appropriation	27,734		
Expenditure / Encumbrances	25,189		
Unencumbered Balance	2,545		

PROJECT DESCRIPTION

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

COST CHANGE

Addition of \$2,359,958 in FY19 community grant projects. Addition of \$1,000,000 in FY23 and \$1,000,000 in FY24 for Capital Improvement Grants for the Arts and Humanities. Approved FY18 Supplemental 15-S18-CMCG-13 added \$100,000 in State Aid to recognize FY15 State Bond Bill.

PROJECT 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

Approved FY18 Supplemental 15-S18-CMCG-13 added \$100,000 in State Aid to recognize FY15 State Bond Bill. Amended project approved in FY18 designated a total of \$300,365 of the \$400,000 project balance to 32 individual faith-based organizations, leaving a remaining unallocated balance of \$99,635 in the project for emergency capital grants. See Cost Sharing Grants attachment for Historical Fiscal Note regarding the Fillmore venue in Silver Spring and Old Blair Auditorium Project, Inc.

DISCLOSURES

A pedestrian impact analysis will be performed during design or is in progress. Expenditures will continue indefinitely. The County Executive asserts that this project conforms to the requirement 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

COST SHARING GRANTS

Grants:

For FY19, County participation is for the following community grant projects totaling \$2,359,958: 7th Generation Foundation, Inc.: \$25,000; A Wider Circle, Inc.: \$100,000; Bender JCC of Greater Washington: \$20,000; CASA de Maryland, Inc.: \$100,000; Charles E. Smith Jewish Day School of Greater Washington, Inc.: \$20,000; Cornerstone Montgomery, Inc.: \$350,000; Easter Seals Serving DC|MD|VA: \$50,000; Family Services, Inc.: \$100,000; First Baptist Church of KenGar: \$10,000; Grand United Order of Odd Fellows Sandy Spring Lodge #6430, Inc.: \$15,000; Hebrew Home of Greater Washington, Inc.: \$80,000; Jewish Foundation for Group Homes: \$75,000; Melvin J. Berman Hebrew Academy: \$75,000; Olney Theatre Corporation: \$650,000; Potomac Community Resources, Inc.: \$30,000; Round House Theatre: \$250,000; Sunflower Bakery: \$150,000; The Ivymount School, Inc.: \$50,000; The Menare Foundation, Inc.: \$9,958; TLC - The Treatment Learning Centers, Inc.: \$25,000; Warrior Canine Connection: \$50,000; YMCA of Metropolitan Washington: \$125,000. For FY19, CIP Grants for Arts and Humanities organizations totaling \$922,414 are approved for the following projects: Glen Echo Park Partnership for Arts and Culture, Inc.: \$250,000; Round House Theatre, Inc.: \$250,000; The Olney Theatre Center for the Arts, Inc.: \$100,000; Montgomery Community Television, Inc.: \$98,237; Metropolitan Ballet Theatre, Inc.: \$115,463; Glen Echo Park Partnership for Arts and Culture, Inc.: \$52,184; and Adventure Theatre, Inc.: \$56,530.

For FY18, County participation is for the following community grant projects totaling \$1,236,900: A Wider Circle, Inc.: \$50,000; Cornerstone Montgomery, Inc.: \$350,000; Friends House, Inc.: \$50,000; Graceful Growing Together, Inc.: \$100,000; Identity, Inc.: \$61,900; Jewish Council for the Aging of Greater Washington, Inc.: \$50,000; Jewish Foundation for Group Homes: \$100,000; Jewish Social Service Agency: \$250,000; Potomac Community Resources, Inc.: \$50,000; Warrior Canine Connection, Inc.: \$50,000; YMCA of Metropolitan Washington, Inc.: \$125,000. For FY18, CIP Grants for Arts and Humanities Organizations totaling \$192,283 are approved for the following projects: Glen Echo Park Partnership for Arts and Culture, Inc.: \$98,161; and Montgomery Community Television, Inc.: \$94,122. In addition, a non-competitive contract award of \$48,000 is approved in FY17 for Imagination Stage, Inc. Costs have been reduced since the remaining unspent balance on a FY14 Imagination Stage, Inc. grant (\$96,656) and a FY15 Family Services, Inc. grant (\$75,000) are no longer needed. For FY18, County participation is for the following Faith-based Facilities Security Improvement Grant projects totaling \$300,365: Alef Bet Montessori School, Inc.: \$12,000; Cambodian Buddhist Society: \$4,492; Cedar Lane Unitarian Universalist Church: \$10,600; Chabad Lubavitch of Upper Montgomery County, Inc.: \$8,000; Chabad - Lubavitch of BCC, Inc.: \$10,000; Chinmaya Mission (Washington Regional Center): \$11,500; Christ Congregational Church (United Church of Christ): \$7,000; Colesville Presbyterian Church: \$1,200; Colesville United Methodist Church: \$4,500; Congregation B'nai Tzedek: \$10,000; Guru Gobind Singh Foundation Trust: \$10,000; Guru Nanak Foundation of America: \$12,500; Islamic Supreme Council of America (dba Institute for Spiritual & Cultural Advancement): \$8,476; Islamic Center of Maryland, Inc.: \$19,620; Islamic Community Center of Potomac, Inc.: \$15,000; Islamic Education Center, Inc.: \$15,000; Islamic Society of Germantown, Inc.: \$15,000; Islamic Society of the Washington Area: \$15,000; Redeemer Lutheran Church: \$2,500; Melvin J. Berman Hebrew Academy: \$7,500; Muslim Community Center, Inc.: \$14,836; Ohav Shalom Talmud Torah Congregation of Olney, Maryland: \$1,800; Rockville United Church: \$7,500; Seneca Community Church: \$8,249; Shaare Tefila Congregation: \$2,914; Soorp Khatch Armenian Apostolic Church: \$2,325; Temple Beth Ami: \$8,353; Tikvat Israel Congregation: \$15,000; Torah School of Greater Washington: \$10,000; Yeshiva of Greater Washington, Inc.: \$10,000; Young Israel Shomrai Emunah of Greater Washington: \$12,000; Zoroastrian Association of Metropolitan Washington, Inc.: \$7,500.

For FY17, County participation is for the following community grant projects totaling \$1,178,000: A Wider Circle, Inc.: \$50,000; Congregation Beth El of Montgomery County: \$20,000; Cornerstone Montgomery, Inc.: \$350,000; Easter Seals Greater Washington-Baltimore Region, Inc.: \$50,000; Friends House, Inc.: \$50,000; Graceful Growing Together, Inc.: \$100,000; Hebrew Home of Greater Washington, Inc.: \$200,000; Jewish Community Center of Greater Washington, Inc.: \$25,000; Jewish Foundation for Group Homes, Inc.: \$100,000; Our House, Inc.: \$20,000; Potomac Community Resources, Inc.: \$50,000; Reginald S. Lourie Center for Infants and Young Children, \$68,000; Seven Locks Jewish Community Inc.: \$20,000; The Jewish Federation of Greater Washington, Inc.: \$25,000; Warrior Canine Connection, Inc.: \$50,000. Supplemental for FY17 for the following community grant projects totaling \$225,000: Bender JCC of Greater Washington, Inc.: \$25,000; Charles E. Smith Jewish Day School of Greater Washington, Inc.: \$16,000; Charles E. Smith Jewish Day School of Greater Washington, Inc.: \$24,000; Charles E. Smith Jewish Day School of Greater Washington, Inc.: \$12,000; and The Jewish Federation of Greater Washington, Inc.: \$148,000. For FY17, a CIP Grant for Arts and Humanities Organizations totaling \$1,398,000 is approved for the following project: Strathmore Hall Foundation, Inc.: \$1,398,000. The Department of General Services will be managing the Strathmore Mansion repair project. For FY17, CIP Grants for Arts and Humanities Organizations totaling \$377,217 are approved for the following projects: Glen Echo Park Partnership for Arts and Culture, Inc.: \$67,795; Montgomery Community Television, Inc.: \$159,422; and The Olney Theatre Center for the Arts, Inc.: \$150,000. For FY17, emergency CIP Grants for Arts and Humanities Organizations totaling \$224,677 are approved for the following projects: Glen Echo Park Partnership for Arts and Culture, Inc.: \$169,960; Montgomery Community Television, Inc.: \$29,717; and The Olney Theatre Center for the Arts, Inc.: \$25,000. In addition, \$300,000 in FY17 funds and \$200,000 in FY18 funds allocated for CIP Grants for Arts and Humanities Organizations have been moved from this project to the Noyes Library for Young Children Rehabilitation and Renovation project P711704.

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 \$1,625,004 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; American Dance Institute, Inc.: \$70,081; and Strathmore Hall Foundation, Inc.: \$1,000,000. For FY16, emergency CIP Grants for Arts and Humanities Organizations totaling \$147,000 are approved for the following project: The Selma M Levine School of Music, Inc.: \$147,000. These funds became available mid-year when the following awardees subsequently declined their grants: American Dance Institute, Inc. (FY16: \$70,081); and The Dance Exchange Inc. (FY14: \$77,500).

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.

Occasionally, contracts are not executed or are terminated. For more information, contact the Chief Operating Officer from the Department of General Services at 240.777.6194.

HISTORICAL FISCAL NOTE:

The State approved \$4,000,000 in State Aid from FY07 to FY09 for the Fillmore venue in Silver Spring. The County's required match of \$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).



KID Museum (P721903)

Category	Culture and Recreation	Date Last Modified	05/17/18
SubCategory	Recreation	Administering Agency	General Services
Planning Area	Rockville	Status	Planning Stage

Total	Thru FY17	Est FY18	Total 6 Years	FY 19	FY 20	FY 21	FY 22	FY 23	FY 24	Beyond 6 Years
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EXPENDITURE SCHEDULE (\$000s)

Planning, Design and Supervision	1,050	-	-	1,050	1,050	-	-	-	-	-
Land	9,800	-	-	9,800	9,800	-	-	-	-	-
TOTAL EXPENDITURES	10,850	-	-	10,850	10,850	-	-	-	-	-

FUNDING SCHEDULE (\$000s)

G.O. Bonds	6,930	-	-	6,930	6,930	-	-	-	-	-
Intergovernmental	3,920	-	-	3,920	3,920	-	-	-	-	-
TOTAL FUNDING SOURCES	10,850	-	-	10,850	10,850	-	-	-	-	-

APPROPRIATION AND EXPENDITURE DATA (\$000s)

Appropriation FY 19 Request	10,850	Year First Appropriation	FY19
Appropriation FY 20 Request	-	Last FY's Cost Estimate	-
Cumulative Appropriation	-		
Expenditure / Encumbrances	-		
Unencumbered Balance	-		

PROJECT DESCRIPTION

The Project involves the acquisition and renovation of a four-story vacant commercial office building to establish a permanent home for a world-class experiential STEM and cultural learning center for children and families in the region. The building is approximately 51,000 square feet in size, and is in good condition. Due to weak office market conditions, it has not attracted tenants in recent years since a federal agency terminated its lease. Upon acquisition, the building will be redeveloped under a public-private partnership for occupancy by KID Museum, a non-profit organization serving families and elementary/middle school students.

The interior improvements will be designed and constructed by KID Museum pursuant to a Memorandum of Understanding (MOU) with the County. Funding for these improvements will be raised from private and public sources. The improvements include demolition of existing office partitions, construction of additional bathrooms and access enhancements, and construction of maker spaces, exhibition spaces, assembly spaces, and administrative spaces.

LOCATION

Twinbrook area of Rockville.

ESTIMATED SCHEDULE

Purchase of the building is anticipated in FY19 with renovation work to follow.

PROJECT JUSTIFICATION

The County intends to acquire this building to facilitate growth of STEM and 21st century educational opportunities offered by KID Museum. It reflects the County's leadership role in enabling the growth of cultural facilities (e.g. Music Center at Strathmore, Imagination Stage), which provide broad and essential educational opportunities to diverse student populations. KID Museum has formed a successful, district-wide partnership with MCPS for hands-on student learning in STEM-related fields, and is unable to fulfill growing demands for services in 7,500 square feet of leased space at Davis Library in North Bethesda. This capital project will expand substantially the space available for instructional activities and inter-generational programs. Its close proximity to METRO makes it accessible to a wider range of patrons than the current location which is not METRO accessible.

KID Museum is a Maryland corporation and is exempt from taxation under federal law. It currently serves approximately 55,000 patrons annually. It projects visits by approximately 250,000 patrons once its operations relocate to the new location. As a dynamic hub for informal learning and unique community gathering space for people from all walks-of-life, KID Museum will become a new kind of cultural anchor for Montgomery County that empowers youth from diverse backgrounds to become the innovators and change makers of the future. In so doing, the Project reflects Montgomery County's deep commitment to education, innovation and diversity and will create a regional attraction that reinforces and elevates these core values.

FISCAL NOTE

The City of Rockville will contribute 40% toward the purchase of the building.

The County will contribute 50% toward the design and renovation of the building, up to \$5,000,000. The Council appropriated \$1,000,000 in FY19 for design, and the KID Museum will raise a matching \$1,000,000 from other sources for construction. The Council will appropriate the remaining construction funds as a 1:1 match to funds raised by the KID Museum from other sources.

Apart from closing costs, no design funds may be spent until a copy of the finalized agreement between the County and the City of Rockville for co-ownership of the building and a finalized MOU between the County and KID Museum for use of the space is provided to the Council.

COORDINATION

KID Museum, Department of General Services, Department of Permitting Services, City of Rockville.



Public Arts Trust (P729658)

Category	Culture and Recreation	Date Last Modified	05/09/18
SubCategory	Recreation	Administering Agency	Recreation
Planning Area	Countywide	Status	Ongoing

Total	Thru FY17	Est FY18	Total 6 Years	FY 19	FY 20	FY 21	FY 22	FY 23	FY 24	Beyond 6 Years
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EXPENDITURE SCHEDULE (\$000s)

Planning, Design and Supervision	726	-	126	600	100	100	100	100	100	100	-
Other	1,175	495	115	565	115	90	90	90	90	90	-
TOTAL EXPENDITURES	1,901	495	241	1,165	215	190	190	190	190	190	-

FUNDING SCHEDULE (\$000s)

Current Revenue: General	1,901	495	241	1,165	215	190	190	190	190	190	-
TOTAL FUNDING SOURCES	1,901	495	241	1,165	215	190	190	190	190	190	-

APPROPRIATION AND EXPENDITURE DATA (\$000s)

Appropriation FY 19 Request	190	Year First Appropriation	FY96
Appropriation FY 20 Request	190	Last FY's Cost Estimate	1,321
Cumulative Appropriation	761		
Expenditure / Encumbrances	588		
Unencumbered Balance	173		

PROJECT DESCRIPTION

Effective April 12, 1995, the County Council enacted legislation providing for the creation of a Public Arts Trust. The purpose of this program is to incorporate art into public facilities and sponsor privately-funded temporary or permanent displays of art on public property. As written, the County Chief Administrative Officer (CAO) administers the trust in consultation with the Arts and Humanities Council of Montgomery County (AHC MC), Montgomery County Public Schools, Montgomery College, and the Montgomery County Parks Commission. The request for County funds for this project will be determined annually. The guidelines state that the annual request for the next fiscal year will be 0.05 percent of the total approved programmed capital expenditures for the current year Capital Improvements Program of the County Government, Public Schools, Montgomery College, and the Maryland-National Capital Park and Planning Commission. Each year, the County Council should consider appropriating this amount but may appropriate any amount.

COST CHANGE

\$50,000 FY18 Special Appropriation approved by Council in July 2017. Funding added in FY23 and FY24, and annual funding increased in all years.

PROJECT JUSTIFICATION

Bill 12-94, a revision to the Art in Public Architecture law, provides for the creation of a Public Arts Trust. The Public Arts Trust is administered by the County CAO.

FISCAL NOTE

\$50,000 FY18 Special Appropriation approved by Council in July 2017. The Public Arts Trust is implemented through the Department of Recreation via an outside contract with the AHC MC.

DISCLOSURES

Expenditures will continue indefinitely.

COORDINATION

Arts and Humanities Council of Montgomery County, Montgomery County Public Schools, Montgomery College, M-NCPPC, Department of General Services, County Executive, Chief Administrative Officer



South County Regional Recreation and Aquatic Center (P721701)

Category	Culture and Recreation	Date Last Modified	03/27/18
SubCategory	Recreation	Administering Agency	General Services
Planning Area	Silver Spring and Vicinity	Status	Final Design Stage

Total	Thru FY17	Est FY18	Total 6 Years	FY 19	FY 20	FY 21	FY 22	FY 23	FY 24	Beyond 6 Years
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EXPENDITURE SCHEDULE (\$000s)

Planning, Design and Supervision	6,098	79	2,242	3,777	1,928	1,658	191	-	-	-
Site Improvements and Utilities	140	-	-	140	70	70	-	-	-	-
Construction	46,932	-	-	46,932	23,271	18,168	5,493	-	-	-
Other	2,100	-	-	2,100	1,050	1,050	-	-	-	-
TOTAL EXPENDITURES	55,270	79	2,242	52,949	26,319	20,946	5,684	-	-	-

FUNDING SCHEDULE (\$000s)

G.O. Bonds	55,191	-	2,242	52,949	26,319	20,946	5,684	-	-	-
PAYGO	79	79	-	-	-	-	-	-	-	-
TOTAL FUNDING SOURCES	55,270	79	2,242	52,949	26,319	20,946	5,684	-	-	-

OPERATING BUDGET IMPACT (\$000s)

Maintenance	2,024	-	-	506	506	506	506
Energy	3,816	-	-	954	954	954	954
Program-Staff	4,744	-	-	1,186	1,186	1,186	1,186
Program-Other	1,312	-	-	328	328	328	328
Offset Revenue	(4,044)	-	-	(1,011)	(1,011)	(1,011)	(1,011)
NET IMPACT	7,852	-	-	1,963	1,963	1,963	1,963
FULL TIME EQUIVALENT (FTE)	-	-	-	25.1	25.1	25.1	25.1

APPROPRIATION AND EXPENDITURE DATA (\$000s)

Appropriation FY 19 Request	-	Year First Appropriation	FY17
Appropriation FY 20 Request	-	Last FY's Cost Estimate	55,270
Cumulative Appropriation	52,589		
Expenditure / Encumbrances	297		
Unencumbered Balance	52,292		

PROJECT DESCRIPTION

This project provides for the County's estimated costs for a new regional recreation and aquatic center in the Central Business District of Silver Spring. This project will include approximately 120,000 gross square feet (GSF) of public recreation space within Housing Opportunities Commission's (HOC's) larger housing project. The facility will include typical recreation and leisure activities such as pools for swimming and low level diving, exercise, aquatic play, and high school competitions, training, and teaching. A gymnasium, exercise and weight room spaces, movement and dance studios, multipurpose activity rooms, public use space, and social space with a culinary arts kitchen will also be included. Senior programs will be coordinated with Holy Cross Hospital's "Senior Source."

LOCATION

This amenity will be located on the Elizabeth Square site, bordered by Apple Avenue to the south and Fenwick Lane to the north, with the CSX railroad right-of-way on the west.

ESTIMATED SCHEDULE

Construction is anticipated to begin in FY19 with completion in FY21. The schedule has been updated based on a one phase approach.

COST CHANGE

Costs are anticipated to increase but the increase is not yet determined.

PROJECT JUSTIFICATION

This project has been included in long range planning by the County in its Montgomery County Recreation Facility Development Plan, 2010-2030 as one of four regional recreation facilities to serve the County. This plan is based on the results of the County's Vision 2030 assessment, completed and published in 2011. The Southern Region, around the Greater Silver Spring Area was found to be significantly under served for recreation and park amenities when compared against total population. Only two smaller community recreation centers, one small indoor pool, and one seasonal outdoor pool serve this area currently and no services are available in downtown Silver Spring. The project achieves a County goal of co-locating affordable housing with other County services. Through co-location, the

County will achieve cost savings, program efficiencies, and improved service to residents.

OTHER

The Elizabeth Square Development project is a Public-Private Partnership between Housing Opportunities Commission (HOC) and Lee Development Group. The proposed plan is to redevelop the existing Elizabeth House, a senior Public Housing property, and a substantial renovation of Alexander House Apartments, a mixed-income multifamily property, in downtown Silver Spring. At full completion of the redevelopment, Elizabeth Square Development will provide for a combined 326 moderate price dwelling units (MPDU), Work Force Housing Units (WFHU), and other affordable housing units out of a total 846 units, with the inclusion of the new aquatic and recreational facility within the footprint of the larger construction. Housing costs are not a part of this project.

FISCAL NOTE

The County's contribution will pay for the design of the recreation and aquatic center facility, tenant fit-out, furniture, fixtures, and equipment for the new facility, and staff time during design and construction. FY17 Supplemental appropriation of \$3,800,000 was approved for this project.

DISCLOSURES

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

COORDINATION

Housing Opportunity Commission, Silver Spring Regional Services Center, Department of Permitting Services, Department of General Services, Department of Recreation, Department of Technology Services, M-NCPPC, WSSC, Pepco. Special Capital Projects Legislation Bill No. 18-17 was adopted by Council June 29, 2017.



Ag Land Pres Easements (P788911)

Category Conservation of Natural Resources
SubCategory Ag Land Preservation
Planning Area Countywide

Date Last Modified 03/08/18
Administering Agency Agriculture
Status Ongoing

Total	Thru FY17	Est FY18	Total 6 Years	FY 19	FY 20	FY 21	FY 22	FY 23	FY 24	Beyond 6 Years
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EXPENDITURE SCHEDULE (\$000s)

Planning, Design and Supervision	3,593	874	477	2,242	368	370	372	375	377	380	-
Land	7,163	5,750	383	1,020	170	170	170	170	170	170	-
Other	37	37	-	-	-	-	-	-	-	-	-
TOTAL EXPENDITURES	10,793	6,661	870	3,262	538	540	542	545	547	550	-

FUNDING SCHEDULE (\$000s)

Developer Payments	6,122	4,614	217	1,291	150	150	150	150	341	350	-
Agricultural Transfer Tax	2,315	957	148	1,200	200	200	200	200	200	200	-
Investment Income	841	-	70	771	188	190	192	195	6	-	-
State Aid	685	519	166	-	-	-	-	-	-	-	-
Federal Aid	522	253	269	-	-	-	-	-	-	-	-
G.O. Bonds	308	308	-	-	-	-	-	-	-	-	-
TOTAL FUNDING SOURCES	10,793	6,661	870	3,262	538	540	542	545	547	550	-

APPROPRIATION AND EXPENDITURE DATA (\$000s)

Appropriation FY 19 Request	538	Year First Appropriation	FY89
Appropriation FY 20 Request	540	Last FY's Cost Estimate	10,059
Cumulative Appropriation	7,531		
Expenditure / Encumbrances	6,694		
Unencumbered Balance	837		

PROJECT DESCRIPTION

This project provides funds for the purchase of agricultural and conservation easements under the County Agricultural Land Preservation legislation, effective November 25, 2008, for local participation in Maryland's Agricultural and Conservation programs and through Executive Regulation 3-09 AM, adopted July 27, 2010. The County Agricultural Easement Program (AEP) enables the County to purchase preservation easements on farmland in the agricultural zones and in other zones approved by the County Council to preserve farmland not entirely protected by Transferable Development Rights (TDR) easements or State agricultural land preservation easements. The Maryland Agricultural Land Preservation Foundation (MALPF) enables the State to purchase preservation easements on farmland jointly by the County and State. The Rural Legacy Program (RLP) enables the State to purchase conservation easements to preserve large contiguous tracts of agricultural land. The sale of development rights easements are proffered voluntarily by the farmland owner. The project receives funding from the Agricultural Transfer Tax, which is levied when farmland is sold and removed from agricultural status. Montgomery County is a State-certified county under the provisions of State legislation, which enables the County to retain 75 percent of the taxes for local use. The County uses a portion of its share of the tax to provide matching funds for State easements. In FY10, the Building Lot Termination (BLT) program was initiated. This program represents an enhanced farmland preservation program tool to further protect land where development rights have been retained in the Agricultural Reserve-AR zone. This program utilizes a variety of revenue sources that include: Agricultural Transfer Tax revenues, Montgomery National Capital Park and Planning Commission (MNCPPC) Contributions, Developer Contributions, and G.O. Bonds to purchase the development rights and the corresponding TDRs retained on these properties.

COST CHANGE

Expenditures and funding schedules reflect the revised estimates for Agricultural Transfer Tax revenues. In addition, expenditures and funding have been added to FY23 and FY24.

PROJECT JUSTIFICATION

Annotated Code of Maryland Agriculture Article 2-501 to 2-515, Maryland Agricultural Land Preservation Foundation; Annotated Code of Maryland Tax-Property Article 13-301 to 13-308, Agricultural Land Transfer Tax; and Montgomery County Code, Chapter 2B, Agricultural Land Preservation; and Executive Regulation 3-09 AM.

OTHER

FY19 estimated Planning, Design and Supervision expenditures are \$368,000, with \$30,000 of these annual costs funded by Agricultural Transfer Tax revenues as authorized by State law. The amount includes funding for 1.0 FTE Sr. Business Development Specialist; 1.5 FTE administrative staff; \$20,000 for the Deer Donation Program; \$15,000 for the Montgomery Weed Control Program; and \$68,000 for the Cooperative Extension Partnership. Appropriations are based upon a projection of Montgomery County's portion of the total amount of Agricultural Transfer Tax which has become available since the last appropriation and State Rural Legacy Program grant funding. Appropriations to this project represent a commitment of Agricultural Transfer Tax funds and State Aid to purchase agricultural

easements, private contributions from the Crown Farm Annexation Agreement, and partial BLT payments made by developers for additional density in BLT receiving areas. The Agricultural Transfer Taxes are deposited into an investment income fund, the interest from which is used to fund direct administrative expenses, the purchase of easements, and other agricultural initiatives carried out by the Office of Agriculture. The program permits the County to take title to the TDRs. These TDRs are an asset that the County may sell in the future, generating revenues for the Agricultural Land Preservation Fund. The County can use unexpended appropriations for this project to pay its share (40 percent) of the cost of easements purchased by the State. Since FY99, the County has received State RLP grant funds to purchase easements for the State through the County. The State allows County reimbursement of three percent for direct administrative costs such as appraisals, title searches, surveys, and legal fees. The traditional funding sources for this project are no longer sustainable. Easement acquisition opportunities will be considered on a case-by-case approach while alternative funding sources are identified.

FISCAL NOTE

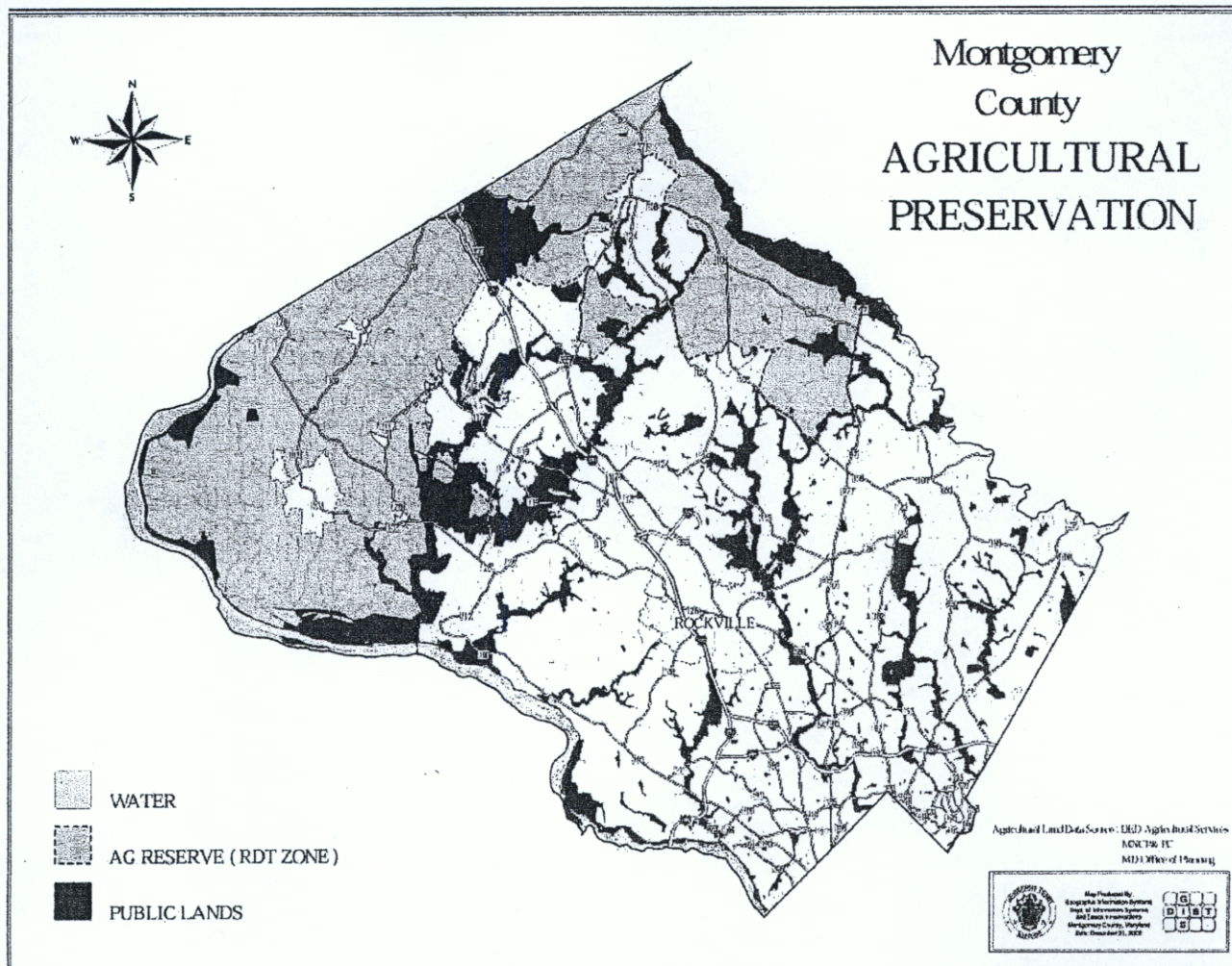
Expenditures do not reflect additional authorized payments made from the Agricultural Land Preservation Fund balance to increase financial incentives for landowners. An FY17 supplemental of \$634,000 was approved. Funding included: \$112,000 in Agricultural Transfer tax and reinstated \$522,000 in Federal Aid funding that was erroneously eliminated from this project. Land costs are for the purchasing of easements. Intergovernmental and Contribution funding were combined and renamed "Developer Payments" in FY19. Developer Payments include \$191,000 in FY23 and \$200,000 in FY24 from the Crown Farm Annexation agreement.

DISCLOSURES

Expenditures will continue indefinitely. The County Executive asserts that this project conforms to the requirement of relevant local plans, as required by the Maryland Economic Growth, Resource Protection and Planning Act.

COORDINATION

Montgomery County Office of Agriculture, State of Maryland Agricultural Land Preservation Foundation, State of Maryland Department of Natural Resources, Maryland-National Capital Park and Planning Commission, and landowners.





Storm Drain General (P500320)

Category Conservation of Natural Resources
SubCategory Storm Drains
Planning Area Countywide

Date Last Modified 04/06/18
Administering Agency Transportation
Status Ongoing

Total	Thru FY17	Est FY18	Total 6 Years	FY 19	FY 20	FY 21	FY 22	FY 23	FY 24	Beyond 6 Years
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EXPENDITURE SCHEDULE (\$000s)

Planning, Design and Supervision	4,659	1,863	372	2,424	404	404	404	404	404	-
Land	103	103	-	-	-	-	-	-	-	-
Construction	13,228	9,926	602	2,700	450	450	450	450	450	-
Other	1	1	-	-	-	-	-	-	-	-
TOTAL EXPENDITURES	17,991	11,893	974	5,124	854	854	854	854	854	-

FUNDING SCHEDULE (\$000s)

G.O. Bonds	9,169	9,169	-	-	-	-	-	-	-	-
Long-Term Financing	5,124	-	-	5,124	854	854	854	854	854	-
Water Quality Protection Bonds	1,708	751	857	-	-	-	-	-	-	-
Current Revenue: Water Quality Protection	1,600	1,588	12	-	-	-	-	-	-	-
Intergovernmental	228	223	5	-	-	-	-	-	-	-
State Aid	162	162	-	-	-	-	-	-	-	-
TOTAL FUNDING SOURCES	17,991	11,893	974	5,124	854	854	854	854	854	-

APPROPRIATION AND EXPENDITURE DATA (\$000s)

Appropriation FY 19 Request	1,708	Year First Appropriation	FY03
Appropriation FY 20 Request	-	Last FY's Cost Estimate	16,283
Cumulative Appropriation	12,867		
Expenditure / Encumbrances	12,635		
Unencumbered Balance	232		

PROJECT DESCRIPTION

This project provides the flexibility to construct various sub-projects that might otherwise be delayed for lack of funds or difficulty in acquiring right-of-way. This project provides for right-of-way acquisition and construction for storm drain projects resulting from the Drainage Assistance Request Program. Individual projects range from retrofitting existing storm drainage systems to developing new drainage systems required to upgrade the existing systems in older subdivisions. Projects formerly handled through the Neighborhood Storm Drain Improvements Project are usually small, unanticipated projects initiated by requests from citizens whose homes and properties are subject to severe flooding or erosion and where there is a demonstrated need for early relief. Potential new storm drain projects are studied under the Facility Planning: Storm Drain project. Concept studies are evaluated based on the following factors: public safety, damage to private property and frequency of event, damage to public right-of-way, environmental factors such as erosion, general public benefit, availability of right-of-way and 5:1 cost benefit damage prevented ratio. After the completion of facility planning, projects with construction estimated to cost less than \$500,000 are included in this project. Prompt relief is frequently achieved by the use of Department of Transportation (DOT) personnel to construct and provide construction management. The project also facilitates financial participation with developers up to 50 percent share of construction cost for storm drainage projects where such construction would yield a public benefit to properties other than that of homeowner or developers. Right-of-way is acquired under the Advanced Land Acquisition Revolving Fund (ALARF).

CAPACITY

Projects will be designed to accommodate the ten-year storm frequency interval.

COST CHANGE

Increase due to the addition of FY23-24 to this on-going level of effort project.

OTHER

On Participation projects, cost sharing between the County and either homeowners or developers varies and is based upon a signed Letter of Understanding. Some funds from this project will go to support the Renew Montgomery program. Completed Projects in FY16 and FY17: Rosemere Avenue, Decatur Avenue, Diamondback Drive at Decoverly Drive, Berryville Road, Elsworth Drive, Shepherd Street, Norvale Road, Sherwood Forest Drive, Drummond Avenue, Westland Road, Madawaska Road, 80th Street, Greentree Road, Grant Street, 83rd Street, Parker Avenue, East Franklin Avenue and Oakmont Avenue. Potential Future projects: Stable Lane, Ashburton Lane, Mintwood Street, and Ogden Court.

FISCAL NOTE

In FY19, going forward, Water Quality Protection Bonds have been replaced with Long-Term Financing based on the Maryland Water Quality Revolving Loan Fund (WQRLF) to finance water quality improvement projects with low interest loans which are less costly than bond sales. The FY19 appropriation has been

programmed to cover both FY19 and FY20 project expenditures; consistent with past practice for this project.

DISCLOSURES

A pedestrian impact analysis will be performed during design or is in progress. Expenditures will continue indefinitely. The County Executive asserts that this project conforms to the requirement of relevant local plans, as required by the Maryland Economic Growth, Resource Protection and Planning Act.

COORDINATION

Montgomery County Department of Environmental Protection, Maryland-National Capital Park & Planning Commission, Maryland Department of the Environment, United States Army Corps of Engineers, Montgomery County Department of Permitting Services, Utility Companies, Sidewalk Program - Minor Projects (CIP No. 506747).



Facility Planning: SM (P809319)

Category Conservation of Natural Resources
SubCategory Stormwater Management
Planning Area Countywide

Date Last Modified 05/18/18
Administering Agency Environmental Protection
Status Ongoing

	Total	Thru FY17	Est FY18	Total 6 Years	FY 19	FY 20	FY 21	FY 22	FY 23	FY 24	Beyond 6 Years
EXPENDITURE SCHEDULE (\$000s)											
Planning, Design and Supervision	17,277	11,737	960	4,580	750	730	750	790	780	780	-
Other	164	164	-	-	-	-	-	-	-	-	-
TOTAL EXPENDITURES	17,441	11,901	960	4,580	750	730	750	790	780	780	-

FUNDING SCHEDULE (\$000s)											
Current Revenue: Water Quality Protection	11,504	5,964	960	4,580	750	730	750	790	780	780	-
Current Revenue: General	5,000	5,000	-	-	-	-	-	-	-	-	-
Stormwater Management Waiver Fees	797	797	-	-	-	-	-	-	-	-	-
State Aid	140	140	-	-	-	-	-	-	-	-	-
TOTAL FUNDING SOURCES	17,441	11,901	960	4,580	750	730	750	790	780	780	-

APPROPRIATION AND EXPENDITURE DATA (\$000s)											
Appropriation FY 19 Request		(127)	Year First Appropriation								FY93
Appropriation FY 20 Request		346	Last FY's Cost Estimate								17,690
Cumulative Appropriation		14,468									
Expenditure / Encumbrances		12,851									
Unencumbered Balance		1,617									

PROJECT 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.

COST CHANGE

Project decrease is due to updated progress towards meeting MS4 permit.

PROJECT JUSTIFICATION

The facility planning products support the requirements outlined in the County's 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 reflect reduced planning and design costs.

FISCAL NOTE

Expenditures in the outyears include expected costs to meet the requirements of the County's next MS4 permit. The scope of the next MS4 permit is subject to negotiation with the Maryland Department of Environment.

DISCLOSURES

Expenditures will continue indefinitely. The County Executive asserts that this project conforms to the requirement 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 **Date Last Modified** 05/21/18
SubCategory Stormwater Management **Administering Agency** Environmental Protection
Planning Area Countywide **Status** Ongoing

	Total	Thru FY17	Est FY18	Total 6 Years	FY 19	FY 20	FY 21	FY 22	FY 23	FY 24	Beyond 6 Years
EXPENDITURE SCHEDULE (\$000s)											
Planning, Design and Supervision	12,547	3,457	1,050	6,040	1,170	1,570	1,670	1,320	990	1,320	-
Land	2	2	-	-	-	-	-	-	-	-	-
Site Improvements and Utilities	1	1	-	-	-	-	-	-	-	-	-
Construction	32,132	3,612	50	28,470	4,460	9,870	5,610	4,200	1,690	2,640	-
Other	582	582	-	-	-	-	-	-	-	-	-
TOTAL EXPENDITURES	45,264	7,654	1,100	36,510	5,630	11,440	7,280	5,520	2,680	3,960	-

FUNDING SCHEDULE (\$000s)											
Long-Term Financing	22,944	-	-	22,944	3,629	10,080	4,510	3,060	310	1,355	-
State Aid	11,084	3,659	425	7,000	500	500	1,500	1,500	1,500	1,500	-
Current Revenue: Water Quality Protection	5,211	-	-	5,211	1,086	660	1,070	780	690	925	-
Water Quality Protection Bonds	3,986	3,496	490	-	-	-	-	-	-	-	-
Stormwater Management Waiver Fees	2,039	499	185	1,355	415	200	200	180	180	180	-
TOTAL FUNDING SOURCES	45,264	7,654	1,100	36,510	5,630	11,440	7,280	5,520	2,680	3,960	-

OPERATING BUDGET IMPACT (\$000s)											
Maintenance				160	20	30	20	5	35	50	
NET IMPACT				160	20	30	20	5	35	50	

APPROPRIATION AND EXPENDITURE DATA (\$000s)			
Appropriation FY 19 Request	(6,733)	Year First Appropriation	FY73
Appropriation FY 20 Request	-	Last FY's Cost Estimate	70,259
Cumulative Appropriation	37,947		
Expenditure / Encumbrances	15,529		
Unencumbered Balance	22,418		

PROJECT DESCRIPTION

This project provides for design and construction of habitat restoration or stabilization measures for stream reaches having significant channel erosion, sedimentation, and habitat degradation. Developed areas constructed without current stormwater controls contribute uncontrolled runoff which results in eroded streambanks, excessive sediment, tree loss, and degraded habitat for fish and aquatic life. Stormdrain outfalls damaged from severe erosion are identified and, where possible, the outfalls are repaired as part of stream restoration projects - funded from the Outfall Repairs project (No. 509948). Stream deterioration can also adversely affect sanitary sewer crossings by exposing sewer lines and manholes, which in turn can be fish barriers and leak raw sewage into streams or allow infiltration of stream baseflow into the sewer system, potentially causing substantial increases in wastewater treatment costs.

COST CHANGE

Project decrease is due to updated progress towards meeting MS4 permit.

PROJECT JUSTIFICATION

The project supports the requirements of the County's MS4 permit and addresses the goals of the Chesapeake Bay Watershed Agreement, 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 Fallsreach, Flints Grove Stream, and Boozie Creek Repairs.

FISCAL NOTE

This project assumes the award of Maryland Water Quality Revolving Loan Funds (Long-Term Financing) over the six-year period, which would replace Water

Quality Protection Bonds as the primary source of funding for the program. While the State of Maryland has indicated a desire to provide funding, all indicated State Aid is preliminary. Expenditures in the outyears include expected costs to meet the requirements of the County's next MS4 permit. The scope of the next MS4 permit is subject to negotiation with the Maryland Department of Environment. Costs in out years included cost of stream monitoring.

DISCLOSURES

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

COORDINATION

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



SM Facility Major Structural Repair (P800700)

Category	Conservation of Natural Resources	Date Last Modified	05/21/18
SubCategory	Stormwater Management	Administering Agency	Environmental Protection
Planning Area	Countywide	Status	Ongoing

Total	Thru FY17	Est FY18	Total 6 Years	FY 19	FY 20	FY 21	FY 22	FY 23	FY 24	Beyond 6 Years
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EXPENDITURE SCHEDULE (\$000s)

Planning, Design and Supervision	8,192	3,842	790	3,560	1,130	570	420	480	480	480	-
Construction	19,801	10,791	850	8,160	350	1,750	2,910	1,150	1,000	1,000	-
Other	1	1	-	-	-	-	-	-	-	-	-
TOTAL EXPENDITURES	27,994	14,634	1,640	11,720	1,480	2,320	3,330	1,630	1,480	1,480	-

FUNDING SCHEDULE (\$000s)

Current Revenue: Water Quality Protection	12,044	8,104	1,290	2,650	300	600	600	600	280	270	-
Long-Term Financing	7,890	-	-	7,890	-	1,720	2,730	1,030	1,200	1,210	-
Water Quality Protection Bonds	7,661	6,131	350	1,180	1,180	-	-	-	-	-	-
State Aid	399	399	-	-	-	-	-	-	-	-	-
TOTAL FUNDING SOURCES	27,994	14,634	1,640	11,720	1,480	2,320	3,330	1,630	1,480	1,480	-

APPROPRIATION AND EXPENDITURE DATA (\$000s)

Appropriation FY 19 Request	(2,200)	Year First Appropriation	FY07
Appropriation FY 20 Request	-	Last FY's Cost Estimate	37,179
Cumulative Appropriation	25,131		
Expenditure / Encumbrances	16,780		
Unencumbered Balance	8,351		

PROJECT 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 5,786 stormwater management facilities. Major structural repairs can include dredging and removing sediment, removal and replacement or relining of failing pipes and principal spillways, replacing failing riser structures, and repairing failing dam embankments. The repair work under this project is more significant than routine maintenance and requires engineering analysis and design and application for Federal, State, and local permitting.

COST CHANGE

Project decrease is due to updated progress towards meeting MS4 permit and fiscal capacity.

PROJECT JUSTIFICATION

This project provides for major structural repairs in order to comply with the County's municipal separate storm sewer system (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: Wheaton Branch overtopping protection, Persimmon Tree, Peachwod Pond, Briars Acres pond, Lake Hallowell dredging project, and Lake Whetstone Toe Drain repair.

FISCAL NOTE

This project assumes the award of Maryland Water Quality Revolving Loan Funds (Long-Term Financing) over the six-year period, which would replace Water Quality Protection Bonds as the primary source of funding for the program. No State Aid is assumed for this project in FY19-24.

DISCLOSURES

Expenditures will continue indefinitely. The County Executive asserts that this project conforms to the requirement 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	Date Last Modified	05/18/18
SubCategory	Stormwater Management	Administering Agency	Environmental Protection
Planning Area	Countywide	Status	Ongoing

Total	Thru FY17	Est FY18	Total 6 Years	FY 19	FY 20	FY 21	FY 22	FY 23	FY 24	Beyond 6 Years
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EXPENDITURE SCHEDULE (\$000s)

Planning, Design and Supervision	8,692	8,292	400	-	-	-	-	-	-	-
Site Improvements and Utilities	3	3	-	-	-	-	-	-	-	-
Construction	4,330	4,110	220	-	-	-	-	-	-	-
Other	19	19	-	-	-	-	-	-	-	-
TOTAL EXPENDITURES	13,044	12,424	620	-	-	-	-	-	-	-

FUNDING SCHEDULE (\$000s)

Water Quality Protection Bonds	10,504	9,884	620	-	-	-	-	-	-	-
State Aid	1,358	1,358	-	-	-	-	-	-	-	-
Current Revenue: Water Quality Protection	1,182	1,182	-	-	-	-	-	-	-	-
TOTAL FUNDING SOURCES	13,044	12,424	620	-	-	-	-	-	-	-

OPERATING BUDGET IMPACT (\$000s)

Maintenance			56	56	-	-	-	-	-	-
NET IMPACT:			56	56	-	-	-	-	-	-

APPROPRIATION AND EXPENDITURE DATA (\$000s)

Appropriation FY 19 Request	(5,644)	Year First Appropriation	FY08
Appropriation FY 20 Request	(1,017)	Last FY's Cost Estimate	24,898
Cumulative Appropriation	19,705		
Expenditure / Encumbrances	13,610		
Unencumbered Balance	6,095		

PROJECT 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.

COST CHANGE

Decrease is due to updated progress towards meeting MS4 permit.

PROJECT JUSTIFICATION

This project supports the requirements of the County's current MS4 permit and addresses the goals of the Chesapeake Bay Watershed Agreement 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.

DISCLOSURES

The County Executive asserts that this project conforms to the requirement 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	Date Last Modified	05/18/18
SubCategory	Stormwater Management	Administering Agency	Environmental Protection
Planning Area	Countywide	Status	Ongoing

	Total	Thru FY17	Est FY18	Total 6 Years	FY 19	FY 20	FY 21	FY 22	FY 23	FY 24	Beyond 6 Years
EXPENDITURE SCHEDULE (\$000s)											
Planning, Design and Supervision	8,591	6,356	975	1,260	100	60	320	300	280	200	-
Construction	10,663	8,518	5	2,140	-	-	1,070	1,070	-	-	-
Other	2	2	-	-	-	-	-	-	-	-	-
TOTAL EXPENDITURES	19,256	14,876	980	3,400	100	60	1,390	1,370	280	200	-

FUNDING SCHEDULE (\$000s)											
State Aid	9,508	9,308	200	-	-	-	-	-	-	-	-
Water Quality Protection Bonds	6,448	5,568	780	100	100	-	-	-	-	-	-
Long-Term Financing	3,300	-	-	3,300	-	60	1,390	1,370	280	200	-
TOTAL FUNDING SOURCES	19,256	14,876	980	3,400	100	60	1,390	1,370	280	200	-

APPROPRIATION AND EXPENDITURE DATA (\$000s)			
Appropriation FY 19 Request	(24,545)	Year First Appropriation	FY13
Appropriation FY 20 Request	64	Last FY's Cost Estimate	132,844
Cumulative Appropriation	43,954		
Expenditure / Encumbrances	18,975		
Unencumbered Balance	24,979		

PROJECT 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.

COST CHANGE

Project decrease is due to updated progress towards meeting MS4 permit.

PROJECT JUSTIFICATION

This project supports the requirements of the County's Municipal Separate Storm Sewer System (MS4) permit and addresses the goals of the Chesapeake Bay Watershed Agreement 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 stand-alone project includes 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).

DISCLOSURES

The County Executive asserts that this project conforms to the requirement 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	Date Last Modified	05/18/18
SubCategory	Stormwater Management	Administering Agency	Environmental Protection
Planning Area	Countywide	Status	Ongoing

Total	Thru FY17	Est FY18	Total 6 Years	FY 19	FY 20	FY 21	FY 22	FY 23	FY 24	Beyond 6 Years
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EXPENDITURE SCHEDULE (\$000s)

Planning, Design and Supervision	1,958	1,478	300	180	180	-	-	-	-	-
Construction	3,424	854	1,750	820	820	-	-	-	-	-
TOTAL EXPENDITURES	5,382	2,332	2,050	1,000	1,000	-	-	-	-	-

FUNDING SCHEDULE (\$000s)

Water Quality Protection Bonds	3,504	1,804	700	1,000	1,000	-	-	-	-	-
State Aid	1,878	528	1,350	-	-	-	-	-	-	-
TOTAL FUNDING SOURCES	5,382	2,332	2,050	1,000	1,000	-	-	-	-	-

OPERATING BUDGET IMPACT (\$000s)

Maintenance				1	1	-	-	-	-	-
NET IMPACT				1	1	-	-	-	-	-

APPROPRIATION AND EXPENDITURE DATA (\$000s)

Appropriation FY 19 Request	(1,283)	Year First Appropriation	FY13
Appropriation FY 20 Request	(1,621)	Last FY's Cost Estimate	15,674
Cumulative Appropriation	8,286		
Expenditure / Encumbrances	5,823		
Unencumbered Balance	2,463		

PROJECT 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.

COST CHANGE

Decrease is due to updated progress towards meeting MS4 permit.

PROJECT JUSTIFICATION

This project supports the requirements of the County's Municipal Separate Storm Sewer System (MS4) permit and addresses the goals of the Chesapeake Bay Watershed Agreement 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.

DISCLOSURES

The County Executive asserts that this project conforms to the requirement 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.



SM Retrofit: Countywide (P808726)

Category	Conservation of Natural Resources	Date Last Modified	05/21/18
SubCategory	Stormwater Management	Administering Agency	Environmental Protection
Planning Area	Countywide	Status	Ongoing

Total	Thru FY17	Est FY18	Total 6 Years	FY 19	FY 20	FY 21	FY 22	FY 23	FY 24	Beyond 6 Years
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EXPENDITURE SCHEDULE (\$000s)

Planning, Design and Supervision	27,239	14,369	5,110	7,760	3,100	1,260	720	830	1,100	750	-
Site Improvements and Utilities	4	4	-	-	-	-	-	-	-	-	-
Construction	50,964	9,094	11,800	30,270	15,300	5,220	2,020	2,010	2,900	2,820	-
Other	588	588	-	-	-	-	-	-	-	-	-
TOTAL EXPENDITURES	78,795	24,055	16,710	38,030	18,400	6,480	2,740	2,840	4,000	3,570	-

FUNDING SCHEDULE (\$000s)

Water Quality Protection Bonds	28,949	19,469	8,115	1,365	1,365	-	-	-	-	-	-
Long-Term Financing	19,389	-	-	19,389	12,709	4,530	240	340	1,000	570	-
Current Revenue: Water Quality Protection	18,247	4,586	3,385	10,276	3,826	1,450	1,000	1,000	1,500	1,500	-
State Aid	11,210	-	4,210	7,000	500	500	1,500	1,500	1,500	1,500	-
Intergovernmental	1,000	-	1,000	-	-	-	-	-	-	-	-
TOTAL FUNDING SOURCES	78,795	24,055	16,710	38,030	18,400	6,480	2,740	2,840	4,000	3,570	-

OPERATING BUDGET IMPACT (\$000s)

Maintenance	25	20	5	-	-	-	-	-	-	-	-
NET IMPACT	25	20	5	-	-	-	-	-	-	-	-

APPROPRIATION AND EXPENDITURE DATA (\$000s)

Appropriation FY 19 Request	(15,359)	Year First Appropriation	FY87
Appropriation FY 20 Request	-	Last FY's Cost Estimate	126,578
Cumulative Appropriation	91,586		
Expenditure / Encumbrances	44,828		
Unencumbered Balance	46,758		

PROJECT DESCRIPTION

This project provides for the design and construction of new and/or upgrades of existing underperforming stormwater management facilities and devices under the County's Municipal Separate Storm Sewer System (MS4) Permit as detailed in the draft Montgomery County Coordinated Implementation Strategy (CCIS). Compliance with the MS4 permit requires controlling 20 percent of impervious surfaces, or approximately 3,778 impervious acres, not currently treated to the maximum extent practicable. Inventories of candidate projects have been conducted under the Facility Planning: SM project (PDF No. 809319) for the County's ten watersheds (Paint Branch, Rock Creek, Cabin John Creek, Hawlings River, Watts Branch, Great Seneca, Muddy Branch, Sligo Creek, Little Paint Branch, and Northwest Branch). Some of the most complex projects constructed under this project are assessed and the preliminary plans are completed in the Facility Planning: SM project (No. 809319). Where feasible, the projects integrate wetland and habitat features consistent with the goals of the Chesapeake Bay Agreement. In small drainage areas, retrofit projects may also include biofiltration, bioretention, or stormwater filtering devices.

COST CHANGE

Project decrease is due to updated progress towards meeting MS4 permit requirements.

PROJECT JUSTIFICATION

This project is needed to comply with the County's MS4 permitting requirements and to implement the County's adopted water quality goals (Chapter 19, Article IV) and protect habitat conditions in local streams. In addition, the project supports the goals of the Anacostia Watershed Restoration Agreement.

FISCAL NOTE

This project assumes the award of Maryland Water Quality Revolving Loan Funds (Long-Term Financing) over the six-year period, which would replace Water Quality Protection Bonds as the primary source of funding for the program. While the State of Maryland has indicated a desire to provide funding, all indicated State Aid is preliminary and not appropriated. In FY17 and FY18, funding from the Current Revenue: Water Quality Protection replaced some funding previously allocated to Water Quality Protection Bonds and State Aid. Expenditures in the outyears include expected costs to meet the requirements of the County's next MS4 permit. The scope of the next permit is subject to negotiation with the Maryland Department of Environment. WSSC and DEP have agreed to an MOU related to Stormwater Management Projects in FY18. WSSC will transfer \$1 million to the County to allow DEP to undertake SWM projects on WSSC's behalf.

DISCLOSURES

The County Executive asserts that this project conforms to the requirement 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, Maryland Department of the Environment, Natural Resources Conservation Service, U.S. Army Corps of Engineers, Facility Planning: SM (No. 809319), Maryland Department of Natural Resources.



Watershed Restoration - Interagency (P809342)

Category	Conservation of Natural Resources	Date Last Modified	05/18/18
SubCategory	Stormwater Management	Administering Agency	Environmental Protection
Planning Area	Countywide	Status	Ongoing

Total	Thru FY17	Est FY18	Total 6 Years	FY 19	FY 20	FY 21	FY 22	FY 23	FY 24	Beyond 6 Years
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EXPENDITURE SCHEDULE (\$000s)

Planning, Design and Supervision	2,898	2,898	-	-	-	-	-	-	-	-
Land	4	4	-	-	-	-	-	-	-	-
Construction	1,874	1,874	-	-	-	-	-	-	-	-
Other	2	2	-	-	-	-	-	-	-	-
TOTAL EXPENDITURES	4,778	4,778	-	-	-	-	-	-	-	-

FUNDING SCHEDULE (\$000s)

Stormwater Management Waiver Fees	3,226	3,226	-	-	-	-	-	-	-	-
G.O. Bonds	527	527	-	-	-	-	-	-	-	-
Water Quality Protection Bonds	489	489	-	-	-	-	-	-	-	-
State Aid	370	370	-	-	-	-	-	-	-	-
Current Revenue: Water Quality Protection	166	166	-	-	-	-	-	-	-	-
TOTAL FUNDING SOURCES	4,778	4,778	-	-	-	-	-	-	-	-

APPROPRIATION AND EXPENDITURE DATA (\$000s)

Appropriation FY 19 Request	(6,730)	Year First Appropriation	FY93
Appropriation FY 20 Request	-	Last FY's Cost Estimate	16,777
Cumulative Appropriation	11,508		
Expenditure / Encumbrances	4,778		
Unencumbered Balance	6,730		

PROJECT DESCRIPTION

This project provides for the design and construction of stormwater management retrofits and stream restoration projects which manage stormwater runoff, enhance aquatic habitat, and improve water quality in County streams. The projects are executed under interagency agreements with the U.S. Army Corps of Engineers (USACE). The first two agreements, which were signed in 1992 and 1997, were limited to subwatersheds within the Anacostia Watershed. In FY04, the USACE expanded project eligibility to include all County subwatersheds within the Mid-Potomac watershed. The feasibility study and the design and construction of the projects selected in Montgomery County are managed by the U.S. Army Corps of Engineers with assistance from the Maryland Department of Environment and Maryland-National Capital Park and Planning Commission.

COST CHANGE

Project decrease is due to updated progress towards meeting MS4 permit.

PROJECT JUSTIFICATION

This project will improve local stream water quality, protect stream conditions, and enhance wildlife and aquatic habitats in Sligo Creek, Northwest Branch, Paint Branch, and Little Paint Branch tributaries within the interjurisdictional Anacostia River Watershed. The project supports the goals of the Chesapeake Bay initiatives, the Anacostia Watershed Restoration Agreement, and addresses the County's Municipal Separate Storm Sewer System (MS4) permit as detailed in the Montgomery County Coordinated Implementation Strategy (CCIS).

DISCLOSURES

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

COORDINATION

U.S. Army Corps of Engineers, Maryland-National Capital Park and Planning Commission, Department of Permitting Services, Department of Transportation, Maryland Department of the Environment, Facility Planning: SM (No. 809319), Maryland Department of Natural Resources.



Wheaton Regional Dam Flooding Mitigation (P801710)

Category	Conservation of Natural Resources	Date Last Modified	03/12/18
SubCategory	Stormwater Management	Administering Agency	Environmental Protection
Planning Area	Kensington-Wheaton	Status	Planning Stage

Total	Thru FY17	Est FY18	Total 6 Years	FY 19	FY 20	FY 21	FY 22	FY 23	FY 24	Beyond 6 Years
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EXPENDITURE SCHEDULE (\$000s)

Planning, Design and Supervision	1,030	-	-	1,030	70	80	100	460	320	-	-
Construction	4,500	-	-	4,500	-	-	230	2,670	1,600	-	-
TOTAL EXPENDITURES	5,530	-	-	5,530	70	80	330	3,130	1,920	-	-

FUNDING SCHEDULE (\$000s)

Federal Aid	3,000	-	-	3,000	-	-	-	2,670	330	-	-
Current Revenue: Water Quality Protection	2,530	-	-	2,530	70	80	330	460	1,590	-	-
TOTAL FUNDING SOURCES	5,530	-	-	5,530	70	80	330	3,130	1,920	-	-

APPROPRIATION AND EXPENDITURE DATA (\$000s)

Appropriation FY 19 Request	-	Year First Appropriation	FY16
Appropriation FY 20 Request	-	Last FY's Cost Estimate	5,050
Cumulative Appropriation	2,950		
Expenditure / Encumbrances	-		
Unencumbered Balance	2,950		

PROJECT DESCRIPTION

This flood mitigation project, located along Glenhaven Drive and Dennis Avenue in Wheaton, will excavate and expand the stream channel upstream of the Wheaton Regional Pond and modify the pond's riser structure. This project will be constructed in parallel with the Department of Transportation's (DOT) Dennis Avenue bridge replacement. The two projects will modify the current 100-year floodplain boundary just upstream of the pond. The post-project 100-year floodplain will not include the residential properties located in the current 100-year floodplain.

ESTIMATED SCHEDULE

The riser modification and channel design will begin in FY18 with the riser repair construction starting in FY21. The excavation of the channel will occur in coordination with DOT's culvert replacement in FY22 and FY23.

COST CHANGE

Project increase is due to revised Planning, Design, and Supervision cost estimates.

PROJECT JUSTIFICATION

An engineering analysis by the Department of Environmental Protection (DEP) indicates that the effect of the riser structure associated with the Wheaton Regional Pond, the Dennis Avenue Culvert, and an undersized stream channel along Glenhaven Drive, cumulatively, will cause flooding of roads and private property during a 100-year storm event. Flooding of adjacent roads and private property has already occurred in 2006 and 2010. The County is seeking a map revision (LOMR) to the Federal Emergency Management Agency (FEMA) panel for this area to have the 100-year floodplain updated to reflect existing conditions.

FISCAL NOTE

This project will be done in conjunction with the DOT Dennis Avenue bridge replacement project. The County will also partner with the Maryland Emergency Management Agency (MEMA) to seek FEMA Pre-Disaster Mitigation (PDM) Grant Program funding for the channel modifications.

COORDINATION

Department of Transportation, Federal Emergency Management Agency, Maryland Emergency Management Agency, Dennis Ave Bridge M-0194 Replacement (No. 501701)



Affordable Housing Acquisition and Preservation (P760100)

Category Community Development and Housing
SubCategory Housing (MCG)
Planning Area Countywide

Date Last Modified 04/19/18
Administering Agency Housing & Community Affairs
Status Ongoing

	Total	Thru FY17	Est FY18	Total 6 Years	FY 19	FY 20	FY 21	FY 22	FY 23	FY 24	Beyond 6 Years
EXPENDITURE SCHEDULE (\$000s)											
Land	216,025	118,991	58,034	39,000	22,000	17,000	-	-	-	-	-
TOTAL EXPENDITURES	216,025	118,991	58,034	39,000	22,000	17,000	-	-	-	-	-

FUNDING SCHEDULE (\$000s)											
HIF Revolving Program	146,765	105,165	16,087	25,513	10,154	15,359	-	-	-	-	-
Loan Repayment Proceeds	50,220	11,326	25,407	13,487	11,846	1,641	-	-	-	-	-
G.O. Bonds	9,725	-	9,725	-	-	-	-	-	-	-	-
Current Revenue: Montgomery Housing Initiative	4,775	2,500	2,275	-	-	-	-	-	-	-	-
Recordation Tax Premium (MCG)	4,540	-	4,540	-	-	-	-	-	-	-	-
TOTAL FUNDING SOURCES	216,025	118,991	58,034	39,000	22,000	17,000	-	-	-	-	-

APPROPRIATION AND EXPENDITURE DATA (\$000s)			
Appropriation FY 19 Request	22,000	Year First Appropriation	FY01
Appropriation FY 20 Request	17,000	Last FY's Cost Estimate	177,025
Cumulative Appropriation	177,025		
Expenditure / Encumbrances	119,259		
Unencumbered Balance	57,766		

PROJECT 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 Housing Opportunities Commission 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 FY19 and FY20 to provide continued support for this project.

PROJECT JUSTIFICATION

To implement Section 25B, Housing Policy, and Section 53A, Tenant Displacement (Right of First Refusal), of the Montgomery County Code. Opportunities to purchase property utilizing the County's Right of First Refusal arise without advance notice and cannot be planned in advance. Properties may be acquired by the County, non-profit developers, HOC or other entities that agree to develop or redevelop property for affordable housing.

OTHER

Resale or control period restrictions to ensure long term affordability should be a part of projects funded with these monies.

FISCAL NOTE

Debt service will be financed by the Montgomery Housing Initiative Fund. In addition to the appropriation shown above, this PDF assumes that any actual revolving loan repayments received will be appropriated in the subsequent year as displayed above. Future loan repayments are expected and will be used to finance future housing activities in this project. General Obligation bonds will be used for Housing Opportunities Commission and other projects that bond counsel determines are eligible for tax-exempt bond funding.

DISCLOSURES

Expenditures will continue indefinitely.

COORDINATION

Housing Opportunities Commission, non-profit housing providers, and private sector developers.

PART III: Capital Improvements Projects To Be Closed Out

The following capital projects are closed out effective June 30, 2018, and the appropriation for each project is decreased by the amount of the project's unencumbered balance.

Project Number	Project Name
P151201	Universities at Shady Grove Expansion
P320400	ERP Requirements Study
P340700	Voice Mail System Replacement
P450801	Fire/Rescue Maintenance Depot Equipment(Southlawn)
P470302	3rd District Police Station
P470400	Animal Services and Adoption Center
P470701	Outdoor Firearms Training Center
P500602	White Oak Transit Center
P501000	BRAC Bicycle and Pedestrian Facilities
P500506	Greentree Road Sidewalk
P500401	Nebel Street Extended
P501511	Rainbow Drive - Thompson Road Connection
P500912	Thompson Road Connection
P500151	Woodfield Road Extended
P601401	Progress Place Relocation and Personal Living Quarters
P710302	Silver Spring Library
P721403	Potomac Adaptive Sports Court

Part IV

has

been

revised

PART IV: Ten Percent Transferability Basis for Level of Effort Projects (in \$000s)

Up to 10% of the Cumulative Appropriation [A] less Prior Year Thru Actual Expenditures [B] for the on-going projects displayed below is eligible for transfer into other projects within the same category effective as of July 1st, 2018

Project Name (Project Number)	Cumulative Appropriation as of July 1 [A]	Prior Year Thru Expenditure [B]	Cumulative Appropriation Basis for Transferability Purposes
Americans with Disabilities Act (ADA): Compliance (P361107)	27,500	13,205	14,295
Asbestos Abatement: MCG (P508728) *	594	349	245
Building Envelope Repair (P361501)	6,265	650	5,615
Elevator Modernization (P509923)	14,654	7,843	6,811
Energy Conservation: MCG (P507834) *	2,381	715	1,666
Energy Systems Modernization (P361302)	71,361	10,756	60,605
Environmental Compliance: MCG (P500918)	14,843	11,701	3,142
Facilities Site Selection: MCG (P500152)	444	308	136
Facility Planning: MCG (P508768)	9,680	9,150	530
HVAC/Elec Replacement: MCG (P508941) *	10,081	4,142	5,939
Life Safety Systems: MCG (P509970)	11,563	5,563	6,000
Planned Lifecycle Asset Replacement: MCG (P509514) *	10,165	4,112	6,053
Resurfacing Parking Lots: MCG (P509914)	9,505	6,163	3,342
Roof Replacement: MCG (P508331) *	17,074	7,440	9,634
ALARF: MCG (P316222)	12,532	1,480	11,052
Fibernet (P509651)	65,188	50,074	15,114
Apparatus Replacement Program (P451504)	45,769	10,408	35,361
HVAC/Elec Replacement: Fire Stns (P458756)	7,727	2,162	5,565
Resurfacing: Fire Stations (P458429) *	1,729	485	1,244
Roof Replacement: Fire Stations (P458629) *	2,625	1,395	1,230
Bridge Design (P509132)	18,992	14,970	4,022
Bridge Preservation Program (P500313)	9,807	6,581	3,226
Bridge Renovation (P509753) *	19,625	6,736	12,889
Permanent Patching: Residential/Rural Roads (P501106)	34,092	29,393	4,699
Residential and Rural Road Rehabilitation (P500914)	59,697	48,190	11,507
Resurfacing Park Roads and Bridge Improvements (P500720)	7,560	5,931	1,629
Resurfacing: Primary/Arterial (P508527) *	37,240	26,161	11,079
Resurfacing: Residential/Rural Roads (P500511)	132,766	101,790	30,976
Sidewalk & Curb Replacement (P508182) *	33,551	19,580	13,971
Street Tree Preservation (P500700)	28,400	21,729	6,671

PART IV: Ten Percent Transferability Basis for Level of Effort Projects (in \$000s)

Up to 10% of the Cumulative Appropriation [A] less Prior Year Thru Actual Expenditures [B] for the on-going projects displayed below is eligible for transfer into other projects within the same category effective as of July 1st, 2018

Project Name (Project Number)	Cumulative Appropriation as of July 1 [A]	Prior Year Thru Expenditure [B]	Cumulative Appropriation Basis for Transferability Purposes
Ride On Bus Fleet (P500821)	170,155	106,322	63,833
Facility Planning Parking: Silver Spring PLD (P501314)	630	290	340
Facility Planning Parking: Wheaton PLD (P501312)	315	77	238
Pkg Beth Fac Renovations (P508255) *	14,951	3,454	11,497
Pkg Sil Spg Fac Renovations (P508250) *	12,913	6,047	6,866
Pkg Wheaton Fac Renovations (P509709) *	563	207	356
ADA Compliance: Transportation (P509325) *	6,512	3,247	3,265
Bicycle-Pedestrian Priority Area Improvements (P501532)	7,975	1,535	6,440
Bikeway Program Minor Projects (P507596) *	5,051	2,102	2,949
Sidewalk Program Minor Projects (P506747) *	14,044	8,056	5,988
Transportation Improvements For Schools (P509036) *	1,307	477	830
Facility Planning-Transportation (P509337)	52,642	46,833	5,809
Public Facilities Roads (P507310) *	1,271	642	629
Subdivision Roads Participation (P508000) *	12,724	1,673	11,051
Advanced Transportation Management System (P509399)	55,025	50,070	4,955
Guardrail Projects (P508113) *	1,608	924	684
Intersection and Spot Improvements (P507017) *	9,072	4,190	4,882
Neighborhood Traffic Calming (P509523) *	1,701	818	883
Pedestrian Safety Program (P500333)	18,312	13,177	5,135
Streetlight Enhancements-CBD/Town Center (P500512)	3,680	2,740	940
Streetlighting (P507055) *	5,988	2,705	3,283
Traffic Signal System Modernization (P500704)	40,276	35,101	5,175
Traffic Signals (P507154) *	26,778	15,944	10,834
21st Century Library Enhancements Level Of Effort (P711503)	3,653	1,519	2,134
Library Refurbishment Level of Effort (P711502)	10,980	5,075	5,905
Cost Sharing: MCG (P720601)	31,094	22,101	8,993
Public Arts Trust (P729658) *	951	495	456
Ag Land Pres Easements (P788911) *	8,069	6,661	1,408
Facility Planning: Storm Drains (P508180)	6,074	5,472	602
Outfall Repairs (P509948)	7,595	6,366	1,229

PART IV: Ten Percent Transferability Basis for Level of Effort Projects (in \$000s)

Up to 10% of the Cumulative Appropriation [A] less Prior Year Thru Actual Expenditures [B] for the on-going projects displayed below is eligible for transfer into other projects within the same category effective as of July 1st, 2018

Project Name (Project Number)	Cumulative Appropriation as of July 1 [A]	Prior Year Thru Expenditure [B]	Cumulative Appropriation Basis for Transferability Purposes
Storm Drain Culvert Replacement (P501470)	9,100	5,697	3,403
Storm Drain General (P500320)	14,575	11,893	2,682
Facility Planning: SM (P809319)	14,341	11,901	2,440
SM Facility Major Structural Repair (P800700)	22,931	14,634	8,297
Facility Planning: HCD (P769375)	3,920	3,552	368
Affordable Housing Acquisition and Preservation (P760100)	199,025	118,991	80,034

Note: (*) = Prior Year Thru Expenditures reflect expenditures from FY15 on.