



Storm Drains

PROGRAM DESCRIPTION AND OBJECTIVES

The Department of Transportation (DOT) involvement in the County Conservation of Natural Resources program is mandated by Section 2 58A (c) of the County Code which requires DOT to be responsible for control, supervision, design, construction, and maintenance of all culverts and storm drainage systems under the jurisdiction of the County.

The DOT Storm Drains Capital Program consists of the construction of storm drainage structures such as curbs, gutters, drainage inlets, pipes, and channels. Such networks are constructed to provide for the conveyance of stormwater from impervious surfaces into natural drainage swales and stream channels. This program is focused on storm drainage projects outside the scope of the larger DOT Roads program, which also installs storm drainage systems at the time of new road construction or existing road reconstruction or enhancement.

A second component of the Storm Drains program involves County-developer and homeowner participation in the construction of storm drainage facilities. Construction of storm drainage facilities provides a public benefit by reducing drainage problems, flooding, property damage, and contributing to the orderly development of the County. In participation projects, the County and the developer or the homeowner agree to share the costs of storm drainage facilities in which the benefit of storm drainage extends beyond the developer's or homeowner's own property. The County pays only for that portion of the project which benefits properties other than the developer's or homeowner's, not to exceed 50 percent of the total cost. Homeowners can satisfy their portion of the cost-share through in-kind contributions.

STORMWATER MANAGEMENT COORDINATION

In February 2010, the Maryland Department of the Environment issued the County a National Pollutant Discharge Elimination System (NPDES) Permit. This permit requires that the County develop and implement a Stormwater Management program to prevent harmful pollutants from being washed or dumped into the Municipal Separate Storm Sewer Systems (MS4). The DOT is partnering with the County's Department of Environmental Protection (DEP) in implementing the MS4 Permit by 1) constructing Stormwater Management (SWM) retrofit programs which have been developed through DEP's MS4 planning studies, 2) providing opportunities for curb bump-outs and road narrowing where feasible to permit implementation of Low-Impact Development (LID) SWM provisions within the right-of-way, 3) seeking DEP guidance on prioritization of storm drain outfall repairs, and 4) coordinating with DEP on storm drain projects developed in the Storm Drain General and Facility Planning Storm Drain programs to identify opportunities for enhancements which would assist in meeting the requirements of the MS4 permit.

In recognition of the Stormwater Management added value to the Storm Drains projects, Storm Drains have historically been funded through Water Quality Protection Bonds and the Water Quality Protection Charge. In FY19, Water Quality Protection Bonds were replaced with long-term financing based on the Maryland Water Quality Revolving Loan Fund (WQRLF) from the Maryland Department of Environment (MDE). However, due to limited eligibility of Storm Drain projects under the Maryland Water Quality Revolving Loan Fund, starting in FY22 projects will continue to be funded with Water Quality Protection Bonds and the Water Quality Protection Charge. Funding schedules in project description forms (PDFs) reflect these changes.

PROGRAM CONTACTS

Contact Dan Sheridan of the Department of Transportation at 240.777.7283 or Veronica Jaua of the Office of Management and Budget at 240.777.2782 for more information regarding this department's capital budget.

CAPITAL PROGRAM REVIEW

The Storm Drains program for FY23-28 includes four ongoing projects totaling \$33.9 million. This represents \$13.6 million or 66.9% increase from the Amended FY21-26 program of \$20.3 million. This increase reflects the Department's steps to support the initiatives within the Montgomery County's Climate Action Plan, including efforts to increase the County's resiliency and ability to accommodate extreme precipitation events.



Facility Planning: Storm Drains

(P508180)

Category	Conservation of Natural Resources	Date Last Modified	01/14/22
SubCategory	Storm Drains	Administering Agency	Transportation
Planning Area	Countywide	Status	Ongoing

EXPENDITURE SCHEDULE (\$000s)

Cost Elements	Total	Thru FY21	Est FY22	Total 6 Years	FY 23	FY 24	FY 25	FY 26	FY 27	FY 28	Beyond 6 Years
Planning, Design and Supervision	9,767	6,387	500	2,880	480	480	480	480	480	480	-
Land	147	147	-	-	-	-	-	-	-	-	-
Construction	47	47	-	-	-	-	-	-	-	-	-
Other	5	5	-	-	-	-	-	-	-	-	-
TOTAL EXPENDITURES	9,966	6,586	500	2,880	480	480	480	480	480	480	-

FUNDING SCHEDULE (\$000s)

Funding Source	Total	Thru FY21	Est FY22	Total 6 Years	FY 23	FY 24	FY 25	FY 26	FY 27	FY 28	Beyond 6 Years
Current Revenue: General	4,103	4,103	-	-	-	-	-	-	-	-	-
Current Revenue: Water Quality Protection	5,680	2,382	418	2,880	480	480	480	480	480	480	-
Federal Aid	82	-	82	-	-	-	-	-	-	-	-
G.O. Bonds	101	101	-	-	-	-	-	-	-	-	-
TOTAL FUNDING SOURCES	9,966	6,586	500	2,880	480	480	480	480	480	480	-

APPROPRIATION AND EXPENDITURE DATA (\$000s)

Appropriation FY 23 Request	480	Year First Appropriation	FY81
Appropriation FY 24 Request	480	Last FY's Cost Estimate	8,284
Cumulative Appropriation	7,086		
Expenditure / Encumbrances	6,620		
Unencumbered Balance	466		

PROJECT DESCRIPTION

This project provides for the investigation and analysis of various storm drainage assistance requests initiated by private citizens and public agencies. These requests are related to the design, construction, and operation of public drainage facilities where flooding and erosion occur. This project includes expenditures for the preliminary and final design and land acquisition for storm drain projects prior to inclusion in the Storm Drain General project, or as a stand-alone project in the Capital Improvements Program (CIP). Prior to its inclusion in the CIP, the Department of Transportation (DOT) will conduct a feasibility study to determine the general and specific features required for the project. Candidate projects currently are evaluated from the Drainage Assistance Request list. As part of the facility planning process, DOT considers citizen and public agency requests and undertakes a comprehensive analysis of storm

drainage issues and problems being experienced in the County. This analysis is used to select areas where a comprehensive long-term plan for the remediation of a problem may be required. No construction activities are performed in this project. When a design is 35 percent complete, an evaluation is performed to determine if right-of-way is needed. Based on the need for right-of-way, the project may proceed to final design and the preparation of right-of-way plats under this project. The cost of right-of-way acquisition will be charged to the Advanced Land Acquisition Revolving Fund (ALARF). When designs are complete, projects with a construction cost under \$500,000 will be constructed in the Storm Drain General project. Projects with a construction cost over \$500,000 will be constructed in stand-alone projects.

CAPACITY

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

COST CHANGE

Cost increase by 50 percent per year due to increased scope related to climate action plan initiatives to address extreme precipitation impacts to storm drain and infrastructure. FY27 and FY28 funding has also been added to this level of effort project.

PROJECT JUSTIFICATION

Evaluation, justification, and cost-benefit analysis are completed by DOT as necessary. In the case of participation projects, drainage studies and preliminary plans will be prepared by the requestor's engineer and reviewed by DOT. Traffic signals, streetlights, crosswalks, bus stops, ADA ramps, bikeways and other pertinent issues are being considered in the design of the project to ensure pedestrian safety.

OTHER

Before being added as a sub-project, concept studies are evaluated based on the following factors: public safety; damage to private property; frequency of event; damage to public right-of-way; environmental factors such as erosion, general public benefit, availability of right-of-way; and 5:1 cost benefit damage prevented ratio. In the case of public safety or severe damage to private property, the 5:1 cost benefit damage prevented ratio can be waived. Drainage assistance requests are evaluated on a continuing basis in response to public requests. DOT maintains a database of complaints. Recent construction projects completed include: Menlo Avenue, Windmill Lane, Eastwood Avenue, Tomlinson Avenue, Tranford Road, Thornley Court, McComas Avenue, Roosevelt Avenue, Greenfield Street, Decatur Avenue, Stonington Place, Brookside Drive, Warren Street, Windsor Lane, Charen Lane, Goshen Road, Burdette Avenue, Pearson Street, Pearson Street, Stable Lane, Springridge Road, Wildwood Shopping Center. Candidate Projects for FY22 and FY23: Reading Road, Kenilworth Driveway, Railroad Street, Conway Drive, Easley Street, Saul Road, Lucas Lane, Parkwood Drive, Fairfax Road, Highview Drive, Gardiner Avenue, Macarthur Blvd at Persimmon Tree Road.

FISCAL NOTE

FY21 supplemental for \$81,622 in Federal Aid for River Falls drainage study.

DISCLOSURES

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

COORDINATION

Montgomery County Department of Environmental Protection, Maryland-National Capital Park and Planning Commission,



Outfall Repairs

(P509948)

Category	Conservation of Natural Resources	Date Last Modified	01/14/22
SubCategory	Storm Drains	Administering Agency	Transportation
Planning Area	Countywide	Status	Ongoing

EXPENDITURE SCHEDULE (\$000s)

Cost Elements	Total	Thru FY21	Est FY22	Total 6 Years	FY 23	FY 24	FY 25	FY 26	FY 27	FY 28	Beyond 6 Years
Planning, Design and Supervision	5,620	3,213	163	2,244	374	374	374	374	374	374	-
Land	12	12	-	-	-	-	-	-	-	-	-
Construction	8,890	5,590	-	3,300	550	550	550	550	550	550	-
Other	3	3	-	-	-	-	-	-	-	-	-
TOTAL EXPENDITURES	14,525	8,818	163	5,544	924	924	924	924	924	924	-

FUNDING SCHEDULE (\$000s)

Funding Source	Total	Thru FY21	Est FY22	Total 6 Years	FY 23	FY 24	FY 25	FY 26	FY 27	FY 28	Beyond 6 Years
Current Revenue: Water Quality Protection	2,879	1,132	163	1,584	264	264	264	264	264	264	-
G.O. Bonds	5,357	5,357	-	-	-	-	-	-	-	-	-
Long-Term Financing	1,220	1,220	-	-	-	-	-	-	-	-	-
Water Quality Protection Bonds	5,069	1,109	-	3,960	660	660	660	660	660	660	-
TOTAL FUNDING SOURCES	14,525	8,818	163	5,544	924	924	924	924	924	924	-

APPROPRIATION AND EXPENDITURE DATA (\$000s)

Appropriation FY 23 Request	1,848	Year First Appropriation	FY99
Appropriation FY 24 Request	-	Last FY's Cost Estimate	10,829
Cumulative Appropriation	8,981		
Expenditure / Encumbrances	8,939		
Unencumbered Balance	42		

PROJECT DESCRIPTION

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

COST CHANGE

Cost increase by 100 percent per year due to increased scope related to climate action plan initiatives to address extreme precipitation impacts to storm drain and infrastructure. Funding for FY27 and FY28 has been added to this level of effort project.

PROJECT JUSTIFICATION

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

OTHER

The number of outfall locations being repaired per year varies based on the severity of the erosion and damage, the complexity of the design, and the complexity of the needed restorative construction work. Completed outfalls in FY20-21: Bennington Drive, Margate Road, Hatherleigh Drive, Glen Road, Loxford Road, Pebble Beach Lane, Whisperwood Road, Buttonwood Lane, Brandyhall Lane, Hollyoak Court, Lamberton Road. Potential Outfalls projects in FY22-23: Georgian Forest Park, Crosby Road, Vandever Street, Garrett Park Road, Lily Stone Drive, and Littleton Street.

FISCAL NOTE

In FY23-FY28, long-term financing based on the Maryland Water Quality Revolving Loan Fund (WQRLF) was replaced with Water Quality Protection Bonds due to limited eligibility of projects within this CIP under the revolving fund.

DISCLOSURES

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

COORDINATION

Montgomery County Department of Environmental Protection, Maryland-National Capital Park and Planning Commission, Maryland Department of the Environment, United States Army Corps of Engineers, Montgomery County Department of Permitting Services, Utility Companies, and Miscellaneous Stream Valley Improvements (CIP No. 807359).



Storm Drain Culvert Replacement (P501470)

Category	Conservation of Natural Resources	Date Last Modified	01/14/22
SubCategory	Storm Drains	Administering Agency	Transportation
Planning Area	Countywide	Status	Ongoing

EXPENDITURE SCHEDULE (\$000s)

Cost Elements	Total	Thru FY21	Est FY22	Total 6 Years	FY 23	FY 24	FY 25	FY 26	FY 27	FY 28	Beyond 6 Years
Planning, Design and Supervision	3,596	1,303	463	1,830	555	255	255	255	255	255	-
Construction	23,102	10,155	1,277	11,670	4,445	1,445	1,445	1,445	1,445	1,445	-
Other	2	2	-	-	-	-	-	-	-	-	-
TOTAL EXPENDITURES	26,700	11,460	1,740	13,500	5,000	1,700	1,700	1,700	1,700	1,700	-

FUNDING SCHEDULE (\$000s)

Funding Source	Total	Thru FY21	Est FY22	Total 6 Years	FY 23	FY 24	FY 25	FY 26	FY 27	FY 28	Beyond 6 Years
Current Revenue: Water Quality Protection	4,000	4,000	-	-	-	-	-	-	-	-	-
G.O. Bonds	1,500	1,500	-	-	-	-	-	-	-	-	-
Long-Term Financing	3,600	3,560	40	-	-	-	-	-	-	-	-
Water Quality Protection Bonds	17,600	2,400	1,700	13,500	5,000	1,700	1,700	1,700	1,700	1,700	-
TOTAL FUNDING SOURCES	26,700	11,460	1,740	13,500	5,000	1,700	1,700	1,700	1,700	1,700	-

APPROPRIATION AND EXPENDITURE DATA (\$000s)

Appropriation FY 23 Request	5,000	Year First Appropriation	FY14
Appropriation FY 24 Request	1,700	Last FY's Cost Estimate	20,000
Cumulative Appropriation	13,200		
Expenditure / Encumbrances	11,476		
Unencumbered Balance	1,724		

PROJECT DESCRIPTION

This program will provide for the replacement of failed storm drain pipes and culverts. The County's storm drain infrastructure is aging and many of the metal pipe culverts installed from 1960 through the 1990's have reached the end of their service life. An asset inventory with condition assessments has been developed to better forecast future replacement needs. Going forward, funding will be programmed for both systematic and emergency replacement of these pipes and culverts. Program scope includes: storm water pipe and culvert replacement of both metal and concrete less than six (6) feet in roadway longitudinal length; headwalls, end sections, replacement, or extension of culverts to assure positive flow of stormwater and channeling of stormwater into existing ditch lines or structures. Repairs also include roadside pipe and culvert end treatment safety improvements to eliminate safety hazards. This project will not make major changes to the location or size of existing storm drainage facilities. Structures greater than six-foot-roadway-

longitudinal length are repaired under the Bridge Renovation Program, (CIP No. 509753).

COST CHANGE

Scope increase in FY23 includes four new subprojects for the following culverts, all of which have recently been discovered to be severely deteriorating: Crabbs Branch storm drain, Wightman Road culvert, Centerway Road culvert, and Tucker Lane culvert. Funding for FY27 and FY28 has also been added to this level of effort project.

PROJECT JUSTIFICATION

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

FISCAL NOTE

In FY23-FY28, long-term financing based on the Maryland Water Quality Revolving Loan Fund (WQRLF) was replaced with Water Quality Protection Bonds due to limited eligibility of projects within this CIP under the revolving fund. FY22 amendment to reduce Long-Term Financing and replace it with Water Quality Protection Bonds.

DISCLOSURES

Expenditures will continue indefinitely.

COORDINATION

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



Storm Drain General

(P500320)

Category	Conservation of Natural Resources	Date Last Modified	01/14/22
SubCategory	Storm Drains	Administering Agency	Transportation
Planning Area	Countywide	Status	Ongoing

EXPENDITURE SCHEDULE (\$000s)

Cost Elements	Total	Thru FY21	Est FY22	Total 6 Years	FY 23	FY 24	FY 25	FY 26	FY 27	FY 28	Beyond 6 Years
Planning, Design and Supervision	6,881	2,791	514	3,576	596	596	596	596	596	596	-
Land	103	103	-	-	-	-	-	-	-	-	-
Construction	21,530	12,523	583	8,424	1,404	1,404	1,404	1,404	1,404	1,404	-
Other	1	1	-	-	-	-	-	-	-	-	-
TOTAL EXPENDITURES	28,515	15,418	1,097	12,000	2,000	2,000	2,000	2,000	2,000	2,000	-

FUNDING SCHEDULE (\$000s)

Funding Source	Total	Thru FY21	Est FY22	Total 6 Years	FY 23	FY 24	FY 25	FY 26	FY 27	FY 28	Beyond 6 Years
Current Revenue: Water Quality Protection	2,364	2,178	186	-	-	-	-	-	-	-	-
G.O. Bonds	9,169	9,169	-	-	-	-	-	-	-	-	-
Intergovernmental	122	122	-	-	-	-	-	-	-	-	-
Long-Term Financing	2,081	2,012	69	-	-	-	-	-	-	-	-
State Aid	162	162	-	-	-	-	-	-	-	-	-
Stormwater Management Waiver Fees	101	101	-	-	-	-	-	-	-	-	-
Water Quality Protection Bonds	14,516	1,674	842	12,000	2,000	2,000	2,000	2,000	2,000	2,000	-
TOTAL FUNDING SOURCES	28,515	15,418	1,097	12,000	2,000	2,000	2,000	2,000	2,000	2,000	-

APPROPRIATION AND EXPENDITURE DATA (\$000s)

Appropriation FY 23 Request	4,000	Year First Appropriation	FY03
Appropriation FY 24 Request	-	Last FY's Cost Estimate	20,515
Cumulative Appropriation	16,515		
Expenditure / Encumbrances	16,037		
Unencumbered Balance	478		

PROJECT DESCRIPTION

This project provides the flexibility to construct various sub-projects that might otherwise be delayed for lack of funds or difficulty in acquiring right-of-way. This project provides for right-of-way acquisition and construction for storm drain projects resulting from the Drainage Assistance Request Program. Individual projects range from retrofitting existing storm drainage systems to developing new

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

CAPACITY

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

COST CHANGE

Cost increase by 100 percent per year due to increased scope related to climate action plan initiatives to address extreme precipitation impacts to storm drain and infrastructure. Funding for FY27 and FY28 has also been added to this level of effort project.

OTHER

On Participation projects, cost sharing between the County and either homeowners or developers varies and is based upon a signed Letter of Understanding. Some funds from this project will go to support the Renew Montgomery program. Completed Projects in FY20 and FY21: Menlo Avenue, Windmill Lane, Eastwood Avenue, Tomlinson Avenue, Tranford Road, Thornley Court, McComas Avenue, Roosevelt Avenue, Greenfield Street, Decatur Avenue, Stonington Place, Brookside Drive, Warren Street, Windsor Lane, Charen Lane, Goshen Road, Burdette Avenue, Pearson Street, Stable Lane, Springridge Road, Wildwood Shopping Center. Candidate Projects for FY22 and FY23: Reading Road, Kenilworth Driveway, Railroad Street, Conway Drive, Easley Street, Saul Road, Lucas Lane, Parkwood Drive, Fairfax Road, Highview Drive, Gardiner Avenue, Macarthur Blvd at Persimmon Tree Road.

FISCAL NOTE

In FY23-FY28, long-term financing based on the Maryland Water Quality Revolving Loan Fund (WQRLF) and Current Revenue: Water Quality Protection Charge were replaced with Water Quality Protection Bonds due to limited eligibility of projects within this CIP under the revolving fund. FY23 multi-year appropriation request; consistent with past practice for this project. Funding switch in the upload of actuals between Intergovernmental and Stormwater Management Waiver Fees for \$101,000. FY22 amendment to reduce Long-Term Financing and replace it with Water Quality Protection Bonds.

DISCLOSURES

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

COORDINATION

Montgomery County Department of Environmental Protection, Maryland-National Capital Park & Planning Commission, Maryland Department of the Environment, United States Army Corps of Engineers, Montgomery County Department of Permitting Services,

