

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

Resolution No.:	<u>19-119</u>
Introduced:	<u>May 23, 2019</u>
Adopted:	<u>May 23, 2019</u>

**COUNTY COUNCIL
FOR MONTGOMERY COUNTY, MARYLAND**

By: County Council

SUBJECT: Approval of Amendments to the Approved FY 2019-2024 Capital Improvements Program, and Approval of and Appropriation for the FY 2020 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 fell on a holiday.) Section 302 requires the affirmative vote of at least 5 Councilmembers to approve or modify the Executive’s Recommended CIP. On May 24, 2018, the Council approved a CIP for FY 2019-2024 in Resolution 18-1135. After the Council approves a CIP, Section 302 permits the Council to amend it at any time with the affirmative vote of at least 6 Councilmembers.
2. Section 303 of the Charter requires the Executive to send to the Council by January 15 in each year a Recommended Capital Budget, which the Executive did on January 15, 2019 for FY 2020. The Executive also sent recommended amendments to the Approved CIP for FY 2019-2024.
3. On March 15 and April 11, 2019 the Executive sent to the Council additional recommended amendments to the Approved CIP for FY 2019-2024 and associated FY 2020 Capital Budget recommendations for County Government projects. Councilmembers proposed CIP amendments and associated capital budget amendments for County Government projects as well.
4. As required by Section 304 of the Charter, notices of public hearings were given, and public hearings were held by the Council.

Action

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

1. For FY 2020, the Council approves the Capital Budget and appropriates the amounts by project, which are shown in Part I. For FY 2020, the Council approves the Capital Budget for the Montgomery County Government and appropriates the amounts by project, which are shown in part I. The amounts reflected in the column labeled “FY 2020 Appropriation” represents the change in

total appropriation for a specific project; the total appropriation as of FY 2020 is reflected in the column labeled "Total Appropriation". The expenditure of funds for each item in the Capital Budget must comply with all restrictions and requirements in the project description form for that item, as the form is contained in the Approved CIP as amended by the resolution, and as the CIP is amended by the Council under Charter Section 302 after this resolution is adopted.

2. The Council reappropriates the appropriations made in prior years for all capital projects:
 - a) except as specifically reflected elsewhere in this resolution;
 - b) in the amounts and for the purposes specified in the approved CIP for FY 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 <u>Acquisition Non-Local Parks</u> – County Current Revenue General	\$135,000
P018710 <u>Legacy Open Space</u> – County Current Revenue General	\$250,000
P018710 <u>Legacy Open Space</u> – County G.O. Bonds	\$2,500,000

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

County G.O. Bonds	\$10,795,000
(\$100,000 of G.O. Bonds appropriation is for Personnel Costs)	
County Current Revenue-General	\$3,612,000

4. The Council approves those projects shown in Part II as amendments to the Approved FY 2019-2024 CIP.
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 2020, when the County Government decides that it will apply for a grant or respond to a granting agency on how it would spend a formula-awarded grant, the Chief Administrative Officer or his designee must notify the Council Administrator in writing of the name and purpose of the grant, the amount being requested or the formula-driven award amount, the name of the agency the application is directed to, the term of the grant, and the name of the department or departments that seek to receive the grant award. This requirement applies when any of the following conditions are met:
 - the application is for a new grant of more than \$200,000 or formula-driven award of more than \$200,000 for a new program; or,
 - the grant or award would require the appropriation of new tax-supported funds in the current or any future fiscal year; or,
 - the grant application or proposal to spend formula-driven funds will create a new position in County Government.

Upon request, the Chief Administrative Officer or his designee must send a copy of the grant application or description of the proposed use of a formula-driven award to the Council Administrator within 3 working days after submitting it to the funding agency.

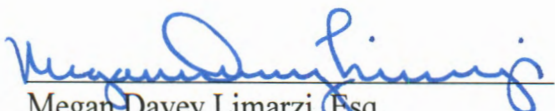
- 8. In FY 2020 this resolution appropriates \$26.771 million to the Affordable Housing Acquisition and Preservation project (P760100). In addition, the Council appropriates any loan repayments associated with the Affordable Housing Acquisition and Preservation project that are received in FY2019 to this CIP project to be used for affordable housing. The Council also approves amending the FY2020 expenditure and funding schedule to reflect the additional appropriated loan repayments.
- 9. If a sign recognizing the contribution of any Federal, State, or local government or agency is displayed at any project for which funds are appropriated in this resolution, as a condition of spending those funds each sign must also expressly recognize the contribution of the County and the County's taxpayers.
- 10. As authorized by County Code Section 27-62A(f), the Office of Management and Budget need not analyze the feasibility of providing child care facilities in the following capital projects:

- Indoor Air Quality Improvement -- Brookeville Buildings D&E
- MCPS Bus Depot and Maintenance Relocation
- Poolesville Depot Improvements
- Damascus Depot Improvements
- Criminal Justice Complex
- Salt Storage Facility
- Montgomery Village Fire Station
- Shady Grove Fire Station
- 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
- Salt Storage Facility
- Outdoor Firing Range

This is a correct copy of Council action.



Megan Davey Limarzi, Esq.
Clerk of the Council

**PART I: FY20 Capital Budget for
Montgomery County Government**

The appropriations for FY20 in this Part are made to implement the projects in the Capital Improvements Program for FY19 - FY24.

Project Name (Project Number)	FY20 Appropriation	Cumulative Appropriation	Total Appropriation
Americans with Disabilities Act (ADA): Compliance (P361107)	4,500,000	27,500,000	32,000,000
Asbestos Abatement: MCG (P508728)	120,000	594,000	714,000
Building Envelope Repair (P361501)	1,550,000	6,265,000	7,815,000
Council Office Building Renovations (P010100)	1,800,000	44,191,000	45,991,000
Elevator Modernization (P509923)	1,000,000	14,554,000	15,554,000
Energy Conservation: MCG (P507834)	150,000	2,381,000	2,531,000
Energy Systems Modernization (P361302)	10,000,000	71,361,000	81,361,000
Environmental Compliance: MCG (P500918)	1,400,000	14,703,000	16,103,000
EOB HVAC Renovation (P361103)	2,000,000	0	2,000,000
Facilities Site Selection: MCG (P500152)	(49,000)	444,000	395,000
Facility Planning: MCG (P508768)	116,000	9,680,000	9,796,000
HVAC/Elec Replacement: MCG (P508941)	2,950,000	10,081,000	13,031,000
Life Safety Systems: MCG (P509970)	626,000	11,236,000	11,862,000
Planned Lifecycle Asset Replacement: MCG (P509514)	2,469,000	10,732,000	13,201,000
Public Safety System Modernization (P340901)	(96,000)	110,848,000	110,752,000
Red Brick Courthouse Structural Repairs (P500727)	1,760,000	591,000	2,351,000
Resurfacing Parking Lots: MCG (P509914)	650,000	9,505,000	10,155,000
Roof Replacement: MCG (P508331)	2,240,000	17,074,000	19,314,000
Wheaton Redevelopment Program (P150401)	120,000	179,208,000	179,328,000
White Flint Redevelopment Program (P151200)	576,000	3,739,000	4,315,000
White Oak Science Gateway Redevelopment Project (P361701)	280,000	48,280,000	48,560,000
Fibernet (P509651)	3,750,000	65,188,000	68,938,000
Master Lease: Digital Evidence Data Storage (P342001)	750,000	0	750,000
ultraMontgomery (P341700)	680,000	2,484,000	3,164,000
Criminal Justice Complex (P421100)	2,736,000	1,471,000	4,207,000
Pre-Release Center Dietary Facilities Improvements (P420900)	170,000	6,835,000	7,005,000
Apparatus Replacement Program (P451504)	4,511,000	45,769,000	50,280,000
Clarksburg Fire Station (P450300)	3,522,000	26,024,000	29,546,000
FS Emergency Power System Upgrade (P450700)	600,000	6,950,000	7,550,000
Glen Echo Fire Station Renovation (P450702)	200,000	2,000	202,000
HVAC/Elec Replacement: Fire Stns (P458756)	1,150,000	7,727,000	8,877,000
Resurfacing: Fire Stations (P458429)	300,000	1,729,000	2,029,000

**PART I: FY20 Capital Budget for
Montgomery County Government**

The appropriations for FY20 in this Part are made to implement the projects in the Capital Improvements Program for FY19 - FY24.

Project Name (Project Number)	FY20 Appropriation	Cumulative Appropriation	Total Appropriation
Roof Replacement: Fire Stations (P458629)	352,000	2,625,000	2,977,000
White Flint Fire Station 23 (P451502)	716,000	8,129,000	8,845,000
Beach Drive Bridge (P501903)	4,202,000	0	4,202,000
Bridge Design (P509132)	469,000	18,992,000	19,461,000
Bridge Renovation (P509753)	4,000,000	18,985,000	22,985,000
Brighton Dam Road Bridge No. M-0229 (P501907)	390,000	1,860,000	2,250,000
Permanent Patching: Residential/Rural Roads (P501106)	2,900,000	34,092,000	36,992,000
Residential and Rural Road Rehabilitation (P500914)	6,600,000	59,697,000	66,297,000
Resurfacing Park Roads and Bridge Improvements (P500720)	600,000	7,560,000	8,160,000
Resurfacing: Primary/Arterial (P508527)	6,750,000	37,240,000	43,990,000
Resurfacing: Residential/Rural Roads (P500511)	10,000,000	142,877,000	152,877,000
Sidewalk and Curb Replacement (P508182)	6,700,000	33,551,000	40,251,000
Street Tree Preservation (P500700)	2,600,000	28,400,000	31,000,000
Bethesda Metro Station South Entrance (P500929)	28,385,000	66,328,000	94,713,000
Bus Rapid Transit: System Development (P501318)	500,000	17,875,000	18,375,000
Bus Rapid Transit: US 29 (P501912)	500,000	30,500,000	31,000,000
Intelligent Transit System (P501801)	300,000	13,100,000	13,400,000
Purple Line (P501603)	115,000	13,447,000	13,562,000
Ride On Bus Fleet (P500821)	20,574,000	170,155,000	190,729,000
Facility Planning Parking: Bethesda PLD (P501313)	90,000	630,000	720,000
Facility Planning Parking: Silver Spring PLD (P501314)	90,000	630,000	720,000
Facility Planning Parking: Wheaton PLD (P501312)	45,000	315,000	360,000
Pkg Beth Fac Renovations (P508255)	7,946,000	14,951,000	22,897,000
Pkg Sil Spg Fac Renovations (P508250)	7,880,000	12,913,000	20,793,000
ADA Compliance: Transportation (P509325)	1,000,000	6,512,000	7,512,000
Bethesda Bikeway and Pedestrian Facilities (P500119)	165,000	7,900,000	8,065,000
Bicycle-Pedestrian Priority Area Improvements (P501532)	1,920,000	7,975,000	9,895,000
Bicycle-Pedestrian Priority Area Improvements - Veirs Mill/Randolph (P502003)	77,000	0	77,000
Bicycle-Pedestrian Priority Area Improvements - Wheaton CBD (P502002)	1,152,000	0	1,152,000
Bikeway Program Minor Projects (P507596)	1,630,000	5,051,000	6,681,000
Capital Crescent Trail (P501316)	15,110,000	37,543,000	52,653,000
Fenton Street Cycletrack (P502001)	310,000	0	310,000

**PART I: FY20 Capital Budget for
Montgomery County Government**

The appropriations for FY20 in this Part are made to implement the projects in the Capital Improvements Program for FY19 - FY24.

Project Name (Project Number)	FY20 Appropriation	Cumulative Appropriation	Total Appropriation
Franklin Avenue Sidewalk (P501734)	346,000	0	346,000
Good Hope Road Sidewalk (P501902)	29,000	750,000	779,000
MacArthur Blvd Bikeway Improvements (P500718)	39,000	9,063,000	9,102,000
Oak Drive/MD 27 Sidewalk (P501908)	1,018,000	398,000	1,416,000
Sidewalk Program Minor Projects (P506747)	2,662,000	14,044,000	16,706,000
Silver Spring Green Trail (P509975)	140,000	1,644,000	1,784,000
Transportation Improvements For Schools (P509036)	209,000	1,307,000	1,516,000
Clarksburg Transportation Connections (P501315)	2,000,000	8,600,000	10,600,000
County Service Park Infrastructure Improvements (P501317)	25,000	1,414,000	1,439,000
East Gude Drive Roadway Improvements (P501309)	190,000	1,169,000	1,359,000
Facility Planning-Transportation (P509337)	1,295,000	52,642,000	53,937,000
Goshen Road South (P501107)	300,000	7,808,000	8,108,000
Montrose Parkway East (P500717)	(10,966,000)	23,026,000	12,060,000
Public Facilities Roads (P507310)	100,000	1,271,000	1,371,000
State Transportation Participation (P500722)	1,000,000	83,450,000	84,450,000
Subdivision Roads Participation (P508000)	853,000	12,724,000	13,577,000
White Flint West Workaround (P501506)	2,258,000	53,688,000	55,946,000
Advanced Transportation Management System (P509399)	1,508,000	55,025,000	56,533,000
Guardrail Projects (P508113)	315,000	1,608,000	1,923,000
Intersection and Spot Improvements (P507017)	1,844,000	9,072,000	10,916,000
Neighborhood Traffic Calming (P509523)	310,000	1,701,000	2,011,000
Pedestrian Safety Program (P500333)	2,600,000	18,312,000	20,912,000
Streetlight Enhancements-CBD/Town Center (P500512)	250,000	3,680,000	3,930,000
Streetlighting (P507055)	7,824,000	12,988,000	20,812,000
Traffic Signal System Modernization (P500704)	1,238,000	40,276,000	41,514,000
Traffic Signals (P507154)	5,335,000	26,778,000	32,113,000
White Flint Traffic Analysis and Mitigation (P501202)	(419,000)	1,706,000	1,287,000
Child Care Renovations (P601901)	1,250,000	500,000	1,750,000
Dennis Avenue Health Center (P641106)	(500,000)	35,850,000	35,350,000
21st Century Library Enhancements Level Of Effort (P711503)	882,000	3,653,000	4,535,000
Library Refurbishment Level of Effort (P711502)	2,650,000	10,980,000	13,630,000
Cost Sharing: MCG (P720601)	1,298,000	31,794,000	33,092,000
Kennedy Shriver Aquatic Center Building Envelope Improvement (P721503)	372,000	7,864,000	8,236,000

**PART I: FY20 Capital Budget for
Montgomery County Government**

The appropriations for FY20 in this Part are made to implement the projects in the Capital Improvements Program for FY19 - FY24.

Project Name (Project Number)	FY20 Appropriation	Cumulative Appropriation	Total Appropriation
KID Museum (P721903)	(9,850,000)	10,850,000	1,000,000
Martin Luther King, Jr. Indoor Swim Center Renovation (P721902)	100,000	11,953,000	12,053,000
Public Arts Trust (P729658)	190,000	951,000	1,141,000
Shared Agency Booking System Replacement (P722001)	1,377,000	0	1,377,000
South County Regional Recreation and Aquatic Center (P721701)	782,000	70,275,000	71,057,000
Ag Land Pres Easements (P788911)	540,000	8,069,000	8,609,000
Facility Planning: Storm Drains (P508180)	290,000	6,074,000	6,364,000
Outfall Repairs (P509948)	462,000	7,595,000	8,057,000
Storm Drain Culvert Replacement (P501470)	1,200,000	9,100,000	10,300,000
Facility Planning: SM (P809319)	346,000	14,341,000	14,687,000
SM Retrofit - Government Facilities (P800900)	(1,017,000)	14,061,000	13,044,000
SM Retrofit - Roads (P801300)	(3,454,000)	19,360,000	15,906,000
SM Retrofit - Schools (P801301)	(1,621,000)	7,003,000	5,382,000
Burtonsville Community Revitalization (P760900)	(1,000,000)	4,040,000	3,040,000
Colesville/New Hampshire Avenue Community Revitalization (P761501)	320,000	1,750,000	2,070,000
Facility Planning: HCD (P769375)	25,000	3,920,000	3,945,000
Affordable Housing Acquisition and Preservation (P760100)*	21,771,000	203,796,000	225,567,000
Gude Landfill Remediation (P801801)	8,400,000	1,500,000	9,900,000
Total - Montgomery County Government	233,715,000	2,486,402,000	2,720,117,000

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

PART II: Revised Projects

The projects described in this section were amended from, or were not included among, the projects approved by the County Council as they appeared in the Approved FY19 - FY24 Capital Improvements Program (CIP) as of May 24, 2018. These projects are approved.

Project Number

Project Name

Council Office Building Renovations (P010100)

Category	General Government	Date Last Modified	05/21/19
SubCategory	County Offices and Other Improvements	Administering Agency	General Services
Planning Area	Rockville	Status	Under Construction

	Total	Thru FY18	Rem 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	Thru FY18	Rem FY18	Total 6 Years	FY 19	FY 20	FY 21	FY 22	FY 23	FY 24	Beyond 6 Years
Planning, Design and Supervision	2,657	976	723	958	754	104	100	-	-	-	-
Land	4	4	-	-	-	-	-	-	-	-	-
Site Improvements and Utilities	2	2	-	-	-	-	-	-	-	-	-
Construction	41,401	23,707	9,085	8,609	5,922	1,334	1,353	-	-	-	-
Other	1,580	62	1,356	162	100	62	-	-	-	-	-
TOTAL EXPENDITURES	45,644	24,751	11,164	9,729	6,776	1,500	1,453	-	-	-	-

FUNDING SCHEDULE (\$000s)

	Total	Thru FY18	Rem FY18	Total 6 Years	FY 19	FY 20	FY 21	FY 22	FY 23	FY 24	Beyond 6 Years
Current Revenue: Cable TV	1,052	900	152	-	-	-	-	-	-	-	-
G.O. Bonds	40,428	19,687	11,012	9,729	6,776	1,500	1,453	-	-	-	-
Long-Term Financing	4,000	4,000	-	-	-	-	-	-	-	-	-
PAYGO	164	164	-	-	-	-	-	-	-	-	-
TOTAL FUNDING SOURCES	45,644	24,751	11,164	9,729	6,776	1,500	1,453	-	-	-	-

APPROPRIATION AND EXPENDITURE DATA (\$000s)

Appropriation FY 20 Request	1,800	Year First Appropriation	FY05
Cumulative Appropriation	44,191	Last FY's Cost Estimate	44,191
Expenditure / Encumbrances	37,807		
Unencumbered Balance	6,384		

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 2020.

COST CHANGE

There is an FY20 increase to cover additional code correction costs.

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).

Facilities Site Selection: MCG (P500152)

Category	General Government	Date Last Modified	03/04/19
SubCategory	County Offices and Other Improvements	Administering Agency	General Services
Planning Area	Countywide	Status	Ongoing

	Total	Thru FY18	Rem 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	378	209	-	169	44	25	25	25	25	25	-
Land	106	106	-	-	-	-	-	-	-	-	-
Site Improvements and Utilities	8	8	-	-	-	-	-	-	-	-	-
Other	3	3	-	-	-	-	-	-	-	-	-
TOTAL EXPENDITURES	495	326	-	169	44	25	25	25	25	25	-

	Total	Thru FY18	Rem FY18	Total 6 Years	FY 19	FY 20	FY 21	FY 22	FY 23	FY 24	Beyond 6 Years
FUNDING SCHEDULE (\$000s)											
Current Revenue: General	495	326	-	169	44	25	25	25	25	25	-
TOTAL FUNDING SOURCES	495	326	-	169	44	25	25	25	25	25	-

	Total	Thru FY18	Rem FY18	Total 6 Years
APPROPRIATION AND EXPENDITURE DATA (\$000s)				
Appropriation FY 20 Request			(49)	Year First Appropriation
Cumulative Appropriation			444	Last FY's Cost Estimate
Expenditure / Encumbrances			388	
Unencumbered Balance			56	

PROJECT DESCRIPTION

This project provides for site selection for the following candidate projects: Clarksburg Library, Damascus Depot Relocation, North County Regional Recreation and Aquatic Center, 4th District Police Station, Montgomery Village Fire Station, land for facility reforestation and other site selection activities such as appraisals, geotechnical services, environmental studies, title reports and surveys.

COST CHANGE

Recognition of prior year savings.

OTHER

These funds will be used for site selection only. No land will be purchased without notice to the County Council that must include the reasons why the proposed site is appropriate for the specific project being planned, including the expected size of the facility and how the site is responsive to community needs. Any land acquisition will be funded initially through ALARF: MCG, then reimbursed by a future appropriation from the specific project. The County Executive will work with the Maryland-National Capital Park and Planning Commission staff to review future facility needs in master plans and department strategic plans to identify sites beyond those for projects in facility planning and the current CIP for acquisition.

DISCLOSURES

Expenditures will continue indefinitely.

COORDINATION

Department of Police, Department of Public Libraries, Department of General Services, Department of Recreation, Department of Fire/Rescue services, Department of Transportation, Maryland-National Capital Park and Planning Commission, Office of Management and Budget, Regional Services Centers



Facility Planning: MCG (P508768)

Category General Government **Date Last Modified** 03/04/19
SubCategory County Offices and Other Improvements **Administering Agency** General Services
Planning Area Countywide **Status** Ongoing

Total	Thru FY18	Rem 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	10,108	8,566	-	1,542	242	260	260	260	260	260	-
Land	87	87	-	-	-	-	-	-	-	-	-
Site Improvements and Utilities	7	7	-	-	-	-	-	-	-	-	-
Construction	412	412	-	-	-	-	-	-	-	-	-
Other	222	222	-	-	-	-	-	-	-	-	-
TOTAL EXPENDITURES	10,836	9,294	-	1,542	242	260	260	260	260	260	-

FUNDING SCHEDULE (\$000s)

Current Revenue: General	10,191	8,649	-	1,542	242	260	260	260	260	260	-
Current Revenue: Solid Waste Disposal	20	20	-	-	-	-	-	-	-	-	-
G.O. Bonds	625	625	-	-	-	-	-	-	-	-	-
TOTAL FUNDING SOURCES	10,836	9,294	-	1,542	242	260	260	260	260	260	-

APPROPRIATION AND EXPENDITURE DATA (\$000s)

Appropriation FY 20 Request	116	Year First Appropriation	FY87
Cumulative Appropriation	9,680	Last FY's Cost Estimate	10,980
Expenditure / Encumbrances	9,426		
Unencumbered Balance	254		

PROJECT DESCRIPTION

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

COST CHANGE

Recognition of prior year savings.

PROJECT JUSTIFICATION

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

OTHER

The study proposals under this program are developed in conjunction with program departments, the Department of General Services, the Office of Management and Budget (OMB), and consultants to ensure accurate program requirements. Planning studies are underway or to be completed in FY19 or FY20 are listed on the next page. This list includes projects that will potentially be considered for inclusion as stand alone projects in the FY21-26 CIP. Other projects not listed may be planned under urgent situations. Planning for future fire stations will be considered if response time or population data warrant such a need.

FISCAL NOTE

Funds may also be used to explore opportunities in the event a private developer expresses interest in County property.

DISCLOSURES

Expenditures will continue indefinitely.

COORDINATION

Department of Environmental Protection, Department of General Services, Department of Correction and Rehabilitation, Department of Fire and Rescue Services,

PLANNING STUDIES UNDERWAY OR CANDIDATE PROJECTS TO BE COMPLETED DURING FY19 AND FY20

CANDIDATE PROJECTS

- **WHEATON PARKING LOT 13 REDEVELOPMENT**
- **CHILDRENS' MUSEUM**
- **COUNTY FACILITY REFRESH (NON-LIBRARY)**
- **BUSHEY DRIVE REDEVELOPMENT**
- **DAMASCUS DEPOT**
- **POOLESVILLE SERVICES CO-LOCATION STUDY**

STUDIES UNDERWAY OR PLANNED FOR FY18

- **OLNEY CIVIC COMMONS**
- **OLD SILVER SPRING LIBRARY REUSE**
- **WHEATON ARTS AND HUMANITIES CENTER**
- **TAKOMA PARK POOL-ADVENTIST PARTNERSHIP**
- **BETHESDA REGIONAL COMMUNITY RECREATION CENTER**

AS OPPORTUNITIES OCCUR, COUNTY FACILITIES IN NEED OF REHABILITATION AND/OR EXPANSION MAY BE CONSIDERED FOR FACILITY PLANNING TO LEVERAGE NON-COUNTY FUNDING. EXAMPLES OF SUCH OPPORTUNITIES WOULD BE WHEN REDEVELOPMENT OCCURS OR WHEN LOCAL VOLUNTEER FIRE/RESCUE DEPARTMENTS RENOVATE, ADD TO, OR REPLACE VOLUNTEER-OWNED FIRE STATIONS. EXAMPLES OF PROJECTS WHERE REDEVELOPMENT COULD OCCUR INCLUDE THE 4TH AND 5TH DISTRICT POLICE STATIONS. PROJECTS WHICH MAY ALSO BE CONSIDERED FOR FUTURE FACILITY PLANNING INCLUDE: SHADY GROVE FIRE STATION #36 AND ADDITIONAL IMPROVEMENTS AT THE OUTDOOR FIRING RANGE.



Planned Lifecycle Asset Replacement: MCG (P509514)

Category	General Government	Date Last Modified	05/06/19
SubCategory	County Offices and Other Improvements	Administering Agency	General Services
Planning Area	Countywide	Status	Ongoing

	Total	Thru FY18	Rem 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	2,540	1,919	141	480	80	80	80	80	80	80	-
Land	15	15	-	-	-	-	-	-	-	-	-
Site Improvements and Utilities	481	481	-	-	-	-	-	-	-	-	-
Construction	19,107	3,418	2,449	13,240	2,170	2,390	2,170	2,170	2,170	2,170	-
Other	58	58	-	-	-	-	-	-	-	-	-
TOTAL EXPENDITURES	22,201	5,891	2,590	13,720	2,250	2,470	2,250	2,250	2,250	2,250	-

FUNDING SCHEDULE (\$000s)											
Current Revenue: General	220	-	-	220	-	220	-	-	-	-	-
G.O. Bonds	17,197	1,107	2,590	13,500	2,250	2,250	2,250	2,250	2,250	2,250	-
PAYGO	4,784	4,784	-	-	-	-	-	-	-	-	-
TOTAL FUNDING SOURCES	22,201	5,891	2,590	13,720	2,250	2,470	2,250	2,250	2,250	2,250	-

APPROPRIATION AND EXPENDITURE DATA (\$000s)				
Appropriation FY 20 Request		2,469	Year First Appropriation	FY95
Cumulative Appropriation		10,732	Last FY's Cost Estimate	21,415
Expenditure / Encumbrances		7,713		
Unencumbered Balance		3,019		

PROJECT DESCRIPTION

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

ESTIMATED SCHEDULE

FY19: HHS Health Center at 8818 Georgia Avenue, Pre-Release Center FY20: Black Rock Arts facility and equipment and component replacements at various County facilities to be determined.

COST CHANGE

FY18 increase is from the transfer of \$566,500 for the Data Center UPS system. Current Revenue was shifted from Cost Sharing to cover a FY20 increase for Black Rock Arts facility renovations.

PROJECT JUSTIFICATION

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

FISCAL NOTE

There was a funding switch between GO Bonds and PAYGO for \$1.779M. In FY19, \$566,000 was transferred for the Data Center UPS system.

DISCLOSURES

Expenditures will continue indefinitely.

COORDINATION

Departments affected by PLAR projects, Department of General Services



Wheaton Redevelopment Program (P150401)

Category General Government **Date Last Modified** 02/28/19
SubCategory Economic Development **Administering Agency** Transportation
Planning Area Kensington-Wheaton **Status** Under Construction

	Total	Thru FY18	Rem 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	15,960	13,568	-	2,392	1,736	656	-	-	-	-	-
Land	1,011	1,011	-	-	-	-	-	-	-	-	-
Site Improvements and Utilities	10,559	1,384	3,555	5,620	4,238	1,382	-	-	-	-	-
Construction	136,455	30,768	7,330	98,357	50,204	45,274	2,879	-	-	-	-
Other	15,343	327	5,586	9,430	6,531	2,899	-	-	-	-	-
TOTAL EXPENDITURES	179,328	47,058	16,471	115,799	62,709	50,211	2,879	-	-	-	-

FUNDING SCHEDULE (\$000s)											
Contributions	862	-	-	862	862	-	-	-	-	-	-
Current Revenue: General	1,212	750	222	240	120	120	-	-	-	-	-
Current Revenue: Permitting Services	20,991	20,991	-	-	-	-	-	-	-	-	-
Current Revenue: Solid Waste Disposal	8,876	-	-	8,876	8,287	589	-	-	-	-	-
Federal Aid	418	417	1	-	-	-	-	-	-	-	-
G.O. Bonds	75,795	11,062	16,248	48,485	20,989	27,417	79	-	-	-	-
Land Sale	15,000	-	-	15,000	-	15,000	-	-	-	-	-
Long-Term Financing	42,336	-	-	42,336	32,451	7,085	2,800	-	-	-	-
PAYGO	13,088	13,088	-	-	-	-	-	-	-	-	-
State Aid	750	750	-	-	-	-	-	-	-	-	-
TOTAL FUNDING SOURCES	179,328	47,058	16,471	115,799	62,709	50,211	2,879	-	-	-	-

APPROPRIATION AND EXPENDITURE DATA (\$000s)			
Appropriation FY 20 Request	120	Year First Appropriation	FY04
Cumulative Appropriation	179,208	Last FY's Cost Estimate	179,328
Expenditure / Encumbrances	169,018		
Unencumbered Balance	10,190		

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 Reedie 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 Reedie 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.

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. FY19 funding switch needed to decrease Current Revenue: Permitting Services and increase Long-Term Financing by \$4,009,000.

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.



White Flint Redevelopment Program (P151200)

Category	General Government	Date Last Modified	05/02/19
SubCategory	Economic Development	Administering Agency	County Executive
Planning Area	North Bethesda-Garrett Park	Status	Planning Stage

	Total	Thru FY18	Rem 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	6,222	2,437	369	3,416	696	576	536	536	536	536	-
Land	159	159	-	-	-	-	-	-	-	-	-
Other	78	78	-	-	-	-	-	-	-	-	-
TOTAL EXPENDITURES	6,459	2,674	369	3,416	696	576	536	536	536	536	-

FUNDING SCHEDULE (\$000s)											
White Flint Special Tax District	6,459	2,674	369	3,416	696	576	536	536	536	536	-
TOTAL FUNDING SOURCES	6,459	2,674	369	3,416	696	576	536	536	536	536	-

APPROPRIATION AND EXPENDITURE DATA (\$000s)											
Appropriation FY 20 Request			576		Year First Appropriation						FY09
Cumulative Appropriation			3,739		Last FY's Cost Estimate						6,299
Expenditure / Encumbrances			2,677								
Unencumbered Balance			1,062								

PROJECT DESCRIPTION

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

COST CHANGE

Cost increase reflects changes to personnel charges.

PROJECT JUSTIFICATION

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

FISCAL NOTE

The funding source for this project is White Flint Special Taxing District tax revenues.

COORDINATION

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



White Oak Science Gateway Redevelopment Project (P361701)

Category	General Government	Date Last Modified	05/16/19
SubCategory	Economic Development	Administering Agency	General Services
Planning Area	Colesville-White Oak and Vicinity	Status	Ongoing

Total	Thru FY18	Rem 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	1,295	495	-	800	200	200	200	200	-	-	-
Site Improvements and Utilities	7,005	164	1,841	5,000	5,000	-	-	-	-	-	-
Construction	40,000	-	-	40,000	1,000	2,000	8,000	10,000	14,000	5,000	-
Other	660	11	409	240	160	80	-	-	-	-	-
TOTAL EXPENDITURES	48,960	670	2,250	46,040	6,360	2,280	8,200	10,200	14,000	5,000	-

FUNDING SCHEDULE (\$000s)

Current Revenue: General	560	-	320	240	160	80	-	-	-	-	-
G.O. Bonds	48,274	544	1,930	45,800	6,200	2,200	8,200	10,200	14,000	5,000	-
PAYGO	126	126	-	-	-	-	-	-	-	-	-
TOTAL FUNDING SOURCES	48,960	670	2,250	46,040	6,360	2,280	8,200	10,200	14,000	5,000	-

APPROPRIATION AND EXPENDITURE DATA (\$000s)

Appropriation FY 20 Request	280	Year First Appropriation	FY17
Cumulative Appropriation	48,280	Last FY's Cost Estimate	49,040
Expenditure / Encumbrances	768		
Unencumbered Balance	47,512		

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.

COST CHANGE

Reflects changes in County staff charges.

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. Project schedule has been adjusted to reflect implementation schedule.

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



Master Lease: Digital Evidence Data Storage (P342001)

Category General Government **Date Last Modified** 03/14/19
SubCategory Technology Services **Administering Agency** Technology Services
Planning Area Countywide **Status** Planning Stage

Total	Thru FY18	Rem 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	750	-	-	750	-	750	-	-	-	-
TOTAL EXPENDITURES	750	-	-	750	-	750	-	-	-	-

FUNDING SCHEDULE (\$000s)

Short-Term Lease Financing	750	-	-	750	-	750	-	-	-	-
TOTAL FUNDING SOURCES	750	-	-	750	-	750	-	-	-	-

APPROPRIATION AND EXPENDITURE DATA (\$000s)

Appropriation FY 20 Request	750	Year First Appropriation
Cumulative Appropriation	-	Last FY's Cost Estimate
Expenditure / Encumbrances	-	
Unencumbered Balance	-	

PROJECT DESCRIPTION

The volume of digital evidence has grown exponentially in recent years with the implementation of body worn cameras and increased storage capacity of personal devices including cellphones and laptops. To manage the volume of data, the County requires additional storage capacity through the use of network attached storage and additional servers.

ESTIMATED SCHEDULE

Hardware will be purchased in FY20.

PROJECT JUSTIFICATION

This investment addresses FY20 data storage requirements as the County develops a long term solution.

FISCAL NOTE

This project provides appropriation authority for a purchase funded through the Master Lease program. Master Lease payments will be appropriated through the FY21 Operating Budget.

COORDINATION

Department of Technology Services, Department of Finance, State's Attorney's Office



Apparatus Replacement Program (P451504)

Category Public Safety **Date Last Modified** 03/09/19
SubCategory Fire/Rescue Service **Administering Agency** Fire/Rescue Service
Planning Area Countywide **Status** Ongoing

Total	Thru FY18	Rem 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	1	-	-	-	-	-	-	-	-	-
Other	84,054	10,713	25,836	47,505	4,619	9,111	8,262	8,407	8,468	8,638	-
TOTAL EXPENDITURES	84,055	10,714	25,836	47,505	4,619	9,111	8,262	8,407	8,468	8,638	-

FUNDING SCHEDULE (\$000s)

Current Revenue: Fire	34,065	7,572	-	26,493	419	5,611	5,116	5,116	5,116	5,115	-
Short-Term Financing	49,990	3,142	25,836	21,012	4,200	3,500	3,146	3,291	3,352	3,523	-
TOTAL FUNDING SOURCES	84,055	10,714	25,836	47,505	4,619	9,111	8,262	8,407	8,468	8,638	-

APPROPRIATION AND EXPENDITURE DATA (\$000s)

Appropriation FY 20 Request	4,511	Year First Appropriation	FY15
Cumulative Appropriation	45,769	Last FY's Cost Estimate	88,655
Expenditure / Encumbrances	26,512		
Unencumbered Balance	19,257		

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 pumpers, 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 change reflects FY16 decision to purchase equipment with Emergency Medical Service Transport funds in the operating budget, instead of through the CIP.

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.



Rockville Fire Station 3 Renovation (P450105)

Category	Public Safety	Date Last Modified	03/04/19
SubCategory	Fire/Rescue Service	Administering Agency	General Services
Planning Area	Rockville	Status	Planning Stage

Total	Thru FY18	Rem 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)

Site Improvements and Utilities	500	-	-	500	-	-	500	-	-	-
TOTAL EXPENDITURES	500	-	-	500	-	-	500	-	-	-

FUNDING SCHEDULE (\$000s)

Current Revenue: Fire	500	-	-	500	-	-	500	-	-	-
TOTAL FUNDING SOURCES	500	-	-	500	-	-	500	-	-	-

APPROPRIATION AND EXPENDITURE DATA (\$000s)

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

PROJECT DESCRIPTION

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

LOCATION

380 Hungerford Dr, Rockville

PROJECT JUSTIFICATION

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

OTHER

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

FISCAL NOTE

Deferred to FY21 due to project delays.

COORDINATION

City of Rockville; Fire and Rescue Commission; Montgomery County Fire and Rescue Service; Department of General Services, Division of Building Design and Construction; Rockville Volunteer Fire Department.



White Flint Fire Station 23 (P451502)

Category Public Safety **Date Last Modified** 01/12/19
SubCategory Fire/Rescue Service **Administering Agency** General Services
Planning Area North Bethesda-Garrett Park **Status** Preliminary Design Stage

	Total	Thru FY18	Rem 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	6,191	332	608	5,251	713	748	720	993	1,087	990	-
Land	2,693	2,593	-	100	100	-	-	-	-	-	-
Site Improvements and Utilities	6,258	-	-	6,258	-	-	-	1,707	3,413	1,138	-
Construction	13,712	7	-	13,705	-	-	-	4,738	7,475	1,492	-
Other	1,591	-	-	1,591	-	-	-	434	868	289	-
TOTAL EXPENDITURES	30,445	2,932	608	26,905	813	748	720	7,872	12,843	3,909	-

FUNDING SCHEDULE (\$000s)											
G.O. Bonds	30,445	2,932	608	26,905	813	748	720	7,872	12,843	3,909	-
TOTAL FUNDING SOURCES	30,445	2,932	608	26,905	813	748	720	7,872	12,843	3,909	-

OPERATING BUDGET IMPACT (\$000s)											
Maintenance				94	-	-	-	-	-	-	94
Energy				50	-	-	-	-	-	-	50
Program-Staff				-	-	-	-	-	-	-	-
Program-Other				-	-	-	-	-	-	-	-
Offset Revenue				-	-	-	-	-	-	-	-
NET IMPACT				144	-	-	-	-	-	-	144
FULL TIME EQUIVALENT (FTE)											

APPROPRIATION AND EXPENDITURE DATA (\$000s)			
Appropriation FY 20 Request	716	Year First Appropriation	FY15
Cumulative Appropriation	8,129	Last FY's Cost Estimate	29,345
Expenditure / Encumbrances	4,118		
Unencumbered Balance	4,011		

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. Space has been added to co-locate a future Police Substation at the fire station. 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 2022.

COST CHANGE

Cost increase is due to the addition of space for a future Police substation.

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. Project schedule delayed for fiscal reasons.

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



Bridge Renovation (P509753)

Category Transportation
SubCategory Bridges
Planning Area Countywide
Date Last Modified 01/11/19
Administering Agency Transportation
Status Ongoing

	Total	Thru FY18	Rem 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	6,858	4,683	-	2,175	245	950	245	245	245	245	-
Land	67	17	-	50	-	50	-	-	-	-	-
Site Improvements and Utilities	165	21	144	-	-	-	-	-	-	-	-
Construction	19,809	4,298	5,736	9,775	755	6,000	755	755	755	755	-
Other	82	82	-	-	-	-	-	-	-	-	-
TOTAL EXPENDITURES	26,981	9,101	5,880	12,000	1,000	7,000	1,000	1,000	1,000	1,000	-

	Total	Thru FY18	Rem FY18	Total 6 Years	FY 19	FY 20	FY 21	FY 22	FY 23	FY 24	Beyond 6 Years
FUNDING SCHEDULE (\$000s)											
G.O. Bonds	24,229	9,010	4,581	10,638	773	6,773	773	773	773	773	-
State Aid	2,752	91	1,299	1,362	227	227	227	227	227	227	-
TOTAL FUNDING SOURCES	26,981	9,101	5,880	12,000	1,000	7,000	1,000	1,000	1,000	1,000	-

APPROPRIATION AND EXPENDITURE DATA (\$000s)			
Appropriation FY 20 Request	4,000	Year First Appropriation	FY97
Cumulative Appropriation	18,985	Last FY's Cost Estimate	22,981
Expenditure / Encumbrances	11,225		
Unencumbered Balance	7,760		

PROJECT DESCRIPTION

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

COST CHANGE

\$4,000,000 Increase due to emergency repairs needed for the Father Hurley Boulevard culvert.

PROJECT JUSTIFICATION

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

OTHER

The objective of this program is to identify bridges requiring extensive structural repairs and perform the work in a timely manner to avoid emergency situations and major public inconvenience. Construction work under this project is typically performed by County Division of Highway Services.

FISCAL NOTE

FY16 transfer of \$1.2M in GO Bonds from Glenmont Metro Parking Expansion (#500552); \$503K in GO Bonds from Cedar Lane Road Bridge (#501105); \$32K in GO Bonds from Whites Ferry Road Bridges (#501301); and \$730K in GO Bonds from Nebel Street Extended (#500401); FY17 transfer of \$35K in GO Bonds from Valley Road Bridge (#501521), \$500K in GO Bonds from Father Hurley Blvd (#500516) and \$500K in GO Bonds from BRAC Bicycle and Pedestrian Facilities (#501000); FY18 reallocation of \$1.4M in GO Bonds from Century Blvd (#501115)

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



Brighton Dam Road Bridge No. M-0229 (P501907)

Category	Transportation	Date Last Modified	04/10/19
SubCategory	Bridges	Administering Agency	Transportation
Planning Area	Olney and Vicinity	Status	Planning Stage

	Total	Thru FY18	Rem 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	890	-	-	890	-	636	127	127	-	-	-
Construction	1,360	-	-	1,360	-	-	701	659	-	-	-
TOTAL EXPENDITURES	2,250	-	-	2,250	-	636	828	786	-	-	-

	Total	Thru FY18	Rem FY18	Total 6 Years	FY 19	FY 20	FY 21	FY 22	FY 23	FY 24	Beyond 6 Years
FUNDING SCHEDULE (\$000s)											
G.O. Bonds	750	-	-	750	-	212	276	262	-	-	-
Intergovernmental	1,500	-	-	1,500	-	424	552	524	-	-	-
TOTAL FUNDING SOURCES	2,250	-	-	2,250	-	636	828	786	-	-	-

APPROPRIATION AND EXPENDITURE DATA (\$000s)				
Appropriation FY 20 Request		390	Year First Appropriation	FY19
Cumulative Appropriation		1,860	Last FY's Cost Estimate	1,860
Expenditure / Encumbrances		-		
Unencumbered Balance		1,860		

PROJECT DESCRIPTION

This project provides for the rehabilitation of the existing Brighton Dam Road Bridge No. M-0229 over Brighton Dam of Triadelphia Reservoir. This 602-foot long 15-span bridge, which is supported by Brighton Dam, is in need of repairs to the parapets and bridge roadway deck joints to enhance the safety of the traveling public and the integrity of the dam.

LOCATION

The project site is located at the Montgomery/Howard County Line approximately 1.2 miles east of the intersection of Brighton Dam Road and New Hampshire Avenue (MD 650) in Brookeville.

CAPACITY

Upon completion, the Average Daily Traffic (ADT) on the Brighton Dam Road Bridge will remain approximately 6,000 vehicles per day.

ESTIMATED SCHEDULE

The design is expected to be completed in the spring of 2019. Construction is scheduled to start in June 2020 and be completed in August 2020.

COST CHANGE

A recent Federal inspection identified additional structural issues that need to be addressed totaling \$390,000, which is to be divided three ways, \$130,000 from Howard County, \$130,000 from WSSC, and \$130,000 from Montgomery County.

PROJECT JUSTIFICATION

This bridge, reconstructed in 1999, requires repairs to the 1,002-foot long west parapets, 642-foot long east parapets and sixteen bridge roadway deck joints. The parapets have severe concrete spalling at many parapet joints. The bridge roadway deck joints have failed, allowing water and deicing chemicals to flow through the bridge deck which resulted in corrosion and deterioration to the mechanized equipment for the dam operations. Brighton Dam Road is classified as an arterial road in the 2005 Olney Master Plan. The deterioration of the parapets and bridge roadway deck joints was identified through the County's 2015 biennial inspection program. The bridge rehabilitation was requested by WSSC to protect the newly reconstructed dam operating equipment. Funding for this project will be shared equally between Montgomery County, Howard County and WSSC in accordance with the August 28, 1996, Agreement. A Memorandum of Understanding (MOU) between Montgomery County, Howard County, and WSSC is required for this project. The funding shown as "Intergovernmental" is from Howard County, and WSSC for their share of the project cost.

DISCLOSURES

A pedestrian impact analysis has been completed for this project.

COORDINATION

Washington Suburban Sanitary Commission, Howard County, Maryland Department of the Environment, Maryland Department of Natural Resources, Maryland-National Capitol Park and Planning Commission, Montgomery County Department of Permitting Services, U.S. Army Corps of Engineers



Sidewalk and Curb Replacement (P508182)

Category Transportation
SubCategory Highway Maintenance
Planning Area Countywide
Date Last Modified 05/16/19
Administering Agency Transportation
Status Ongoing

	Total	Thru FY18	Rem 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	6,677	3	1,709	4,965	600	1,005	675	675	1,005	1,005	-
Site Improvements and Utilities	25	25	-	-	-	-	-	-	-	-	-
Construction	55,945	27,810	-	28,135	3,400	5,695	3,825	3,825	5,695	5,695	-
Other	4	4	-	-	-	-	-	-	-	-	-
TOTAL EXPENDITURES	62,651	27,842	1,709	33,100	4,000	6,700	4,500	4,500	6,700	6,700	-

FUNDING SCHEDULE (\$000s)											
Contributions	6,205	3,205	-	3,000	500	500	500	500	500	500	-
G.O. Bonds	56,446	24,637	1,709	30,100	3,500	6,200	4,000	4,000	6,200	6,200	-
TOTAL FUNDING SOURCES	62,651	27,842	1,709	33,100	4,000	6,700	4,500	4,500	6,700	6,700	-

APPROPRIATION AND EXPENDITURE DATA (\$000s)			
Appropriation FY 20 Request	6,700	Year First Appropriation	FY81
Cumulative Appropriation	33,551	Last FY's Cost Estimate	67,051
Expenditure / Encumbrances	29,642		
Unencumbered Balance	3,909		

PROJECT DESCRIPTION

This project provides for the removal and replacement of damaged or deteriorated sidewalks, curbs, and gutters in business districts and residential communities. The County currently maintains about 1,034 miles of sidewalks and about 2,098 miles of curbs and gutters. Many years of paving overlays have left some curb faces of two inches or less. Paving is milled, and new construction provides for a standard six-inch curb face. The project includes: overlay of existing sidewalks with asphalt; base failure repair and new construction of curbs; and new sidewalks with handicapped ramps to fill in missing sections. No changes will be made to existing structures unless necessary to eliminate erosion, assure drainage, and improve safety as determined by a County engineer. Some funds from this project support the Renew Montgomery program. A significant aspect of this project has been and will be to provide safe pedestrian access and to ensure Americans with Disabilities Act (ADA) compliance. Mileage of sidewalks and curb/gutters has been updated to reflect the annual acceptance of new infrastructure to the County's inventory.

COST CHANGE

Decrease costs in FY21-FY22 due to fiscal constraints.

PROJECT JUSTIFICATION

Curbs, gutters, and sidewalks have a service life of 30 years. Freeze/thaw cycles, de-icing materials, tree roots, and vehicle loads accelerate concrete failure. The County should replace 70 miles of curbs and gutters and 35 miles of sidewalks annually to provide for a 30 year cycle. Deteriorated curbs, gutters, and sidewalks are safety hazards to pedestrians and motorists, increase liability risks, and allow water to infiltrate into the sub-base causing damage to roadway pavements. Settled or heaved concrete can trap water and provide breeding places for mosquitoes. A Countywide inventory of deteriorated concrete was performed in the late 1980's. Portions of the Countywide survey are updated during the winter season. The March 2016 Report of the Infrastructure Maintenance Task Force identified an annual replacement program level of effort based on a 30-year life for curbs and gutters.

OTHER

The Department of Transportation (DOT) maintains a list of candidate projects requiring construction of curbs and gutters based on need and available funding. The design and planning stages, as well as final completion of the project will comply with the DOT, Maryland State Highway Administration (MSHA), Manual on Uniform Traffic Control Devices (MUTCD), American Association of State Highway and Transportation Officials (AASHTO), and ADA standards.

FISCAL NOTE

Since FY87, the County has offered to replace deteriorated driveway aprons at the property owners' expense up to a total of \$500,000 annually. Payments for this work are displayed as Contributions in the funding schedule.

DISCLOSURES

Expenditures will continue indefinitely.

COORDINATION

Washington Suburban Sanitary Commission, Other Utilities, Montgomery County Public Schools, Homeowners, Montgomery County Pedestrian Safety Advisory Committee, Commission on People with Disabilities.



Street Tree Preservation (P500700)

Category Transportation
SubCategory Highway Maintenance
Planning Area Countywide
Date Last Modified 04/30/19
Administering Agency Transportation
Status Ongoing

	Total	Thru FY18	Rem 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	2,768	59	9	2,700	420	450	450	450	465	465	-
Construction	40,603	25,303	-	15,300	2,380	2,350	2,650	2,650	2,635	2,635	-
Other	29	29	-	-	-	-	-	-	-	-	-
TOTAL EXPENDITURES	43,400	25,391	9	18,000	2,800	2,800	3,100	3,100	3,100	3,100	-

	Total	Thru FY18	Rem FY18	Total 6 Years	FY 19	FY 20	FY 21	FY 22	FY 23	FY 24	Beyond 6 Years
FUNDING SCHEDULE (\$000s)											
Current Revenue: General	33,632	17,827	9	15,796	1,952	1,444	3,100	3,100	3,100	3,100	-
Land Sale	458	458	-	-	-	-	-	-	-	-	-
Recordation Tax Premium (MCG)	9,310	7,106	-	2,204	848	1,356	-	-	-	-	-
TOTAL FUNDING SOURCES	43,400	25,391	9	18,000	2,800	2,800	3,100	3,100	3,100	3,100	-

APPROPRIATION AND EXPENDITURE DATA (\$000s)			
Appropriation FY 20 Request	2,600	Year First Appropriation	FY07
Cumulative Appropriation	28,400	Last FY's Cost Estimate	43,400
Expenditure / Encumbrances	25,419		
Unencumbered Balance	2,981		

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 decrease of \$200K in FY19 to reflect the Savings Plans and \$200K in FY20 due to fiscal capacity. Offset by increases of \$100K from FY21-24.

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.



Bethesda Metro Station South Entrance (P500929)

Category	Transportation	Date Last Modified	01/11/19
SubCategory	Mass Transit (MCG)	Administering Agency	Transportation
Planning Area	Bethesda-Chevy Chase and Vicinity	Status	Under Construction

	Total	Thru FY18	Rem 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	2,006	1,756	-	250	-	100	50	50	50	-	-
Land	250	-	250	-	-	-	-	-	-	-	-
Site Improvements and Utilities	8,122	-	4,991	3,131	463	1,334	1,027	307	-	-	-
Construction	87,824	35,988	-	51,836	28,880	17,601	3,664	1,606	85	-	-
Other	12,000	-	-	12,000	(2,650)	6,000	2,650	6,000	-	-	-
TOTAL EXPENDITURES	110,202	37,744	5,241	67,217	26,693	25,035	7,391	7,963	135	-	-

	Total	Thru FY18	Rem FY18	Total 6 Years	FY 19	FY 20	FY 21	FY 22	FY 23	FY 24	Beyond 6 Years
FUNDING SCHEDULE (\$000s)											
G.O. Bonds	96,415	24,752	4,446	67,217	26,693	25,035	7,391	7,963	135	-	-
PAYGO	795	-	795	-	-	-	-	-	-	-	-
Revenue Bonds: Liquor Fund	12,992	12,992	-	-	-	-	-	-	-	-	-
TOTAL FUNDING SOURCES	110,202	37,744	5,241	67,217	26,693	25,035	7,391	7,963	135	-	-

APPROPRIATION AND EXPENDITURE DATA (\$000s)			
Appropriation FY 20 Request	28,385	Year First Appropriation	FY09
Cumulative Appropriation	66,328	Last FY's Cost Estimate	110,202
Expenditure / Encumbrances	37,744		
Unencumbered Balance	28,584		

PROJECT DESCRIPTION

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

ESTIMATED SCHEDULE

Construction started in FY18. Construction will be coordinated and implemented as part of the State Purple Line Project and will be completed when the Purple Line construction is complete.

OTHER

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

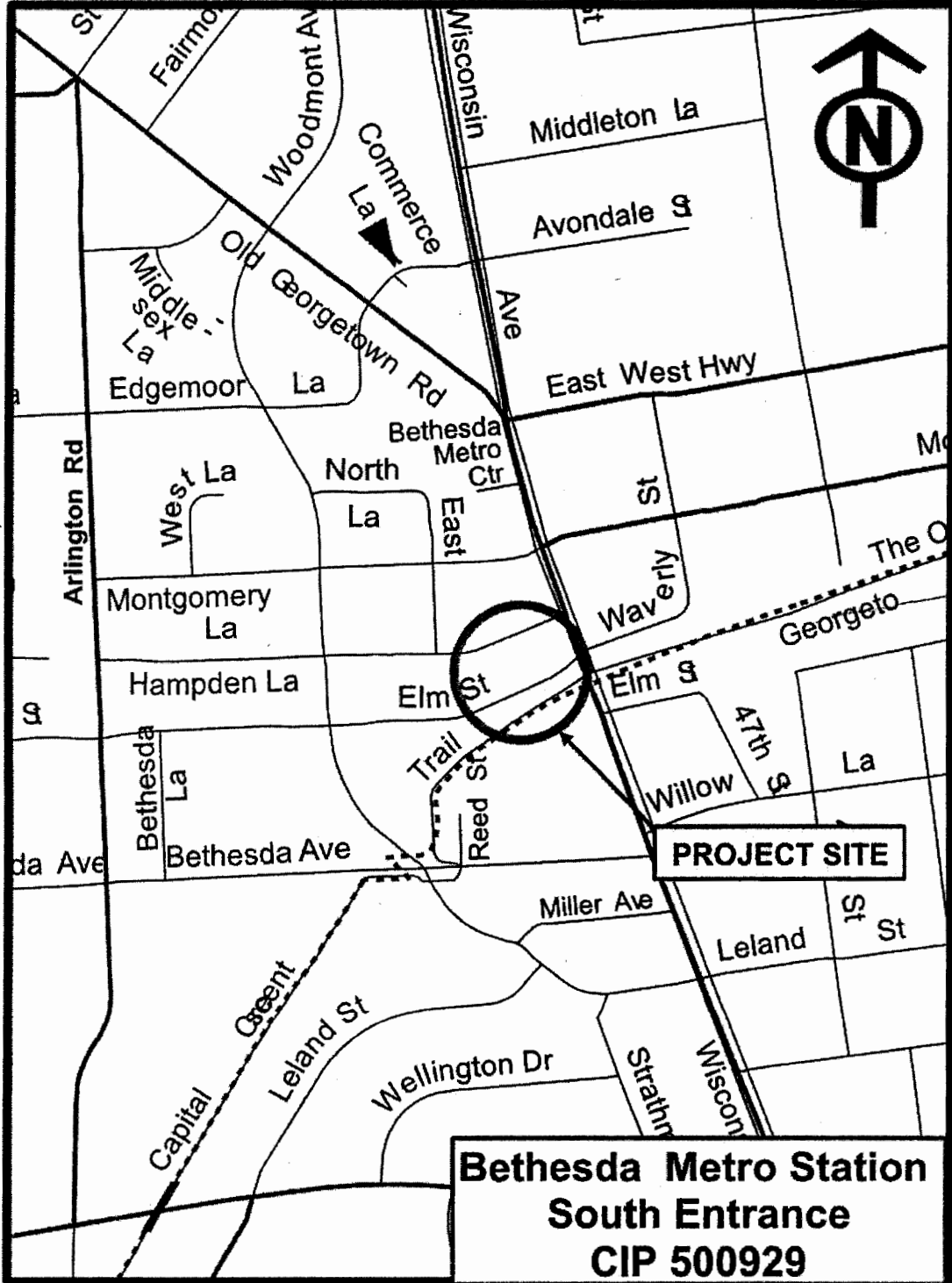
FISCAL NOTE

The funds for this project were initially programmed in the State Transportation Participation project. Appropriation of \$5 million for design was transferred from the State Transportation Participation project in FY09. The 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 \$6 million per year to FY20-22. Schedule updated to reflect estimated Purple Line schedule in FY18. In FY18, a funding switch was made to increase Revenue Bonds: Liquor Fund appropriation and decrease GO Bonds appropriation by \$7.992 million.

Shifted \$3.5 million in GO Bonds from FY21 to FY19 to reflect an updated MTA billing schedule.

COORDINATION

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





Bus Stop Improvements (P507658)

Category Transportation **Date Last Modified** 03/12/19
SubCategory Mass Transit (MCG) **Administering Agency** Transportation
Planning Area Countywide **Status** Ongoing

Total	Thru FY18	Rem 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	2,711	1,556	-	1,155	195	160	320	160	160	160	-
Land	1,293	570	-	723	600	123	-	-	-	-	-
Construction	2,140	425	-	1,715	275	240	480	240	240	240	-
Other	172	172	-	-	-	-	-	-	-	-	-
TOTAL EXPENDITURES	6,316	2,723	-	3,593	1,070	523	800	400	400	400	-

FUNDING SCHEDULE (\$000s)

Current Revenue: Mass Transit	3,118	636	-	2,482	140	342	800	400	400	400	-
G.O. Bonds	3,198	2,087	-	1,111	930	181	-	-	-	-	-
TOTAL FUNDING SOURCES	6,316	2,723	-	3,593	1,070	523	800	400	400	400	-

APPROPRIATION AND EXPENDITURE DATA (\$000s)

Appropriation FY 20 Request	-	Year First Appropriation	FY76
Cumulative Appropriation	4,316	Last FY's Cost Estimate	6,316
Expenditure / Encumbrances	3,272		
Unencumbered Balance	1,044		

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.

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.

OTHER

Schedule adjustments in FY20 and FY21 to reflect actual implementation.

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 *Rockville.*



Intelligent Transit System (P501801)

Category Transportation **Date Last Modified** 03/14/19
SubCategory Mass Transit (MCG) **Administering Agency** Transportation
Planning Area Countywide **Status** Ongoing

Total	Thru FY18	Rem 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)

Site Improvements and Utilities	15,600	154	-	15,446	1,710	7,906	4,330	500	500	500	-
TOTAL EXPENDITURES	15,600	154	-	15,446	1,710	7,906	4,330	500	500	500	-

FUNDING SCHEDULE (\$000s)

Current Revenue: Mass Transit	3,500	154	-	3,346	500	646	700	500	500	500	-
Short-Term Financing	12,100	-	-	12,100	1,210	7,260	3,630	-	-	-	-
TOTAL FUNDING SOURCES	15,600	154	-	15,446	1,710	7,906	4,330	500	500	500	-

APPROPRIATION AND EXPENDITURE DATA (\$000s)

Appropriation FY 20 Request	300	Year First Appropriation	FY18
Cumulative Appropriation	13,100	Last FY's Cost Estimate	15,600
Expenditure / Encumbrances	1,103		
Unencumbered Balance	11,997		

PROJECT DESCRIPTION

The purpose of this project is to replace vital transit technology systems, enhance system accountability, and maintain electronic information signs throughout the county. This is part of the Division of Transit Services IT plan to maintain and expand our intelligent transit systems for compatibility, accountability, and safety.

ESTIMATED SCHEDULE

Replacement of the Computer Aided Dispatch/Automatic Vehicle Locator (CAD/AVL) system in FY19-21; maintenance and expansion of Real Time informational signs in FY19-24.

PROJECT JUSTIFICATION

The CAD/AVL system has reached the end of its useful life, and the system is experiencing critical operational issues such as gaps when no information is available to dispatch and on field operations. The upgrade from radio to cellular technology will eliminate dead zones and allow vehicle locations to be updated every 10 seconds rather than the current three minutes. The CAD/AVL is a crucial driver to continue with the Real Time sign program both in LED Ride On/Wmata stop signs and multimodal signs in buildings around the county.

FISCAL NOTE

Schedule adjustments to reflect actual implementation.

COORDINATION

Department of Technology Services, Washington Metropolitan Area Transit Authority, and regional local transit operators.



Ride On Bus Fleet (P500821)

Category	Transportation	Date Last Modified	05/21/19
SubCategory	Mass Transit (MCG)	Administering Agency	Transportation
Planning Area	Countywide	Status	Ongoing

	Total	Thru FY18	Rem FY18	Total 6 Years	FY 19	FY 20	FY 21	FY 22	FY 23	FY 24	Beyond 6 Years
EXPENDITURE SCHEDULE (\$000s)											
Other	263,088	137,749	13,848	111,491	18,558	20,574	17,292	9,432	24,083	21,552	-
TOTAL EXPENDITURES	263,088	137,749	13,848	111,491	18,558	20,574	17,292	9,432	24,083	21,552	-

FUNDING SCHEDULE (\$000s)											
Contributions	820	430	45	345	-	345	-	-	-	-	-
Current Revenue: Mass Transit	106,471	23,126	4,872	78,473	250	13,864	15,292	7,432	22,083	19,552	-
Fed Stimulus (State Allocation)	6,550	6,550	-	-	-	-	-	-	-	-	-
Federal Aid	48,680	28,469	4,496	15,715	3,350	5,965	1,600	1,600	1,600	1,600	-
G.O. Bonds	956	956	-	-	-	-	-	-	-	-	-
Impact Tax	2,350	2,350	-	-	-	-	-	-	-	-	-
Short-Term Financing	81,321	66,728	35	14,558	14,558	-	-	-	-	-	-
State Aid	15,940	9,140	4,400	2,400	400	400	400	400	400	400	-
TOTAL FUNDING SOURCES	263,088	137,749	13,848	111,491	18,558	20,574	17,292	9,432	24,083	21,552	-

APPROPRIATION AND EXPENDITURE DATA (\$000s)			
Appropriation FY 20 Request	20,574	Year First Appropriation	FY09
Cumulative Appropriation	170,155	Last FY's Cost Estimate	259,743
Expenditure / Encumbrances	150,646		
Unencumbered Balance	19,509		

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: 18 large diesel, 2 small diesel, 10 electric, and 1 CNG; 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

Increase due to the addition of Federal Aid to cover the incremental cost of electric buses, insurance proceeds and matching current revenue to replace totaled CNG bus offset by decrease of three large diesel buses due to frequency reductions.

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

Contributions in FY20 represents insurance proceeds.

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** 05/16/19
SubCategory Mass Transit (MCG) **Administering Agency** Transportation
Planning Area North Bethesda-Garrett Park **Status** Preliminary Design Stage

Total	Thru FY18	Rem 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	2,900	-	-	2,900	-	-	1,450	1,450	-	-
TOTAL EXPENDITURES	2,900	-	-	2,900	-	-	1,450	1,450	-	-

FUNDING SCHEDULE (\$000s)

G.O. Bonds	2,900	-	-	2,900	-	-	1,450	1,450	-	-
TOTAL FUNDING SOURCES	2,900	-	-	2,900	-	-	1,450	1,450	-	-

APPROPRIATION AND EXPENDITURE DATA (\$000s)

Appropriation FY 20 Request	-	Year First Appropriation	
Cumulative Appropriation	-	Last FY's Cost Estimate	3,500
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.

COST CHANGE

Reduction due to fiscal constraints

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.



Pkg Beth Fac Renovations (P508255)

Category Transportation **Date Last Modified** 03/11/19
SubCategory Parking **Administering Agency** Transportation
Planning Area Bethesda-Chevy Chase and Vicinity **Status** Ongoing

Total	Thru FY18	Rem 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	Thru FY18	Rem FY18	Total 6 Years	FY 19	FY 20	FY 21	FY 22	FY 23	FY 24	Beyond 6 Years
Planning, Design and Supervision	3,276	1,476	-	1,800	300	300	300	300	300	300	-
Land	23	23	-	-	-	-	-	-	-	-	-
Site Improvements and Utilities	18	18	-	-	-	-	-	-	-	-	-
Construction	22,666	4,210	416	18,040	4,765	3,400	2,045	2,300	2,765	2,765	-
Other	313	313	-	-	-	-	-	-	-	-	-
TOTAL EXPENDITURES	26,296	6,040	416	19,840	5,065	3,700	2,345	2,600	3,065	3,065	-

FUNDING SCHEDULE (\$000s)

	Total	Thru FY18	Rem FY18	Total 6 Years	FY 19	FY 20	FY 21	FY 22	FY 23	FY 24	Beyond 6 Years
Current Revenue: Parking - Bethesda	26,296	6,040	416	19,840	5,065	3,700	2,345	2,600	3,065	3,065	-
TOTAL FUNDING SOURCES	26,296	6,040	416	19,840	5,065	3,700	2,345	2,600	3,065	3,065	-

APPROPRIATION AND EXPENDITURE DATA (\$000s)

Appropriation FY 20 Request	7,946	Year First Appropriation	FY83
Cumulative Appropriation	14,951	Last FY's Cost Estimate	26,296
Expenditure / Encumbrances	8,005		
Unencumbered Balance	6,946		

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

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

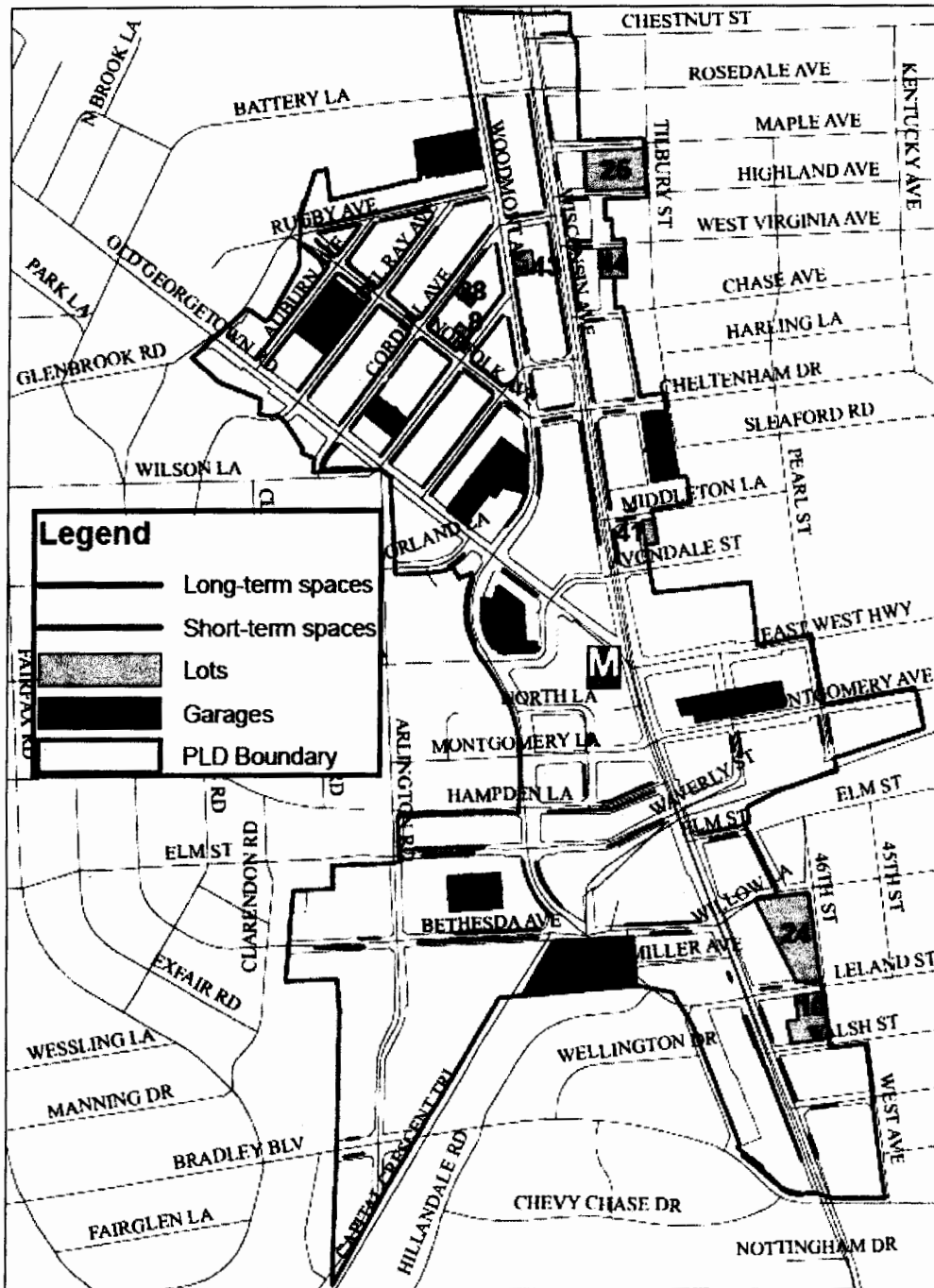
Expenditures will continue indefinitely.

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 Transportation **Date Last Modified** 03/09/19
SubCategory Parking **Administering Agency** Transportation
Planning Area Silver Spring and Vicinity **Status** Ongoing

Total	Thru FY18	Rem 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	4,620	2,720	-	1,900	400	300	300	300	300	300	-
Land	33	33	-	-	-	-	-	-	-	-	-
Site Improvements and Utilities	1,148	1,148	-	-	-	-	-	-	-	-	-
Construction	18,232	5,086	-	13,146	2,210	1,696	2,310	2,310	2,310	2,310	-
Other	284	284	-	-	-	-	-	-	-	-	-
TOTAL EXPENDITURES	24,317	9,271	-	15,046	2,610	1,996	2,610	2,610	2,610	2,610	-

FUNDING SCHEDULE (\$000s)

Current Revenue: Parking - Silver Spring	24,317	9,271	-	15,046	2,610	1,996	2,610	2,610	2,610	2,610	-
TOTAL FUNDING SOURCES	24,317	9,271	-	15,046	2,610	1,996	2,610	2,610	2,610	2,610	-

APPROPRIATION AND EXPENDITURE DATA (\$000s)

Appropriation FY 20 Request	7,880	Year First Appropriation	FY83
Cumulative Appropriation	12,913	Last FY's Cost Estimate	24,317
Expenditure / Encumbrances	12,308		
Unencumbered Balance	605		

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

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.

FISCAL NOTE

Acceleration of \$614,000 in Current Revenue: Parking- Silver Spring from FY20 into FY18.

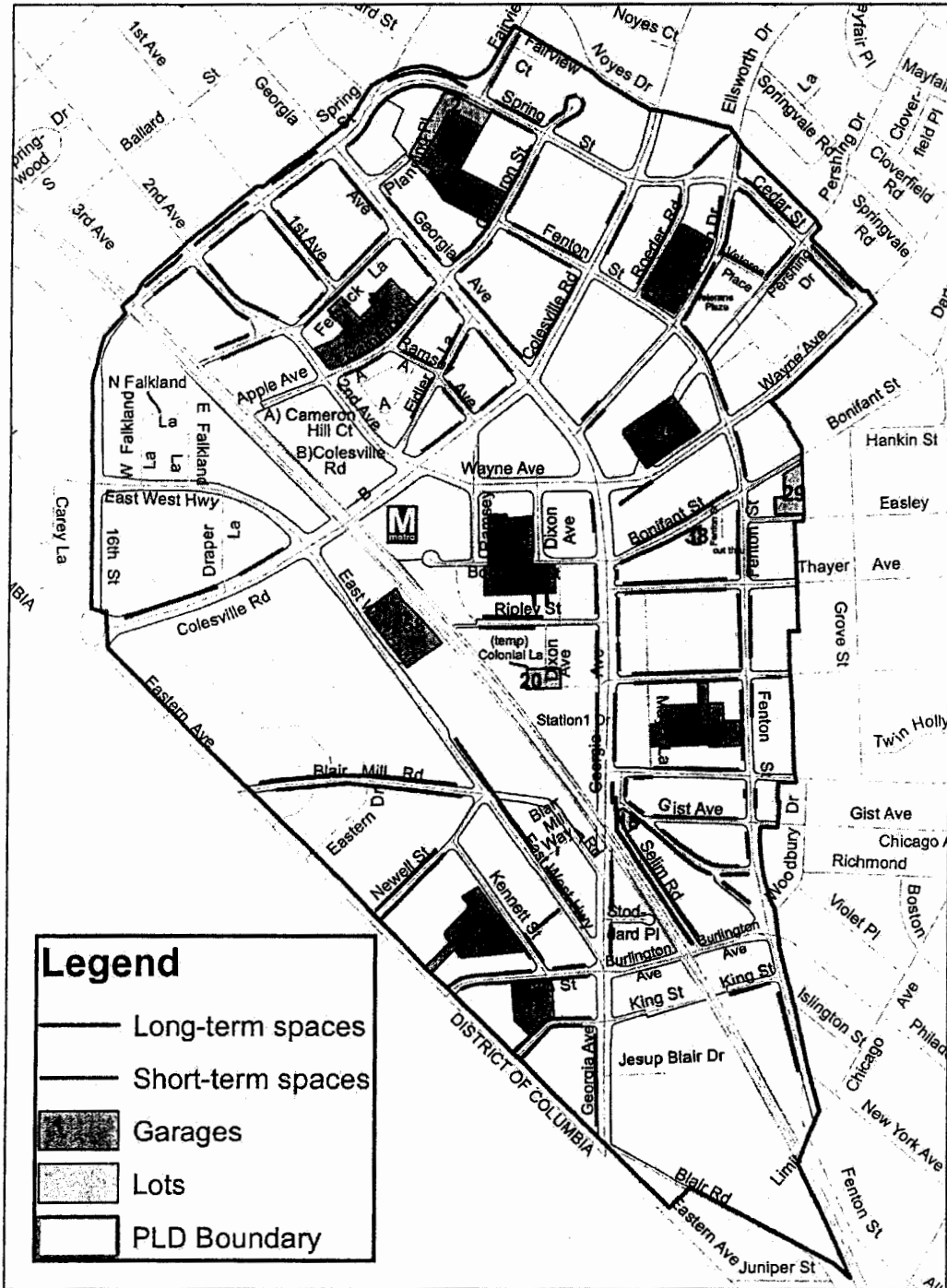
DISCLOSURES

Expenditures will continue indefinitely.

COORDINATION



Silver Spring Parking Lot District





Bicycle-Pedestrian Priority Area Improvements - Purple Line (P502004)

Category Transportation **Date Last Modified** 05/20/19
SubCategory Pedestrian Facilities/Bikeways **Administering Agency** Transportation
Planning Area Silver Spring and Vicinity **Status** Preliminary Design Stage

	Total	Thru FY18	Rem 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	1,103	-	-	1,103	-	-	-	51	592	460	-
Site Improvements and Utilities	102	-	-	102	-	-	-	102	-	-	-
Construction	2,512	-	-	2,512	-	-	-	519	419	1,574	-
TOTAL EXPENDITURES	3,717	-	-	3,717	-	-	-	672	1,011	2,034	-

FUNDING SCHEDULE (\$000s)											
G.O. Bonds	3,717	-	-	3,717	-	-	-	672	1,011	2,034	-
TOTAL FUNDING SOURCES	3,717	-	-	3,717	-	-	-	672	1,011	2,034	-

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

PROJECT DESCRIPTION

This project provides for the design and construction of bicycle and pedestrian capital improvements starting in FY22 in the Long Branch, Piney Branch/University, Takoma/Langley, and Silver Spring CBD master-planned Bicycle-Pedestrian Priority Areas in the vicinity of the Purple Line. The Fenton Street Cycletrack expenditures are included in the Fenton Street Cycletrack project.

ESTIMATED SCHEDULE

Completion of the Silver Spring CBD projects are anticipated in FY20. Other projects not yet identified in Long Branch, Piney Branch/University, and Takoma/Langley are scheduled to be completed in FY24.

PROJECT JUSTIFICATION

This project will enhance the efforts in the 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 scope and funding for this project have been split out from the Bicycle-Pedestrian Priority Improvements (P501532) project.

DISCLOSURES

A pedestrian impact analysis has been completed for this project.



Bicycle-Pedestrian Priority Area Improvements - Veirs Mill/Randolph (P502003)

Category Transportation **Date Last Modified** 05/20/19
SubCategory Pedestrian Facilities/Bikeways **Administering Agency** Transportation
Planning Area Kensington-Wheaton **Status** Preliminary Design Stage

Total	Thru FY18	Rem 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	831	-	-	831	84	77	334	336	-	-	-
Construction	1,473	-	-	1,473	-	-	-	-	247	1,226	-
TOTAL EXPENDITURES	2,304	-	-	2,304	84	77	334	336	247	1,226	-

FUNDING SCHEDULE (\$000s)

G.O. Bonds	2,304	-	-	2,304	84	77	334	336	247	1,226	-
TOTAL FUNDING SOURCES	2,304	-	-	2,304	84	77	334	336	247	1,226	-

APPROPRIATION AND EXPENDITURE DATA (\$000s)

Appropriation FY 20 Request	77	Year First Appropriation
Cumulative Appropriation	-	Last FY's Cost Estimate
Expenditure / Encumbrances	-	
Unencumbered Balance	-	

PROJECT DESCRIPTION

This project provides for the design and construction of bicycle and pedestrian capital improvements in the Veirs Mill Road/Randolph Road Bicycle-Pedestrian Priority Area (BiPPA) identified in County master plans.

ESTIMATED SCHEDULE

Completion of projects not yet identified are scheduled to be completed in FY23 and FY24.

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 help meet master plan non-auto-driver mode share (NADMS) goals.

OTHER

The scope and funding for this project have been split out from the Bicycle-Pedestrian Priority Improvements (P501532) project.

DISCLOSURES

A pedestrian impact analysis has been completed for this project.



Bicycle-Pedestrian Priority Area Improvements - Wheaton CBD (P502002)

Category Transportation **Date Last Modified** 05/20/19
SubCategory Pedestrian Facilities/Bikeways **Administering Agency** Transportation
Planning Area Kensington-Wheaton **Status** Preliminary Design Stage

	Total	Thru FY18	Rem 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	972	-	-	972	367	337	268	-	-	-	-
Construction	1,614	-	-	1,614	-	815	267	384	95	53	-
TOTAL EXPENDITURES	2,586	-	-	2,586	367	1,152	535	384	95	53	-

FUNDING SCHEDULE (\$000s)											
G.O. Bonds	2,586	-	-	2,586	367	1,152	535	384	95	53	-
TOTAL FUNDING SOURCES	2,586	-	-	2,586	367	1,152	535	384	95	53	-

APPROPRIATION AND EXPENDITURE DATA (\$000s)											
Appropriation FY 20 Request			1,152		Year First Appropriation						
Cumulative Appropriation			-		Last FY's Cost Estimate						
Expenditure / Encumbrances			-								
Unencumbered Balance			-								

PROJECT DESCRIPTION

This project provides for the design and construction of bicycle and pedestrian capital improvements in the Wheaton Central Business District (CBD) Bicycle-Pedestrian Area (BiPPA) identified in County master plans.

ESTIMATED SCHEDULE

Completion of the Amherst Avenue cycle track is anticipated in FY20. Other projects not yet identified are scheduled to be completed in FY24.

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 help meet master plan non-auto-driver mode share (NADMS) goals.

OTHER

The scope and funding for this project have been split out from the Bicycle-Pedestrian Priority Improvements (P501532) project.

DISCLOSURES

A pedestrian impact analysis has been completed for this project.



Bicycle-Pedestrian Priority Area Improvements (P501532)

Category	Transportation	Date Last Modified	05/20/19
SubCategory	Pedestrian Facilities/Bikeways	Administering Agency	Transportation
Planning Area	Countywide	Status	Ongoing

	Total	Thru FY18	Rem 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	4,819	1,766	754	2,224	575	615	103	242	409	280	75
Land	25	-	25	-	-	-	-	-	-	-	-
Site Improvements and Utilities	1,816	30	62	1,649	-	615	103	242	409	280	75
Construction	7,664	1,427	1,311	4,776	1,485	1,230	205	482	816	558	150
TOTAL EXPENDITURES	14,324	3,223	2,152	8,649	2,060	2,460	411	966	1,634	1,118	300

	Total	Thru FY18	Rem FY18	Total 6 Years	FY 19	FY 20	FY 21	FY 22	FY 23	FY 24	Beyond 6 Years
FUNDING SCHEDULE (\$000s)											
Current Revenue: General	375	309	66	-	-	-	-	-	-	-	-
G.O. Bonds	13,949	2,914	2,086	8,649	2,060	2,460	411	966	1,634	1,118	300
TOTAL FUNDING SOURCES	14,324	3,223	2,152	8,649	2,060	2,460	411	966	1,634	1,118	300

APPROPRIATION AND EXPENDITURE DATA (\$000s)				
Appropriation FY 20 Request		1,920	Year First Appropriation	FY16
Cumulative Appropriation		7,975	Last FY's Cost Estimate	25,675
Expenditure / Encumbrances		4,719		
Unencumbered Balance		3,256		

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 FY25. Design of projects in the Grosvenor BiPPA began in FY17 and construction of projects is anticipated to begin in FY18.

COST CHANGE

Cost change due to splitting off separate sub-projects for Fenton Street Cycletrack, Wheaton, Veirs Mill/Randolph, and Purple Line.

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.

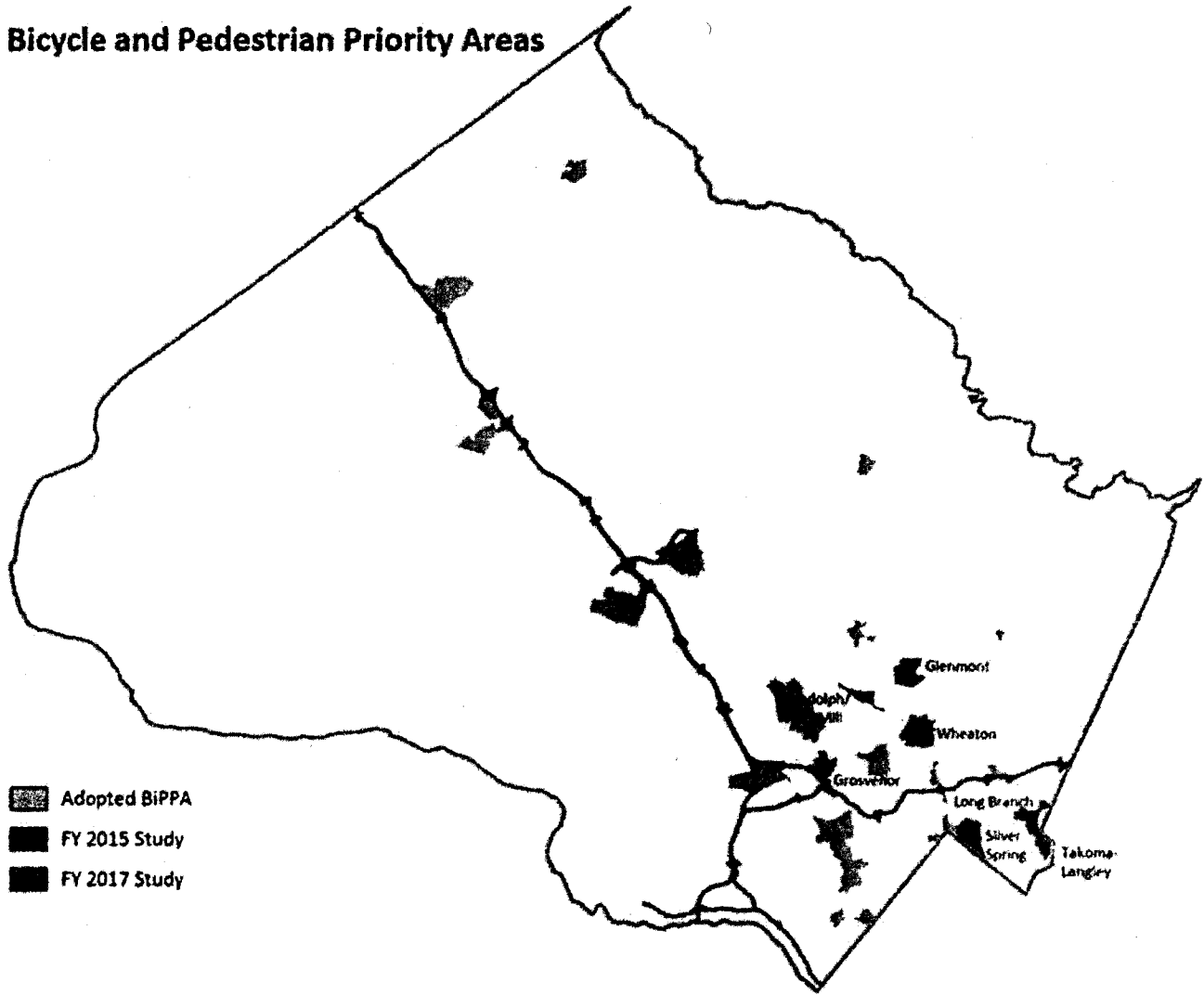
DISCLOSURES

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	05/21/19
SubCategory	Pedestrian Facilities/Bikeways	Administering Agency	Transportation
Planning Area	Countywide	Status	Ongoing

Total	Thru FY18	Rem 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	6,494	1,742	-	4,752	1,655	482	275	1,400	515	425	-
Land	578	148	-	430	-	175	-	150	105	-	-
Site Improvements and Utilities	95	95	-	-	-	-	-	-	-	-	-
Construction	5,454	578	385	4,493	450	1,073	855	20	950	1,145	-
TOTAL EXPENDITURES	12,621	2,561	385	9,675	2,105	1,730	1,130	1,570	1,570	1,570	-

FUNDING SCHEDULE (\$000s)

Contributions	200	-	-	200	200	-	-	-	-	-	-
G.O. Bonds	11,326	1,766	385	9,175	1,605	1,730	1,130	1,570	1,570	1,570	-
Impact Tax	417	417	-	-	-	-	-	-	-	-	-
State Aid	678	378	-	300	300	-	-	-	-	-	-
TOTAL FUNDING SOURCES	12,621	2,561	385	9,675	2,105	1,730	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 20 Request	1,630	Year First Appropriation	FY75
Cumulative Appropriation	5,051	Last FY's Cost Estimate	12,121
Expenditure / Encumbrances	2,945		
Unencumbered Balance	2,106		

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

\$500,000 increase due to increase in State Aid and Contributions to provide additional work on Emory Lane

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.

FISCAL NOTE

FY18 funding switch of \$417,000 between GO Bonds and Impact Tax. In FY19 funding switch from GO Bonds (\$400K) to State Aid (\$300K) and Contributions (\$100K).

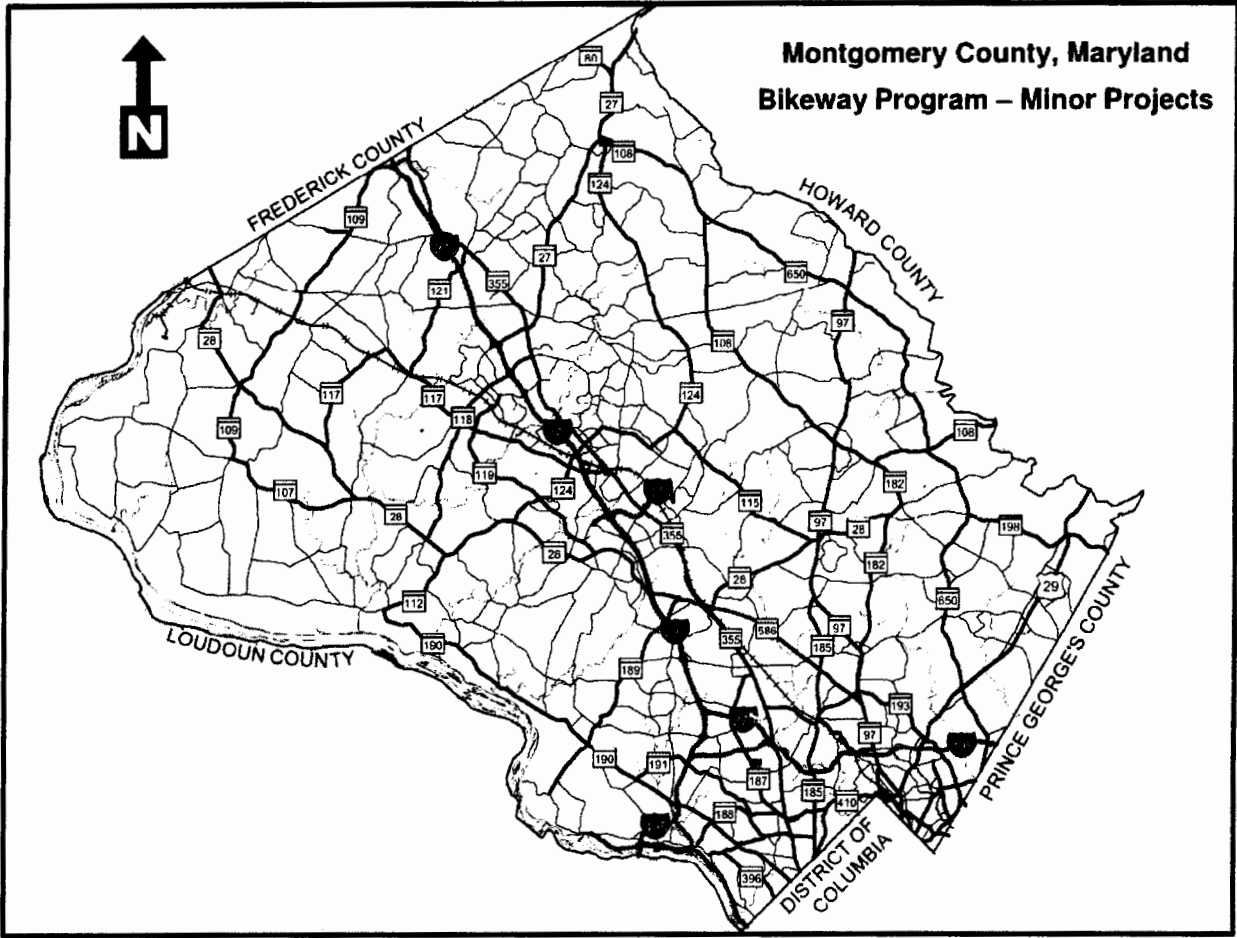
DISCLOSURES

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
SubCategory Pedestrian Facilities/Bikeways
Planning Area Bethesda-Chevy Chase and Vicinity
Date Last Modified 05/20/19
Administering Agency Transportation
Status Final Design Stage

	Total	Thru FY18	Rem 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	2,134	-	-	1,350	-	-	668	682	-	-	784
Land	5,029	-	-	4,310	-	-	-	-	1,776	2,534	719
Site Improvements and Utilities	2,143	-	-	-	-	-	-	-	-	-	2,143
Construction	7,210	-	-	-	-	-	-	-	-	-	7,210
TOTAL EXPENDITURES	16,516	-	-	5,660	-	-	668	682	1,776	2,534	10,856

	Total	Thru FY18	Rem FY18	Total 6 Years	FY 19	FY 20	FY 21	FY 22	FY 23	FY 24	Beyond 6 Years
FUNDING SCHEDULE (\$000s)											
G.O. Bonds	16,516	-	-	5,660	-	-	668	682	1,776	2,534	10,856
TOTAL FUNDING SOURCES	16,516	-	-	5,660	-	-	668	682	1,776	2,534	10,856

APPROPRIATION AND EXPENDITURE DATA (\$000s)											
Appropriation FY 20 Request	-	Year First Appropriation									
Cumulative Appropriation	-	Last FY's Cost Estimate									
Expenditure / Encumbrances	-										
Unencumbered Balance	-										
										16,516	

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

Design to start in FY21.

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

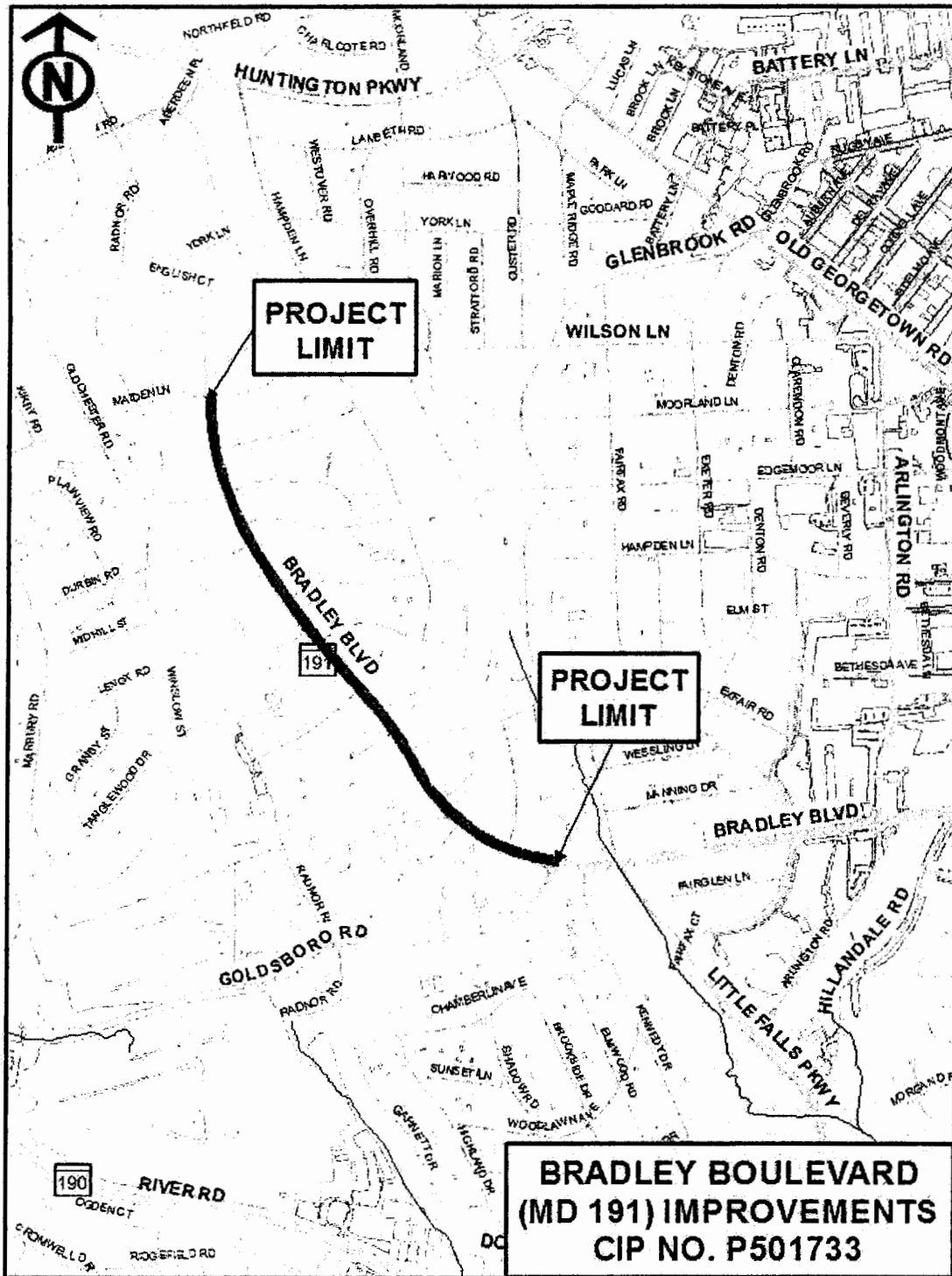
Costs are based on preliminary design. This project currently provides funding for Phase I improvements only. This project also supports the County Executive's Vision Zero initiative which aims to reduce injuries and fatalities on all roads.

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 Transportation **Date Last Modified** 03/05/19
SubCategory Pedestrian Facilities/Bikeways **Administering Agency** Transportation
Planning Area Countywide **Status** Under Construction

Total	Thru FY18	Rem 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	4,481	705	681	3,095	1,725	1,250	40	40	40	-	-
Land	1,428	411	1,017	-	-	-	-	-	-	-	-
Construction	49,288	20,746	133	28,409	14,086	10,249	2,848	1,167	59	-	-
Other	6,000	-	-	6,000	(1,350)	3,000	1,350	3,000	-	-	-
TOTAL EXPENDITURES	61,197	21,862	1,831	37,504	14,461	14,499	4,238	4,207	99	-	-

FUNDING SCHEDULE (\$000s)

G.O. Bonds	51,633	17,977	1,831	31,825	12,261	11,020	4,238	4,207	99	-	-
Impact Tax	9,564	3,885	-	5,679	2,200	3,479	-	-	-	-	-
TOTAL FUNDING SOURCES	61,197	21,862	1,831	37,504	14,461	14,499	4,238	4,207	99	-	-

OPERATING BUDGET IMPACT (\$000s)

Maintenance				10	-	-	-	-	-	-	10
Energy				10	-	-	-	-	-	-	10
NET IMPACT				20	-	-	-	-	-	-	20

APPROPRIATION AND EXPENDITURE DATA (\$000s)

Appropriation FY 20 Request	15,110	Year First Appropriation	FY15
Cumulative Appropriation	37,543	Last FY's Cost Estimate	61,197
Expenditure / Encumbrances	22,443		
Unencumbered Balance	15,100		

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.

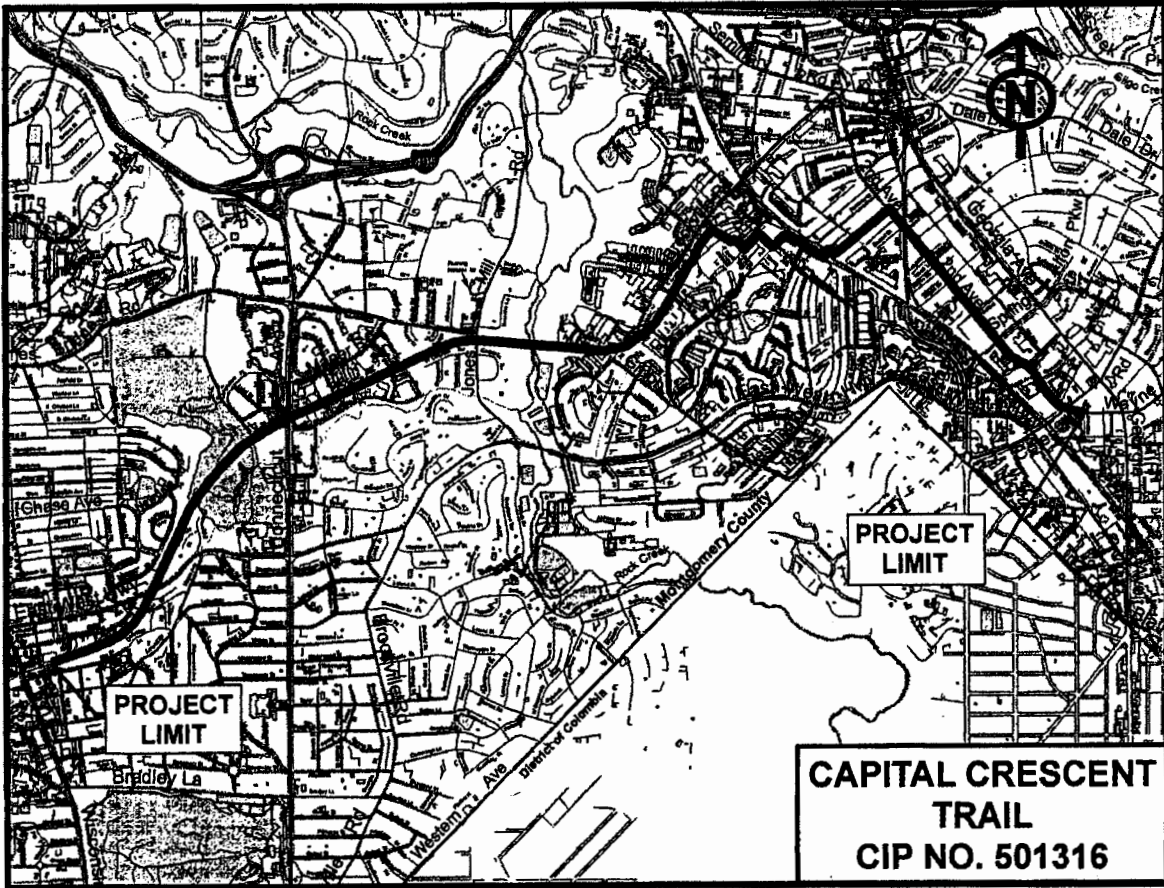
Shifted \$1.65 million from FY21 to FY19 to reflect an updated MTA billing schedule. Funding switch in FY20 of \$773,000 between GO Bonds and Impact Tax.

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.





Fenton Street Cycletrack (P502001)

Category	Transportation	Date Last Modified	05/20/19
SubCategory	Pedestrian Facilities/Bikeways	Administering Agency	Transportation
Planning Area	Silver Spring and Vicinity	Status	Preliminary Design Stage

Total	Thru FY18	Rem 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	775	-	255	520	89	310	66	55	-	-	-
Site Improvements and Utilities	633	-	-	633	-	-	633	-	-	-	-
Construction	3,452	-	61	3,391	-	-	1,971	1,337	83	-	-
TOTAL EXPENDITURES	4,860	-	316	4,544	89	310	2,670	1,392	83	-	-

FUNDING SCHEDULE (\$000s)

G.O. Bonds	4,860	-	316	4,544	89	310	2,670	1,392	83	-	-
TOTAL FUNDING SOURCES	4,860	-	316	4,544	89	310	2,670	1,392	83	-	-

APPROPRIATION AND EXPENDITURE DATA (\$000s)

Appropriation FY 20 Request	310	Year First Appropriation
Cumulative Appropriation	-	Last FY's Cost Estimate
Expenditure / Encumbrances	-	
Unencumbered Balance	-	

PROJECT DESCRIPTION

This project provides for the design and construction of Phase II, III, and IV of a cycletrack along Fenton Street in the Silver Spring Central Business District (CBD).

ESTIMATED SCHEDULE

Completion of the Phases II and III is anticipated in FY21. Completion of Phase IV is anticipated in FY23.

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 scope and funding for this project have been split out from the Bicycle-Pedestrian Priority Improvements (P501532) project.

DISCLOSURES

A pedestrian impact analysis has been completed for this project.



Forest Glen Passageway (P501911)

Category	Transportation	Date Last Modified	02/22/19
SubCategory	Pedestrian Facilities/Bikeways	Administering Agency	Transportation
Planning Area	Kemp Mill-Four Corners and Vicinity	Status	Preliminary Design Stage

	Total	Thru FY18	Rem 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	4,102	-	-	3,652	-	-	1,252	1,500	450	450	450
Land	1,000	-	-	1,000	-	-	-	1,000	-	-	-
Site Improvements and Utilities	1,300	-	-	1,300	-	-	-	-	650	650	-
Construction	12,070	-	-	7,570	-	-	-	-	3,070	4,500	4,500
TOTAL EXPENDITURES	18,472	-	-	13,522	-	-	1,252	2,500	4,170	5,600	4,950

FUNDING SCHEDULE (\$000s)

G.O. Bonds	18,472	-	-	13,522	-	-	1,252	2,500	4,170	5,600	4,950
TOTAL FUNDING SOURCES	18,472	-	-	13,522	-	-	1,252	2,500	4,170	5,600	4,950

APPROPRIATION AND EXPENDITURE DATA (\$000s)

Appropriation FY 20 Request	-	Year First Appropriation	
Cumulative Appropriation	-	Last FY's Cost Estimate	20,150
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.

ESTIMATED SCHEDULE

Design will begin in FY21 and construction will begin beyond the six year period.

COST CHANGE

Decrease of \$1.678 due to costs for Forest Glen Sidewalk being shifted to Sidewalk Program Minor Projects

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.

FISCAL NOTE

Funding for Design (\$248K in FY21) and Construction (\$1.430M in FY23) shifted to the the Sidewalk Program Minor Projects CIP (#506747)

DISCLOSURES

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

COORDINATION



MacArthur Blvd Bikeway Improvements (P500718)

Category	Transportation	Date Last Modified	01/08/19
SubCategory	Pedestrian Facilities/Bikeways	Administering Agency	Transportation
Planning Area	Bethesda-Chevy Chase and Vicinity	Status	Under Construction

	Total	Thru FY18	Rem 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	2,902	-	2,353	-	439	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	8,656	-	8,998	-	446	731	3,111	4,710	-	-

FUNDING SCHEDULE (\$000s)

G.O. Bonds	17,654	8,656	-	8,998	-	446	731	3,111	4,710	-	-
TOTAL FUNDING SOURCES	17,654	8,656	-	8,998	-	446	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 20 Request	39	Year First Appropriation	FY07
Cumulative Appropriation	9,063	Last FY's Cost Estimate	17,654
Expenditure / Encumbrances	8,783		
Unencumbered Balance	280		

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.

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 (CIP #509337). This project also supports the County Executive's Vision Zero initiative which aims to reduce injuries and fatalities on all roads.

FISCAL NOTE

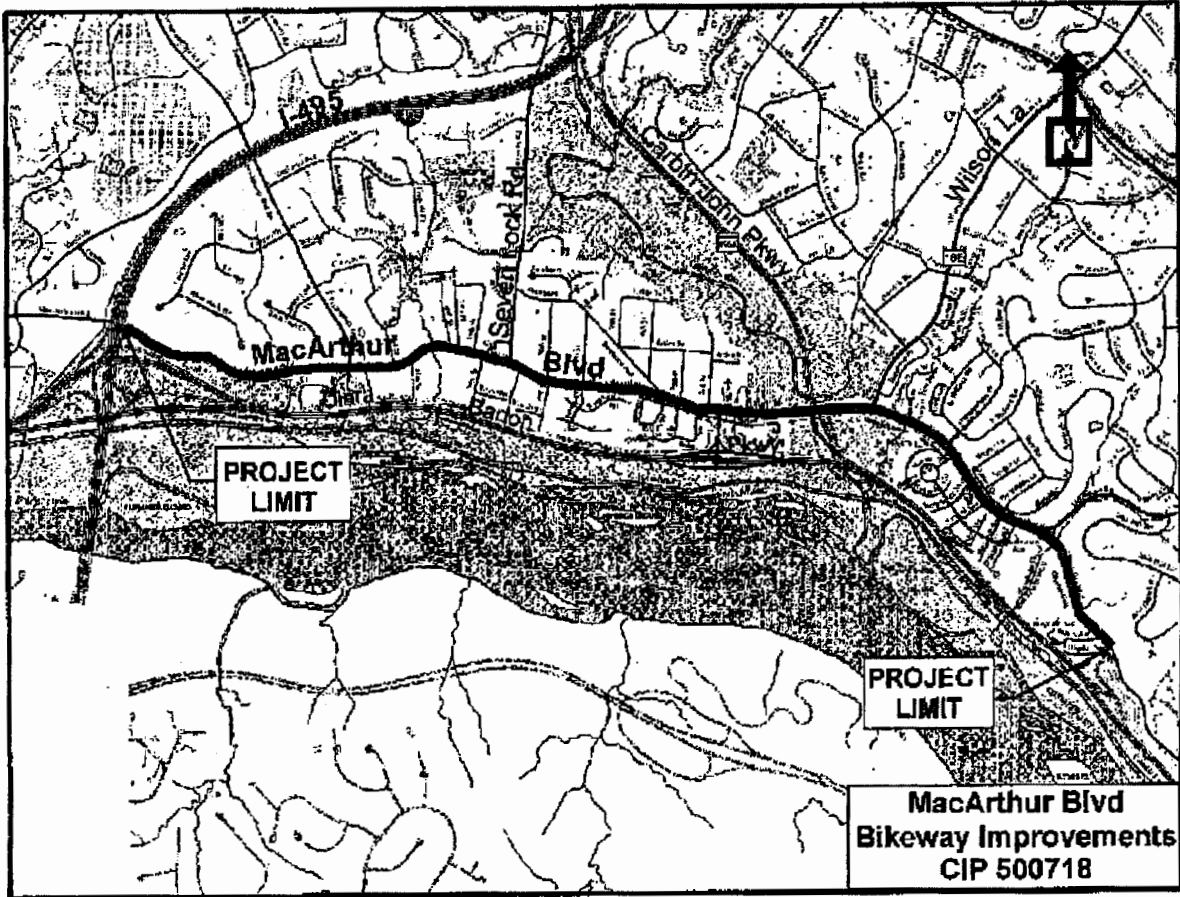
In FY14, \$530,000 in GO Bonds was transferred from Century Boulevard (P501115). In FY17, \$177,000 in GO Bonds was transferred to Platt Ridge Drive (P2000716). In FY18, acceleration of \$25,000 from FY20.

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.





MD 355 Crossing (BRAC) (P501209)

Category Transportation **Date Last Modified** 01/10/19
SubCategory Pedestrian Facilities/Bikeways **Administering Agency** Transportation
Planning Area Bethesda-Chevy Chase and Vicinity **Status** Bids Let

Total	Thru FY18	Rem 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	18,240	10,676	-	7,564	4,292	2,749	523	-	-	-	-
Land	330	-	-	330	330	-	-	-	-	-	-
Site Improvements and Utilities	11,190	248	-	10,942	7,866	3,076	-	-	-	-	-
Construction	79,220	54,527	-	24,693	703	19,990	4,000	-	-	-	-
TOTAL EXPENDITURES	108,980	65,451	-	43,529	13,191	25,815	4,523	-	-	-	-

FUNDING SCHEDULE (\$000s)

Federal Aid	104,174	65,451	-	38,723	8,385	25,815	4,523	-	-	-	-
State Aid	4,806	-	-	4,806	4,806	-	-	-	-	-	-
TOTAL FUNDING SOURCES	108,980	65,451	-	43,529	13,191	25,815	4,523	-	-	-	-

OPERATING BUDGET IMPACT (\$000s)

Energy				15	-	-	-	5	5	5
NET IMPACT				15	-	-	-	5	5	5

APPROPRIATION AND EXPENDITURE DATA (\$000s)

Appropriation FY 20 Request	-	Year First Appropriation	FY12
Cumulative Appropriation	108,980	Last FY's Cost Estimate	108,980
Expenditure / Encumbrances	95,731		
Unencumbered Balance	13,249		

PROJECT DESCRIPTION

This design-build project provides for right-of-way negotiations, utility relocations, and the design and construction of a multi-modal grade separated connection between the Walter Reed National Military Medical Center (WRNMMC) and the Medical Center Metrorail station. The project consists of two major elements: (1) a shallow pedestrian and bicycle underpass below MD 355/Rockville Pike just south of the South Wood Road/South Drive intersection; access to the underpass will be provided by elevators, escalators and stairs; and (2) a bank of three high-speed elevators on the eastern side of MD 355 that will provide a direct connection from the WRNMMC to the existing Metro station mezzanine, about 120 feet below the elevation of MD 355. Canopies will cover the stairs and escalators. The project also includes extension of the southbound MD 355 left turn lane in the existing median to provide additional queuing for vehicles turning into the WRNMMC hospital entrance at South Wood Road; expansion of the curb radius at the northwestern corner of MD 355/South Drive to improve bus access to the Metrorail station; and stormwater management. The scope of the work is included in the NEPA document prepared by the County Department of Transportation (DOT) and approved by the Federal Highway Administration. This project also provides for the construction of the MD 355 and Jones Bridge Road/Center Drive (BRAC) intersection improvements, which are intended to increase the capacity and operations of the intersection to support the mission of the new WRNMMC. The westbound lanes of Jones Bridge Road will have modified lane configurations to provide a double left-turn lane onto southbound MD 355. Eastbound Center Drive will be widened to the south to provide an exclusive left-turn lane onto northbound MD 355. A dynamic lane control will be implemented between Wood Road/South Drive and Jones Bridge Road/Center Drive. Pedestrian safety improvements include upgrading the intersections and sidewalks to comply with the Americans with Disabilities Act (ADA). Improvements and connections to existing hiker/biker trails are also included with this project. Other improvements include reconstruction of traffic signals and improved drainage facilities.

LOCATION

MD355 between Walter Reed Military Medical Center and Medical Center Metrorail station

ESTIMATED SCHEDULE

This project started design in FY12 and will complete construction in FY21.

PROJECT JUSTIFICATION

This project is needed to improve the mobility, traffic operations, and safety for all facility users within the project area by reducing existing conflicts between pedestrians and vehicles. Currently, transit users, pedestrians, and bicyclists crossing MD 355 between WRNMMC, the Medical Center Metrorail station, and the National Institutes of Health (NIH) must compete for traffic signal time and space with very high traffic volumes along the 6 lanes of MD 355 and with the traffic turning to and from South Wood Road and from South Drive onto MD 355. With the implementation of the 2005 Base Realignment and Closure Act (BRAC), the existing conflicts will increase as the number of visitors to the Hospital is expected to double from the current 500,000 visitors per year to 1,000,000 visitors per year. It is also expected that a majority of visitors will rely on public transportation which requires them to cross MD 355 since parking availability at the site has

been significantly reduced. The MD 355 and Jones Bridge Road intersection improvements are needed to improve the capacity and operations of the intersection to support the mission of the new WRNMMC and provide safe pedestrian and bicycle facilities. To reduce disruption and improve coordination, the County will perform the intersection improvements and will be fully reimbursed by the State Highway Administration.

OTHER

This project will be constructed through a design-build contract, where a single contractor will perform both design and construction of the project, resulting in cost and time savings compared to design-bid-build contracts. This project also supports the County Executive's Vision Zero initiative which aims to reduce injuries and fatalities on all roads.

FISCAL NOTE

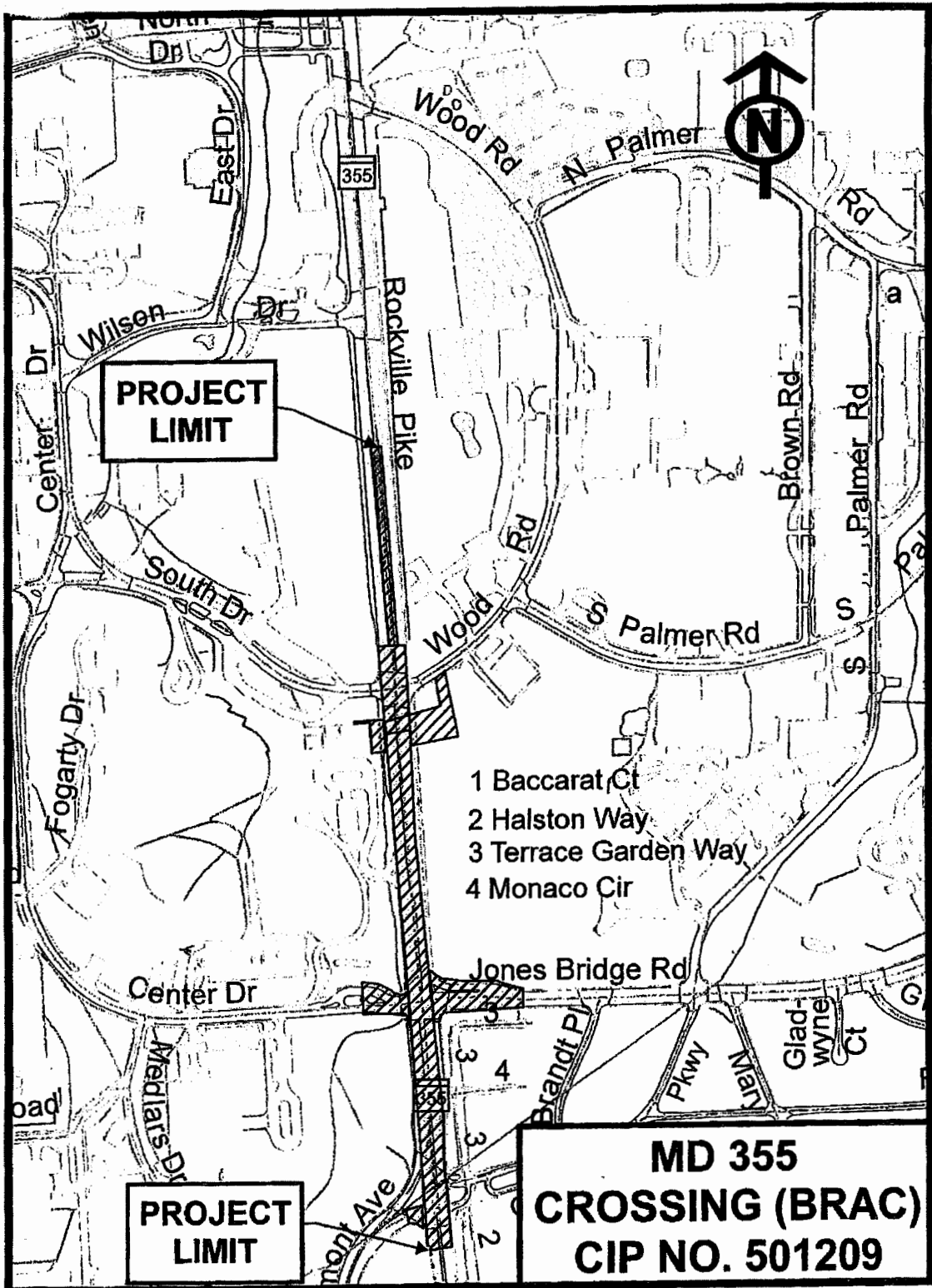
This project is funded entirely with Federal Aid and State Aid. Preliminary design and environmental analysis (NEPA Study) funding was included in the State Transportation Participation project (500722) in the amount of \$880,000. The additional FY 13 appropriation in the amount of \$40 million is for a competitive Federal Grant under the U.S. Office of Economic Adjustment (OEA). The SHA will provide reimbursement for the MD 355/Jones Bridge Road intersection improvements. In FY 16, \$36 million in additional Federal Aid applied to the project. In FY 18, \$12,619,000 in Federal Aid was accelerated from FY 19,

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

Maryland-National Capital Park & Planning Commission, Maryland State Highway Administration, Maryland Department of the Environment, Maryland Department of Planning/Maryland Historical Trust, Washington Metropolitan Area Transit Authority, Federal Highway Administration, Naval Support Activity Bethesda, National Institutes of Health





Seven Locks Bikeway and Safety Improvements (P501303)

Category Transportation **Date Last Modified** 05/16/19
SubCategory Pedestrian Facilities/Bikeways **Administering Agency** Transportation
Planning Area Travilah and Vicinity **Status** Preliminary Design Stage

Total	Thru FY18	Rem 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	3,880	-	-	2,078	-	-	-	750	1,015	313	1,802
Land	4,507	-	-	3,734	-	-	-	-	1,813	1,921	773
Site Improvements and Utilities	378	-	-	-	-	-	-	-	-	-	378
Construction	16,090	-	-	-	-	-	-	-	-	-	16,090
TOTAL EXPENDITURES	24,855	-	-	5,812	-	-	-	750	2,828	2,234	19,043

FUNDING SCHEDULE (\$000s)

G.O. Bonds	24,855	-	-	5,812	-	-	-	750	2,828	2,234	19,043
TOTAL FUNDING SOURCES	24,855	-	-	5,812	-	-	-	750	2,828	2,234	19,043

APPROPRIATION AND EXPENDITURE DATA (\$000s)

Appropriation FY 20 Request	-	Year First Appropriation	
Cumulative Appropriation	-	Last FY's Cost Estimate	24,855
Expenditure / Encumbrances	-		
Unencumbered Balance	-		

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 FY22 with construction completed in FY26.

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.

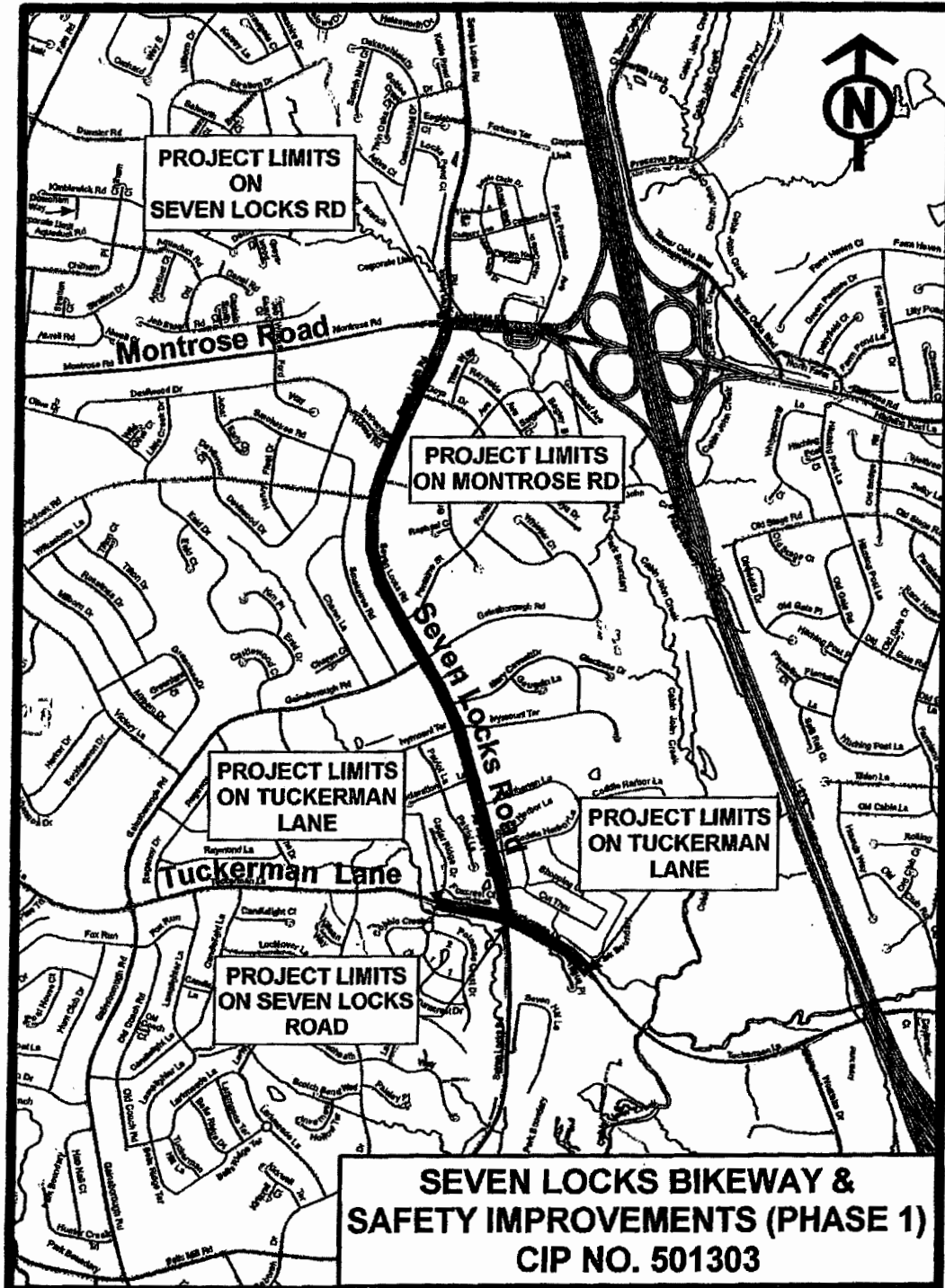
FISCAL NOTE

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.





Sidewalk Program Minor Projects (P506747)

Category Transportation **Date Last Modified** 05/21/19
SubCategory Pedestrian Facilities/Bikeways **Administering Agency** Transportation
Planning Area Countywide **Status** Ongoing

Total	Thru FY18	Rem 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	8,075	4,707	-	3,368	520	768	520	520	520	520	-
Land	2,149	2,113	-	36	6	6	6	6	6	6	-
Site Improvements and Utilities	154	48	22	84	14	14	14	14	14	14	-
Construction	17,414	4,159	581	12,674	1,874	1,874	1,874	1,874	3,304	1,874	-
TOTAL EXPENDITURES	27,792	11,027	603	16,162	2,414	2,662	2,414	2,414	3,844	2,414	-

FUNDING SCHEDULE (\$000s)

Federal Aid	248	-	-	248	-	248	-	-	-	-	-
G.O. Bonds	27,468	11,027	527	15,914	2,414	2,414	2,414	2,414	3,844	2,414	-
State Aid	76	-	76	-	-	-	-	-	-	-	-
TOTAL FUNDING SOURCES	27,792	11,027	603	16,162	2,414	2,662	2,414	2,414	3,844	2,414	-

APPROPRIATION AND EXPENDITURE DATA (\$000s)

Appropriation FY 20 Request	2,662	Year First Appropriation	FY67
Cumulative Appropriation	14,044	Last FY's Cost Estimate	26,114
Expenditure / Encumbrances	11,270		
Unencumbered Balance	2,774		

PROJECT DESCRIPTION

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

COST CHANGE

Increase due to additional Federal Aid for preliminary design of Forest Glen Sidewalk and costs shifted from Forest Glen Passageway project (#501911).

PROJECT JUSTIFICATION

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

OTHER

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

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



Facility Planning-Transportation (P509337)

Category	Transportation	Date Last Modified	05/21/19
SubCategory	Roads	Administering Agency	Transportation
Planning Area	Countywide	Status	Ongoing

Total	Thru FY18	Rem 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	65,634	48,219	95	14,390	2,565	2,025	1,525	2,925	2,680	2,670	2,930
Land	720	720	-	-	-	-	-	-	-	-	-
Site Improvements and Utilities	128	128	-	-	-	-	-	-	-	-	-
Construction	54	54	-	-	-	-	-	-	-	-	-
Other	131	131	-	-	-	-	-	-	-	-	-
TOTAL EXPENDITURES	66,667	49,252	95	14,390	2,565	2,025	1,525	2,925	2,680	2,670	2,930

FUNDING SCHEDULE (\$000s)

Contributions	4	4	-	-	-	-	-	-	-	-	-
Current Revenue: General	47,351	34,307	405	10,229	972	692	1,265	2,470	2,485	2,345	2,410
Current Revenue: Mass Transit	6,673	4,274	(331)	2,210	520	455	260	455	195	325	520
Impact Tax	6,070	6,070	-	-	-	-	-	-	-	-	-
Intergovernmental	785	764	21	-	-	-	-	-	-	-	-
Land Sale	2,099	2,099	-	-	-	-	-	-	-	-	-
Recordation Tax Premium (MCG)	3,610	1,659	-	1,951	1,073	878	-	-	-	-	-
State Aid	75	75	-	-	-	-	-	-	-	-	-
TOTAL FUNDING SOURCES	66,667	49,252	95	14,390	2,565	2,025	1,525	2,925	2,680	2,670	2,930

APPROPRIATION AND EXPENDITURE DATA (\$000s)

Appropriation FY 20 Request	1,295	Year First Appropriation	FY93
Cumulative Appropriation	52,642	Last FY's Cost Estimate	66,667
Expenditure / Encumbrances	50,998		
Unencumbered Balance	1,644		

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

Schedule changes for Clarksburg Transit Center and Old Columbia Pike.

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

<p><u>Studies Underway or to Start in FY19-20:</u></p> <p>Road Projects</p> <ul style="list-style-type: none"> • 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 <p>Sidewalk/Bikeway Projects</p> <ul style="list-style-type: none"> • 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) <p>Mass Transit Projects</p> <ul style="list-style-type: none"> • Boyds Transit Improvements • Germantown Transit Center Expansion • Milestone Transit Center Expansion • Upcounty Park-and-Ride Expansion 	<p><u>Candidate Studies to Start in FY21-24:</u></p> <p>Road Projects</p> <ul style="list-style-type: none"> • Great Seneca Highway at Sam Eig Highway and Muddy Branch Road Intersections • Parklawn 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 <p>Sidewalk/Bikeway Projects</p> <ul style="list-style-type: none"> • 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) <p>Mass Transit Projects</p> <ul style="list-style-type: none"> • Clarksburg Transit Center • Metropolitan Grove Park and Ride <p><u>Other Candidate Studies Proposed after FY24:</u></p> <p>Mass Transit Projects</p> <ul style="list-style-type: none"> • Olney Longwood Park-and-Ride
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MCG Reconciliation PDF (P501404)

Category Transportation **Date Last Modified** 05/10/19
SubCategory Roads **Administering Agency** Transportation
Planning Area Countywide **Status** Preliminary Design Stage

Total	Thru FY18	Rem 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	-	-	-	-	-	-	-	-	-	-
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FUNDING SCHEDULE (\$000s)

Current Revenue: General	3,825	-	-	3,825	-	(764)	2,279	419	878	1,013	-
G.O. Bonds	(162,449)	-	(14,819)	(147,630)	(16,240)	(10,073)	(30,734)	(29,226)	(30,189)	(31,168)	-
Impact Tax	76,359	-	7,260	69,099	12,578	8,521	12,000	12,000	12,000	12,000	-
Recordation Tax Premium (MCG)	82,265	-	7,559	74,706	3,662	2,316	16,455	16,807	17,311	18,155	-
TOTAL FUNDING SOURCES	-	-	-	-	-	-	-	-	-	-	-

APPROPRIATION AND EXPENDITURE DATA (\$000s)

Appropriation FY 20 Request	-	Year First Appropriation
Cumulative Appropriation	-	Last FY's Cost Estimate
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
SubCategory Roads
Planning Area North Bethesda-Garrett Park
Date Last Modified 01/11/19
Administering Agency Transportation
Status Final Design Stage

Total	Thru FY18	Rem 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	5,043	4,043	-	1,000	1,000	-	-	-	-	-
Land	6,011	5,811	200	-	-	-	-	-	-	-
Site Improvements and Utilities	728	728	-	-	-	-	-	-	-	-
Construction	108	108	-	-	-	-	-	-	-	-
Other	170	170	-	-	-	-	-	-	-	-
TOTAL EXPENDITURES	12,060	10,860	200	1,000	1,000	-	-	-	-	-

FUNDING SCHEDULE (\$000s)

EDAET	504	504	-	-	-	-	-	-	-	-
G.O. Bonds	5,363	4,163	200	1,000	1,000	-	-	-	-	-
Impact Tax	5,279	5,279	-	-	-	-	-	-	-	-
Recordation Tax Premium (MCG)	914	914	-	-	-	-	-	-	-	-
TOTAL FUNDING SOURCES	12,060	10,860	200	1,000	1,000	-	-	-	-	-

APPROPRIATION AND EXPENDITURE DATA (\$000s)

Appropriation FY 20 Request	(10,966)	Year First Appropriation	FY07
Cumulative Appropriation	23,026	Last FY's Cost Estimate	145,937
Expenditure / Encumbrances	11,032		
Unencumbered Balance	11,994		

PROJECT DESCRIPTION

This project previously provided for a new four-lane divided arterial road as recommended in the 1992 North Bethesda/Garrett Park and 1994 Aspen Hill Master Plans. Planning funds are included to evaluate alternatives that address safety concerns regarding the railroad crossing and general traffic flow in a smaller, less costly manner.

COST CHANGE

Costs to construct the previously approved project have been eliminated and planning funds have been added to evaluate less costly alternative options for addressing safety and congestion concerns.

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 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.



Seminary Road Intersection Improvement (P501307)

Category Transportation
SubCategory Roads
Planning Area Silver Spring and Vicinity
Date Last Modified 01/10/19
Administering Agency Transportation
Status Preliminary Design Stage

Total	Thru FY18	Rem 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	1,661	889	-	772	236	248	288	-	-	-
Land	565	72	-	493	239	254	-	-	-	-
Site Improvements and Utilities	480	-	-	480	180	300	-	-	-	-
Construction	4,552	2	-	4,550	-	3,338	1,212	-	-	-
TOTAL EXPENDITURES	7,258	963	-	6,295	655	4,140	1,500	-	-	-

FUNDING SCHEDULE (\$000s)

G.O. Bonds	7,233	963	-	6,270	655	4,115	1,500	-	-	-
Intergovernmental	25	-	-	25	-	25	-	-	-	-
TOTAL FUNDING SOURCES	7,258	963	-	6,295	655	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 20 Request	-	Year First Appropriation	FY15
Cumulative Appropriation	7,258	Last FY's Cost Estimate	7,258
Expenditure / Encumbrances	965		
Unencumbered Balance	6,293		

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 project schedule has been coordinated with nearby Purple Line work.

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. Acceleration of \$14,000 in GO Bonds from FY19 into FY18.

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** 01/10/19
SubCategory Roads **Administering Agency** Transportation
Planning Area Gaithersburg and Vicinity **Status** Final Design Stage

Total	Thru FY18	Rem 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	4,695	4,057	-	638	319	319	-	-	-	-
Land	3,361	3,361	-	-	-	-	-	-	-	-
Site Improvements and Utilities	2,405	549	-	1,856	928	928	-	-	-	-
Construction	12,806	3,626	276	8,904	5,250	3,654	-	-	-	-
Other	443	157	286	-	-	-	-	-	-	-
TOTAL EXPENDITURES	23,710	11,750	562	11,398	6,497	4,901	-	-	-	-

FUNDING SCHEDULE (\$000s)

G.O. Bonds	16,486	5,776	-	10,710	5,809	4,901	-	-	-	-
Impact Tax	5,974	5,974	-	-	-	-	-	-	-	-
Intergovernmental	1,250	-	562	688	688	-	-	-	-	-
TOTAL FUNDING SOURCES	23,710	11,750	562	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 20 Request	-	Year First Appropriation	FY11
Cumulative Appropriation	23,710	Last FY's Cost Estimate	23,710
Expenditure / Encumbrances	22,909		
Unencumbered Balance	801		

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

FISCAL NOTE

Intergovernmental revenues represent the Washington Suburban Sanitary Commission's (WSSC) share of water and sewer relocation costs. FY18 funding switch of \$674,000 between GO Bonds and Impact Tax. Acceleration of \$688,000 in GO Bonds from FY19 into FY18 and an offsetting funding schedule switch with Intergovernmental.

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).



White Flint District West: Transportation (P501116)

Category Transportation **Date Last Modified** 05/01/19
SubCategory Roads **Administering Agency** Transportation
Planning Area North Bethesda-Garrett Park **Status** Preliminary Design Stage

Total	Thru FY18	Rem 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	15,269	5,393	70	-	-	-	-	-	-	9,806
Land	611	401	2	-	-	-	-	-	-	208
Construction	55,215	-	-	-	-	-	-	-	-	55,215
TOTAL EXPENDITURES	71,095	5,794	72	-	-	-	-	-	-	65,229

FUNDING SCHEDULE (\$000s)

White Flint Special Tax District	71,095	5,794	72	-	-	-	-	-	-	65,229
TOTAL FUNDING SOURCES	71,095	5,794	72	-	-	-	-	-	-	65,229

APPROPRIATION AND EXPENDITURE DATA (\$000s)

Appropriation FY 20 Request	-	Year First Appropriation	FY11
Cumulative Appropriation	5,935	Last FY's Cost Estimate	71,095
Expenditure / Encumbrances	5,935		
Unencumbered Balance	-		

PROJECT DESCRIPTION

This project provides for engineering, utility design, and land acquisition for one new road, one relocated road, improvements to three existing roads, and one new bikeway in the White Flint District area for Stage 1. The project also includes both design and future construction expenditures for the reconstruction of Rockville Pike. Various improvements to the roads will include new traffic lanes, shared-use paths, the undergrounding of overhead utility lines, other utility relocations and streetscaping. The new White Flint West Workaround project (CIP #501506) continues funding for several western workaround road projects. The following projects are funded through FY18 for final design: 1. Main Street/Market Street (B-10)-Old Georgetown Road (MD 187) to Woodglen Drive: new two-lane 1,200 foot roadway. 2. Main Street/Market Street (LB-1)-Old Georgetown Rd (MD 187) to Woodglen Drive: new 1,200 foot bikeway. 3. Executive Blvd Extended (B-15)-Marinelli Road to Old Georgetown Road (MD 187): 900 feet of relocated four-lane roadway 4. Intersection of Hoya Street (formerly Old Georgetown Road) (M-4A), Old Georgetown Road, and Executive Boulevard, including the approaches to Old Georgetown Road The following project is proposed for both design and construction in the FY19-22 and Beyond 6-Years period: Rockville Pike (MD 355) (M-6)-Flanders Avenue to Hubbard Drive: 6,300 feet of reconstructed six-to-eight-lane roadway. This project also provides for consulting fees for the analysis and studies necessary to implement the district.

LOCATION

North Bethesda

ESTIMATED SCHEDULE

Design is underway on all projects in the western workaround, with the exception of the Rockville Pike segment, and will conclude in FY18. Design of the Rockville Pike section will begin in FY24 in order to coordinate with the implementation of the Rapid Transit System (RTS) (CIP#501318). The current expenditure/funding schedule assumes that land needed for road construction will be dedicated by the major developers in a timely manner.

PROJECT JUSTIFICATION

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

FISCAL NOTE

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

DISCLOSURES

A pedestrian impact analysis has been completed for this project.

COORDINATION

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



White Flint West Workaround (P501506)

Category	Transportation	Date Last Modified	03/12/19
SubCategory	Roads	Administering Agency	Transportation
Planning Area	North Bethesda-Garrett Park	Status	Final Design Stage

Total	Thru FY18	Rem 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	7,239	1,777	591	4,871	1,279	2,026	1,066	500	-	-	-
Land	592	111	103	378	146	232	-	-	-	-	-
Site Improvements and Utilities	23,868	696	3,209	19,963	3,863	8,800	6,800	500	-	-	-
Construction	30,990	7,588	902	22,500	4,000	8,898	7,602	2,000	-	-	-
TOTAL EXPENDITURES	62,689	10,172	4,805	47,712	9,288	19,956	15,468	3,000	-	-	-

FUNDING SCHEDULE (\$000s)

White Flint Special Tax District	62,689	10,172	4,805	47,712	9,288	19,956	15,468	3,000	-	-	-
TOTAL FUNDING SOURCES	62,689	10,172	4,805	47,712	9,288	19,956	15,468	3,000	-	-	-

OPERATING BUDGET IMPACT (\$000s)

Maintenance				14	-	-	-	-	7	7
Energy				2	-	-	-	-	1	1
NET IMPACT				16	-	-	-	-	8	8

APPROPRIATION AND EXPENDITURE DATA (\$000s)

Appropriation FY 20 Request	2,258	Year First Appropriation	FY15
Cumulative Appropriation	53,688	Last FY's Cost Estimate	62,689
Expenditure / Encumbrances	12,414		
Unencumbered Balance	41,274		

PROJECT DESCRIPTION

This project provides for land acquisition, site improvements and utility (SI&U) relocations, construction management and construction for one new road, one new bikeway, one relocated road, and an intersection realignment improvement, and the reconstruction of an existing roadway in the White Flint District area for Stage 1. Various improvements to the roads will include new traffic lanes, shared-use paths, undergrounding of overhead utility lines where required, other utility relocations and streetscaping. Preliminary and final engineering were funded through FY14 by White Flint District West: Transportation (CIP #501116). The proposed projects for construction are: 1. Main Street/Market Street (B-10) - Old Georgetown Road (MD187) to Woodglan Drive- new two-lane 1,200-foot roadway. 2. Main Street/Market Street (LB-1) - Old Georgetown Road (MD187) to Woodglan Drive- new 1,200-foot bikeway. 3. Executive Boulevard Extended (B-15) - Marinelli Road to Old Georgetown Road (MD187)- 900 feet of relocated four-lane roadway. 4. Intersection of Hoya Street (formerly 'Old' Old Georgetown Road) (M-4A), Old Georgetown Road, and Executive Boulevard, including the approaches to Old Georgetown Road and the portion of Hoya Street from the intersection realignment of Hoya Street/Old Georgetown Road/Executive Boulevard to a point just north of the intersection to provide access to new development. 5. Hoya Street (M-4A)- Montrose Parkway to the intersection of Old Georgetown Road-1,100 feet of reconstructed 4-lane roadway.

ESTIMATED SCHEDULE

1. Main Street/Market Street (B-10) - Design in FY14 through FY18, SI&U in FY17 through FY19, and construction in FY17 through FY19. 2. Main Street/Market Street (LB-1) - Design in FY14 through FY18, SI&U in FY17 through FY19, and construction in FY16 through FY19. 3. Executive Boulevard Extended (B-15) - Design in FY14 through FY18, SI&U and construction in FY17 through FY18 (Phase 1) and FY20 through FY21(Phase 2). 4. Intersection of Hoya Street (formerly 'Old' Old Georgetown Road) (M-4A), Old Georgetown Road, and Executive Boulevard - Design in FY14 through FY18, land acquisition in FY18 and FY19, SI&U and construction in FY19 through FY22. 5. Hoya Street (M-4A) - Design in FY14 through FY18, land acquisition in FY18 through FY20, SI&U and construction in FY19 through FY22. The schedule and cost estimates assume that all land needed for road construction will be dedicated by the major developers in a timely manner and that the construction of the conference center replacement parking will take place prior to the start of the road construction.

PROJECT JUSTIFICATION

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

OTHER

The segments of Main Street/Market Street and Executive Boulevard Extended that are adjacent to the Conference Center site will be constructed by the contractor of

the Conference Center Parking Garage. Expenditures for these segments are in FY17 and FY18 in order to coordinate with the construction of the parking garage and minimize impacts to the surrounding community.

FISCAL NOTE

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

DISCLOSURES

A pedestrian impact analysis has been completed for this project.

COORDINATION

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



Advanced Transportation Management System (P509399)

Category Transportation
SubCategory Traffic Improvements
Planning Area Countywide
Date Last Modified 05/06/19
Administering Agency Transportation
Status Ongoing

Total	Thru FY18	Rem 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	15,554	14,404	88	1,062	177	177	177	177	177	177	-
Land	1	1	-	-	-	-	-	-	-	-	-
Site Improvements and Utilities	39,261	30,888	387	7,986	1,331	1,331	1,331	1,331	1,331	1,331	-
Construction	194	194	-	-	-	-	-	-	-	-	-
Other	7,555	7,055	500	-	-	-	-	-	-	-	-
TOTAL EXPENDITURES	62,565	52,542	975	9,048	1,508	1,508	1,508	1,508	1,508	1,508	-

FUNDING SCHEDULE (\$000s)

Contributions	95	95	-	-	-	-	-	-	-	-	-
Current Revenue: Cable TV	2,241	2,241	-	-	-	-	-	-	-	-	-
Current Revenue: General	24,666	15,819	-	8,847	1,307	1,508	1,508	1,508	1,508	1,508	-
Current Revenue: Mass Transit	8,564	8,564	-	-	-	-	-	-	-	-	-
Federal Aid	2,504	2,504	-	-	-	-	-	-	-	-	-
G.O. Bonds	8,396	8,396	-	-	-	-	-	-	-	-	-
PAYGO	2,226	2,226	-	-	-	-	-	-	-	-	-
Recordation Tax Premium (MCG)	2,500	1,324	975	201	201	-	-	-	-	-	-
State Aid	10,873	10,873	-	-	-	-	-	-	-	-	-
Transportation Improvement Credit	500	500	-	-	-	-	-	-	-	-	-
TOTAL FUNDING SOURCES	62,565	52,542	975	9,048	1,508	1,508	1,508	1,508	1,508	1,508	-

OPERATING BUDGET IMPACT (\$000s)

Maintenance				525	25	50	75	100	125	150
Energy				105	5	10	15	20	25	30
Program-Staff				600	50	50	100	100	150	150
Program-Other				36	3	3	6	6	9	9
NET IMPACT				1,266	83	113	196	226	309	339
FULL TIME EQUIVALENT (FTE)					1	1	2	2	3	3

APPROPRIATION AND EXPENDITURE DATA (\$000s)

Appropriation FY 20 Request	1,508	Year First Appropriation	FY93
Cumulative Appropriation	55,025	Last FY's Cost Estimate	62,565
Expenditure / Encumbrances	54,228		
Unencumbered Balance	797		

PROJECT DESCRIPTION

This project provides for the Advanced Transportation Management System (ATMS) in the County. The ATMS deploys the infrastructure elements to conduct real-time management and operations of the County's transportation system. Twenty-two National Intelligent Transportation Architecture market packages have been identified for deployment of the ATMS. Each of these market packages is considered a subsystem of the ATMS program and may include several elements. These subsystems are identified in the ATMS Strategic Deployment Plan dated February 2001, revised July 2011. One aspect of this project will focus on improving pedestrian walkability by creating a safer walking environment, utilizing selected technologies, and ensuring Americans with Disabilities Act (ADA) compliance.

PROJECT JUSTIFICATION

ATMS provides real-time monitoring, control, and traveler information in an effort to reduce traffic congestion and travel time, improve safety, and defer the need to construct new roads. ATMS emphasizes safety and efficiency of mobility to include mode, route, and travel time choices. ATMS supports public safety and directly impacts the movement of people and goods throughout the County's transportation system. This project was initiated in response to a growing demand to enhance options and amenities within the County's transportation network.

OTHER

This project includes the traffic element that focuses on reducing traffic congestion and travel time and improving safety. This project also supports the County Executive's Vision Zero initiative which aims to reduce injuries and fatalities on all roads.

FISCAL NOTE

Acceleration of Current Revenue General for \$201,000 from FY19 into FY18 with an offsetting funding schedule switch with Recordation Tax Premium.

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

Developers, Department of Technology Services, Department of Police, Federal Transit Administration (FTA), Federal Highway Administration (FHWA), Fibernet, Maryland State Highway Administration, Virginia Department of Transportation, Other Local Governments, Other Private Entities, Traffic Signals project, Traffic Signal System Modernization Project, Montgomery County Pedestrian Safety Advisory Committee, Citizen's Advisory Boards, Montgomery County Planning Board



Intersection and Spot Improvements (P507017)

Category Transportation **Date Last Modified** 05/21/19
SubCategory Traffic Improvements **Administering Agency** Transportation
Planning Area Countywide **Status** Ongoing

Total	Thru FY18	Rem 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	5,385	2,793	-	2,592	336	336	360	360	600	600	-
Land	90	23	7	60	10	10	10	10	10	10	-
Site Improvements and Utilities	3,984	2,724	-	1,260	200	200	230	230	200	200	-
Construction	9,316	116	736	8,464	1,298	1,298	1,400	1,400	1,534	1,534	-
Other	829	829	-	-	-	-	-	-	-	-	-
TOTAL EXPENDITURES	19,604	6,485	743	12,376	1,844	1,844	2,000	2,000	2,344	2,344	-

FUNDING SCHEDULE (\$000s)

Contributions	482	-	482	-	-	-	-	-	-	-	-
Current Revenue: General	3,841	1,103	238	2,500	-	500	500	500	500	500	-
G.O. Bonds	15,258	5,382	-	9,876	1,844	1,344	1,500	1,500	1,844	1,844	-
Intergovernmental	23	-	23	-	-	-	-	-	-	-	-
TOTAL FUNDING SOURCES	19,604	6,485	743	12,376	1,844	1,844	2,000	2,000	2,344	2,344	-

APPROPRIATION AND EXPENDITURE DATA (\$000s)

Appropriation FY 20 Request	1,844	Year First Appropriation	FY70
Cumulative Appropriation	9,072	Last FY's Cost Estimate	19,604
Expenditure / Encumbrances	7,282		
Unencumbered Balance	1,790		

PROJECT DESCRIPTION

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

PROJECT JUSTIFICATION

Ongoing studies conducted by the Division of Traffic Engineering and Operations indicate that many corridors and intersections need traffic calming modifications as well as capacity and/or vehicular and pedestrian safety improvements.

OTHER

Examples of recently completed and soon to be completed projects: Riffle Ford Road at Darnestown Road, Seven Locks Road at Tuckerman Lane, Clarendon Road at Fairfax Road, Bradmoor Drive at Roosevelt Street, MacArthur Boulevard at Oberlin Avenue. Projects scheduled for completion in FY19 and beyond include Democracy Boulevard at Westlake Drive, Cheshire Drive at Old Georgetown Road, Great Seneca Highway at Muddy Branch Road, Judson Road at Henderson Avenue, Randolph Road at Parklawn Drive, Brink Road at Wildcat Road, Montgomery Village Avenue at Lake Shore Drive, Bradley Boulevard at Wilson Lane, and several other sites. This project also supports the County Executive's Vision Zero initiative which aims to reduce injuries and fatalities on all roads.

FISCAL NOTE

Expenditures include \$500,000 per year for corridor and intersection modifications in support of Strategy No. 4 of the County Executive's Pedestrian Safety Initiative. Acceleration of \$1,213,000 in GO Bonds from FY19 into FY18 and an offsetting funding schedule switch with Current Revenue General. Funding switch in FY19 of \$1,713,000 between Current Revenue: General and GO Bonds (Bond Premium).

DISCLOSURES

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

COORDINATION

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



Pedestrian Safety Program

(P500333)

Category Transportation
SubCategory Traffic Improvements
Planning Area Countywide
Date Last Modified 01/11/19
Administering Agency Transportation
Status Ongoing

Total	Thru FY18	Rem 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	8,876	7,051	45	1,780	270	270	270	270	350	350	-
Site Improvements and Utilities	6,633	5,265	100	1,268	192	192	192	192	250	250	-
Construction	12,242	990	1,100	10,152	1,538	2,138	1,538	1,538	1,400	2,000	-
Other	1,761	1,761	-	-	-	-	-	-	-	-	-
TOTAL EXPENDITURES	29,512	15,067	1,245	13,200	2,000	2,600	2,000	2,000	2,000	2,600	-

FUNDING SCHEDULE (\$000s)

Current Revenue: General	10,716	6,580	-	4,136	-	736	850	850	850	850	-
G.O. Bonds	13,705	5,605	-	8,100	1,150	1,750	1,150	1,150	1,150	1,750	-
PAYGO	2,782	2,782	-	-	-	-	-	-	-	-	-
Recordation Tax Premium (MCG)	2,209	-	1,245	964	850	114	-	-	-	-	-
State Aid	100	100	-	-	-	-	-	-	-	-	-
TOTAL FUNDING SOURCES	29,512	15,067	1,245	13,200	2,000	2,600	2,000	2,000	2,000	2,600	-

APPROPRIATION AND EXPENDITURE DATA (\$000s)

Appropriation FY 20 Request	2,600	Year First Appropriation	FY03
Cumulative Appropriation	18,312	Last FY's Cost Estimate	29,512
Expenditure / Encumbrances	15,710		
Unencumbered Balance	2,602		

PROJECT DESCRIPTION

This project provides for the review and analysis of existing physical structures and traffic controls in order to make modifications aimed at improving safety and infrastructure for pedestrians and bicycles. This project provides for the construction of physical structures and/or installation of traffic control devices which include, but are not limited to: new crosswalks; pedestrian refuge islands; sidewalks; bus pull-off areas; fencing to channel pedestrians to safer crossing locations; bicycle signings and markings; relocating, adding, or eliminating bus stops; accessible pedestrian signals (countdown) or warning beacons; improving signage, etc. The improvements will be made in compliance with the requirements of the Americans with Disabilities Act (ADA). This project is data driven and supports the construction of improvements at and around schools identified in the Safe Routes to School program. The project also includes performing pedestrian safety audits at High Incidence Areas and implementing identified physical improvements, education and outreach.

PROJECT JUSTIFICATION

The County Executive's Blue Ribbon Panel on Pedestrian Safety identified the need to improve the walkability along Montgomery County roadways and, in particular, in the Central Business Districts (CBD) where there is a high concentration of pedestrians and mass transit ridership. The improvements proposed under this project will enhance and/or add to the County's existing infrastructure to increase the safety and comfort level for pedestrians, which in turn will encourage increased pedestrian activity and safer access to schools and mass transit. The issue of pedestrian safety has been an elevated concern for pedestrians, cyclists, motorists, and public officials. To address this issue the County Executive's Pedestrian Safety Initiative has developed strategies and goals to make our streets walkable and pedestrian friendly. This project is intended to support the strategies for enhancing pedestrian safety by piloting new and innovative techniques for improving traffic control device compliance by pedestrians, motorists, and cyclists. Various studies for improvements will be done under this project with an emphasis on pedestrian safety and traffic circulation. A study of over 200 Montgomery County schools (Safe Route to Schools program) was completed in FY05. This study identified needs and prioritized schools based on the need for signage, pavement markings, circulation, and pedestrian accessibility.

OTHER

This project is intended to address the Engineering aspect of the Three E's concept (Engineering, Education, and Enforcement), which is one of the recommendations included in the final Blue Ribbon Panel on Pedestrian and Traffic Safety Report. Additional efforts to improve pedestrian walkability by creating a safer walking environment, utilizing selected technologies, and ensuring ADA compliance will be addressed under the following projects: Annual Sidewalk Program; Bus Stop Improvements; Intersection and Spot Improvements; Neighborhood Traffic Calming; Transportation Improvements for Schools; ADA Compliance; Transportation; Resurfacing; Primary/Arterial; Sidewalk and Infrastructure Revitalization; Streetlighting; Traffic Signals; and Advanced Transportation Management System. This project also supports the County Executive's Vision Zero initiative which aims to reduce injuries and fatalities on all roads.

FISCAL NOTE

Acceleration of Current Revenue General from FY19 and FY20 for \$850,000 and \$114,000 respectively into FY18 and a corresponding funding schedule switch with Recordation Tax Premium to fill the gap. Adjust implementation schedule in FY20 for Vision Zero initiatives and for fiscal capacity.

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

Washington Metropolitan Area Transit Authority, Maryland-National Capital Park and Planning Commission, Mass Transit Administration, Maryland State Highway Administration, Wheaton Central Business District, Wheaton Regional Services Center, Commission on Aging, Commission on People with Disabilities, Montgomery County Pedestrian Safety Advisory Committee, Citizen's Advisory Boards, Various CIP Projects



Streetlighting (P507055)

Category Transportation **Date Last Modified** 01/07/19
SubCategory Traffic Improvements **Administering Agency** Transportation
Planning Area Countywide **Status** Ongoing

Total	Thru FY18	Rem 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	3,336	836	442	2,058	343	343	343	343	343	343	-
Land	50	-	50	-	-	-	-	-	-	-	-
Site Improvements and Utilities	9,419	2,999	258	6,162	1,027	1,027	1,027	1,027	1,027	1,027	-
Other	13,487	-	33	13,454	7,000	6,454	-	-	-	-	-
TOTAL EXPENDITURES	26,292	3,835	783	21,674	8,370	7,824	1,370	1,370	1,370	1,370	-

FUNDING SCHEDULE (\$000s)

G.O. Bonds	12,838	3,835	783	8,220	1,370	1,370	1,370	1,370	1,370	1,370	-
Long-Term Financing	8,977	-	-	8,977	5,210	3,767	-	-	-	-	-
Utility Incentives	4,477	-	-	4,477	1,790	2,687	-	-	-	-	-
TOTAL FUNDING SOURCES	26,292	3,835	783	21,674	8,370	7,824	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 20 Request	7,824	Year First Appropriation	FY70
Cumulative Appropriation	12,988	Last FY's Cost Estimate	30,838
Expenditure / Encumbrances	4,407		
Unencumbered Balance	8,581		

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

An FY19 supplemental and amendment programs \$6,105,000 in Long Term Financing to allow MCDOT to take advantage of an energy rebate program from PEPCO and programs \$895,000 in Utilities Incentives, which is the anticipated amount the County will receive in PEPCO incentives. Cost increase due to increased funding in FY20 for Phase II of the energy savings performance contract to install energy efficient LED streetlight fixtures.

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. An FY19 supplemental and amendment programs \$6,105,000 in Long Term Financing to allow MCDOT to take advantage of an energy rebate program from PEPCO and programs \$895,000 in Utilities Incentives, which is the anticipated amount the County will receive in PEPCO incentives. Subsequent to the FY19 supplemental, an FY19 funding switch was made in the amount of \$895,000, decreasing Long-Term Financing and increasing Utility Incentives.

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.



Traffic Signal System Modernization (P500704)

Category Transportation **Date Last Modified** 01/11/19
SubCategory Traffic Improvements **Administering Agency** Transportation
Planning Area Countywide **Status** Ongoing

Total	Thru FY18	Rem 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	16,564	15,913	51	600	100	100	100	100	100	100	-
Site Improvements and Utilities	28,168	20,740	600	6,828	1,138	1,138	1,138	1,138	1,138	1,138	-
Construction	767	767	-	-	-	-	-	-	-	-	-
Other	967	552	415	-	-	-	-	-	-	-	-
TOTAL EXPENDITURES	46,466	37,972	1,066	7,428	1,238	1,238	1,238	1,238	1,238	1,238	-

FUNDING SCHEDULE (\$000s)

Contributions	295	295	-	-	-	-	-	-	-	-	-
Current Revenue: General	7,962	1,405	-	6,557	367	1,238	1,238	1,238	1,238	1,238	-
G.O. Bonds	15,494	15,494	-	-	-	-	-	-	-	-	-
Recordation Tax Premium (MCG)	10,715	8,778	1,066	871	871	-	-	-	-	-	-
State Aid	12,000	12,000	-	-	-	-	-	-	-	-	-
TOTAL FUNDING SOURCES	46,466	37,972	1,066	7,428	1,238	1,238	1,238	1,238	1,238	1,238	-

OPERATING BUDGET IMPACT (\$000s)

Maintenance				54	3	5	8	10	13	15
Program-Staff				600	50	50	100	100	150	150
Program-Other				36	3	3	6	6	9	9
NET IMPACT				690	56	58	114	116	172	174
FULL TIME EQUIVALENT (FTE)					1	1	2	2	3	3

APPROPRIATION AND EXPENDITURE DATA (\$000s)

Appropriation FY 20 Request	1,238	Year First Appropriation	FY07
Cumulative Appropriation	40,276	Last FY's Cost Estimate	46,466
Expenditure / Encumbrances	38,560		
Unencumbered Balance	1,716		

PROJECT DESCRIPTION

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

ESTIMATED SCHEDULE

Phase I - completed FY07-08; Phase IIA - completed FY12; Phase IIB - FY13-16; ongoing Life Cycle Upgrades - FY17 and beyond.

PROJECT JUSTIFICATION

The existing traffic signal control system, though it has been highly reliable, is an aging system dependent on dated technology. Central and field communications devices are obsolete and problematic to maintain. As the technologies employed in the Advanced Transportation Management System (ATMS) have advanced, it has become increasingly difficult to interface with the existing traffic signal control system (COMTRAC). Because of the limited functionality of COMTRAC, the system is not able to take advantage of the capabilities of the current generation of local intersection controllers. These capabilities provide a greater level of flexibility to manage traffic demands. In November 2009, the existing traffic signal system experienced a failure that caused significant congestion and delays throughout the County for nearly two days. This event led to an acceleration of the schedule to replace the existing system. The following reports were developed as part of the research, planning, and system engineering work on this project. These reports documented the existing condition and need to modernize the existing signal control system, as well as the evaluation and engineering of specific components of the replacement system: White paper on the Status and Future of the Traffic Control System in Montgomery County, March 2001; Concept of Operations (rev 1.4), October 2007; TSSM Requirements (rev g), October 2007; TSSM Communications Master Plan (rev c), February 2009; TSSM Risk Assessment and Analysis (rev e), April 2009. Given the effort to modernize the signal system and its infrastructure, it is important and prudent to take steps to prevent the system from becoming outdated. A proactive program to replace equipment by its "life cycle" usefulness is required given the dependency on technology driven devices and software to maintain traffic control capabilities and full redundancy fail-over

systems. This assumes a level of effort (LOE) designation and funding be appropriated beginning in FY17.

FISCAL NOTE

The county's traffic signal system supports approximately 800 traffic signals, about 550 of which are owned by the Maryland State Highway Administration (MSHA) and maintained and operated by the County on a reimbursement basis. MSHA plans to separately fund and implement other complementary work and intersection upgrades amounting to approximately \$12.5 million that are not reflected in the project costs displayed above. Project appropriations were reduced in FY09 (-\$106,000) and FY11 (-\$269,000) to reconcile the recall of a \$375,000 federal earmark that was originally programmed in FY07. MSHA has committed to provide \$12 million in State aid to this project. This aid was originally programmed during FY09-14, but did not materialize due to the State's fiscal situation. In addition \$2 million in State Aid was moved to the TSSM project from the State Transportation Participation (STP) CIP (No. 500722) in FY11 with repayment to STP programmed in FY17. In FY16, \$9,000 in Current Revenue was transferred from the Brookville Service Park CIP (#509928). In FY16, a funding switch of \$295,000 in Contributions added to this project, fully offsetting a similar amount in Current Revenue. Acceleration of \$871,000 in Current Revenue General from FY19 into FY18 with an offsetting funding schedule switch with Recordation Tax Premium.

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

Advanced Transportation Management System, Fibernet, State Transportation Participation, Traffic Signals Project, Department of Technology Services, Maryland State Highway Administration



Traffic Signals

(P507154)

Category	Transportation	Date Last Modified	05/10/19
SubCategory	Traffic Improvements	Administering Agency	Transportation
Planning Area	Countywide	Status	Ongoing

Total	Thru FY18	Rem 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	14,693	9,234	509	4,950	825	825	825	825	825	-
Land	19	19	-	-	-	-	-	-	-	-
Site Improvements and Utilities	38,068	10,019	989	27,060	4,510	4,510	4,510	4,510	4,510	-
Construction	69	69	-	-	-	-	-	-	-	-
Other	604	604	-	-	-	-	-	-	-	-
TOTAL EXPENDITURES	53,453	19,945	1,498	32,010	5,335	5,335	5,335	5,335	5,335	-

FUNDING SCHEDULE (\$000s)

G.O. Bonds	46,022	17,400	-	28,622	2,899	4,383	5,335	5,335	5,335	5,335
Recordation Tax Premium (MCG)	7,431	2,545	1,498	3,388	2,436	952	-	-	-	-
TOTAL FUNDING SOURCES	53,453	19,945	1,498	32,010	5,335	5,335	5,335	5,335	5,335	-

OPERATING BUDGET IMPACT (\$000s)

Maintenance				252	12	24	36	48	60	72
Energy				504	24	48	72	96	120	144
Program-Staff				450	50	50	50	100	100	100
NET IMPACT				1,206	86	122	158	244	280	316
FULL TIME EQUIVALENT (FTE)					1	1	1	2	2	2

APPROPRIATION AND EXPENDITURE DATA (\$000s)

Appropriation FY 20 Request	5,335	Year First Appropriation	FY71
Cumulative Appropriation	26,778	Last FY's Cost Estimate	53,453
Expenditure / Encumbrances	20,842		
Unencumbered Balance	5,936		

PROJECT DESCRIPTION

This project provides for the design, construction, and maintenance of vehicular and pedestrian traffic signals and signal systems including: new and existing signals, reconstruction/replacement of aged and obsolete signals and components, auxiliary signs; Accessible Pedestrian Signals (APS), upgrades of the County's centrally-controlled computerized traffic signal system, and communications and interconnect into the signal system. \$150,000 is included each fiscal year for the installation of accessible pedestrian signals at five intersections to improve pedestrian safety for persons with disabilities. This will provide more easily accessible, raised buttons to press when crossing the road. Also, this effort provides audio cues to indicate when it is safe to cross.

PROJECT JUSTIFICATION

The growth in County population and vehicular registrations continues to produce increasing traffic volumes. As a result, congestion levels and the number of accidents increase. This requires a continued investment in the traffic signal system to: increase intersection safety; accommodate changes in traffic patterns and roadway geometry; reduce intersection delays, energy consumption, and air pollution; and provide coordinated movement on arterial routes through effective traffic management and control, utilizing modern traffic signal technologies. Studies include: The December 2007 Pedestrian Safety Initiative and the March 2010 Report of the Infrastructure Maintenance Task Force which identified traffic signals in need of life-cycle replacement.

OTHER

Approximately 40 projects are completed annually by a combination of contractual and County work crews. One aspect of this project focuses on improving pedestrian walkability by creating a safe walking environment, utilizing selected engineering technologies, and ensuring Americans with Disabilities Act (ADA) compliance. All new and reconstructed traffic signals are designed and constructed to include appropriate pedestrian features - crosswalks, curb ramps, countdown pedestrian signals, APS, and applicable signing. A significant portion of the traffic signal work will continue to be in the central business districts and other commercial areas, where costs are higher due to more underground utilities and congested work areas. Likewise, new signals in outlying, developing areas are more expensive due to longer runs of communication cable. Since FY97, the fiber optic interconnection of traffic signals has been funded through the Fibernet project. This project also supports the County Executive's Vision Zero initiative which aims to reduce injuries and fatalities on all roads.

FISCAL NOTE

Acceleration of \$1,512,000 in GO Bonds from FY19 into FY18 with an offsetting funding schedule switch with Recordation Tax Premium.

DISCLOSURES

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

COORDINATION

Advanced Transportation Management System, Verizon, FiberNet CIP (No. 509651), Maryland State Highway Administration, Potomac Electric Power Company, Washington Gas and Light, Washington Suburban Sanitary Commission, Montgomery County Pedestrian Safety Advisory Committee, Citizens Advisory Boards, Maryland-National Capital Park and Planning Commission



White Flint Traffic Analysis and Mitigation (P501202)

Category	Transportation	Date Last Modified	03/13/19
SubCategory	Traffic Improvements	Administering Agency	Transportation
Planning Area	North Bethesda-Garrett Park	Status	Planning Stage

Total	Thru FY18	Rem 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	1,760	641	-	1,119	376	81	331	331	-	-	-
Site Improvements and Utilities	189	189	-	-	-	-	-	-	-	-	-
TOTAL EXPENDITURES	1,949	830	-	1,119	376	81	331	331	-	-	-

FUNDING SCHEDULE (\$000s)

Current Revenue: General	1,264	145	-	1,119	376	81	331	331	-	-	-
Impact Tax	685	685	-	-	-	-	-	-	-	-	-
TOTAL FUNDING SOURCES	1,949	830	-	1,119	376	81	331	331	-	-	-

APPROPRIATION AND EXPENDITURE DATA (\$000s)

Appropriation FY 20 Request	(419)	Year First Appropriation	FY12
Cumulative Appropriation	1,706	Last FY's Cost Estimate	1,949
Expenditure / Encumbrances	1,061		
Unencumbered Balance	645		

PROJECT DESCRIPTION

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

ESTIMATED SCHEDULE

Component A-access restrictions: ongoing bi-annual data collection: site specific studies are conducted when traffic data indicates need. Component B- Intersection Mitigation: site specific preliminary engineering and concept plan development commenced in FY12 based on M-NCPPC Comprehensive Local Area Transportation Review (CLATR) evaluation. Component C- Modal Split Activities: transit, pedestrian, bicycle access, and safety studies in FY 12; data collection and updating Transportation Demand Management (TDM) information in FY12-13.

PROJECT JUSTIFICATION

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

FISCAL NOTE

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

DISCLOSURES

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

COORDINATION

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

School Based Health & Linkages to Learning Centers (P640400)

Category	Health and Human Services	Date Last Modified	03/11/19
SubCategory	Health and Human Services	Administering Agency	General Services
Planning Area	Countywide	Status	Ongoing

	Total	Thru FY18	Rem 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	1,520	1,372	-	148	5	143	-	-	-	-	-
Construction	8,216	7,451	-	765	300	465	-	-	-	-	-
Other	1,634	1,464	73	97	-	97	-	-	-	-	-
TOTAL EXPENDITURES	11,370	10,287	73	1,010	305	705	-	-	-	-	-

	Total	Thru FY18	Rem FY18	Total 6 Years	FY 19	FY 20	FY 21	FY 22	FY 23	FY 24	Beyond 6 Years
FUNDING SCHEDULE (\$000s)											
Current Revenue: General	286	140	73	73	-	73	-	-	-	-	-
Federal Aid	494	494	-	-	-	-	-	-	-	-	-
G.O. Bonds	10,525	9,588	-	937	305	632	-	-	-	-	-
Recordation Tax Premium (MCG)	65	65	-	-	-	-	-	-	-	-	-
TOTAL FUNDING SOURCES	11,370	10,287	73	1,010	305	705	-	-	-	-	-

	Total	Thru FY18	Rem FY18	Total 6 Years	FY 19	FY 20	FY 21	FY 22	FY 23	FY 24	Beyond 6 Years
OPERATING BUDGET IMPACT (\$000s)											
Program-Staff				480	-	80	100	100	100	100	
Program-Other				-	-	-	-	-	-	-	
NET IMPACT				480	-	80	100	100	100	100	100
FULL TIME EQUIVALENT (FTE)						0.8	1	1	1	1	

APPROPRIATION AND EXPENDITURE DATA (\$000s)			
Appropriation FY 20 Request	-	Year First Appropriation	FY04
Cumulative Appropriation	11,370	Last FY's Cost Estimate	11,370
Expenditure / Encumbrances	10,286		
Unencumbered Balance	1,084		

PROJECT DESCRIPTION

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

ESTIMATED SCHEDULE

Maryvale LTL is expected to be completed in FY19 and open in FY20. Scope increase to add planning for four LTL Sites in FY20: Lee MS, Silver Spring International Middle School, Gaithersburg ES #8, and Cresthaven/Roscoe Nix ES within existing resources. FY20 costs include construction costs for the Lee MS LTL facility within existing resources.

PROJECT JUSTIFICATION

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

OTHER

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

FISCAL NOTE

Reflects FY15 transfer of \$65,000 in GO Bonds from the High School Wellness Center (P640902) project and a subsequent funding switch from GO Bonds to Recordation Tax Premium. FY16 funding switch replacing \$165,000 in Federal aid with GO Bonds recognizes actual Federal grant awards.

COORDINATION

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



21st Century Library Enhancements Level Of Effort (P711503)

Category Culture and Recreation **Date Last Modified** 05/06/19
SubCategory Libraries **Administering Agency** General Services
Planning Area Countywide **Status** Ongoing

Total	Thru FY18	Rem 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	346	8	10	328	100	100	32	32	32	32	-
Construction	3,954	363	50	3,541	450	391	675	675	675	675	-
Other	5,763	2,061	161	3,541	450	391	675	675	675	675	-
TOTAL EXPENDITURES	10,063	2,432	221	7,410	1,000	882	1,382	1,382	1,382	1,382	-

FUNDING SCHEDULE (\$000s)

Current Revenue: General	9,838	2,207	221	7,410	1,000	882	1,382	1,382	1,382	1,382	-
G.O. Bonds	225	225	-	-	-	-	-	-	-	-	-
TOTAL FUNDING SOURCES	10,063	2,432	221	7,410	1,000	882	1,382	1,382	1,382	1,382	-

APPROPRIATION AND EXPENDITURE DATA (\$000s)

Appropriation FY 20 Request	882	Year First Appropriation	FY15
Cumulative Appropriation	3,653	Last FY's Cost Estimate	11,153
Expenditure / Encumbrances	2,494		
Unencumbered Balance	1,159		

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

Due to fiscal constraints, the FY20 Current Revenue funding was reduced to the level of \$1,000,000 - the amount that was previously approved for FY19. \$118,000 was also shifted to more appropriately budget project related ongoing costs, such as annual subscription, maintenance, and licensing costs, in the operating budget for Public Libraries.

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



Library Refurbishment Level of Effort (P711502)

Category Culture and Recreation **Date Last Modified** 04/30/19
SubCategory Libraries **Administering Agency** General Services
Planning Area Countywide **Status** Ongoing

Total	Thru FY18	Rem 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	4,371	2,108	-	2,263	303	392	392	392	392	392	-
Construction	17,114	5,738	-	11,376	1,636	2,108	1,908	1,908	1,908	1,908	-
Other	1,597	767	-	830	80	150	150	150	150	150	-
TOTAL EXPENDITURES	23,082	8,613	-	14,469	2,019	2,650	2,450	2,450	2,450	2,450	-

FUNDING SCHEDULE (\$000s)

G.O. Bonds	20,195	6,116	-	14,079	1,629	2,650	2,450	2,450	2,450	2,450	-
State Aid	2,887	2,497	-	390	390	-	-	-	-	-	-
TOTAL FUNDING SOURCES	23,082	8,613	-	14,469	2,019	2,650	2,450	2,450	2,450	2,450	-

APPROPRIATION AND EXPENDITURE DATA (\$000s)

Appropriation FY 20 Request	2,650	Year First Appropriation	FY15
Cumulative Appropriation	10,980	Last FY's Cost Estimate	22,882
Expenditure / Encumbrances	9,126		
Unencumbered Balance	1,854		

PROJECT DESCRIPTION

This level of effort project is intended to provide a structured process to ensure that all branches are modernized with updated technologies and service delivery improvements, which reflect the latest in 21st century library trends. Once a library building has been refreshed, it could offer a multipurpose room for group collaborations or a media lab for printing 3D objects or Prekindergarten early literacy elements to encourage reading readiness in children entering Kindergarten. Coupled with funding from the 21st Century Library Enhancements Level of Effort project, residents may have access to data/electric enabled furniture or state-of-the-art technology to meet their needs where they are (for example, internal use loanable laptops for writing a resume or access to job source websites). Carpeting, painting, updating restrooms, and work identified for major building systems (including the roof, mechanical/HVAC, and windows) will be included to "freshen up" the building and ensure working and efficient operating systems. As noted, work identified, but not contained within this project, may be completed within other facility and Library level of effort projects, including the energy savings contract (ESCO) program and 21st Century Library Enhancements project work.

ESTIMATED SCHEDULE

This project started in FY15-16 with two refurbishment projects at the Twinbrook and Kensington Park Libraries. For FY16-18 refreshes, the schedule increased to three per year. Starting with FY19, the schedule will be adjusted to reflect actual implementation to plan for two refreshes per year with the understanding that all 21 branches would be evaluated and refurbished as needed. Then the CIP cycle for refresh work would start over again. The Library department identifies the libraries to be refreshed approximately 18 months before planning and design work begins on them, so that applications for grant funding to the State can be submitted and the necessary budget estimates and notification documents can be prepared. Notice identifying the specific library projects for a given fiscal year must be provided to Council at least 60 days before any design or construction funding is obligated or spent. This notice to Council must include the anticipated scope of work, cost estimates, and an expenditure schedule detailing Planning, Design and Supervision, Construction, and Other costs by fiscal year.

COST CHANGE

Increased FY20 GO Bond funding by \$200,000.

PROJECT JUSTIFICATION

The Department's Facilities Plan 2013-2016 called for a programmatic evaluation of each branch on a three year cycle with the work to be completed by the fifth year. Many of the Libraries have not been updated for 20 years. This refurbishment of branches will ensure that the County's capital investments are protected by maintaining the Library Department's building infrastructure, that all new and required construction codes are addressed and implemented, that critical equipment and building systems are overhauled or replaced prior to failure, and that reorganization of internal space is completed to insure that space is fully utilized based on the community's needs for programs and services. Rather than totally renovating two existing libraries under the old approach, this new approach will complete refurbishment of 12 libraries during the six year CIP period.

FISCAL NOTE

FY15 Supplemental in State Aid for \$387,000 was approved for this project for the refurbishment of Twinbrook (\$128,000) and Kensington Park (\$259,000) branches. FY16 Supplemental in State Aid for \$800,000 was approved for this project for the refurbishment of Davis (\$400,000) and Little Falls (\$400,000) branches. FY17 Supplemental in State Aid for \$1,500,000 was approved for this project for the refurbishment of Bethesda (\$500,000), Quince Orchard (\$500,000) and White Oak (\$500,000) branches. Moved \$359,000 in GO Bonds from FY22 to FY17. Amended FY18 for State Aid of \$200,000 for the refurbishment of Long

Branch (\$100,000) and Marilyn Praisner (\$100,000) branches. Acceleration of \$576,000 in GO Bonds from FY19 into FY18 with offsetting State Aid schedule adjustments. Increased FY20 GO Bond funding by \$200,000.

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, Department of Public Libraries, Maryland State Department of Education.



Wheaton Library and Community Recreation Center (P361202)

Category	Culture and Recreation	Date Last Modified	04/30/19
SubCategory	Libraries	Administering Agency	General Services
Planning Area	Kensington-Wheaton	Status	Under Construction
Required Adequate Public Facility	Yes		

Total	Thru FY18	Rem 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	11,662	8,219	3,071	372	372	-	-	-	-	-
Site Improvements and Utilities	738	92	646	-	-	-	-	-	-	-
Construction	54,181	23,582	29,099	1,500	1,500	-	-	-	-	-
Other	4,278	596	3,682	-	-	-	-	-	-	-
TOTAL EXPENDITURES	70,859	32,489	36,498	1,872	1,872	-	-	-	-	-

FUNDING SCHEDULE (\$000s)

Current Revenue: General	677	-	677	-	-	-	-	-	-	-
G.O. Bonds	43,178	5,685	35,821	1,672	1,672	-	-	-	-	-
PAYGO	26,804	26,804	-	-	-	-	-	-	-	-
State Aid	200	-	-	200	200	-	-	-	-	-
TOTAL FUNDING SOURCES	70,859	32,489	36,498	1,872	1,872	-	-	-	-	-

OPERATING BUDGET IMPACT (\$000s)

Maintenance				2,800	175	525	525	525	525	525
Energy				2,021	126	379	379	379	379	379
Program-Staff				155	-	31	31	31	31	31
Program-Other				385	-	109	69	69	69	69
Offset Revenue				(234)	-	(34)	(50)	(50)	(50)	(50)
NET IMPACT				5,127	301	1,010	954	954	954	954
FULL TIME EQUIVALENT (FTE)						0.7	0.7	0.7	0.7	0.7

APPROPRIATION AND EXPENDITURE DATA (\$000s)

Appropriation FY 20 Request	-	Year First Appropriation	FY12
Cumulative Appropriation	70,859	Last FY's Cost Estimate	70,859
Expenditure / Encumbrances	61,382		
Unencumbered Balance	9,477		

PROJECT DESCRIPTION

This project provides for a combined facility to include the new Wheaton Library, a used book store run by a non-profit, with proceeds benefiting Montgomery County Public Libraries, and the Wheaton Community Recreation Center. Included in the scope is the development of the Program of Requirements (POR) and conceptual design followed by full design services and construction of the facility. The Library and the Recreation Center are comparable to libraries and recreation centers of similar service needs with efficiencies of area and program made possible due to the shared use of spaces such as lobbies, meeting rooms, restrooms, and parking which reduces the overall space requirements and provides for greater efficiencies and reduced operational costs. The Department of General Services (DGS) and Maryland-National Capital Park and Planning Commission (M-NCPPC) have developed a Memorandum of Understanding (MOU) for the combined use of the Library/Recreation Center building, and the Park. The services formally provided at the existing Wheaton Neighborhood Recreation Youth Center, will be replaced by the new Community Recreation Center. The demolition of the structure allows full use of the Park green space to support the community programs to be offered by the M-NCPPC and the Department of Recreation. The project provides for a new road access from the relocated Hermitage Avenue.

LOCATION

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

ESTIMATED SCHEDULE

The facility concept study was completed in 2013. Design started in 2013 and completed in Spring of 2016. Construction started in Fall of 2016 and is expected to be completed in Spring of 2019.

PROJECT JUSTIFICATION

The Wheaton Library is one of the busiest libraries in Montgomery County, with over 490,000 items circulated and more than 381,000 visits by the public in FY13. The used book sale, operated by the Friends of the Library, and a satellite office of the Gilchrist Center are located on the lower level. There are serious moisture problems and the building does not meet current mechanical, safety and building codes. The mechanical, elevator and HVAC systems are outdated and

worn, and they are not energy efficient. The facility was opened in 1960 and was renovated in 1985. It is in need of space reconfiguration to meet current library information needs. The Department of Recreation has operated the existing Wheaton Recreation Center, owned by the M-NCPPC, for many years. As early as 1997, this facility was designated for replacement with a larger full service facility, originally included in Facility Planning and Site Evaluation projects as the Kemp Mill (later Wheaton/Kemp Mill) Community Recreation Center. In the 2005 update to the Recreation Department's facility plan and in the FY07-12 CIP, a "Wheaton Area Recreation Facilities" study was included in the MCG Facility Planning Project #508768 for this purpose. That study included site and structure, stabilization and design development for future renovation, remodeling, and expansion of the Wheaton Neighborhood Recreation Center - Rafferty to provide an additional recreation facility to complement the existing facility. After review of the Rafferty component, space limitations, utility and plumbing challenges did not make it feasible to complete the project on its current site. A decision was made to pursue an alternative combined facility.

FISCAL NOTE

Other cost includes \$300,000 for the library collection. FY19 funding switch, with increase in State Aid of \$200,000 and decrease in GO Bonds of \$200,000.

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 General Services, Department of Libraries, Department of Recreation, Department of Transportation, Maryland-National Capital Park and Planning Commission, State Highways, Mid-County Regional Services Center, Washington Suburban Sanitary Commission, Pepco. Special Projects Legislation [Bill No. 34-14] was adopted by Council June 17, 2014.



Cost Sharing: MCG (P720601)

Category Culture and Recreation **Date Last Modified** 05/20/19
SubCategory Recreation **Administering Agency** General Services
Planning Area Countywide **Status** Ongoing

Total	Thru FY18	Rem 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	3,703	3,703	-	-	-	-	-	-	-	-
Site Improvements and Utilities	33	33	-	-	-	-	-	-	-	-
Construction	7,702	7,702	-	-	-	-	-	-	-	-
Other	25,654	13,219	914	11,521	5,052	2,469	1,000	1,000	1,000	1,000
TOTAL EXPENDITURES	37,092	24,657	914	11,521	5,052	2,469	1,000	1,000	1,000	1,000

FUNDING SCHEDULE (\$000s)

Contributions	150	-	150	-	-	-	-	-	-	-
Current Revenue: General	22,767	11,246	-	11,521	5,052	2,469	1,000	1,000	1,000	1,000
G.O. Bonds	2,398	2,398	-	-	-	-	-	-	-	-
Land Sale	2,661	2,661	-	-	-	-	-	-	-	-
Long-Term Financing	3,850	3,850	-	-	-	-	-	-	-	-
Recordation Tax Premium (MCG)	1,066	1,066	-	-	-	-	-	-	-	-
State Aid	4,200	3,436	764	-	-	-	-	-	-	-
TOTAL FUNDING SOURCES	37,092	24,657	914	11,521	5,052	2,469	1,000	1,000	1,000	1,000

APPROPRIATION AND EXPENDITURE DATA (\$000s)

Appropriation FY 20 Request	1,298	Year First Appropriation	FY06
Cumulative Appropriation	31,794	Last FY's Cost Estimate	36,094
Expenditure / Encumbrances	26,899		
Unencumbered Balance	4,895		

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

The Cost Sharing project had savings from prior grants (\$69,859), declined grants (\$400,000), and from unprogrammed FY19 and FY20 funds (\$702,000) which helped make it possible to support \$1,689,000 in Community Grants and \$253,581 in Arts Facilities projects. In addition, consistent with the Arts Facility review panel's recommendation, \$220,000 of Cost Sharing funding has been shifted to the Planned Lifecycle Asset Replacement: MCG project to support repairs at the BlackRock Arts facility.

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. Approved FY19 Supplemental 3-S19-CMCG-3 added \$400,000 in Current Revenue for Manna Food Center, Inc. and \$300,000 in Current Revenue for Sunflower Bakery, Inc. 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 Services, Department of Economic Development, Arts and Humanities Council of Montgomery County.

COST SHARING GRANTS

Grants:

For FY20, County participation is for the following community grant projects totaling \$1,689,000: 7th Generation Foundation, Inc.: \$25,000; A Wider Circle, Inc.: \$100,000; CASA de Maryland, Inc.: \$150,000; Charles E. Smith Jewish Day School of Greater Washington, Inc.: \$100,000; Cornerstone Montgomery, Inc.: \$50,000; Cura Personalis Project, Inc.: \$10,000; EveryMind, Inc.: \$75,000; Friends House Retirement Community, Inc.: \$100,000; Jewish Foundation for Group Homes: \$100,000; Manna Food Center, Inc.: \$100,000; Potomac Community Resources, Inc.: \$25,000; The Olney Theatre for the Arts, Inc.: \$250,000; Round House Theatre: \$250,000; The Arc Montgomery County, Inc.: \$35,000; The Ivymount School, Inc.: \$125,000; The Menare Foundation, Inc.: \$19,000; Warrior Canine Connection, Inc.: \$50,000; YMCA of Metropolitan Washington: \$125,000. For FY20, CIP Grants for Arts and Humanities organizations totaling \$253,581 are approved for the following projects: Sandy Spring Museum, Inc.: \$80,000; Imagination Stage, Inc.: \$41,150; Glen Echo Park Partnership for Arts and Culture, Inc.: \$88,833; and Montgomery Community Television, Inc.: \$43,598. In addition, \$220,000 in FY20 funds allocated for CIP Grants for Arts and Humanities Organizations has been moved from this project to the Planned Lifecycle Asset Replacement: MCG project (P509514) in order to provide repairs for the County owned building leased by Germantown Cultural Arts Center, Inc. dba BlackRock Center for the Arts. Funds totaling \$400,000 became available mid-year when the following awardee subsequently declined its grants: Graceful Growing Together, Inc. (FY15: \$125,000; FY16: \$75,000; FY17: \$100,000; and FY18: \$100,000). Funds totaling \$69,859 also became available from previous year grants that were not fully spent.

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 FY19, a Supplemental Appropriation totaling \$700,000 was approved for Manna Food Center, Inc.: \$400,000 and Sunflower Bakery, Inc.: \$300,000.

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 American: \$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; Ohev 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 Erunah 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** 05/20/19
SubCategory Recreation **Administering Agency** General Services
Planning Area North Bethesda-Garrett Park **Status** Planning Stage

Total	Thru FY18	Rcm 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	250	-	-	250	-	250	-	-	-	-
Land	10,600	-	-	10,600	3,920	6,680	-	-	-	-
TOTAL EXPENDITURES	10,850	-	-	10,850	3,920	6,930	-	-	-	-

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	3,920	6,930	-	-	-	-

APPROPRIATION AND EXPENDITURE DATA (\$000s)

Appropriation FY 20 Request	(9,850)	Year First Appropriation	FY19
Cumulative Appropriation	10,850	Last FY's Cost Estimate	10,850
Expenditure / Encumbrances	-		
Unencumbered Balance	10,850		

PROJECT DESCRIPTION

The Project involves the acquisition and renovation of a building to establish a permanent home for a world-class experiential STEM and cultural learning center for children and families in the region. The KID Museum is looking for a building of approximately 50,000 square feet in size to provide high quality programs. 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

To be determined. KID Museum continues to explore new locations in partnership with the City of Rockville.

ESTIMATED SCHEDULE

The project schedule will be updated once a suitable site is found.

PROJECT JUSTIFICATION

The County intends to acquire a 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.

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 a larger and more suitable 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's prior financial commitment is assumed to continue.

The County's contribution is toward the design and renovation of the building. The Council intended to appropriate \$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 intended to appropriate the remaining construction funds as a 1:1 match to funds raised by the KID Museum from other sources. The recommended CIP adjusts appropriation to reflect Council's original intent.

Assuming a partnership with the City of Rockville as originally intended, 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.

Addition of \$2,930,000 in GO Bonds to FY20 reflects the intention of Council to provide full funding for the project.

COORDINATION

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



Shared Agency Booking System Replacement (P722001)

Category Culture and Recreation **Date Last Modified** 05/01/19
SubCategory Recreation **Administering Agency** Recreation
Planning Area Countywide **Status** Planning Stage

Total	Thru FY18	Rem 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	1,377	-	-	1,377	-	962	415	-	-	-	-
TOTAL EXPENDITURES	1,377	-	-	1,377	-	962	415	-	-	-	-

FUNDING SCHEDULE (\$000s)

Current Revenue: CUPF	917	-	-	917	-	613	304	-	-	-	-
Intergovernmental	460	-	-	460	-	349	111	-	-	-	-
TOTAL FUNDING SOURCES	1,377	-	-	1,377	-	962	415	-	-	-	-

APPROPRIATION AND EXPENDITURE DATA (\$000s)

Appropriation FY 20 Request	1,377	Year First Appropriation
Cumulative Appropriation	-	Last FY's Cost Estimate
Expenditure / Encumbrances	-	
Unencumbered Balance	-	

PROJECT DESCRIPTION

This project is a joint collaboration between the Office of Community Use of Public Facilities (CUPF), Montgomery County Recreation Department (MCRD) and the Montgomery Parks (Parks) division of the Maryland-National Capital Park and Planning Commission (M-NCPPC) to replace their shared, on-line booking and sales software application in order to improve efficiency and the customer experience. Software functions will facilitate registration for activities and programs, membership sales and management, point of sale (admission and product sales), league scheduling and management, reserving facilities and athletic fields, scholarships, and customer payment processing. Built in tools to drive participation and customer engagement will include catalog export and targeted emails. Back-end, business operations will include enhanced reporting capabilities, more efficient set-up of large bookings, and improved financial operations. Prior efforts to work with the initial vendor to provide these needed enhancements have been unsuccessful.

With support from the Department of Technology Services, CUPF, Recreation, and M-NCPPC staff have developed a detailed analysis of the deficiencies of the current system, conducted an evaluation of over 20 different software products providing these services, and obtained feedback from other jurisdictions using these products. As a result of this work and their five years of partnering in these endeavors, the agencies have a clear sense of the features needed and available to proceed with replacing the current system.

ESTIMATED SCHEDULE

Vendor selection will be finalized in FY20 and implementation will begin in FY21 based on a staggered schedule to coincide with and accommodate seasonal scheduling managed by all three Agencies.

COST CHANGE

This is a new project that will provide for replacement of the current shared agency booking system.

PROJECT JUSTIFICATION

In 2010, the Council first mandated that CUPF, Recreation, and M-NCPPC use a joint registration system that would create a more streamlined and user-friendly system that enables customers to have a shared online portal for facility booking, athletic field permitting, activity/ program registration, and membership sales. Recreation began using CLASS as a business software in 1994 with CUPF and M-NCPPC following suit in the next few years. Prior to the legislative mandate, the three agencies had been using different aspects of CLASS software to perform Agency specific registration. When it was announced that the CLASS system was no longer going to be supported by the Contractor by the end of the CLASS contract term, the three agencies opted to move to the ActiveNet software since it was owned by the same parent company as CLASS and it was portrayed as offering CLASS-like capabilities with other enhancements including new, on-line capabilities. Unfortunately, the ActiveNet software has failed to live up to its billing, and efforts to work with the vendor on enhancements have not been successful.

The importance of having a good booking software and the complexities of meeting the needs of the three agencies cannot be overstated. In total, MCRD and Parks offer nearly 6,000 activities and memberships annually. CUPF manages coordination of approximately 17,000 school facilities, athletic fields, and county building facilities. Additionally, MCRD manages bookings for approximately 500 facilities and open spaces; and Parks manages use of over 1,000 fields, facilities and open spaces. The software must be able to handle more than 500 thousand transactions per year for the three Agencies. While the user benefits of having a single booking

system are substantial, this creates complexities in terms of managing customer accounts and financial transactions across multiple agencies. Improvements are needed to ensure proper financial management, refund processing, performance measurement, and reporting and to reduce the need for manual work created by the deficiencies of the ActiveNet system.

FISCAL NOTE

Park's Enterprise Fund will contribute \$349,000 in FY20 and \$111,000 in FY21 to the project.

COORDINATION

Office of Community Use of Public Facilities, Department of Recreation, Montgomery Parks, Maryland National Capital Park and Planning Commission, Department of Technology Services, Office of Management and Budget, Office of Procurement, Office of the County Attorney.

South County Regional Recreation and Aquatic Center (P721701)

Category	Culture and Recreation	Date Last Modified	05/21/19
SubCategory	Recreation	Administering Agency	General Services
Planning Area	Silver Spring and Vicinity	Status	Final Design Stage

Total	Thru FY18	Rem 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	Thru FY18	Rem FY18	Total 6 Years	FY 19	FY 20	FY 21	FY 22	FY 23	FY 24	Beyond 6 Years
Planning, Design and Supervision	6,856	3,277	-	3,579	598	946	1,103	932	-	-	-
Land	8	8	-	-	-	-	-	-	-	-	-
Site Improvements and Utilities	100	-	-	100	9	35	35	21	-	-	-
Construction	62,346	-	-	62,346	8,665	22,716	19,089	11,876	-	-	-
Other	2,762	-	-	2,762	-	350	1,512	900	-	-	-
TOTAL EXPENDITURES	72,072	3,285	-	68,787	9,272	24,047	21,739	13,729	-	-	-

FUNDING SCHEDULE (\$000s)

G.O. Bonds	68,787	-	-	68,787	9,272	24,047	21,739	13,729	-	-	-
PAYGO	3,285	3,285	-	-	-	-	-	-	-	-	-
TOTAL FUNDING SOURCES	72,072	3,285	-	68,787	9,272	24,047	21,739	13,729	-	-	-

OPERATING BUDGET IMPACT (\$000s)

Maintenance				1,265	-	-	-	253	506	506
Energy				2,385	-	-	-	477	954	954
Program-Staff				2,965	-	-	-	593	1,186	1,186
Program-Other				820	-	-	-	164	328	328
Offset Revenue				(2,527)	-	-	-	(505)	(1,011)	(1,011)
NET IMPACT				4,908	-	-	-	982	1,963	1,963
FULL TIME EQUIVALENT (FTE)								25.1	25.1	25.1

APPROPRIATION AND EXPENDITURE DATA (\$000s)

Appropriation FY 20 Request	782	Year First Appropriation	FY17
Cumulative Appropriation	70,275	Last FY's Cost Estimate	55,270
Expenditure / Encumbrances	5,366		
Unencumbered Balance	64,909		

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 mid-FY22. The schedule is based on a one phase approach.

COST CHANGE

Costs reflect final agreed upon cost for the project by the Department of General Services and the Housing Opportunities Commission. FY19 Supplemental Appropriation and amendment #5-S19-CMCG-6 for \$17,016,000 in GO Bonds will allow the Department of General Services to sign a fixed price General Development Agreement with the Housing Opportunities Commission. In FY19, received transfer of \$500,000 in GO Bonds from North Potomac Community Recreation Center, P720102. In FY19, received transfer of \$170,000 in GO Bonds from Western County Outdoor Pool Renovation and Modernization, P721501.

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 in GO Bonds was approved for this project. FY19 Supplemental for \$17,016,000 in GO Bonds. In FY19, received transfer of \$500,000 in GO Bonds from North Potomac Community Recreation Center, P720102. In FY19, received transfer of \$170,000 in GO Bonds from Western County Outdoor Pool Renovation and Modernization, P721501. Acceleration of \$964,000 in GO Bonds from FY19 into FY18.

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.



Wall Park Garage and Park Improvements (P721801)

Category	Culture and Recreation	Date Last Modified	01/09/19
SubCategory	Recreation	Administering Agency	General Services
Planning Area	North Bethesda-Garrett Park	Status	Final Design Stage

	Total	Thru FY18	Rem FY18	Total 6 Years	FY 19	FY 20	FY 21	FY 22	FY 23	FY 24	Beyond 6 Years
EXPENDITURE SCHEDULE (\$000s)											
Other	6,612	-	-	6,612	1,106	-	-	-	4,400	1,106	-
TOTAL EXPENDITURES	6,612	-	-	6,612	1,106	-	-	-	4,400	1,106	-

FUNDING SCHEDULE (\$000s)											
G.O. Bonds	6,612	-	-	6,612	1,106	-	-	-	4,400	1,106	-
TOTAL FUNDING SOURCES	6,612	-	-	6,612	1,106	-	-	-	4,400	1,106	-

APPROPRIATION AND EXPENDITURE DATA (\$000s)			
Appropriation FY 20 Request	-	Year First Appropriation	FY18
Cumulative Appropriation	6,612	Last FY's Cost Estimate	6,612
Expenditure / Encumbrances	-		
Unencumbered Balance	6,612		

PROJECT DESCRIPTION

This project relocates surface parking from the Wall Park and the Kennedy Shriver Aquatic Center (KSAC) to an adjacent parking garage on private property, as suggested in the White Flint Sector Plan. The adjacent property owner, Gables Development, has an approved site plan and is going forward with a larger residential project. As part of their site plan approval Gables Development is required to reserve space for up to 400 parking spaces to be built and used by the County to serve both KSAC and a possible future expansion for a Regional Recreation Center. As part of the residential project, the developer is building an 850 space garage, with 250 of those spaces owned by the County through a condominium regime. The parking garage will be linked to KSAC through a public drive and pedestrian paths. Space is being reserved for a possible addition of County spaces to the garage if they are needed in the future for an expanded Recreation Center. This space will be reserved for 10 years from the date of Gables' site plan approval. The garage project will allow for the removal of most of the current surface parking in Wall Park and the creation of an interim park with large green spaces and loop trails, with plans for a future urban park with varied amenities.

LOCATION

The project will be located on the Gables residential site which is immediately adjacent to the Kennedy Shriver Aquatic Center (KSAC) at 5900 Executive Boulevard, North Bethesda, MD and will be accessed from KSAC's current entrance on Executive Boulevard.

ESTIMATED SCHEDULE

Assumes implementation delays until FY23.

COST CHANGE

FY18 Council Supplemental and CIP amendment created this project.

PROJECT JUSTIFICATION

The White Flint Sector Plan was approved by Council in 2010. This plan allows for significantly higher density than the existing development. Based upon the market, the majority of development planned for the first phase has been multi-family residential. Along with providing a more walkable area through new programmed capital roads, streetscape, and biking facilities projects, there is a great need for open space that can be easily accessed by both the urban dwellers moving into this dense redevelopment area and by the local community. Wall Park could provide that open space now and will eventually provide an urban park with varied amenities, but only if the surface parking is removed. The roads adjacent to this site are currently being reconfigured and facilitation of this project will allow the County to obtain dedicated right of way needed for use in the ongoing White Flint West Workaround road project. As part of the Gables Residential project, there is an opportunity to have the surface parking replaced by a much larger garage. This will take advantage of the economies of scale by providing the development of parking at a lower cost than if the County had to build its own garage and will result in the County ownership of 30% of the garage spaces under a condominium regime.

FISCAL NOTE

FY18 supplemental for Wall Park Garage and Park Improvements approved \$6,582,000 in FY18 appropriation.

COORDINATION

Department of General Services, Department of Transportation, Permitting Services, Department of Recreation and Maryland-National Capital Park and Planning Commission



Outfall Repairs (P509948)

Category Conservation of Natural Resources **Date Last Modified** 03/09/19
SubCategory Storm Drains **Administering Agency** Transportation
Planning Area Countywide **Status** Ongoing

Total	Thru FY18	Rem 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	3,804	2,341	258	1,205	270	187	187	187	187	187	-
Land	12	12	-	-	-	-	-	-	-	-	-
Construction	6,086	4,380	139	1,567	192	275	275	275	275	275	-
Other	3	3	-	-	-	-	-	-	-	-	-
TOTAL EXPENDITURES	9,905	6,736	397	2,772	462	462	462	462	462	462	-

FUNDING SCHEDULE (\$000s)

Current Revenue: Water Quality Protection	1,559	667	-	892	232	132	132	132	132	132	-
G.O. Bonds	5,357	5,357	-	-	-	-	-	-	-	-	-
Long-Term Financing	1,880	-	-	1,880	230	330	330	330	330	330	-
Water Quality Protection Bonds	1,109	712	397	-	-	-	-	-	-	-	-
TOTAL FUNDING SOURCES	9,905	6,736	397	2,772	462	462	462	462	462	462	-

APPROPRIATION AND EXPENDITURE DATA (\$000s)

Appropriation FY 20 Request	462	Year First Appropriation	FY99
Cumulative Appropriation	7,595	Last FY's Cost Estimate	9,905
Expenditure / Encumbrances	7,107		
Unencumbered Balance	488		

PROJECT DESCRIPTION

This project provides for the repair of existing storm drain outfalls into stream valleys. Design of corrective measures is included when in-kind replacement of original outfall structures is not feasible. Candidate outfall repairs are selected from citizen and public agency requests. The Department of Environmental Protection's (DEP) Miscellaneous Stream Valley Improvements project generates and assists in rating the outfalls, which are identified as that project expands into additional watersheds.

PROJECT JUSTIFICATION

Collapsed storm drain pipe sections, undermined endwalls, and eroded outfall channels create hazardous conditions throughout the County. The course of drainage could be altered endangering private property or public roads and speeding the erosion of stream channels. Erosion from damaged outfalls results in heavy sediment load being carried downstream that can severely impact aquatic ecosystems and exacerbate existing downstream channel erosion. As part of its watershed restoration inventories, DEP identifies storm drain outfalls that are in need of repair in County stream valleys and respective watersheds. As this program expands to include additional watersheds, each outfall is categorized and, where damaged, rated. A functional rating and evaluation process is used to prioritize each outfall.

OTHER

The number of outfall locations being repaired per year varies based on the severity of the erosion and damage, the complexity of the design, and the complexity of the needed restorative construction work. Completed outfalls in FY16-17: Dartmouth Avenue, Havard Street, 7600 Rosssdu Court, Sligo Creek at Dennis Avenue, 11820 Hunting Ridge Court, 1301 Dilston Place and 3732 Cardiff Road. Scheduled for repairs (FY18 - beyond): 5009 Elsmere Road, 9124 Hollyoak Drive, 9100 Hollyoak Drive, 11208 Whisperwood Road, 10808 Margate Road, and Shiloh Church Road.

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. Change in funding schedule to reflect cost eligibility rules.

DISCLOSURES

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

COORDINATION

Montgomery County Department of Environmental Protection, Maryland-National Capital Park and Planning Commission, Maryland Department of the Environment, United States Army Corps of Engineers, Montgomery County Department of Permitting Services, Utility Companies, Miscellaneous Stream Valley Improvements.



Storm Drain General (P500320)

Category Conservation of Natural Resources **Date Last Modified** 03/09/19
SubCategory Storm Drains **Administering Agency** Transportation
Planning Area Countywide **Status** Ongoing

Total	Thru FY18	Rem 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	3,909	1,963	272	1,674	404	254	254	254	254	254	-
Land	103	103	-	-	-	-	-	-	-	-	-
Construction	13,978	10,493	35	3,450	450	600	600	600	600	600	-
Other	1	1	-	-	-	-	-	-	-	-	-
TOTAL EXPENDITURES	17,991	12,560	307	5,124	854	854	854	854	854	854	-

FUNDING SCHEDULE (\$000s)

Current Revenue: Water Quality Protection	2,584	1,600	-	984	314	134	134	134	134	134	-
G.O. Bonds	9,169	9,169	-	-	-	-	-	-	-	-	-
Intergovernmental	228	223	5	-	-	-	-	-	-	-	-
Long-Term Financing	4,140	-	-	4,140	540	720	720	720	720	720	-
State Aid	162	162	-	-	-	-	-	-	-	-	-
Water Quality Protection Bonds	1,708	1,406	302	-	-	-	-	-	-	-	-
TOTAL FUNDING SOURCES	17,991	12,560	307	5,124	854	854	854	854	854	854	-

APPROPRIATION AND EXPENDITURE DATA (\$000s)

Appropriation FY 20 Request	-	Year First Appropriation	FY03
Cumulative Appropriation	14,575	Last FY's Cost Estimate	17,991
Expenditure / Encumbrances	12,840		
Unencumbered Balance	1,735		

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.

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. Change in funding schedule to reflect cost eligibility rules.

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).



Misc Stream Valley Improvements (P807359)

Category	Conservation of Natural Resources	Date Last Modified	02/28/19
SubCategory	Stormwater Management	Administering Agency	Environmental Protection
Planning Area	Countywide	Status	Ongoing

Total	Thru FY18	Rem 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	7,331	4,431	-	2,900	700	1,190	470	180	180	180	-
Land	2	2	-	-	-	-	-	-	-	-	-
Site Improvements and Utilities	1	1	-	-	-	-	-	-	-	-	-
Construction	17,733	3,863	-	13,870	4,460	8,250	1,160	-	-	-	-
Other	646	646	-	-	-	-	-	-	-	-	-
TOTAL EXPENDITURES	25,713	8,943	-	16,770	5,160	9,440	1,630	180	180	180	-

FUNDING SCHEDULE (\$000s)

Current Revenue: Water Quality Protection	4,456	-	-	4,456	1,086	2,440	930	-	-	-	-
Long-Term Financing	9,579	-	-	9,579	3,279	6,300	-	-	-	-	-
State Aid	5,181	3,681	-	1,500	500	500	500	-	-	-	-
Stormwater Management Waiver Fees	2,325	1,090	-	1,235	295	200	200	180	180	180	-
Water Quality Protection Bonds	4,172	4,172	-	-	-	-	-	-	-	-	-
TOTAL FUNDING SOURCES	25,713	8,943	-	16,770	5,160	9,440	1,630	180	180	180	-

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 20 Request	-	Year First Appropriation	FY73
Cumulative Appropriation	28,093	Last FY's Cost Estimate	45,264
Expenditure / Encumbrances	16,773		
Unencumbered Balance	11,320		

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 in FY20 is due to updated progress towards meeting MS4 permit and a FY19 transfer of \$3,121,000 in Long-Term Financing to the SM Design/Build/Maintain Contract project (No. 801901, Resolution 18-1185), the addition of the Glenstone Phase 3 project (\$1.43M in FY20) and the addition of the Army Corps of Engineers planning project (\$350,000 in FY20). FY18 cost increase of \$189,000 due to construction bids coming in higher than budgeted.

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 Glenstone, Fallsreach, Flints Grove Stream, and Booze Creek Repairs. CIP project includes funding for stream restoration study of Anacostia Watershed by the Army Corps of Engineers.

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. Project decrease in FY20 is due to updated progress towards meeting MS4 permit and a FY19 transfer of \$3,121,000 in Long-Term Financing to the SM Design/Build/Maintain Contract project (No. 801901, Resolution 18-1185), the addition of the Glenstone Phase 3 project (\$1.43M in FY20) and the addition of the Army Corps of Engineers planning project (\$350,000 in FY20). FY18 cost increase of \$189,000 due to construction bids coming in higher than budgeted.

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, Washington Suburban Sanitary Commission, Department of Permitting Services, Maryland Department of the Environment, Maryland Department of Natural Resources.



SM Retrofit - Schools (P801301)

Category Conservation of Natural Resources **Date Last Modified** 05/20/19
SubCategory Stormwater Management **Administering Agency** Environmental Protection
Planning Area Countywide **Status** Ongoing

Total	Thru FY18	Rem 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	1,710	68	180	180	-	-	-	-	-
Construction	3,424	2,522	82	820	820	-	-	-	-	-
TOTAL EXPENDITURES	5,382	4,232	150	1,000	1,000	-	-	-	-	-

FUNDING SCHEDULE (\$000s)

State Aid	1,878	1,360	150	368	368	-	-	-	-	-
Water Quality Protection Bonds	3,504	2,872	-	632	632	-	-	-	-	-
TOTAL FUNDING SOURCES	5,382	4,232	150	1,000	1,000	-	-	-	-	-

OPERATING BUDGET IMPACT (\$000s)

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

APPROPRIATION AND EXPENDITURE DATA (\$000s)

Appropriation FY 20 Request	(1,621)	Year First Appropriation	FY13
Cumulative Appropriation	7,003	Last FY's Cost Estimate	5,382
Expenditure / Encumbrances	6,794		
Unencumbered Balance	209		

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.

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.

FISCAL NOTE

Acceleration of \$368,000 in Water Quality Protection Bonds from FY19 into FY18 and a related funding schedule switch with State Aid.

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, 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** 02/28/19
SubCategory Stormwater Management **Administering Agency** Environmental Protection
Planning Area Countywide **Status** Ongoing

Total	Thru FY18	Rem 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	21,749	18,627	852	2,270	1,910	360	-	-	-	-
Site Improvements and Utilities	4	4	-	-	-	-	-	-	-	-
Construction	36,730	17,767	2,193	16,770	15,180	1,590	-	-	-	-
Other	1,322	1,322	-	-	-	-	-	-	-	-
TOTAL EXPENDITURES	59,805	37,720	3,045	19,040	17,090	1,950	-	-	-	-

FUNDING SCHEDULE (\$000s)

Contributions	60	-	-	60	60	-	-	-	-	-
Current Revenue: Water Quality Protection	13,247	8,011	-	5,236	3,826	1,410	-	-	-	-
Intergovernmental	1,000	844	156	-	-	-	-	-	-	-
Long-Term Financing	11,024	-	-	11,024	11,024	-	-	-	-	-
State Aid	5,210	1,683	2,527	1,000	500	500	-	-	-	-
Water Quality Protection Bonds	29,264	27,182	362	1,720	1,680	40	-	-	-	-
TOTAL FUNDING SOURCES	59,805	37,720	3,045	19,040	17,090	1,950	-	-	-	-

OPERATING BUDGET IMPACT (\$000s)

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

APPROPRIATION AND EXPENDITURE DATA (\$000s)

Appropriation FY 20 Request	-	Year First Appropriation	FY87
Cumulative Appropriation	68,900	Last FY's Cost Estimate	78,795
Expenditure / Encumbrances	61,345		
Unencumbered Balance	7,555		

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 in FY20 is due to updated progress towards meeting MS4 permit requirements, a FY19 transfer of \$7,387,000 in Long-Term Financing to the SM Design/Build/Maintain Contract project (No. 801901, Resolution 18-1185), and a FY19 supplemental for \$60,000 in Contributions.

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. FY19 supplemental for \$60,000 in Contributions. Project decrease in FY20 is due to updated progress towards meeting MS4 permit requirements and a FY19 transfer of

\$7,387,000 in Long-Term Financing to the SM Design/Build/Maintain Contract project (No. 801901, Resolution 18-1185). Acceleration of \$40,000 in Current Revenue: Water Quality Protection from FY20 into FY18 and a funding schedule switch with Water Quality Protection Bonds to fill the gap.

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, 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.



Burtonsville Community Revitalization

(P760900)

Category Community Development and Housing **Date Last Modified** 01/12/19
SubCategory Community Development **Administering Agency** Housing & Community Affairs
Planning Area Fairland-Beltsville and Vicinity **Status** Ongoing

	Total	Thru FY18	Rem 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	1,366	1,366	-	-	-	-	-	-	-	-	-
Site Improvements and Utilities	658	347	311	-	-	-	-	-	-	-	-
Construction	955	761	194	-	-	-	-	-	-	-	-
Other	61	3	58	-	-	-	-	-	-	-	-
TOTAL EXPENDITURES	3,040	2,477	563	-	-	-	-	-	-	-	-

FUNDING SCHEDULE (\$000s)

Current Revenue: General	460	460	-	-	-	-	-	-	-	-	-
G.O. Bonds	563	-	563	-	-	-	-	-	-	-	-
PAYGO	2,017	2,017	-	-	-	-	-	-	-	-	-
TOTAL FUNDING SOURCES	3,040	2,477	563	-	-	-	-	-	-	-	-

APPROPRIATION AND EXPENDITURE DATA (\$000s)

Appropriation FY 20 Request	(1,000)	Year First Appropriation	FY09
Cumulative Appropriation	4,040	Last FY's Cost Estimate	4,040
Expenditure / Encumbrances	2,477		
Unencumbered Balance	1,563		

PROJECT DESCRIPTION

This project provides for community revitalization in the Burtonsville area with primary focus on the commercial core. Project elements will mitigate the impact of transportation improvement projects to businesses in the Burtonsville commercial area. The objectives are to support the existing small businesses, create new opportunities for private investment, and create a "village center" by improving the visual appearance of the area. Project elements include gateway signage, pedestrian lighting, streetscape elements, acquisition of long-term facade and commercial center signage easements.

LOCATION

The project area is located near the intersection of MD Route 198 and the US Route 29 in eastern Montgomery County. Generally, the area is comprised of the commercial areas in each of the four quadrants near the intersection of Route 198 and Old Columbia Pike, and the additional four quadrants located at the intersection of Route 198 and the realignment of US Route 29. Specifically, the areas are identified as the combined Commercial Core Study Area and the Community Legacy Plan Study area contained in the 2008 Burtonsville Community Legacy Plan.

COST CHANGE

Reduce the project cost to reflect actual commitments for facade improvements from remaining property owners in the area.

PROJECT JUSTIFICATION

This project is initiated in response to proposals contained in the Burtonsville Community Legacy Plan. Burtonsville is a gateway into the County from the east and US Interstate 95. The Burtonsville Commercial Core is comprised of many older, local neighborhood retail centers with some office space. Many of the small strip shopping centers along Route 198 are in visibly poor condition. Some of the larger, older commercial and office space is vacant and underutilized. The project is intended to respond to both the visual condition of the commercial core, and to address possible business disruption that may result from a proposed realignment of Route 198 by the State. This area has also been designated as the location of a stop on the County's planned Bus Rapid Transit (BRT) system.

OTHER

Burtonsville Crossroads Neighborhood Plan, Maryland-National Capital Park and Planning Commission, 2012; Burtonsville Community Legacy Plan, Department of Housing and Community Affairs, 2008; Burtonsville Market Study and Consumer Shopping Survey, Department of Housing and Community Affairs, 2007.

FISCAL NOTE

Expenditure and funding schedules are adjusted to reflect updated conditions on committed private investment for facade improvement in the Burtonsville commercial area.

DISCLOSURES

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

COORDINATION

Department of Transportation, Maryland State Highway Administration, Maryland-National Capital Park and Planning Commission, Maryland Department of the Environment, and Department of Permitting Services.



Golesville/New Hampshire Avenue Community Revitalization (P761501)

Category Community Development and Housing **Date Last Modified** 03/09/19
SubCategory Community Development **Administering Agency** Housing & Community Affairs
Planning Area Colesville-White Oak and Vicinity **Status** Ongoing

	Total	Thru FY18	Rem 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	600	-	-	600	300	300	-	-	-	-	-
Construction	1,470	150	-	1,320	680	640	-	-	-	-	-
TOTAL EXPENDITURES	2,070	150	-	1,920	980	940	-	-	-	-	-

FUNDING SCHEDULE (\$000s)											
Current Revenue: General	2,070	150	-	1,920	980	940	-	-	-	-	-
TOTAL FUNDING SOURCES	2,070	150	-	1,920	980	940	-	-	-	-	-

APPROPRIATION AND EXPENDITURE DATA (\$000s)				
Appropriation FY 20 Request		320	Year First Appropriation	FY15
Cumulative Appropriation		1,750	Last FY's Cost Estimate	3,250
Expenditure / Encumbrances		150		
Unencumbered Balance		1,600		

PROJECT DESCRIPTION

This project provides for commercial revitalization in the Colesville community focused on the four commercial intersections along New Hampshire Avenue (MD Route 650). The objectives are to support the existing small businesses, create new opportunities for private investment, and improve the visual appearance of the area. Project elements include gateway signage, pedestrian lighting, connectivity, streetscape elements, landscaping/screening, acquisition of long-term facade and commercial center signage easements, and other amenities.

LOCATION

The focus areas are: the four quadrants at the intersection of New Hampshire Avenue and Randolph Road; the commercial area at New Hampshire Avenue and Vital Way; the commercial area between Thomas Drive and Eldrid Drive on the west side of New Hampshire Avenue; and the commercial node east of New Hampshire Avenue at Hollywood Avenue.

ESTIMATED SCHEDULE

Expenditure schedule has been adjusted to reflect actual implementation.

COST CHANGE

Reduce funds to reflect actual expenditure needs based on level of private participation.

PROJECT JUSTIFICATION

The Colesville commercial area is primarily older local, neighborhood retail centers with some office space. The White Oak Master Plan (1997) recommended providing a more unified "Main Street" form of development, integrating the commercial development with neighboring residential communities while providing buffers between the adjacent residential neighborhoods. The Colesville community is interested in enhancing the viability of commercial centers along New Hampshire Avenue.

OTHER

Plans and Studies: Maryland-National Capital Park and Planning Commission's White Oak Master Plan (1997), Colesville Commercial Area and Design Study (2013).

FISCAL NOTE

This area is not eligible for CDBG funding.

DISCLOSURES

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

COORDINATION

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



Facility Planning: HCD (P769375)

Category Community Development and Housing **Date Last Modified** 03/14/19
SubCategory Community Development **Administering Agency** Housing & Community Affairs
Planning Area Countywide **Status** Ongoing

	Total	Thru FY18	Rem 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	4,445	3,645	50	750	125	125	125	125	125	125	-
TOTAL EXPENDITURES	4,445	3,645	50	750	125	125	125	125	125	125	-

FUNDING SCHEDULE (\$000s)											
Community Development Block Grant	893	889	4	-	-	-	-	-	-	-	-
Current Revenue: General	3,252	2,456	46	750	125	125	125	125	125	125	-
Current Revenue: Parking - Montgomery Hill	100	100	-	-	-	-	-	-	-	-	-
Federal Aid	200	200	-	-	-	-	-	-	-	-	-
TOTAL FUNDING SOURCES	4,445	3,645	50	750	125	125	125	125	125	125	-

APPROPRIATION AND EXPENDITURE DATA (\$000s)			
Appropriation FY 20 Request	25	Year First Appropriation	FY96
Cumulative Appropriation	3,920	Last FY's Cost Estimate	4,545
Expenditure / Encumbrances	2,930		
Unencumbered Balance	990		

PROJECT DESCRIPTION

This project provides funds for Department of Housing and Community Affairs (DHCA) facility planning studies for a variety of projects for possible inclusion in the Capital Improvement Program (CIP). In addition, facility planning serves as a transition stage for a project between the master plan or conceptual stage and its inclusion as a stand-alone project in the CIP. Prior to the establishment of a stand-alone project, DHCA will develop a Program of Requirements (POR) that outlines the general and specific features required in the project. Selected projects range in type from: land and building acquisition; conversion of surplus schools/school sites or County-owned land into housing resources; design and construction of street improvements, sidewalks, and other infrastructure improvements in neighborhoods; and small commercial area revitalization that include streetscaping and circulation along with Central Business District (CBD) revitalization. Facility planning is a decision-making process to determine the purpose and need of a candidate project through a rigorous investigation of the following critical project elements: community revitalization needs; economic, social, environmental, and historic impacts; public participation; non-County funding sources; and detailed project cost estimates. Depending upon the results of a facility planning analysis of purpose and need, a project may or may not proceed to construction. For a full description of the facility planning process, see the CIP Planning Section.

COST CHANGE

Delay funding needs to reflect the estimated implementation schedule based on the level of private interest.

PROJECT JUSTIFICATION

There is a continuing need for development of accurate cost estimates and an exploration of alternatives for proposed projects. Facility planning costs for all projects which ultimately become stand-alone Project Description Forms (PDFs) are included here. These costs will not be reflected in the resulting individual project. Future individual CIP projects, which result from facility planning, will each reflect reduced planning and design costs.

OTHER

The proposals studied under this program will involve the Office of Management and Budget staff, consultants, community groups, and related program area staff, to ensure that completed studies show full costs, program requirements, and have community support.

DISCLOSURES

Expenditures will continue indefinitely.

COORDINATION

Office of Management and Budget, Maryland-National Capital Park and Planning Commission, Department of Transportation, Department of General Services, and Regional Services Centers.



Affordable Housing Acquisition and Preservation (P760100)

Category Community Development and Housing **Date Last Modified** 05/21/19
SubCategory Housing (MCG) **Administering Agency** Housing & Community Affairs
Planning Area Countywide **Status** Ongoing

Total	Thru FY18	Rem 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)

Land	225,796	123,805	53,220	48,771	26,771	22,000	-	-	-	-
TOTAL EXPENDITURES	225,796	123,805	53,220	48,771	26,771	22,000	-	-	-	-

FUNDING SCHEDULE (\$000s)

Current Revenue: Montgomery Housing Initiative	4,775	2,500	2,275	-	-	-	-	-	-	-
HIF Revolving Program	161,490	92,849	38,128	30,513	9,954	20,559	-	-	-	-
Loan Repayment Proceeds	54,991	28,456	8,277	18,258	16,817	1,441	-	-	-	-
Recordation Tax Premium (MCG)	4,540	-	4,540	-	-	-	-	-	-	-
TOTAL FUNDING SOURCES	225,796	123,805	53,220	48,771	26,771	22,000	-	-	-	-

APPROPRIATION AND EXPENDITURE DATA (\$000s)

Appropriation FY 20 Request	21,771	Year First Appropriation	FY01
Cumulative Appropriation	203,796	Last FY's Cost Estimate	216,025
Expenditure / Encumbrances	123,806		
Unencumbered Balance	79,990		

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

Actual revolving loan repayments received are appropriated in the subsequent year as displayed above. Increased FY20 funding to support additional affordable units.

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, future loan repayments are expected and will be used to finance future housing activities in this project. Based on bond counsel guidance, General Obligation Bond funding previously programmed has been replaced with HIF Revolving Loans.

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, 2019, and the appropriation for each project is decreased by the amount of the project's unencumbered balance.

Project Number	Project Name
P850900	DLC Liquor Warehouse
P361200	EOB & Judicial Center Traffic Circle Repair
P361102	IAQ Improvements Brookville Bldgs. D & E
P150701	Technology Modernization -- MCG
P361112	Fuel Management
P429755	Detention Center Reuse
P470906	Public Safety Headquarters
P501421	Lyttonsville Bridge
P501624	Pennyfield Lock Road Bridge
P501521	Valley Road Bridge
P501301	Whites Ferry Road Bridges No.M-0187B and M-0189B
P509928	Brookville Service Park
P500709	Colesville Depot
P509927	Seven Locks Technical Center Phase II
P509976	Forest Glen Pedestrian Bridge
P500719	Chapman Avenue Extended
P500310	Citadel Avenue Extended
P500516	Father Hurley Blvd. Extended
P500311	Montrose Parkway West
P500528	Montrose Road Extended (Land Acquisition)
P501403	Ripley Street
P501916	Teachers Way Extended
P500010	Redland Rd from Crabbs Branch Way - Baederwood La
P641106	Dennis Avenue Health Center
P720102	North Potomac Community Recreation Center
P720919	Ross Boddy Neighborhood Recreation Center

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, 2019

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	16,745	10,755
Asbestos Abatement: MCG (P508728) *	714	451	263
Building Envelope Repair (P361501)	7,815	2,550	5,265
Elevator Modernization (P509923)	15,554	10,830	4,724
Energy Conservation: MCG (P507834) *	2,531	432	2,099
Energy Systems Modernization (P361302)	82,222	13,009	69,213
Environmental Compliance: MCG (P500918)	16,103	12,469	3,634
Facilities Site Selection: MCG (P500152)	444	326	118
Facility Planning: MCG (P508768)	9,680	9,294	386
HVAC/Elec Replacement: MCG (P508941) *	13,031	6,195	6,836
Life Safety Systems: MCG (P509970)	14,861	6,528	8,333
Planned Lifecycle Asset Replacement: MCG (P509514) *	10,732	5,891	4,841
Resurfacing Parking Lots: MCG (P509914)	10,155	8,209	1,946
Roof Replacement: MCG (P508331) *	19,314	12,555	6,759
ALARF: MCG (P316222)	12,532	375	12,157
Fibernet (P509651)	69,028	53,089	15,939
Apparatus Replacement Program (P451504)	45,769	10,714	35,055
HVAC/Elec Replacement: Fire Stns (P458756)	8,877	3,432	5,445
Resurfacing: Fire Stations (P458429) *	2,029	1,088	941
Roof Replacement: Fire Stations (P458629) *	2,977	1,530	1,447
Bridge Design (P509132)	18,992	16,078	2,914
Bridge Preservation Program (P500313)	10,835	7,364	3,471
Bridge Renovation (P509753) *	22,985	9,101	13,884
Permanent Patching: Residential/Rural Roads (P501106)	37,092	30,855	6,237
Residential and Rural Road Rehabilitation (P500914)	66,297	52,569	13,728
Resurfacing Park Roads and Bridge Improvements (P500720)	8,160	6,364	1,796
Resurfacing: Primary/Arterial (P508527) *	43,990	29,984	14,006
Resurfacing: Residential/Rural Roads (P500511)	152,877	120,872	32,005
Sidewalk and Curb Replacement (P508182) *	37,551	27,842	9,709
Street Tree Preservation (P500700)	31,400	25,391	6,009

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, 2019

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)	183,790	137,749	46,041
Facility Planning Parking: Silver Spring PLD (P501314)	720	367	353
Facility Planning Parking: Wheaton PLD (P501312)	360	107	253
Pkg Beth Fac Renovations (P508255) *	14,951	6,040	8,911
Pkg Sil Spg Fac Renovations (P508250) *	12,913	9,271	3,642
Pkg Wheaton Fac Renovations (P509709) *	563	320	243
ADA Compliance: Transportation (P509325) *	7,512	4,133	3,379
Bicycle-Pedestrian Priority Area Improvements (P501532)	10,575	3,223	7,352
Bikeway Program Minor Projects (P507596) *	7,156	2,561	4,595
Sidewalk Program Minor Projects (P506747) *	16,458	11,027	5,431
Transportation Improvements For Schools (P509036) *	1,516	749	767
Facility Planning-Transportation (P509337)	53,315	49,252	4,063
Public Facilities Roads (P507310) *	1,371	716	655
Subdivision Roads Participation (P508000) *	13,848	4,843	9,005
Advanced Transportation Management System (P509399)	55,333	52,542	2,791
Guardrail Projects (P508113) *	1,923	1,291	632
Intersection and Spot Improvements (P507017) *	9,072	6,485	2,587
Neighborhood Traffic Calming (P509523) *	2,011	1,246	765
Pedestrian Safety Program (P500333)	20,312	15,067	5,245
Streetlight Enhancements-CBD/Town Center (P500512)	3,930	2,944	986
Streetlighting (P507055) *	14,358	3,835	10,523
Traffic Signal System Modernization (P500704)	40,314	37,972	2,342
Traffic Signals (P507154) *	32,113	19,945	12,168
21st Century Library Enhancements Level Of Effort (P711503)	4,306	2,432	1,874
Library Refurbishment Level of Effort (P711502)	10,980	8,613	2,367
Cost Sharing: MCG (P720601)	35,154	24,657	10,497
Public Arts Trust (P729658) *	1,141	736	405
Ag Land Pres Easements (P788911) *	8,607	6,911	1,696
Facility Planning: Storm Drains (P508180)	6,364	5,676	688
Outfall Repairs (P509948)	7,595	6,736	859

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, 2019

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)	10,300	7,731	2,569
Storm Drain General (P500320)	14,575	12,560	2,015
Facility Planning: SM (P809319)	14,214	12,697	1,517
Misc Stream Valley Improvements (P807359) *	28,093	8,943	19,150
SM Design/Build/Maintain Contract (P801901)	20,000	-	20,000
SM Facility Major Structural Repair (P800700)	20,731	15,827	4,904
SM Retrofit - Government Facilities (P800900)	8,417	13,019	(4,602)
SM Retrofit - Roads (P801300)	19,360	15,738	3,622
SM Retrofit - Schools (P801301)	5,720	4,232	1,488
SM Retrofit: Countywide (P808726) *	68,900	37,720	31,180
Watershed Restoration - Interagency (P809342)	(1,952)	4,778	(6,730)
Facility Planning: HCD (P769375)	3,920	3,645	275
Affordable Housing Acquisition and Preservation (P760100)	225,796	123,805	101,991

Note: (*) = Prior Year Thru Expenditures reflect expenditures from FY15 on.