




OFFICE OF THE COUNTY EXECUTIVE
ROCKVILLE, MARYLAND 20850

Isiah Leggett
County Executive

MEMORANDUM

March 17, 2014

TO: Craig Rice, President, County Council

FROM: Isiah Leggett, County Executive 

SUBJECT: Budget Adjustments: FY15-20 Recommended Capital Improvements Program

In January 2014, I submitted my recommended FY15 Capital Budget and FY15-20 Capital Improvements Program (CIP) amendments. Since that time, I have reviewed a number of CIP projects and am now recommending additional CIP adjustments to leverage outside funding, promote economic development, reflect updated schedule and cost information and align the CIP and Capital Budget with the FY15 Operating Budget recommendations.

Below, I am highlighting projects that are new or significantly changed since I submitted my January 15th recommendations.

Conference Center Garage

This new project will fund design costs for a parking garage to accommodate current and future conference center parking needs. Significant changes and development activity will occur around the Conference Center property in accordance with the 2010 White Flint Sector Plan, including the realignment of Executive Boulevard and the construction of Market Street. These changes will cause the current number of available surface parking spaces to significantly decline unless a new garage is built. The project will be funded with land sale proceeds from a state-supported land transaction. I am forwarding, under separate cover, an FY14 supplemental appropriation that will be needed to expedite this project so that the garage will not interfere with other White Flint redevelopment activities

Colesville/New Hampshire Avenue Community Revitalization

This new project will fund pedestrian lighting, streetscaping, gateway signage, and acquisition of long-term façade and signage easements for four commercial intersections along New Hampshire Avenue.

Parking Lot Districts Service Facility

This new project will allow the Parking Meter Maintenance Shop located at Garage 4 in Silver Spring to co-locate their operations in new space with the Parking Maintenance office. This will allow Garage 4 to be redeveloped and will provide more efficient parking operations.

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Wheaton Redevelopment

Through a competitive process, a private development partner was selected to work with Montgomery County and the Maryland-National Capital Park and Planning Commission (M-NCPPC) to redevelop Wheaton. As part of the agreement, the developer will build a town square and an office building which will house M-NCPPC's headquarters, the Department of Permitting Services, the Department of Environmental Protection, Mid-County Regional Services Center, and street level retail. The private developer will also build residential housing in Wheaton with a significant affordable housing component, as well as building a mixed-use development at the site of the old M-NCPPC Headquarters in Silver Spring. In addition to promoting economic development in Wheaton and Silver Spring, this project is expected to improve customer service and operational efficiency due to the co-location of agencies and departments serving the real estate development community. This project PDF budget is based on the consensus reached in a series of group meetings including staff from County departments, M-NCPPC, and the County Council as well as Board representation from the Planning Board.

Cost-Sharing: MCG

Included in my amendments are grants to the following non-profit organizations to support their capital programs. These organizations provide critical services within our community and with county funds are able to leverage significant resources from other entities:

Easter Seals (\$100,000); Graceful Growing Together (\$125,000); Jewish Community Center (\$150,000); Muslim Community Center (\$125,000); Potomac Community Resources (\$150,000); Arc of Montgomery County (\$17,973); Catholic Charities (\$11,395); Melvin J Berman Hebrew Academy (\$33,000); Jewish Social Services Agency (\$75,000); Warrior Canines Project (\$40,000); Jewish Council for the Aging (\$75,000); Jewish Federation of Greater Washington (\$75,000); and Family Services (\$75,000).

Ride On Bus Fleet

This project is amended to reflect \$14 million in state funding from the gas tax to support bus replacement. In FY15, The County will replace 32 buses (21 full/1 small diesel; 10 CNG buses). In FY16, 25 buses will be replaced.

Facility Planning - Transportation

Funding for the Boyds MARC station park and ride lot facility planning has been added to the project. Funding for facility planning for the MidCounty Highway (M83) has not been included in the FY15-20 CIP. All other changes reflect adjustments to costs and the schedule with a modest reduction in project funding in light of the significant backlog of transportation projects that have been planned, but are still waiting for construction funding.

Fire Apparatus Replacement Program

Non-financeable equipment related to fire vehicle purchases has been consolidated into this \$56.3 million project with funding primarily from the Emergency Medical Service Transport fee. The March amendment also reflects acceleration of some equipment purchases as related debt service costs were refined, allowing the County to replace outdated equipment sooner.

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White Flint Redevelopment

The project is amended to reflect the elimination of current revenue funding for a land purchase that is no longer needed.

Long Branch Town Center Redevelopment

The project is amended to defer design activities to allow adequate time to consider business community input gained through DHCA-funded outreach, evolving property owner plans for the targeted properties, as well as likely Purple Line impacts now that federal funds have been proposed for the project. Potential grant opportunities will also be considered. Some funding will remain in FY15.

Issues Still Under Development

I am providing an update on the following projects which still have outstanding issues that require resolution before my official transmittal.

As soon as more detailed cost information is available, it is my intention to amend the Children's Resource Center project to accommodate moving the facility to the Broome School as opposed to having a stand-alone project on the same site.

Executive and Council staff continue to work with Washington Suburban Sanitation Commission staff to explore the merits of the anaerobic digester project versus other potentially less costly alternatives. We will keep you informed as this work progresses.

I recommend that the County Council consider these adjustments in its final budget worksessions over the next few weeks. As always Executive Branch staff are available to assist you in your review.

IL:jah

Attachments: Recommended Budget Adjustments
General Obligation Bond Adjustment Chart
Current Revenue Adjustment Chart

cc: Timothy L. Firestine, Chief Administrative Officer
Dr. Joshua Starr, Superintendent, Montgomery County Public Schools
Dr. DeRionne Pollard, President, Montgomery College
Francoise Carrier, Chair, Montgomery County Planning Board
Stephen B. Farber, Council Administrator
Bonnie A. Kirkland, Assistant Chief Administrative Officer, Offices of the County Executive
Department and Office Directors

**FY15-20 RECOMMENDED CIP
MARCH BUDGET AMENDMENT'S SUMMARY (\$000S)
March 17, 2014**

Circle #	PROJECT #	PROJECT NAME	EXPLANATION OF ADJUSTMENT	FY15-20 CHANGE	FUNDING SOURCES
FY14 SUPPLEMENTAL/AMENDMENT					
1	P781401	White Flint Conference Center Garage	NEW PROJECT. Program funds to design a parking garage to replace conference center parking lost through White Flint redevelopment activities	1,500	Land Sale Proceeds
NEW PROJECTS - FY15-20					
2	P761501	Colesville/New Hampshire Avenue Community Revitalization	NEW PROJECT. Fund pedestrian lighting, streetscaping, gateway signage, and acquisition of long-term façade and signage easements for four commercial intersections along New Hampshire.	3,250	Current Revenue: General
3	P501551	Parking Lot Districts Service Facility	NEW PROJECT. To consolidate the existing Parking Maintenance office and the Meter Maintenance Shop. The Parking Maintenance office in leased space must be vacated and moving the Meter Maintenance Shop will allow Garage 4 to be redeveloped.	3,585	Current Revenue: Parking - Silver Spring
EXISTING PROJECTS - FY15-20 AMENDMENTS					
4, 4a	P150401	Wheaton Redevelopment	Reflects updated cost estimates based on the addition of County offices and community input	70,159	GO bonds, LT financing
5, 5a	P151200	White Flint Redevelopment	Release Current Revenue not needed for land purchase	(2,233)	Current Revenue: General
6	P150700	Long Branch Town Center Redevelopment	Delay \$200,000 in project funding from FY15 to FY18 to consider Purple Line impacts and community input. Maintain \$100,000 in FY15.	-	Current Revenue: General
7	P451504	Apparatus Replacement Program	Consolidate all apparatus related purchases (including related small equipment purchases) into new CIP apparatus replacement project	4,429	Long-term Financing; Fire Consolidated (EMST fee)
8	P500714	Montgomery Mall Transit Center	Shift funding and reduce appropriation until needed due to schedule delays. Matches Council committee changes.	-	Mass Transit
9	P500821	Ride On Bus Fleet	Reflects schedule adjustments and increased costs to replace 32 buses (21 full/1 small diesel; 10 CNG buses) in FY15 using increased state aid from gas tax proceeds instead of FY15 current revenue.	7,212	GO Bonds, State, Federal, Contributions
10, 10a	P509337	Facility Planning - Transportation	Add funding for Boyds MARC Park and Ride Lot. Adjust schedule and costs for previously approved projects.	2,464	Current Revenue: General; Mass Transit

**FY15-20 RECOMMENDED CIP
MARCH BUDGET AMENDMENTS SUMMARY (\$000S)
March 17, 2014**

Circle #	PROJECT #	PROJECT NAME	EXPLANATION OF ADJUSTMENT	FY15-20 CHANGE	FUNDING SOURCES
11, 11a	P720601	Cost Sharing: MCG	Add funding for grants: Easter Seals-\$100,000; Graceful Growing Together-\$125,000; Jewish Community Center-\$150,000; Muslim Community Center-\$125,000; Potomac Community Resources-\$150,000; Arc of Montgomery County-\$17,973; Catholic Charities-\$11,395; Melvin J Berman Hebrew Academy-\$33,000; Jewish Social Services Agency-\$75,000; Warrior Canines Project-\$40,000; Jewish Council for the Aging-\$75,000; Jewish Federation of Greater Washington-\$75,000; and Family Services-\$75,000	1,078	Current Revenue: General
EXISTING PROJECTS - FY15-20 - FUNDING SWITCHES, REALLOCATIONS, OTHER CHANGES					
12	P076510	MCPS Funding Reconciliation	Funding switches reflect updated recordation tax estimates	-	Recordation Tax; GO Bonds
13	P500914	Residential and Rural Roads	Funding switches reflect updated recordation tax premium estimates	-	Recordation Tax Premium; GO Bonds
14, 14a	P500717	Montrose Parkway East	Funding switches reflect corrected transportation impact tax estimates	-	Impact Tax; GO Bonds
15, 15a	P501109	Snuffer School Road	Correct FY16 appropriation	-	No change
16	P507596	Bikeway Program	Correct FY15 appropriation	-	No change
17	P509036	Transportation Improvements for Schools	Correct FY15 appropriation	-	No change
18	P509325	ADA Compliance: Transportation	Correct FY15 appropriation	-	No change
FY13-18 ADJUSTMENTS - FOR INFORMATION PURPOSES ONLY					
	P076510	MCPS Funding Reconciliation	Replace \$856,000 in reduced recordation tax proceeds. Note Current Revenue: General appropriation savings related to funding switches.	-	Recordation Tax, GO Bonds (See note below)
	P500914	Residential and Rural Roads	Funding switch replacing GO bonds with estimated increased recordation tax premium (\$225,000)	-	Recordation Tax Premium, GO Bonds (see note below)

NOTE: The net result of the two FY14 funding switches above will be the use of \$631,000 in FY14 GO bond set-aside to accommodate reduced FY14 recordation tax estimates (-\$856,000) partially offset by FY14 estimated recordation tax premium increases (\$225,000). OMB staff will work with Council staff to update other project PDFs as supplementals are approved.

**FY14
SUPPLEMENTALS/AMENDMENTS**

Conference Center Garage (P781401)

Category General Government
 Sub Category Economic Development
 Administering Agency Economic Development (AAGE06)
 Planning Area North Bethesda-Garrett Park

Date Last Modified 3/6/14
 Required Adequate Public Facility No
 Relocation Impact None
 Status Planning Stage

	Total	Thru FY13	Est FY14	Total 6 Years	FY 15	FY 16	FY 17	FY 18	FY 19	FY 20	Beyond 6 Yrs
EXPENDITURE SCHEDULE (\$000s)											
Planning, Design and Supervision	1,500	0	200	1,300	1,300	0	0	0	0	0	0
Land	0	0	0	0	0	0	0	0	0	0	0
Site Improvements and Utilities	0	0	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0	0
Other	0	0	0	0	0	0	0	0	0	0	0
Total	1,500	0	200	1,300	1,300	0	0	0	0	0	0
FUNDING SCHEDULE (\$000s)											
Land Sale	1,500	0	200	1,300	1,300	0	0	0	0	0	0
Total	1,500	0	200	1,300	1,300	0	0	0	0	0	0

APPROPRIATION AND EXPENDITURE DATA (\$000s)

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

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

Description

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

Location

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

Estimated Schedule

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

Justification

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

Other

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

Fiscal Note

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

Coordination

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

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NEW PROJECTS - FY15-20

Colesville/New Hampshire Avenue Community Revitalization (P761501)

Category: Community Development and Housing
 Sub Category: Community Development
 Administering Agency: Housing & Community Affairs (AAGE11)
 Planning Area: Colesville-White Oak

Date Last Modified: 3/6/14
 Required Adequate Public Facility: No
 Relocation Impact: None
 Status: Preliminary Design Stage

	Total	Thru FY13	Est FY14	Total 6 Years	FY 15	FY 16	FY 17	FY 18	FY 19	FY 20	Beyond 6 Yrs
EXPENDITURE SCHEDULE (\$000s)											
Planning, Design and Supervision	950	0	0	950	200	200	200	200	100	50	0
Land	0	0	0	0	0	0	0	0	0	0	0
Site Improvements and Utilities	0	0	0	0	0	0	0	0	0	0	0
Construction	2,300	0	0	2,300	0	300	350	400	550	700	0
Other	0	0	0	0	0	0	0	0	0	0	0
Total	3,250	0	0	3,250	200	500	550	600	650	750	0

FUNDING SCHEDULE (\$000s)											
Current Revenue: General	3,250	0	0	3,250	200	500	550	600	650	750	0
Total	3,250	0	0	3,250	200	500	550	600	650	750	0

APPROPRIATION AND EXPENDITURE DATA (000s)

Appropriation Request	FY 15	200
Appropriation Request Est.	FY 16	500
Supplemental Appropriation Request		0
Transfer		0
Cumulative Appropriation		0
Expenditure / Encumbrances		0
Unencumbered Balance		0

Date First Appropriation	
First Cost Estimate	
Current Scope	FY 15 3,250
Last FY's Cost Estimate	0

Description

This project provides for commercial revitalization in the Colesville Community focused on the four commercial intersections along New Hampshire Avenue (MD Route 650).

The objective is to support the existing small businesses and create new opportunities for private investment, as well as improving the visual appearance of the area. Project elements include gateway signage, pedestrian lighting, connectivity, streetscape elements, landscaping/screening, acquisition of long term façade and center signage easements, and other amenities.

Location

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

Justification

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

Other

Plans and Studies: M-NCPPC White Oak Master Plan (1997), Colesville Commercial Area and Design Study (2013).

Fiscal Note

This area is not eligible for CDBG funding.

Disclosures

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

Coordination

Department of Transportation, Maryland State Highway Administration, M-NCPPC, Maryland Department of the Environment, Department of Permitting Services.

Parking Lot Districts Service Facility (P501551)

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

Date Last Modified 2/26/14
 Required Adequate Public Facility No
 Relocation Impact None
 Status Preliminary Design Stage

	Total	Thru FY13	Est FY14	Total 6 Years	FY 15	FY 16	FY 17	FY 18	FY 19	FY 20	Beyond 6 Yrs
EXPENDITURE SCHEDULE (\$000s)											
Planning, Design and Supervision	729	0	0	729	425	114	190	0	0	0	0
Land	0	0	0	0	0	0	0	0	0	0	0
Site Improvements and Utilities	227	0	0	227	0	210	17	0	0	0	0
Construction	2,514	0	0	2,514	0	980	1,534	0	0	0	0
Other	115	0	0	115	0	0	115	0	0	0	0
Total	3,585	0	0	3,585	425	1,304	1,856	0	0	0	0

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

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

APPROPRIATION AND EXPENDITURE DATA (000s)

Appropriation Request	FY 15	3,585
Appropriation Request Est.	FY 16	0
Supplemental Appropriation Request		0
Transfer		0
Cumulative Appropriation		0
Expenditure / Encumbrances		0
Unencumbered Balance		0

Date First Appropriation	FY 15
First Cost Estimate	
Current Scope	FY 15
Last FY's Cost Estimate	0

Description

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

Location

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

Capacity

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

Estimated Schedule

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

Justification

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

Fiscal Note

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

Disclosures

A pedestrian impact analysis has been completed for this project.

Coordination

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

EXISTING PROJECTS - FY15-20 AMENDMENTS

Wheaton Redevelopment Program (P150401)

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

Date Last Modified 2/26/14
 Required Adequate Public Facility No
 Relocation Impact None
 Status Planning Stage

	Total	Thru FY13	Est FY14	Total 6 Years	FY 15	FY 16	FY 17	FY 18	FY 19	FY 20	Beyond 6 Yrs
EXPENDITURE SCHEDULE (\$000s)											
Planning, Design and Supervision	13,039	4,229	1,627	7,183	2,000	2,300	1,440	1,443	0	0	0
Land	1,010	1,010	0	0	0	0	0	0	0	0	0
Site Improvements and Utilities	10,559	1,346	0	9,213	3,750	2,044	3,419	0	0	0	0
Construction	111,461	585	73	110,803	0	7,210	58,372	35,309	9,912	0	0
Other	7,778	136	175	7,467	475	0	300	5,500	1,192	0	0
Total	143,847	7,306	1,875	134,666	6,225	11,554	63,531	42,252	11,104	0	0

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

APPROPRIATION AND EXPENDITURE DATA (000s)

Appropriation Request	FY 15	126,435
Appropriation Request Est.	FY 16	500
Supplemental Appropriation Request		0
Transfer		0
Cumulative Appropriation		9,905
Expenditure / Encumbrances		7,364
Unencumbered Balance		2,891

Date First Appropriation	FY 04
First Cost Estimate	
Current Scope	FY 15 143,847
Last FY's Cost Estimate	73,338

Description

This project provides for the planning, studies, design, and construction of an office building, public parking garage, and a town square on the site of Public Parking 13 and the Mid-County Regional Services Center (RSC) in Wheaton, Maryland. The components of the project include 1) an approximately 266,000 square foot 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 that will be delivered to the Wheaton Parking Lot District (PLD); and 3) a town square located on Lot 13 and the current site of the RSC. The new headquarters for M-NCPPC will occupy approximately 132,000 square feet 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 approximately 15,000 square feet of street front retail space and move offices of the RSC, Wheaton Urban District, Department of Environmental Protection (DEP), and Department of Permitting Services (DPS) to this building. After the delivery of the building 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 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 office building and Reedy Drive. The town square will be maintained and programmed by the RSC for the benefit of the Wheaton community. The obligations and relationship between Montgomery County Government and M-NCPPC for the project are reflected in a Memorandum of Understanding dated May 31, 2013 and will be explicitly set forth in the Binding Agreements between the parties.

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

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

Location

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

Wheaton Redevelopment Program (P150401)

Estimated Schedule

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

Cost Change

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

Justification

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

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

Fiscal Note

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

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

Disclosures

A pedestrian impact analysis has been completed for this project.

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

Coordination

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

(4a)

White Flint Redevelopment Program (P151200)

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

Date Last Modified 3/6/14
 Required Adequate Public Facility No
 Relocation Impact None
 Status Planning Stage

	Total	Thru FY13	Est FY14	Total 6 Years	FY 15	FY 16	FY 17	FY 18	FY 19	FY 20	Beyond 6 Yrs
EXPENDITURE SCHEDULE (\$000s)											
Planning, Design and Supervision	4,923	472	1,155	3,296	946	670	420	420	420	420	0
Land	0	0	0	0	0	0	0	0	0	0	0
Site Improvements and Utilities	0	0	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0	0
Other	0	0	0	0	0	0	0	0	0	0	0
Total	4,923	472	1,155	3,296	946	670	420	420	420	420	0

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

APPROPRIATION AND EXPENDITURE DATA (000s)

Appropriation Request	FY 15	171
Appropriation Request Est.	FY 16	670
Supplemental Appropriation Request		0
Transfer		0
Cumulative Appropriation		2,402
Expenditure / Encumbrances		472
Unencumbered Balance		4,163

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

Description

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

Cost Change

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

Justification

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

Other

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

Fiscal Note

(5)

White Flint Redevelopment Program (P151200)

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

Disclosures

Expenditures will continue indefinitely.

Coordination

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

Long Branch Town Center Redevelopment (P150700)

Category General Government
 Sub Category Economic Development
 Administering Agency County Executive (AGE03)
 Planning Area Silver Spring

Date Last Modified 3/6/14
 Required Adequate Public Facility No
 Relocation Impact None
 Status Planning Stage

	Total	Thru FY13	Est FY14	Total 6 Years	FY 15	FY 16	FY 17	FY 18	FY 19	FY 20	Beyond 6 Yrs
EXPENDITURE SCHEDULE (\$000s)											
Planning, Design and Supervision	300	0	0	300	100	200	0	0	0	0	0
Land	0	0	0	0	0	0	0	0	0	0	0
Site Improvements and Utilities	0	0	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0	0
Other	0	0	0	0	0	0	0	0	0	0	0
Total	300	0	0	300	100	200	0	0	0	0	0

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

APPROPRIATION AND EXPENDITURE DATA (000s)

Appropriation Request	FY 15	100
Appropriation Request Est.	FY 16	200
Supplemental Appropriation Request		0
Transfer		0
Cumulative Appropriation		0
Expenditure / Encumbrances		0
Unencumbered Balance		0

Date First Appropriation	FY 15	
First Cost Estimate		
Current Scope	FY 13	300
Last FY's Cost Estimate		300

Description

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

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

Location

The site bounded by Arliss Street, Flower Avenue, and Piney Branch Road in Silver Spring, Maryland

Estimated Schedule

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

Justification

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

Other

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

Disclosures

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

Coordination

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

(6)

Apparatus Replacement Program (P451504)

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

Date Last Modified: 3/6/14
 Required Adequate Public Facility: No
 Relocation Impact: None
 Status: Ongoing

	Total	Thru FY13	Est FY14	Total 6 Years	FY 15	FY 16	FY 17	FY 18	FY 19	FY 20	Beyond 6 Yrs
EXPENDITURE SCHEDULE (\$000s)											
Planning, Design and Supervision	0	0	0	0	0	0	0	0	0	0	0
Land	0	0	0	0	0	0	0	0	0	0	0
Site Improvements and Utilities	0	0	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0	0
Other	56,324	0	0	56,324	13,688	9,778	9,421	8,227	6,594	8,616	0
Total	56,324	0	0	56,324	13,688	9,778	9,421	8,227	6,594	8,616	0

FUNDING SCHEDULE (\$000s)											
Fire Consolidated	24,024	0	0	24,024	5,388	4,378	3,721	3,027	2,394	5,116	0
Short-Term Financing	32,300	0	0	32,300	8,300	5,400	5,700	5,200	4,200	3,500	0
Total	56,324	0	0	56,324	13,688	9,778	9,421	8,227	6,594	8,616	0

APPROPRIATION AND EXPENDITURE DATA (\$000s)

Appropriation Request	FY 15	13,688
Appropriation Request Est.	FY 16	9,778
Supplemental Appropriation Request		0
Transfer		0
Cumulative Appropriation		0
Expenditure / Encumbrances		0
Unencumbered Balance		0

Date First Appropriation	FY 15
First Cost Estimate	
Current Scope	FY 15
Last FY's Cost Estimate	0

Description

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

Capacity

104 units will be replaced through FY20

Estimated Schedule

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

Justification

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

Fiscal Note

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

Coordination

Local Volunteer Fire and Rescue Departments.

Montgomery Mall Transit Center (P500714)

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

Date Last Modified 3/6/14
Required Adequate Public Facility No
Relocation Impact None
Status Final Design Stage

	Total	Thru FY13	Est FY14	Total 6 Years	FY 15	FY 16	FY 17	FY 18	FY 19	FY 20	Beyond 6 Yrs
EXPENDITURE SCHEDULE (\$000s)											
Planning, Design and Supervision	175	29	0	146	0	146	0	0	0	0	0
Land	0	0	0	0	0	0	0	0	0	0	0
Site Improvements and Utilities	0	0	0	0	0	0	0	0	0	0	0
Construction	1,167	2	0	1,165	0	1,165	0	0	0	0	0
Other	0	0	0	0	0	0	0	0	0	0	0
Total	1,342	31	0	1,311	0	1,311	0	0	0	0	0

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

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

APPROPRIATION AND EXPENDITURE DATA (000s)

Appropriation Request	FY 15	-1,311
Appropriation Request Est.	FY 16	1,311
Supplemental Appropriation Request		0
Transfer		0
Cumulative Appropriation		1,342
Expenditure / Encumbrances		31
Unencumbered Balance		1,311

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

Description

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

Estimated Schedule

The Montgomery Mall Transit Center project construction is scheduled to start in FY15 along with Montgomery Mall expansion by the developer.

Justification

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

Other

The construction of the County portion is expected to start in FY 15 in order to coordinate with the Montgomery Mall expansion by the developer. The design of this project has been completed through Facility Planning: Transportation.

Fiscal Note

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

Disclosures

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

Coordination

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

Ride On Bus Fleet (P500821)

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

Date Last Modified 3/6/14
 Required Adequate Public Facility No
 Relocation Impact None
 Status Ongoing

	Total	Thru FY13	Est FY14	Total 6 Years	FY 15	FY 16	FY 17	FY 18	FY 19	FY 20	Beyond 6 Yrs
EXPENDITURE SCHEDULE (\$000s)											
Planning, Design and Supervision	0	0	0	0	0	0	0	0	0	0	0
Land	0	0	0	0	0	0	0	0	0	0	0
Site Improvements and Utilities	0	0	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0	0
Other	188,002	39,893	52,967	95,142	16,000	14,171	8,873	17,247	21,591	17,260	0
Total	188,002	39,893	52,967	95,142	16,000	14,171	8,873	17,247	21,591	17,260	0

FUNDING SCHEDULE (\$000s)											
Bond Premium	956	0	956	0	0	0	0	0	0	0	0
Contributions	475	0	475	0	0	0	0	0	0	0	0
Fed Stimulus (State Allocation)	6,550	6,550	0	0	0	0	0	0	0	0	0
Federal Aid	28,165	3,344	15,221	9,600	1,600	1,600	1,600	1,600	1,600	1,600	0
Mass Transit Fund	71,853	1,621	1,090	69,142	0	12,171	6,873	15,247	19,591	15,260	0
Short-Term Financing	57,663	23,638	34,025	0	0	0	0	0	0	0	0
State Aid	22,340	4,740	1,200	16,400	14,400	400	400	400	400	400	0
Total	188,002	39,893	52,967	95,142	16,000	14,171	8,873	17,247	21,591	17,260	0

APPROPRIATION AND EXPENDITURE DATA (000s)

Appropriation Request	FY 15	16,000
Appropriation Request Est.	FY 16	14,171
Supplemental Appropriation Request		0
Transfer		0
Cumulative Appropriation		92,860
Expenditure / Encumbrances		59,648
Unencumbered Balance		33,212

Date First Appropriation	FY 09
First Cost Estimate	
Current Scope	FY 15 188,002
Last FY's Cost Estimate	143,913
Partial Closeout Thru	0
New Partial Closeout	0
Total Partial Closeout	0

Description

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

Estimated Schedule

FY15: 10 full-size CNG, 21 full-size diesel, and 1 small diesel; FY16: 23 full-size CNG and 2 full-size diesel; FY17: 15 full-size CNG; FY18: 23 full-size CNG and 5 full-size hybrid, FY19: 9 full-size hybrid and 31 small diesel, FY20: 32 large diesel

Cost Change

Includes updated bus prices, additional bus in FY15 for Clarksburg service that began in FY14, deferral of 2 full-size diesels from FY15 to FY16, and the addition of FY19 and FY20 bus replacements.

Justification

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

Fiscal Note

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

Disclosures

Expenditures will continue indefinitely.

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

Coordination

Department of General Services

Facility Planning-Transportation (P509337)

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

Date Last Modified 3/6/14
Required Adequate Public Facility No
Relocation Impact None
Status Ongoing

	Total	Thru FY13	Est FY14	Total 6 Years	FY 15	FY 16	FY 17	FY 18	FY 19	FY 20	Beyond 6 Yrs
EXPENDITURE SCHEDULE (\$000s)											
Planning, Design and Supervision	55,989	39,519	3,772	10,248	1,518	1,800	1,645	1,660	1,780	1,845	2,450
Land	566	566	0	0	0	0	0	0	0	0	0
Site Improvements and Utilities	128	128	0	0	0	0	0	0	0	0	0
Construction	54	54	0	0	0	0	0	0	0	0	0
Other	52	51	1	0	0	0	0	0	0	0	0
Total	56,789	40,318	3,773	10,248	1,518	1,800	1,645	1,660	1,780	1,845	2,450

FUNDING SCHEDULE (\$000s)											
Contributions	4	4	0	0	0	0	0	0	0	0	0
Current Revenue: General	42,756	33,129	0	7,177	1,007	1,410	710	555	1,715	1,780	2,450
Impact Tax	4,670	1,895	1,155	1,520	0	0	610	910	0	0	0
Intergovernmental	785	764	21	0	0	0	0	0	0	0	0
Land Sale	2,099	2,099	0	0	0	0	0	0	0	0	0
Mass Transit Fund	4,841	2,352	938	1,551	511	390	325	195	65	65	0
Recordation Tax Premium	1,659	0	1,659	0	0	0	0	0	0	0	0
State Aid	75	75	0	0	0	0	0	0	0	0	0
Total	56,789	40,318	3,773	10,248	1,518	1,800	1,645	1,660	1,780	1,845	2,450

APPROPRIATION AND EXPENDITURE DATA (000s)

Appropriation Request	FY 15	768
Appropriation Request Est.	FY 16	1,995
Supplemental Appropriation Request		0
Transfer		0
Cumulative Appropriation		44,841
Expenditure / Encumbrances		41,882
Unencumbered Balance		3,159

Date First Appropriation	FY 93
First Cost Estimate	
Current Scope	FY 15
Last FY's Cost Estimate	53,415
Partial Closeout Thru	0
New Partial Closeout	0
Total Partial Closeout	0

Description

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

Cost Change

Cost increase due to the addition of one new study to start in FY15 (Boyd's Transit Improvements) and the addition of FY19 and FY20 to this ongoing project, offset partially by deferrals of certain studies to the Beyond 6-Years.

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

(10)

Facility Planning-Transportation (P509337)

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
FY15-20 PDF Project List**

Studies Underway or to Start in FY15-16:

Road Projects

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

Sidewalk/Bikeway Projects

- Bradley Boulevard Bikeway (Wilson Lane – Goldsboro Road)
- Dale Drive Sidewalk (MD97 – US29)
- Franklin Avenue Sidewalk (US29 – MD193)
- Goldsboro Road Bikeway (MacArthur Boulevard – River Road)
- Oak Drive/MD27 Sidewalk
- Tuckerman Lane Sidewalk (Gainsborough Road – Old Georgetown Road)

Mass Transit Projects

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

Candidate Studies to Start in FY17-20:

Road Projects

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

Sidewalk/Bikeway Projects

- Capitol View Avenue/Metropolitan Avenue (MD192)
- Sidewalk/Bikeway (Forest Glen Road – Ferndale Street)
- Clopper Road (MD117) Dual Bikeway (Festival Way – Slidell Road)
- MacArthur Boulevard Bikeway Improvements Segment 1 (Stable Lane – I-495)
- Sandy Spring Bikeway (MD108 – MD182 – Norwood Road)

Mass Transit Projects

N/A

Other Candidate Studies Proposed after FY20:

Road Projects

N/A

Sidewalk/Bikeway Projects

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

Mass Transit Projects

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

Cost Sharing: MCG (P720601)

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

Date Last Modified: 3/6/14
 Required Adequate Public Facility: No
 Relocation Impact: None
 Status: Ongoing

	Total	Thru FY13	Est FY14	Total 6 Years	FY 15	FY 16	FY 17	FY 18	FY 19	FY 20	Beyond 6 Yrs
EXPENDITURE SCHEDULE (\$000s)											
Planning, Design and Supervision	3,634	3,634	0	0	0	0	0	0	0	0	0
Land	0	0	0	0	0	0	0	0	0	0	0
Site Improvements and Utilities	9	9	0	0	0	0	0	0	0	0	0
Construction	7,430	7,430	0	0	0	0	0	0	0	0	0
Other	13,814	4,457	2,168	7,189	2,189	1,000	1,000	1,000	1,000	1,000	0
Total	24,887	15,530	2,168	7,189	2,189	1,000	1,000	1,000	1,000	1,000	0

FUNDING SCHEDULE (\$000s)											
Contributions	150	0	150	0	0	0	0	0	0	0	0
Current Revenue: General	14,226	5,583	1,454	7,189	2,189	1,000	1,000	1,000	1,000	1,000	0
Land Sale	2,661	2,661	0	0	0	0	0	0	0	0	0
Long-Term Financing	3,850	3,850	0	0	0	0	0	0	0	0	0
State Aid	4,000	3,436	564	0	0	0	0	0	0	0	0
Total	24,887	15,530	2,168	7,189	2,189	1,000	1,000	1,000	1,000	1,000	0

APPROPRIATION AND EXPENDITURE DATA (000s)

Appropriation Request	FY 15	2,189
Appropriation Request Est.	FY 16	1,000
Supplemental Appropriation Request		0
Transfer		0
Cumulative Appropriation		16,809
Expenditure / Encumbrances		16,042
Unencumbered Balance		1,656

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

Description

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

Cost Change

Addition of \$2 million (\$1 million per year for FYs 19-20) from the previously approved FY14 supplemental appropriation and CIP Amendment to leverage private funding for Capital Improvement Grants for Arts and Humanities. Addition of \$1,077,368 in FY15 for the County's participation in the FY15 grants listed below.

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

Based on the Arts and Humanities Council's grants review schedule, recommendations will be forthcoming in the summer for \$1.111 million anticipated for FY15 CIP Grants for Arts and Humanities Organizations.

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

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

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

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

Muslim Community Center, Inc.: \$125,000

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.: \$40,000

Jewish Council for the Aging of Greater Washington, Inc.: \$100,000

The Jewish Federation of Greater Washington, Inc.: \$75,000

Family Services, Inc.: \$75,000

Fiscal Note

Cost Sharing: MCG (P720601)

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

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

Disclosures

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

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

Coordination

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

**EXISTING PROJECTS - FY15-20 -
FUNDING SWITCHES,
REALLOCATIONS, OTHER CHANGES**

MCPS Funding Reconciliation (P076510)

Category Montgomery County Public Schools
 Sub Category Miscellaneous Projects
 Administering Agency Public Schools (AAGE18)
 Planning Area Countywide

Date Last Modified 2/26/14
 Required Adequate Public Facility No
 Relocation Impact None
 Status Ongoing

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

FUNDING SCHEDULE (\$000s)											
Current Revenue: General	-12,455	0	-10,413	-2,042	0	0	0	0	-939	-1,103	0
Current Revenue: Recordation Tax	116,604	0	3,090	113,514	3,563	16,086	15,056	3,897	36,420	38,492	0
G.O. Bonds	-198,970	0	-4,285	-194,685	-10,156	-23,883	-21,490	-20,081	-58,903	-60,392	0
School Facilities Payment	521	0	0	521	0	521	0	0	0	0	0
Schools Impact Tax	94,300	0	11,608	82,692	6,593	7,076	6,434	16,164	23,422	23,003	0
Total	0	0	0	0	0	0	0	0	0	0	0

APPROPRIATION AND EXPENDITURE DATA (000s)

Appropriation Request	FY 15	-10,413
Appropriation Request Est.	FY 16	0
Supplemental Appropriation Request		0
Transfer		0
Cumulative Appropriation		0
Expenditure / Encumbrances		0
Unencumbered Balance		0

Date First Appropriation	FY 15
First Cost Estimate	
Current Scope	FY07
Last FY's Cost Estimate	0

Description

This project reconciles the Board of Education's request with the updated funding estimates by balancing funding components on the macro level. The entries here should be zeroed out after funding adjustments are made to individual projects by MCPS.

Fiscal Note

Adjustment figures reflect a funding switches of Recordation Tax, School Impact Tax and School Facilities Payment with GO Bonds; funding switch of Current Revenue with Recordation Tax

Residential and Rural Road Rehabilitation (P500914)

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

Date Last Modified 3/6/14
 Required Adequate Public Facility No
 Relocation Impact None
 Status Ongoing

	Total	Thru FY13	Est FY14	Total 6 Years	FY 15	FY 16	FY 17	FY 18	FY 19	FY 20	Beyond 6 Yrs
EXPENDITURE SCHEDULE (\$000s)											
Planning, Design and Supervision	9,109	8	3,176	5,925	1,080	1,080	555	1,230	1,140	840	0
Land	0	0	0	0	0	0	0	0	0	0	0
Site Improvements and Utilities	0	0	0	0	0	0	0	0	0	0	0
Construction	59,080	18,306	7,199	33,575	6,120	6,120	3,145	6,970	6,460	4,760	0
Other	8	8	0	0	0	0	0	0	0	0	0
Total	68,197	18,322	10,375	39,500	7,200	7,200	3,700	8,200	7,600	5,600	0

FUNDING SCHEDULE (\$000s)											
G.O. Bonds	50,359	14,447	6,719	29,193	6,872	7,174	1,448	4,587	6,382	2,630	0
Recordation Tax Premium	17,838	3,875	3,656	10,307	228	26	2,252	3,613	1,218	2,970	0
Total	68,197	18,322	10,375	39,500	7,200	7,200	3,700	8,200	7,600	5,600	0

APPROPRIATION AND EXPENDITURE DATA (000s)

Appropriation Request	FY 15	7,200
Appropriation Request Est.	FY 16	7,200
Supplemental Appropriation Request		0
Transfer		0
Cumulative Appropriation		28,697
Expenditure / Encumbrances		18,802
Unencumbered Balance		9,895

Date First Appropriation	FY 09
First Cost Estimate	
Current Scope	FY 15 68,197
Last FY's Cost Estimate	54,997
Partial Closeout Thru	0
New Partial Closeout	0
Total Partial Closeout	0

Description

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

Cost Change

\$13.2 million increase due to addition of FY19-20 to this ongoing level of effort project.

Justification

In FY09, the Department of Transportation instituted a contemporary pavement management system. This system provides for systematic physical condition surveys. The physical condition surveys note the type, level, and extent of residential pavement deterioration combined with average daily traffic and other usage characteristics. This information is used to calculate specific pavement ratings, types of repair strategies needed, and associated repair costs, as well as the overall Pavement Condition Index (PCI) of the entire residential network. The system also provides for budget optimization for a systematic approach to maintaining a healthy residential pavement inventory. The updated 2013 pavement condition survey indicated that 180 lane miles (4 percent) of residential pavement have fallen into the lowest possible category and are in need of structural reconstruction. Typically, pavements rated in this category require between 15-20 percent permanent patching per lane mile. Physical condition inspections of residential pavements will occur on a 2-3 year cycle.

Other

Hot mix asphalt pavements have a finite life of approximately 20 years based upon a number of factors including but not limited to: original construction materials, means and methods, underlying soil conditions, drainage, daily traffic volume, other loading such as construction traffic and heavy truck traffic, age, and maintenance history. A well maintained residential road carrying low to moderate traffic levels is likely to provide a service life of 20 years or more. Conversely, lack of programmed maintenance will shorten the service life of residential roads considerably, in many cases to less than 15 years before rehabilitation is needed.

Fiscal Note

\$36 million is the annual cost required to maintain the current Countywide Pavement Condition Index of 68 on residential/rural roads. Related CIP projects include Permanent/Patching: Residential/Rural Roads (#501106) and Resurfacing: Residential/Rural Roads (#500511). In the FY15-20 period, a total of \$4.206 million in Recordation Tax Premium was switched for G.O. Bonds.

Disclosures

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

Coordination

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

13

Montrose Parkway East (P500717)

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

Date Last Modified 2/28/14
 Required Adequate Public Facility No
 Relocation Impact None
 Status Final Design Stage

	Total	Thru FY13	Est FY14	Total 6 Years	FY 15	FY 16	FY 17	FY 18	FY 19	FY 20	Beyond 6 Yrs
EXPENDITURE SCHEDULE (\$000s)											
Planning, Design and Supervision	16,290	2,884	261	6,595	96	63	0	0	2,436	4,000	6,570
Land	18,139	2,544	6,796	8,799	6,154	1,631	880	134	0	0	0
Site Improvements and Utilities	8,370	0	0	7,440	400	0	0	866	6,174	0	930
Construction	77,091	10	0	27,951	0	0	0	0	15,695	12,256	49,130
Other	0	0	0	0	0	0	0	0	0	0	0
Total	119,890	5,418	7,057	50,785	6,650	1,694	880	1,000	24,305	16,256	56,630

FUNDING SCHEDULE (\$000s)											
EDAET	504	504	0	0	0	0	0	0	0	0	0
G.O. Bonds	95,412	4,163	4,945	41,752	3,762	1,694	81	1,000	21,321	13,894	44,552
Impact Tax	17,327	751	1,198	9,033	2,888	0	799	0	2,984	2,362	6,345
Intergovernmental	83	0	0	0	0	0	0	0	0	0	83
Recordation Tax Premium	6,564	0	914	0	0	0	0	0	0	0	5,650
Total	119,890	5,418	7,057	50,785	6,650	1,694	880	1,000	24,305	16,256	56,630

APPROPRIATION AND EXPENDITURE DATA (000s)

Appropriation Request	FY 15	2,157
Appropriation Request Est.	FY 16	1,643
Supplemental Appropriation Request		0
Transfer		0
Cumulative Appropriation		17,019
Expenditure / Encumbrances		5,657
Unencumbered Balance		11,352

Date First Appropriation	FY 07
First Cost Estimate	
Current Scope	FY 13 119,890
Last FY's Cost Estimate	119,890

Description

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

Capacity

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

Estimated Schedule

The design and land acquisition phase is expected to be complete in mid-FY16. Construction is expected to start in FY19 and will be completed in approximately 3.5 years.

Justification

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

Other

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

Fiscal Note

Expenditure schedule reflects fiscal capacity. In the FY15-20 period, a total of \$9.033 million in GO bonds was switched for impact taxes. \$9 million for the design of the SHA segment between the MD 355/Montrose Parkway interchange and Parklawn Drive is funded through State Transportation Participation (CIP #500722). The County will coordinate with the State for reimbursement of construction expenditures for the SHA portion of the road between the MD 355/Montrose Parkway interchange and Parklawn Drive. Intergovernmental revenue represents the Washington Suburban Sanitary Commission's (WSSC) share of water and sewer relocation costs.

Disclosures

Montrose Parkway East (P500717)

A pedestrian impact analysis has been completed for this project.

Coordination

Department of Fire and Rescue Services, Department of Transportation, Department of Permitting Services, Maryland-National Capital Park and Planning Commission, Maryland State Highway Administration, Maryland Department of Environment, Washington Suburban Sanitary Commission, Washington Gas, Pepco, Verizon, State Transportation Participation, Special Capital Projects Legislation [Bill No. 16-08] was adopted by Council June 10, 2008.

Snouffer School Road (P501109)

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

Date Last Modified 2/6/14
 Required Adequate Public Facility No
 Relocation Impact None
 Status Final Design Stage

	Total	Thru FY13	Est FY14	Total 6 Years	FY 15	FY 16	FY 17	FY 18	FY 19	FY 20	Beyond 6 Yrs
EXPENDITURE SCHEDULE (\$000s)											
Planning, Design and Supervision	4,133	1,795	55	2,283	314	490	944	393	142	0	0
Land	3,326	78	1,240	2,008	1,188	820	0	0	0	0	0
Site Improvements and Utilities	1,715	0	0	1,715	0	0	0	0	1,715	0	0
Construction	14,536	3	0	14,533	0	1,586	6,620	2,812	3,515	0	0
Other	0	0	0	0	0	0	0	0	0	0	0
Total	23,710	1,876	1,295	20,539	1,502	2,896	7,564	3,205	5,372	0	0

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

APPROPRIATION AND EXPENDITURE DATA (000s)

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

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

Description

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

Capacity

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

Estimated Schedule

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

Justification

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

Other

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

Fiscal Note

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

Disclosures

(15)

Snouffer School Road (P501109)

A pedestrian impact analysis has been completed for this project.

Coordination

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

Bikeway Program – Minor Projects (P507596)

Category Transportation
 Sub Category Pedestrian Facilities/Bikeways
 Administering Agency Transportation (AAGE30)
 Planning Area Countywide

Date Last Modified 1/6/14
 Required Adequate Public Facility No
 Relocation Impact None
 Status Ongoing

	Total	Thru FY13	Est FY14	Total 6 Years	FY 15	FY 16	FY 17	FY 18	FY 19	FY 20	Beyond 6 Yrs
EXPENDITURE SCHEDULE (\$000s)											
Planning, Design and Supervision	1,183	227	0	956	140	140	169	169	169	169	0
Land	129	65	0	64	10	10	11	11	11	11	0
Site Improvements and Utilities	0	0	0	0	0	0	0	0	0	0	0
Construction	3,685	421	564	2,600	850	350	350	350	350	350	0
Other	0	0	0	0	0	0	0	0	0	0	0
Total	4,897	713	564	3,620	1,000	500	530	530	530	530	0

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

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

APPROPRIATION AND EXPENDITURE DATA (000s)

Appropriation Request	FY 15	1,000
Appropriation Request Est.	FY 16	500
Supplemental Appropriation Request		0
Transfer		0
Cumulative Appropriation		<u>2,245,275</u>
Expenditure / Encumbrances		<u>1,727,757</u>
Unencumbered Balance		518

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

Description

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

Cost Change

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

Justification

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

Fiscal Note

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

Disclosures

A pedestrian impact analysis has been completed for this project.

Expenditures will continue indefinitely.

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

Coordination

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

Transportation Improvements For Schools (P509036)

Category
Sub Category
Administering Agency
Planning Area

Transportation
Pedestrian Facilities/Bikeways
Transportation (AAGE30)
Countywide

Date Last Modified
Required Adequate Public Facility
Relocation Impact
Status

1/6/14
No
None
Ongoing

	Total	Thru FY13	Est FY14	Total 6 Years	FY 15	FY 16	FY 17	FY 18	FY 19	FY 20	Beyond 6 Yrs
EXPENDITURE SCHEDULE (\$000s)											
Planning, Design and Supervision	603	0	207	396	60	60	69	69	69	69	0
Land	0	0	0	0	0	0	0	0	0	0	0
Site Improvements and Utilities	175	0	25	150	25	25	25	25	25	25	0
Construction	997	193	114	690	115	115	115	115	115	115	0
Other	0	0	0	0	0	0	0	0	0	0	0
Total	1,775	193	346	1,236	200	200	209	209	209	209	0

FUNDING SCHEDULE (\$000s)											
G.O. Bonds	1,775	193	346	1,236	200	200	209	209	209	209	0
Total	1,775	193	346	1,236	200	200	209	209	209	209	0

APPROPRIATION AND EXPENDITURE DATA (000s)

Appropriation Request	FY 15	200
Appropriation Request Est.	FY 16	200
Supplemental Appropriation Request		0
Transfer		0
Cumulative Appropriation		883
Expenditure / Encumbrances		193
Unencumbered Balance		690

Date First Appropriation	FY 89
First Cost Estimate	
Current Scope	FY 15
Last FY's Cost Estimate	1,796
Partial Closeout Thru	4,728
New Partial Closeout	193
Total Partial Closeout	4,921

Description

This project provides for transportation improvements such as intersection modifications, sidewalks, traffic signals, streetlights, etc., necessary for safe pedestrian and vehicular circulation for schools identified in the Montgomery County Public Schools (MCPS) Capital Program. One aspect of this project will focus on improving pedestrian walkability by creating a safer walking environment, utilizing selected engineering technologies, and ensuring ADA compliance.

Cost Change

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

Justification

This project is the result of a task force which included representatives from the County Executive, County Council, MCPS, Maryland-National Capital Park and Planning Commission (M-NCPPC), and the Maryland State Highway Administration (MSHA). The construction of schools in the County must be supported by off-site transportation improvements to provide safe access. An individual study has been undertaken to identify requirements related to each new school.

Other

Projects included in this program are subject to Council-approved changes in the MCPS program. Safety assessments and studies as part of the Safe Routes to Schools Program are funded in the Department of Transportation's (DOT) operating budget. Recommendations from those studies can result in the need for capital improvements that are beyond the scope of the operating budget. Current/Planned Projects: Page Elementary School, Sligo Middle School, Cloverly Elementary School, Glenhaven Elementary School

Disclosures

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

Coordination

Montgomery County Public Schools, Maryland-National Capital Park and Planning Commission, Department of Permitting Services, Maryland State Highway Administration, Montgomery County Pedestrian Safety Advisory Committee

ADA Compliance: Transportation (P509325)

Category Transportation
 Sub Category Pedestrian Facilities/Bikeways
 Administering Agency Transportation (AAGE30)
 Planning Area Countywide

Date Last Modified 12/23/13
 Required Adequate Public Facility No
 Relocation Impact None
 Status Ongoing

	Total	Thru FY13	Est FY14	Total 6 Years	FY 15	FY 16	FY 17	FY 18	FY 19	FY 20	Beyond 6 Yrs
EXPENDITURE SCHEDULE (\$000s)											
Planning, Design and Supervision	2,920	283	1,055	1,582	225	225	283	283	283	283	0
Land	0	0	0	0	0	0	0	0	0	0	0
Site Improvements and Utilities	196	0	28	168	28	28	28	28	28	28	0
Construction	8,952	946	666	7,340	1,242	1,242	1,214	1,214	1,214	1,214	0
Other	0	0	0	0	0	0	0	0	0	0	0
Total	12,068	1,229	1,749	9,090	1,495	1,495	1,525	1,525	1,525	1,525	0
FUNDING SCHEDULE (\$000s)											
G.O. Bonds	12,068	1,229	1,749	9,090	1,495	1,495	1,525	1,525	1,525	1,525	0
Total	12,068	1,229	1,749	9,090	1,495	1,495	1,525	1,525	1,525	1,525	0

APPROPRIATION AND EXPENDITURE DATA (000s)

Appropriation Request	FY 15	1,495
Appropriation Request Est.	FY 16	1,495
Supplemental Appropriation Request		0
Transfer		0
Cumulative Appropriation		4,260
Expenditure / Encumbrances		1,247
Unencumbered Balance		3,013

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

Description

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

Cost Change

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

Justification

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

Disclosures

A pedestrian impact analysis has been completed for this project.

Expenditures will continue indefinitely.

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

Coordination

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

GENERAL OBLIGATION BOND ADJUSTMENT CHART

FY15-20 Capital Improvements Program

COUNTY EXECUTIVE RECOMMENDED

MARCH 17, 2014

(\$ millions)	6 YEARS	FY15	FY16	FY17	FY18	FY19	FY20
BONDS PLANNED FOR ISSUE	1,947.000	324.500	324.500	324.500	324.500	324.500	324.500
Plus PAYGO Funded	194.700	32.450	32.450	32.450	32.450	32.450	32.450
Adjust for Implementation **	291.543	50.818	50.818	49.444	48.047	46.786	45.630
Adjust for Future Inflation **	(85.343)	-	-	(8.774)	(17.696)	(25.745)	(33.128)
SUBTOTAL FUNDS AVAILABLE FOR							
DEBT ELIGIBLE PROJECTS (after adjustments)	2,347.900	407.768	407.768	397.620	387.300	377.992	369.452
Less Set Aside: Future Projects	231.412	11.265	23.092	22.453	33.556	61.715	79.331
	9.86%						
TOTAL FUNDS AVAILABLE FOR PROGRAMMING	2,116.488	396.503	384.676	375.167	353.744	316.277	290.121
MCPS	(781.931)	(143.266)	(152.736)	(124.887)	(146.607)	(111.573)	(102.862)
MONTGOMERY COLLEGE	(156.969)	(37.535)	(35.385)	(34.840)	(10.056)	(13.917)	(25.236)
M-NCPPC PARKS	(67.106)	(9.107)	(11.103)	(13.135)	(11.977)	(10.472)	(11.312)
TRANSPORTATION	(542.895)	(90.592)	(71.810)	(74.167)	(77.173)	(119.946)	(109.207)
MCG - OTHER	(630.589)	(160.622)	(124.645)	(133.067)	(110.248)	(60.503)	(41.504)
Programming Adjustment - Unspent Prior Years*	63.002	44.619	11.003	4.929	2.317	0.134	-
SUBTOTAL PROGRAMMED EXPENDITURES	(2,116.488)	(396.503)	(384.676)	(375.167)	(353.744)	(316.277)	(290.121)
AVAILABLE OR (GAP)	-	-	-	-	-	-	-
NOTES:							
* See additional information on the GO Bond Programming Adjustment for Unspent Prior Year Detail Chart							
** Adjustments Include:							
Inflation =		2.03%	2.22%	2.52%	2.63%	2.43%	2.28%
Implementation Rate =		86.46%	86.46%	86.46%	86.46%	86.46%	86.46%

TAX SUPPORTED CURRENT REVENUES ADJUSTMENT CHART

FY15-20 Capital Improvements Program

COUNTY EXECUTIVE RECOMMENDED

March 17, 2014

(\$ MILLIONS)	6 YEARS	FY15 APPROP (1)	FY16 EXP	FY17 EXP	FY18 EXP	FY19 EXP	FY20 EXP
TAX SUPPORTED CURRENT REVENUES AVAILABLE	406.616	42.648	71.300	67.807	71.192	75.558	78.110
Adjust for Future Inflation *	(17.905)	-	-	(1.667)	(3.529)	(5.454)	(7.254)
SUBTOTAL CURRENT REVENUE FUNDS AVAILABLE FOR ELIGIBLE PROJECTS (after adjustments)	388.711	42.648	71.300	66.140	67.663	70.104	70.856
Less Set Aside: Future Projects	-	-	-	-	-	-	-
TOTAL FUNDS AVAILABLE FOR PROGRAMMING	392.757	42.648	71.300	66.140	67.663	74.150	70.856
GENERAL FUND							
MCPS	(113.888)	(1.467)	(26.091)	(25.498)	(21.038)	(19.979)	(19.815)
MONTGOMERY COLLEGE	(74.902)	(11.435)	(10.905)	(13.127)	(13.145)	(13.145)	(13.145)
M-NCPPC	(16.488)	(2.748)	(2.748)	(2.748)	(2.748)	(2.748)	(2.748)
HOC	(7.500)	(1.250)	(1.250)	(1.250)	(1.250)	(1.250)	(1.250)
TRANSPORTATION	(46.898)	(5.911)	(7.389)	(8.017)	(7.732)	(8.892)	(8.957)
MC GOVERNMENT	(35.794)	(13.894)	(5.350)	(4.400)	(3.650)	(4.200)	(4.300)
SUBTOTAL - GENERAL FUND	(295.470)	(36.705)	(53.733)	(55.040)	(49.563)	(50.214)	(50.215)
MASS TRANSIT FUND	(67.607)	0.491	(12.339)	(7.029)	(14.723)	(18.837)	(15.170)
FIRE CONSOLIDATED	(26.885)	(5.389)	(4.878)	(3.721)	(3.027)	(4.749)	(5.121)
RECREATION FUND	(0.695)	(0.695)					
PARK FUND	(2.100)	(0.350)	(0.350)	(0.350)	(0.350)	(0.350)	(0.350)
SUBTOTAL - OTHER TAX SUPPORTED	(97.287)	(5.943)	(17.567)	(11.100)	(18.100)	(23.936)	(20.641)
TOTAL PROGRAMMED EXPENDITURES	(392.757)	(42.648)	(71.300)	(66.140)	(67.663)	(74.150)	(70.856)
AVAILABLE OR (GAP) TO BE SOLVED	-	-	-	-	-	-	-

* Inflation: 2.03% 2.22% 2.52% 2.63% 2.44% 2.28%

Note:

(1) FY15 APPROP equals new appropriation authority approved at this time. Additional current revenue funded appropriations will require drawing on operating budget fund balances.