




OFFICE OF THE COUNTY EXECUTIVE

Marc Elrich
County Executive

MEMORANDUM

April 16, 2024

TO: Andrew Friedson, President
Montgomery County Council

FROM: Marc Elrich, County Executive 

SUBJECT: Amendments to the Recommended FY25-30 Capital Improvements Program and the FY25 Capital Budget

I am transmitting to you further revisions to my Recommended FY25-30 Capital Improvements Program (CIP) based on our State delegation's success in securing additional State aid for critical capital budget projects and to better position key transportation projects to pursue Federal funding.

Transportation

I recommend amending the Bus Rapid Transit: Veirs Mill Road project to reflect increased construction costs for the project and associated pedestrian and bicycle access improvements. Additionally, funding from state lottery proceeds that was expected in FY24 has failed to materialize. To ensure that this critical project remains fully funded and on schedule to begin service in 2027, the County is increasing the Federal funding request for this project from 60 to 80 percent and will utilize other available funding including a Federal grant for hydrogen fuel cell buses and savings in other mass transit projects. Amendments to the following projects are also proposed to reflect these adjustments: Hydrogen Fuel Cell Buses and Fueling Site, Ride On Bus Fleet, and Bus Rapid Transit: System Development.

I recommend an amendment to recognize an additional \$500,000 in State aid in the Boyd's Transit Center project to support stabilization of Hoyles Mill allowing the Department of Transportation (DOT) to proceed with work on this historic structure.

In addition, I recommend amending the Farm Women's Market Parking Garage project to remove contributions from the Town of Chevy Chase, which will be provided directly to the developer, and to adjust expenditures to better reflect the anticipated project schedule. Finally, I recommend an amendment to add the AccelerateMC Regional Infrastructure Accelerator project, a new Federally funded project created via supplemental appropriation to support Bus Rapid Transit system implementation.

Economic Development

I recommend adding \$2,00,000 in State aid to continue efforts to renovate and revitalize the Burtonsville Crossing Shopping Center. In all, the State has allocated \$9,000,000 for site improvements of this location.

Culture and Recreation

I recommend adding \$1,400,000 in State aid to the Recreation Facilities Playground Replacement project to accelerate the replacement and modernization of playgrounds. In addition, I recommend amending the Holiday Park Net Zero Initiative project to reflect an additional \$1,500,000 in State aid to support design and construction of energy efficient building façade improvements to the facility. Finally, these amendments add \$957,000 in State aid to the Library Refurbishment Level of Effort project to support improvements to the Damascus Library.

State Aid for MCPS Playgrounds

An additional \$1,350,000 in State aid was awarded to Montgomery County to fund improvements for Montgomery County Public Schools' playgrounds throughout the County.

Maryland-National Capital Park and Planning Commission (M-NCPPC)

I am also pleased to report that our partners at M-NCPPC have been successful in raising non-County funds to support County parks. M-NCPPC staff will be working with County Council and Office of Management and Budget staff to program this additional State funding in the coming weeks.

Finally, the recommended amendments include technical adjustments to the Clarksburg Transportation Connections, Burtonsville Access Road, Bus Rapid Transit: MD 355 Central, and Metropolitan Branch Trail projects to reflect other funding switches and to adjust appropriation requests. In addition, I recommend a supplemental to the MCPS Relocatable Classrooms project to accelerate the FY25 appropriation request to facilitate the placement of relocatable classrooms in time for the next school year.

Amendments to the Recommended FY25-30 Capital Improvements Program and the FY25
Capital Budget
April 16, 2024
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I want to thank all those who contributed to these projects – particularly Montgomery County’s representatives in the Maryland General Assembly. We are eager to partner with the State to provide important facilities for our residents.

Department staff will be happy to answer any of your questions as you consider these amendments as we work together to finalize the FY25 Capital and Operating Budgets.

ME:rs

Enclosures: FY25-30 Amended Biennial CIP: April Budget Amendments Summary
Amended Project Description Forms
General Obligation Bond Adjustment Chart and Slippage Chart

cc: Montgomery County Councilmembers
Cindy Gibson, Chief of Staff to the Council President, Montgomery County Council
Marlene Michaelson, Executive Director, Montgomery County Council
Karla Silvestre, President, Montgomery County Board of Education
Dr. Monique Felder, Interim Superintendent, Montgomery County Public Schools
Executive Branch Department Heads and Office Directors
Office of Management and Budget Staff

FY 25-30 Full Recommended CIP
Budget Amendments Summary (\$000s) - Round 3

Project #	Project Name	Explanation of Adjustment	FY25-30 Change (\$000s)	Funding Sources
FY24 Supplementals				
P502412	AccelerateMC Regional Infrastructure Accelerator	New Federal Aid funded project to support Bus Rapid Transit (BRT).	1,800	Federal Aid
P846540	Relocatable Classrooms	FY24 supplemental appropriation to accelerate FY25 appropriation to support placement of relocatable classrooms prior to the beginning of the next school year.	0	Current Revenue: General
Scope Change				
P362311	Burtonsville Crossing Shopping Center	Reflects additional State Aid.	2,000	State Aid
P362309	State Aid for MCPS Playgrounds	Reflects additional State Aid.	1,350	State Aid
P501915	Boys Transit Center	Reflects FY24 supplemental for early receipt of State Aid and additional State Aid received in FY25.	455	State Aid
P502408	Hydrogen Fuel Cell Buses and Fueling Site	Shifts Federal Aid to Veirs Mill Road BRT.	0	Federal Aid
P722504	Recreation Facilities Playground Replacement	Reflects additional State Aid.	1,400	State Aid
Cost Change				
P501318	Bus Rapid Transit: System Development	Reflect savings in North Bethesda Transitway and New Hampshire Ave BRT planning projects and shifts State Aid to Veirs Mill Road BRT.	0	State Aid
P501913	Bus Rapid Transit: Veirs Mill Road	Increases Federal Aid (renamed FTA Capital Investment Grant) and shifts Federal Aid, State Aid, and current revenue from other projects.	27,467	Federal Aid, Current Revenue: Mass Transit, State Aid, State Bus Rapid Transit Fund, FTA Capital Investment Grant
P500821	Ride On Bus Fleet	Shifts current revenue to Veirs Mill Road BRT.	0	Current Revenue: Mass Transit
P502316	Farm Women's Market Parking Garage	Removes intergovernmental funding and adjusts funding to better reflect project schedule.	698	G.O. Bonds, Intergovernmental
P711502	Library Refurbishment Level of Effort	Reflects State Aid provided for Damascus Library Renovation.	957	State Aid
Technical Adjustments				
P502005	Bus Rapid Transit: MD 355 Central	Funding switch between Recordation Tax Premium and Impact Taxes. Updates Federal Aid funding source to specify FTA Capital Investment Grants	0	Federal Aid, Impact Tax, Recordation Tax Premium (MCG), FTA Capital Investment Grant
P501110	Metropolitan Branch Trail	Funding switch between GO Bonds and Impact Taxes.	0	G.O. Bonds, Impact Tax
P500500	Burtonsville Access Road	Funding switch between Impact Taxes and GO Bonds.	0	G.O. Bonds, Impact Tax
P501315	Clarksburg Transportation Connections	Funding switch between GO Bonds and Impact Taxes.	0	G.O. Bonds, Impact Tax

FY 25-30 Full Recommended CIP
Budget Amendments Summary (\$000s) - Round 3

Project #	Project Name	Explanation of Adjustment	FY25-30 Change (\$000s)	Funding Sources
P722301	Holiday Park Net Zero Initiative	Reflects additional State Aid.	0	G.O. Bonds, State Aid

Supplementals



AccelerateMC Regional Infrastructure Accelerator (P502412)

Category	Transportation	Date Last Modified	04/11/24
SubCategory	Mass Transit (MCG)	Administering Agency	Transportation
Planning Area	Countywide	Status	Planning Stage

Total	Thru FY23	Est FY24	Total 6 Years	FY 25	FY 26	FY 27	FY 28	FY 29	FY 30	Beyond 6 Years
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EXPENDITURE SCHEDULE (\$000s)

Planning, Design and Supervision	2,000	-	200	1,800	1,000	800	-	-	-	-	-
TOTAL EXPENDITURES	2,000	-	200	1,800	1,000	800	-	-	-	-	-

FUNDING SCHEDULE (\$000s)

Federal Aid	2,000	-	200	1,800	1,000	800	-	-	-	-	-
TOTAL FUNDING SOURCES	2,000	-	200	1,800	1,000	800	-	-	-	-	-

APPROPRIATION AND EXPENDITURE DATA (\$000s)

Appropriation FY 25 Request	-	Year First Appropriation	FY24
Appropriation FY 26 Request	-	Last FY's Cost Estimate	-
Cumulative Appropriation	2,000		
Expenditure / Encumbrances	-		
Unencumbered Balance	2,000		

PROJECT DESCRIPTION

This project provides funds through a cooperative agreement with the US Department of Transportation's Build America Bureau to form a Regional Infrastructure Accelerator called AccelerateMC in Montgomery County. AccelerateMC will:

- Evaluate innovative funding strategies, including project bundling as strategy to accelerate delivery and secure federal funds, and crowd funding for disadvantaged communities;
- Develop a financial strategy, including preparing the County to apply for federal TIFIA loans and determining how to leverage funding streams committed to the Bus Rapid Transit (BRT) program;
- Evaluate delivery methods and conduct risk assessment for projects within the BRT program, including opportunities to deliver a bus depot as a public private partnership;
- Advance programmatic third party agreements with the State, municipalities, developers, utility companies, and other stakeholders;
- Develop a strategic approach to accelerate the acquisition and lower the cost of right-of-way;
- Explore ways to develop the workforce and resources necessary to manage and advance the program; and
- Share experiences, strategies and lessons learned regionally through knowledge transfer strategies such as transit roundtables, technical papers, presentations and engagement of students.

ESTIMATED SCHEDULE

A cooperative agreement with USDOT's Build America Bureau will be finalized and executed in late FY24, with work to commence immediately thereafter. Work funded through the agreement will be completed in FY26.

PROJECT JUSTIFICATION

AccelerateMC will look at ways to enhance the speed and efficiency of delivering the county's BRT system. The proposed BRT will reduce congestion on County and State roadways, increase transit ridership, and improve air quality. The BRT will enhance the County's ability to meet transportation demands for existing and future land uses. Plans & Studies: MCDOT Countywide Bus Rapid Transit Study, Final Report (July 2011); County Executive's Transit Task Force (May 2012); and Countywide Transit Corridors Functional Master Plan (November 2013); MCDOT US 29 Bus Rapid Transit Project Description Report (March 2017); Maryland Transit Administration, MD 355 Bus Rapid Transit Corridor Planning Study (April 2017); Maryland Transit Administration, US 29 Bus Rapid Transit Corridor Planning Study (April 2017); MDOT MD 586 (Veirs Mill Road) Draft Corridor Study Report (September 2016); MD 355 Phase 2 Corridor Study Report (June 2019); Corridor Forward: The I-270 Transit Plan (Spring 2022).

FISCAL NOTE

FY24 supplemental in Federal Aid for the amount of \$2,000,000.

COORDINATION



Relocatable Classrooms (P846540)

Category	Montgomery County Public Schools	Date Last Modified	04/10/24
SubCategory	Countywide	Administering Agency	Public Schools
Planning Area	Countywide	Status	Ongoing

Total	Thru FY23	Est FY24	Total 6 Years	FY 25	FY 26	FY 27	FY 28	FY 29	FY 30	Beyond 6 Years
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EXPENDITURE SCHEDULE (\$000s)

Planning, Design and Supervision	9,025	6,320	1,205	1,500	500	500	500	-	-	-	-
Construction	90,088	70,253	6,335	13,500	4,500	4,500	4,500	-	-	-	-
Other	448	448	-	-	-	-	-	-	-	-	-
TOTAL EXPENDITURES	99,561	77,021	7,540	15,000	5,000	5,000	5,000	-	-	-	-

FUNDING SCHEDULE (\$000s)

Current Revenue: General	93,406	70,866	7,540	15,000	5,000	5,000	5,000	-	-	-	-
Recordation Tax	6,155	6,155	-	-	-	-	-	-	-	-	-
TOTAL FUNDING SOURCES	99,561	77,021	7,540	15,000	5,000	5,000	5,000	-	-	-	-

APPROPRIATION AND EXPENDITURE DATA (\$000s)

Appropriation FY 25 Request	-	Year First Appropriation	FY84
Appropriation FY 26 Request	5,000	Last FY's Cost Estimate	89,561
Cumulative Appropriation	89,561		
Expenditure / Encumbrances	-		
Unencumbered Balance	89,561		

PROJECT DESCRIPTION

MCPS utilizes relocatable classrooms on an interim basis to accommodate student enrollment in overutilized facilities. Units around 15-20 years old require general renovation if they are to continue in use as educational spaces. An FY 2019 supplemental appropriation was approved for \$5 million to accelerate the FY 2020 appropriation request for the placement of relocatable classrooms for the 2019-2020 school year to address enrollment growth and overutilization at schools throughout the county. An FY 2020 supplemental appropriation was approved for \$6 million to accelerate the FY 2021 appropriation request to ensure placement of relocatable classrooms for the 2020-2021 school year. An FY 2021 supplemental appropriation was approved for \$5 million to accelerate the FY 2022 appropriation request to provide relocatable classroom placement for the 2021-2022 school year. An FY 2022 supplemental appropriation was approved to accelerate the FY 2023 appropriation request to provide relocatable classroom placement for the 2022-2023 school year. An FY 2022 supplemental appropriation of \$3 million was approved to implement the Wellness Program Initiative and provide Wellness spaces at high schools in Montgomery County that currently do not have a Wellness Center. An FY2023 supplemental appropriation was approved to accelerate the FY2024 appropriation for the placement of relocatable classrooms for the 2023-2024 school year to address enrollment growth and overutilization at schools throughout the county, to address increases in construction costs, as well as to implement the new *Blueprint for Maryland's Future* for schools that are currently overutilized.

FISCAL NOTE

FY24 supplemental in Current Revenue: General for the amount of \$5,000,000 to accelerated FY25 appropriation request to allow MCPS to have relocatable classrooms in place prior to the beginning of the next school year.

DISCLOSURES

Expenditures will continue indefinitely.

COORDINATION

CIP Master Plan for School Facilities

Scope Change



Burtonsville Crossing Shopping Center

(P362311)

Category	General Government	Date Last Modified	04/15/24
SubCategory	Economic Development	Administering Agency	General Services
Planning Area	Fairland-Beltsville and Vicinity	Status	Planning Stage

Total	Thru FY23	Est FY24	Total 6 Years	FY 25	FY 26	FY 27	FY 28	FY 29	FY 30	Beyond 6 Years
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EXPENDITURE SCHEDULE (\$000s)

Construction	9,000	-	7,000	2,000	2,000	-	-	-	-	-	-
TOTAL EXPENDITURES	9,000	-	7,000	2,000	2,000	-	-	-	-	-	-

FUNDING SCHEDULE (\$000s)

State Aid	9,000	-	7,000	2,000	2,000	-	-	-	-	-	-
TOTAL FUNDING SOURCES	9,000	-	7,000	2,000	2,000	-	-	-	-	-	-

APPROPRIATION AND EXPENDITURE DATA (\$000s)

Appropriation FY 25 Request	2,000	Year First Appropriation	FY23
Appropriation FY 26 Request	-	Last FY's Cost Estimate	7,000
Cumulative Appropriation	7,000		
Expenditure / Encumbrances	-		
Unencumbered Balance	7,000		

PROJECT DESCRIPTION

Maryland Senate Bills 291 and Maryland House Bill 200 approved grants totaling \$7,000,000 by the State of Maryland to support the acquisition, design, planning, engineering, construction, repair, renovation, reconstruction, and site improvement of the property at the Burtonsville Crossing Shopping Center. Burtonsville Crossing is an existing, largely vacant shopping center constructed circa 1988 and consists of approximately 130,000 SF of commercial space on approximately 12 acres. The project aims to revitalize the property through its renovation and re-tenanting.

The overall project scope to be undertaken by the shopping center owners, includes the following: architecturally renovated building facades and breezeways; the interior fitout and exterior facade of a new grocery store anchor; structural repairs and upgrades to the existing buildings; replacement of HVAC equipment; new roof; refurbished parking lot; refreshed and enhanced landscaping and additional trees; improved site and common area lighting and LED retrofit; demolition of approximately 7,000 square feet of the building at the center of the property; construction of a new community space and green with pedestrian connectivity to the park-and-ride and Bus Rapid Transit station at the rear of the property; and sitework to create two pads for future new buildings.

LOCATION

15179 Old Columbia Pike, Burtonsville

ESTIMATED SCHEDULE

Project implementation to begin in FY24.

COST CHANGE

Additional State Aid of \$2,000,000 granted for FY25.

PROJECT JUSTIFICATION

The project leverages significant State aid and supports economic development of the Burtonsville area. The project supports the redevelopment of retail properties to contribute to the tax base and to employment in Montgomery County.

FISCAL NOTE

State Aid reflects state grants for capital projects in Montgomery County programmed during the 2023 and 2024 Maryland General Assembly sessions.

DISCLOSURES

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

COORDINATION

Department of General Services



State Aid for MCPS Playgrounds (P362309)

Category	General Government	Date Last Modified	04/10/24
SubCategory	Other General Government	Administering Agency	General Services
Planning Area	Countywide	Status	Planning Stage

Total	Thru FY23	Est FY24	Total 6 Years	FY 25	FY 26	FY 27	FY 28	FY 29	FY 30	Beyond 6 Years
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EXPENDITURE SCHEDULE (\$000s)

Construction	4,050	-	2,700	1,350	1,350	-	-	-	-	-	-
TOTAL EXPENDITURES	4,050	-	2,700	1,350	1,350	-	-	-	-	-	-

FUNDING SCHEDULE (\$000s)

State Aid	4,050	-	2,700	1,350	1,350	-	-	-	-	-	-
TOTAL FUNDING SOURCES	4,050	-	2,700	1,350	1,350	-	-	-	-	-	-

APPROPRIATION AND EXPENDITURE DATA (\$000s)

Appropriation FY 25 Request	1,350	Year First Appropriation	FY23
Appropriation FY 26 Request	-	Last FY's Cost Estimate	2,700
Cumulative Appropriation	2,700		
Expenditure / Encumbrances	-		
Unencumbered Balance	2,700		

PROJECT DESCRIPTION

State budget legislation has directed funding to Montgomery County Government to fund Maryland County Public School playgrounds throughout the County. FY23 State Aid will be used for playgrounds at the following elementary schools: Burning Tree, Burtonsville, Gaithersburg, JoAnn Leleck, Kemp Mill, New Hampshire Estates, Ronald McNair, Sargent Shriver, and Stedwick Elementary Schools. FY25 State Aid will be used for projects at the following schools: Bel Pre Elementary School, Damascus High School, Eilson Wims Elementary School, Farmland Elementary School, Gaithersburg Elementary School, Little Bennett Elementary School, Oakland Terrace, Sherwood High School, Springbrook High School, and Watkins Mill Elementary School.

COST CHANGE

Additional State Aid provided for FY25.

DISCLOSURES

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

COORDINATION

Department of General Services, Montgomery County Public Schools.



Boyd's Transit Center (P501915)

Category	Transportation	Date Last Modified	04/12/24
SubCategory	Mass Transit (MCG)	Administering Agency	Transportation
Planning Area	Germantown and Vicinity	Status	Preliminary Design Stage

Total	Thru FY23	Est FY24	Total 6 Years	FY 25	FY 26	FY 27	FY 28	FY 29	FY 30	Beyond 6 Years
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EXPENDITURE SCHEDULE (\$000s)

Planning, Design and Supervision	1,977	544	819	614	474	140	-	-	-	-	-
Land	638	622	16	-	-	-	-	-	-	-	-
Site Improvements and Utilities	93	48	45	-	-	-	-	-	-	-	-
Construction	4,991	-	250	4,741	3,008	1,733	-	-	-	-	-
TOTAL EXPENDITURES	7,699	1,214	1,130	5,355	3,482	1,873	-	-	-	-	-

FUNDING SCHEDULE (\$000s)

Contributions	28	-	28	-	-	-	-	-	-	-	-
G.O. Bonds	6,720	853	1,057	4,810	2,937	1,873	-	-	-	-	-
Impact Tax	361	361	-	-	-	-	-	-	-	-	-
State Aid	590	-	45	545	545	-	-	-	-	-	-
TOTAL FUNDING SOURCES	7,699	1,214	1,130	5,355	3,482	1,873	-	-	-	-	-

OPERATING BUDGET IMPACT (\$000s)

Maintenance				20	-	-	5	5	5	5
Energy				4	-	-	1	1	1	1
NET IMPACT				24	-	-	6	6	6	6

APPROPRIATION AND EXPENDITURE DATA (\$000s)

Appropriation FY 25 Request	2,004	Year First Appropriation	FY19
Appropriation FY 26 Request	-	Last FY's Cost Estimate	5,650
Cumulative Appropriation	5,650		
Expenditure / Encumbrances	1,711		
Unencumbered Balance	3,939		

PROJECT DESCRIPTION

This project provides the site remediation followed by design and construction for a new bus loop, a parking lot and a comfort station for bus operators on the former Anderson property at the Boyds MARC station. The project will also include stabilization of the historic Hoyles Mill structure which is adjacent to the transit center.

LOCATION

15100 Barnesville Road, Boyds

ESTIMATED SCHEDULE

The site remediation was completed in FY22. Design for the bus loop and parking lot began in FY22 with construction completion in FY26.

COST CHANGE

Cost increase due to additional cost for stabilization of Hoyles Mill, comfort station for bus operators and inflation in the construction cost. Construction for Hoyles Mill stabilization will be funded by a grant from the State of Maryland.

PROJECT JUSTIFICATION

As part of its facility planning process, the County has been working towards the preliminary design of a future transit center in close proximity to the Boyds MARC station. The existing station is popular among commuters but parking is limited. In addition, providing Ride On bus service to the station is difficult due to the road network and lack of space for buses to turn around. In the summer of 2017, the County learned that the owners of the property adjacent to the MARC station (the Anderson Family) had listed the property for sale. In FY19, the County purchased the property. The County's acquisition of the Anderson property is supported by the Boyds Civic Association and the Maryland-National Capital Park and Planning Commission. As the design of the transit station continues to develop, the County intends to seek participation from the State of Maryland.

FISCAL NOTE

State aid includes a \$90,000 Maryland Heritage Areas Authority (MHAA) grant for developing a structural design for stabilizing Hoyles Mill in FY24, and

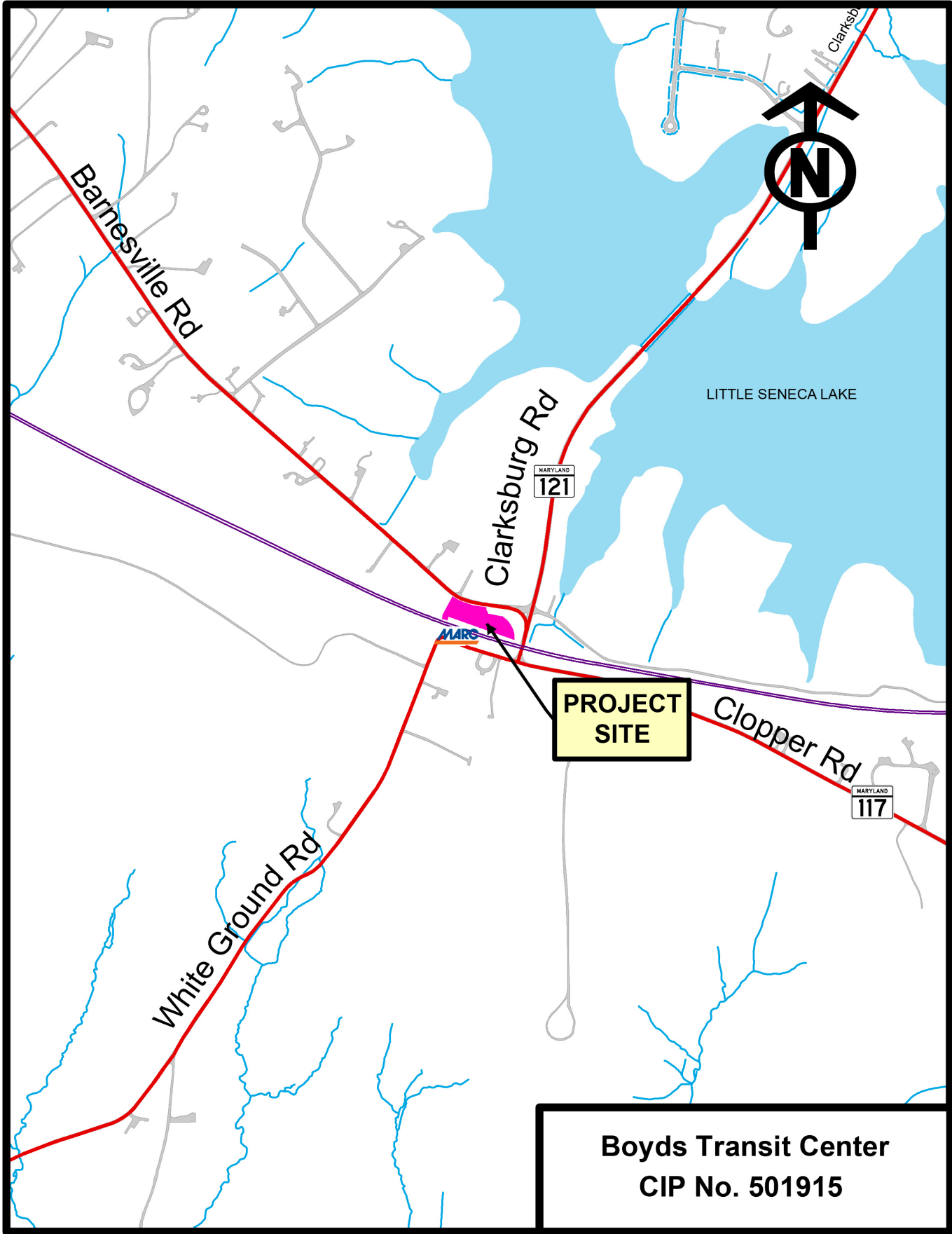
\$500,000 awarded during the 2024 Maryland General Assembly session to fund stabilization work. FY24 funding switch of \$361,000 from G.O. Bonds to Impact Tax to reflect prior year actuals. FY24 supplemental in State Aid for the amount of \$45,000 for the first payment of the \$90,000 MHAA grant.

DISCLOSURES

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

COORDINATION

Maryland Transit Administration, CSX Transportation, Historic Preservation Program of Maryland-National Capital Park and Planning Commission, Department of Permitting Services, Maryland Historical Trust, and Heritage Montgomery.



**PROJECT
SITE**

**Boys Transit Center
CIP No. 501915**



Hydrogen Fuel Cell Buses and Fueling Site (P502408)

Category	Transportation	Date Last Modified	04/12/24
SubCategory	Mass Transit (MCG)	Administering Agency	Transportation
Planning Area	Countywide	Status	Preliminary Design Stage

	Total	Thru FY23	Est FY24	Total 6 Years	FY 25	FY 26	FY 27	FY 28	FY 29	FY 30	Beyond 6 Years
EXPENDITURE SCHEDULE (\$000s)											
Planning, Design and Supervision	1,199	-	967	232	232	-	-	-	-	-	-
Construction	1,655	-	-	1,655	1,655	-	-	-	-	-	-
Other	9,064	-	-	9,064	7,614	1,450	-	-	-	-	-
TOTAL EXPENDITURES	11,918	-	967	10,951	9,501	1,450	-	-	-	-	-

FUNDING SCHEDULE (\$000s)											
Federal Aid	11,918	-	967	10,951	9,501	1,450	-	-	-	-	-
TOTAL FUNDING SOURCES	11,918	-	967	10,951	9,501	1,450	-	-	-	-	-

OPERATING BUDGET IMPACT (\$000s)											
Maintenance				2,000	-	400	400	400	400	400	
NET IMPACT				2,000	-	400	400	400	400	400	

APPROPRIATION AND EXPENDITURE DATA (\$000s)			
Appropriation FY 25 Request	(2,958)	Year First Appropriation	FY24
Appropriation FY 26 Request	-	Last FY's Cost Estimate	-
Cumulative Appropriation	14,876		
Expenditure / Encumbrances	-		
Unencumbered Balance	14,876		

PROJECT DESCRIPTION

This project implements green hydrogen technology in transit for the first time in the State of Maryland. The new hydrogen fuel production and fueling station will operate at the County's David F. Bone Equipment Maintenance and Transit Operations Center (EMTOC) in Gaithersburg. This facility will power the County's first 13 hydrogen fuel cell electric buses (FCEBs), which will be procured as part of the Veirs Mill Road Bus Rapid Transit (BRT) project. The County will partner with industry experts, the Center for Transportation and the Environment (CTE) and Trillium, to implement the project.

ESTIMATED SCHEDULE

Initial planning, including a Program of Requirements, was completed as part of the County's Zero Emissions Transition Plan in FY23. Preliminary design will begin in FY24 and the facility will be completed in FY26.

COST CHANGE

Cost decrease due to shifting funding for hydrogen buses to Bus Rapid Transit: Veirs Mill Road (P501913).

PROJECT JUSTIFICATION

This project will reduce carbon emissions, increase the reliability and sustainability of the bus fleet, and is an essential step in the transition to a zero-emissions fleet to reach the goals in the County's Climate Action Plan. The new hydrogen fuel production facility will produce hydrogen fuel that is greener than traditional fossil fuel-based hydrogen, as the fuel will be produced from water using zero-emission electrolysis. Similarly, fuel cell electric buses can provide uninterrupted service on bus routes that have a standard daily range of over 150 miles, which is beyond the maximum range currently allowed by zero-emission battery-electric buses.

OTHER

Electricity needed to produce hydrogen fuel at this facility will be generated by a solar microgrid to be constructed at the David F. Bone Equipment Maintenance and Transit Operations Center.

FISCAL NOTE

Funding for this project includes a Low or No Emission Grant from the Federal Transit Administration, appropriated via an FY24 supplemental in Federal Aid for the amount of \$14,875,975. In FY25, grant funding in this project was shifted to Bus Rapid Transit: Veirs Mill Road (P501913) to reflect funds from this grant and the county's required match to be used to purchase fuel cell electric buses for the new BRT service.

COORDINATION

Federal Transit Administration, Department of General Services, Department of Finance, Department of Permitting Services, Utility Companies, Industry Expert



Recreation Facilities Playground Replacement (P722504)

Category	Culture and Recreation	Date Last Modified	04/15/24
SubCategory	Recreation	Administering Agency	General Services
Planning Area	Countywide	Status	Preliminary Design Stage

Total	Thru FY23	Est FY24	Total 6 Years	FY 25	FY 26	FY 27	FY 28	FY 29	FY 30	Beyond 6 Years
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EXPENDITURE SCHEDULE (\$000s)

Construction	1,900	-	-	1,900	700	700	-	-	250	250	-
TOTAL EXPENDITURES	1,900	-	-	1,900	700	700	-	-	250	250	-

FUNDING SCHEDULE (\$000s)

G.O. Bonds	500	-	-	500	-	-	-	-	250	250	-
State Aid	1,400	-	-	1,400	700	700	-	-	-	-	-
TOTAL FUNDING SOURCES	1,900	-	-	1,900	700	700	-	-	250	250	-

APPROPRIATION AND EXPENDITURE DATA (\$000s)

Appropriation FY 25 Request	1,400	Year First Appropriation	
Appropriation FY 26 Request	-	Last FY's Cost Estimate	-
Cumulative Appropriation	-		
Expenditure / Encumbrances	-		
Unencumbered Balance	-		

PROJECT DESCRIPTION

This project provides for replacement and modernization of playgrounds at recreation centers. Improvements may include, but are not limited to, playground and recreational equipment, safety surfacing, site amenities, accessibility and drainage improvements, edging, site work, signage, etc.

ESTIMATED SCHEDULE

This project provides for design and construction of up to 7 playgrounds.

PROJECT JUSTIFICATION

The existing playground equipment is in poor condition and does not comply with national guidelines, standards, and regulations. National standards highly recommend replacement of playground equipment every 10-15 years. As components are exposed to weather elements, utilization, and external elements, the durability and hence safety become a serious safety consideration. Parts are no longer available so off market parts often are needed to complete the component which also then include risk. This project will provide improvements to playground and recreational equipment to ensure that these recreational assets are well maintained and comply with national standards.

FISCAL NOTE

FY25 and FY26 reflects the addition of State Aid.

DISCLOSURES

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

COORDINATION

Department of Recreation and Department of General Services.

Cost Change



Bus Rapid Transit: System Development (P501318)

Category	Transportation	Date Last Modified	04/11/24
SubCategory	Mass Transit (MCG)	Administering Agency	Transportation
Planning Area	Countywide	Status	Planning Stage

	Total	Thru FY23	Est FY24	Total 6 Years	FY 25	FY 26	FY 27	FY 28	FY 29	FY 30	Beyond 6 Years
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EXPENDITURE SCHEDULE (\$000s)

	Total	Thru FY23	Est FY24	Total 6 Years	FY 25	FY 26	FY 27	FY 28	FY 29	FY 30	Beyond 6 Years
Planning, Design and Supervision	32,121	21,485	7,636	3,000	500	500	500	500	500	500	-
Land	49	49	-	-	-	-	-	-	-	-	-
Site Improvements and Utilities	617	617	-	-	-	-	-	-	-	-	-
Construction	87	87	-	-	-	-	-	-	-	-	-
TOTAL EXPENDITURES	32,874	22,238	7,636	3,000	500	500	500	500	500	500	-

FUNDING SCHEDULE (\$000s)

	Total	Thru FY23	Est FY24	Total 6 Years	FY 25	FY 26	FY 27	FY 28	FY 29	FY 30	Beyond 6 Years
Current Revenue: Mass Transit	12,375	7,122	2,253	3,000	500	500	500	500	500	500	-
Federal Aid	500	500	-	-	-	-	-	-	-	-	-
G.O. Bonds	6,321	6,321	-	-	-	-	-	-	-	-	-
Impact Tax	2,500	2,500	-	-	-	-	-	-	-	-	-
Recordation Tax Premium (MCG)	2,000	2,000	-	-	-	-	-	-	-	-	-
Revenue Bonds: Liquor Fund	3,179	3,179	-	-	-	-	-	-	-	-	-
State Aid	5,999	616	5,383	-	-	-	-	-	-	-	-
TOTAL FUNDING SOURCES	32,874	22,238	7,636	3,000	500	500	500	500	500	500	-

APPROPRIATION AND EXPENDITURE DATA (\$000s)

Appropriation FY 25 Request	(1,001)	Year First Appropriation	FY13
Appropriation FY 26 Request	500	Last FY's Cost Estimate	33,375
Cumulative Appropriation	31,375		
Expenditure / Encumbrances	24,300		
Unencumbered Balance	7,075		

PROJECT DESCRIPTION

This project provides for the initial steps and supporting studies for Bus Rapid Transit (BRT) corridors in the County, supplementing the Metrorail Red Line and MTA Purple Line currently under construction. The County Council approved the Countywide Transit Corridors Functional Master Plan, an amendment to the Master Plan of Highways and Transportation, on November 26, 2013. The amendment authorizes the Department of Transportation to study enhanced transit options and Bus Rapid Transit for ten transit corridors, including: Georgia Avenue North, Georgia Avenue South, MD 355 North, MD 355 South, New Hampshire Avenue, North Bethesda Transitway, Randolph Road, University Boulevard, US 29, and Veirs Mill Road. The project also funds programmatic efforts needed to advance the BRT system.

ESTIMATED SCHEDULE

No additional corridor concept development studies are proposed in this six-year CIP. Efforts will focus on supporting the implementation of existing standalone projects.

COST CHANGE

Cost change due to addition of FY29 and FY30 to this level of effort project, net of cost savings in North Bethesda Transitway and New Hampshire Avenue BRT planning studies.

PROJECT JUSTIFICATION

The proposed BRT will reduce congestion on County and State roadways, increase transit ridership, and improve air quality. The BRT will enhance the County's ability to meet transportation demands for existing and future land uses. Plans & Studies: MCDOT Countywide Bus Rapid Transit Study, Final Report (July 2011); County Executive's Transit Task Force (May 2012); and Countywide Transit Corridors Functional Master Plan (November 2013); MCDOT US 29 Bus Rapid Transit Project Description Report (March 2017); Maryland Transit Administration, MD 355 Bus Rapid Transit Corridor Planning Study (April 2017); Maryland Transit Administration, US 29 Bus Rapid Transit Corridor Planning Study (April 2017); MDOT MD 586 (Veirs Mill Road) Draft Corridor Study Report (September 2016); MD 355 Phase 2 Corridor Study Report (June 2019).

FISCAL NOTE

Expenditures will continue as necessary to advance bus rapid transit implementation on master planned transit corridors.

DISCLOSURES

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

COORDINATION

Maryland Department of Transportation, Washington Metropolitan Area Transit Authority, Maryland-National Capital Park and Planning Commission, City of Rockville, City of Gaithersburg, Prince George's County.



Bus Rapid Transit: Veirs Mill Road (P501913)

Category	Transportation	Date Last Modified	04/15/24
SubCategory	Mass Transit (MCG)	Administering Agency	Transportation
Planning Area	Rockville	Status	Final Design Stage

	Total	Thru FY23	Est FY24	Total 6 Years	FY 25	FY 26	FY 27	FY 28	FY 29	FY 30	Beyond 6 Years
EXPENDITURE SCHEDULE (\$000s)											
Planning, Design and Supervision	33,263	4,817	7,436	21,010	4,872	7,070	7,068	2,000	-	-	-
Land	13,315	10	645	12,660	3,000	5,944	3,716	-	-	-	-
Site Improvements and Utilities	14,138	-	-	14,138	2,000	6,000	5,138	1,000	-	-	-
Construction	108,319	86	-	108,233	1,739	37,109	35,070	34,315	-	-	-
Other	27,467	-	-	27,467	-	-	27,467	-	-	-	-
TOTAL EXPENDITURES	196,502	4,913	8,081	183,508	11,611	56,123	78,459	37,315	-	-	-

FUNDING SCHEDULE (\$000s)											
Current Revenue: Mass Transit	11,250	1,263	1,237	8,750	-	-	8,750	-	-	-	-
Federal Aid	2,958	-	-	2,958	-	-	2,958	-	-	-	-
FTA Capital Investment Grant	134,606	-	-	134,606	-	55,186	42,105	37,315	-	-	-
G.O. Bonds	4,670	-	674	3,996	922	937	2,137	-	-	-	-
Impact Tax	3,000	3,000	-	-	-	-	-	-	-	-	-
State Aid	25,381	650	2,850	21,881	-	-	21,881	-	-	-	-
State Bus Rapid Transit Fund	14,637	-	3,320	11,317	10,689	-	628	-	-	-	-
TOTAL FUNDING SOURCES	196,502	4,913	8,081	183,508	11,611	56,123	78,459	37,315	-	-	-

OPERATING BUDGET IMPACT (\$000s)											
Maintenance				21,337	-	-	5,100	5,253	5,411	5,573	
Cost Savings				(6,275)	-	-	(1,500)	(1,545)	(1,591)	(1,639)	
NET IMPACT				15,062	-	-	3,600	3,708	3,820	3,934	

APPROPRIATION AND EXPENDITURE DATA (\$000s)			
Appropriation FY 25 Request	10,455	Year First Appropriation	FY20
Appropriation FY 26 Request	-	Last FY's Cost Estimate	169,035
Cumulative Appropriation	44,691		
Expenditure / Encumbrances	8,985		
Unencumbered Balance	35,706		

PROJECT DESCRIPTION

This project will design and construct a new Bus Rapid Transit (BRT) line on Veirs Mill Road (MD 586) between the Wheaton Metro Station and Montgomery College in Rockville. Planning conducted by the Maryland Department of Transportation State Highway Administration (MDOT SHA) resulted in a recommended alternative in late 2017. The recommended alternative includes queue jumps for use by BRT and other buses at congested intersections along the corridor, new BRT stations with level boarding and off-board payment, Transit Signal Priority, purchase of new, zero-emission BRT buses, and other associated pedestrian and bicycle improvements along the corridor. The study retains curbside dedicated lanes as the long-term BRT alternative for Veirs Mill Road. In addition, MCDOT intends to accelerate the Veirs Mill and Randolph Road BiPPA project to provide expanded pedestrian and bicycle facilities along the corridor. The addition of a shared use path along the north side of Veirs Mill Road, completing sidewalk gaps along the south side, and improving pedestrian crossings along Veirs Mill Road will improve access to Flash stations.

LOCATION

Veirs Mill Road and Hungerford Drive between Wheaton and Rockville

ESTIMATED SCHEDULE

Project planning was completed in FY18 and preliminary engineering was completed in FY22. Final design began in FY23 and will be completed by mid FY25. Property acquisition activities are estimated to begin in FY24 and construction is anticipated to start in FY25. Construction of the transit facilities will be completed in 2027, and completion of the supporting pedestrian and bicycle infrastructure will be completed by 2028. Flash service is scheduled to open in 2027 following completion of transit facilities.

COST CHANGE

Cost increase due to updated cost estimate following 65 percent design milestone. Vehicle costs are updated to reflect actual contract unit costs.

PROJECT JUSTIFICATION

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

Plans and Studies: MCDOT Countywide Bus Rapid Transit Study, Final Report (July 2011); County Executive's Transit Task Force (May 2012); Countywide Transit Corridors Functional Master Plan (November 2013); Maryland Department of Transportation/Maryland State Highway Administration MD 586/Veirs Mill Road Draft Corridor Planning Study (September 2016); Veirs Mill Corridor Master Plan (April 2019).

FISCAL NOTE

The County intends to secure federal funding for this project through the Federal Transit Administration's (FTA) Capital Investment Grant (CIG) Small Starts program. The project was accepted into Small Starts in September 2022. Vehicles are excluded from the scope of the CIG project due to cost limits of the CIG Small Starts program. The CIG eligible project is estimated at approximately \$169 million. It is assumed that 80% of the CIG project will be eligible for federal funds. Federal funding assumptions will be fine-tuned once the project is rated and the County enters into a fully funded grant agreement with FTA.

State Aid reflects state grants for capital projects in Montgomery County programmed during the 2022 and 2023 Maryland General Assembly sessions. The State Bus Rapid Transit Fund was created by the MD General Assembly using lottery proceeds, and is available to Maryland to fund eligible BRT projects in Maryland. The funds programmed were made available to Montgomery County in 2023.

Vehicles are being procured using a combination of local County funds, State Aid, and a Low and No Emission (Low-No) federal grant. Federal aid in this project includes funding from the Low-No grant, the remainder of which is programmed in the Hydrogen Fuel Cell Buses and Fueling Site project (P502408).

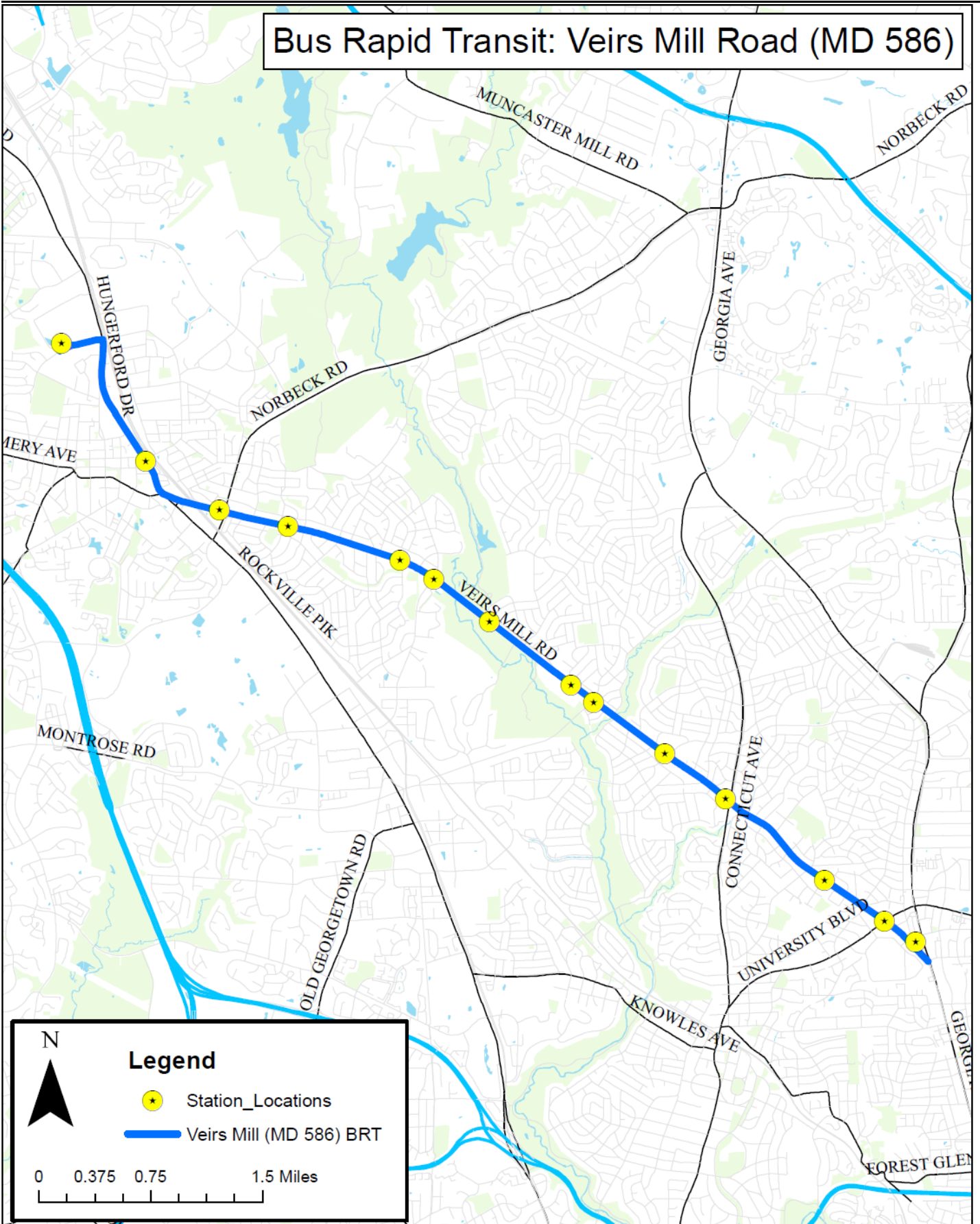
DISCLOSURES

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

COORDINATION

Maryland Department of Transportation State Highway Administration and Maryland Transit Administration, Washington Metropolitan Area Transit Authority, Maryland-National Capital Park and Planning Commission, City of Rockville, Commission on People with Disabilities, Transit Advisory Group, Neighborhood and Civic Associations, and Veirs Mill Road BRT Corridor Advisory Committee, Federal Transit Administration

Bus Rapid Transit: Veirs Mill Road (MD 586)





Ride On Bus Fleet (P500821)

Category	Transportation	Date Last Modified	04/15/24
SubCategory	Mass Transit (MCG)	Administering Agency	Transportation
Planning Area	Countywide	Status	Ongoing

Total	Thru FY23	Est FY24	Total 6 Years	FY 25	FY 26	FY 27	FY 28	FY 29	FY 30	Beyond 6 Years
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EXPENDITURE SCHEDULE (\$000s)

	Total	Thru FY23	Est FY24	Total 6 Years	FY 25	FY 26	FY 27	FY 28	FY 29	FY 30	Beyond 6 Years
Planning, Design and Supervision	600	-	-	600	100	100	100	100	100	100	-
Other	514,555	191,359	77,724	245,472	15,075	21,600	69,613	46,832	29,600	62,752	-
TOTAL EXPENDITURES	515,155	191,359	77,724	246,072	15,175	21,700	69,713	46,932	29,700	62,852	-

FUNDING SCHEDULE (\$000s)

	Total	Thru FY23	Est FY24	Total 6 Years	FY 25	FY 26	FY 27	FY 28	FY 29	FY 30	Beyond 6 Years
Contributions	820	430	390	-	-	-	-	-	-	-	-
Current Revenue: Mass Transit	275,826	47,272	59,544	169,010	13,175	19,700	36,235	36,100	27,700	36,100	-
Fed Stimulus (State Allocation)	6,550	6,550	-	-	-	-	-	-	-	-	-
Federal Aid	58,280	42,200	6,480	9,600	1,600	1,600	1,600	1,600	1,600	1,600	-
G.O. Bonds	956	956	-	-	-	-	-	-	-	-	-
Impact Tax	2,350	2,350	-	-	-	-	-	-	-	-	-
Short-Term Financing	149,578	81,261	3,255	65,062	-	-	31,478	8,832	-	24,752	-
State Aid	20,795	10,340	8,055	2,400	400	400	400	400	400	400	-
TOTAL FUNDING SOURCES	515,155	191,359	77,724	246,072	15,175	21,700	69,713	46,932	29,700	62,852	-

APPROPRIATION AND EXPENDITURE DATA (\$000s)

Appropriation FY 25 Request	(1,225)	Year First Appropriation	FY09
Appropriation FY 26 Request	100	Last FY's Cost Estimate	422,233
Cumulative Appropriation	307,083		
Expenditure / Encumbrances	224,845		
Unencumbered Balance	82,238		

PROJECT DESCRIPTION

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

ESTIMATED SCHEDULE

The funding schedule provides for the replacement of 182 heavy transit buses in FY25-30. All buses will be replaced with zero-emissions models with the goal of transitioning to a 100% zero-emission fleet.

COST CHANGE

The cost increase is due to the addition of FY29-30, higher prices for zero-emission buses in the bus replacement plan, and added funding for project planning and supervision. Decreased cost in FY24 reflects Current Revenue shifted from this project to Bus Rapid Transit: Veirs Mill Road (P501913).

PROJECT JUSTIFICATION

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

OTHER

MCDOT will continue to apply for grants to cover the cost of additional zero emission buses and associated infrastructure. By deploying zero emission buses in lieu of clean diesel and natural gas buses, Ride On will reduce harmful emissions of greenhouse gases associated with its fleet.

Ride On, through its commitment to have all future purchases zero-emission buses, is exceeding standards compared to most other transit agencies. For example, California, considered a leader in zero bus emissions implementation, enacted a regulation that will require all large transit agencies to include at least 25 percent zero emission buses in their new bus purchases beginning in 2023. In 2026, the California regulation requires that 50 percent of the total number of new buses purchased by large transit agencies must buy zero-emission buses.

Planned bus procurements assume that complimentary and required maintenance and charging/fueling infrastructure projects will be in place as needed. Planning for the development and further implementation of these projects will be funded primarily through this CIP. Due to infrastructure constraints, 61 small diesel buses are being refurbished to extend their service lives and delay replacement until zero-emission charging/fueling infrastructure plans are developed for all depots.

FISCAL NOTE

FY24 supplemental in Current Revenue: Mass Transit for the amount of \$42,024,000, Federal aid for the amount of \$3,200,000, State aid for the amount of \$800,000.

DISCLOSURES

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

COORDINATION

Department of General Services, Maryland Transit Administration



Farm Women's Market Parking Garage

(P502316)

Category	Transportation	Date Last Modified	04/15/24
SubCategory	Parking	Administering Agency	Transportation
Planning Area	Bethesda-Chevy Chase and Vicinity	Status	Preliminary Design Stage

Total	Thru FY23	Est FY24	Total 6 Years	FY 25	FY 26	FY 27	FY 28	FY 29	FY 30	Beyond 6 Years
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EXPENDITURE SCHEDULE (\$000s)

Planning, Design and Supervision	400	-	-	400	300	100	-	-	-	-	-
Other	8,825	-	-	8,825	1,466	7,359	-	-	-	-	-
TOTAL EXPENDITURES	9,225	-	-	9,225	1,766	7,459	-	-	-	-	-

FUNDING SCHEDULE (\$000s)

G.O. Bonds	9,225	-	-	9,225	1,766	7,459	-	-	-	-	-
TOTAL FUNDING SOURCES	9,225	-	-	9,225	1,766	7,459	-	-	-	-	-

APPROPRIATION AND EXPENDITURE DATA (\$000s)

Appropriation FY 25 Request	-	Year First Appropriation	FY23
Appropriation FY 26 Request	-	Last FY's Cost Estimate	10,293
Cumulative Appropriation	1,766		
Expenditure / Encumbrances	-		
Unencumbered Balance	1,766		

PROJECT DESCRIPTION

The project is a part of the redevelopment of the historic property known as the Farm Women's Market which will include Lot 24, and Lot 10. This redevelopment will renovate the existing Farm Women's Market and include the construction of new homes, retail space, outdoor park space, and an underground parking garage. The Parking Lot District will purchase the garage from the developer with milestone payments made during construction of the garage.

LOCATION

4601 Leland Street, Chevy Chase, MD 20815

ESTIMATED SCHEDULE

Depending on the development approval process, the current proposed plan has preliminary design completion in FY25 with a construction completion in FY26.

COST CHANGE

Project cost updated to reflect the removal of intergovernmental funding.

PROJECT JUSTIFICATION

The Farm Women's market and the area adjacent (including Lot 24 and Lot 10) have been underutilized and the redevelopment would reposition the market and the surrounding areas as a 'destination' for visitors. It would also provide needed housing and green space to be used by the community. The purchase of the underground parking garage would allow the PLD the ability to provide adequate spaces for visitors and residents to use in this newly developed area.

FISCAL NOTE

In addition to the developer and Town of Chevy Chase (TOCC), DOT is coordinating with M-NCPPC (872302) for redevelopment of Lots 10 and 24 which will result in an underground parking garage and outdoor space. The following funding plan is contingent upon executed agreements with the developer and TOCC as well as Council approval of related property disposition actions. The underlying expenditure schedule assumes the County purchases the underground garage from the developer. The total purchase price for the DOT portion of the project is estimated to be \$18.268 million. The expenditure schedule reflects the balance of the purchase price after the cost contributions from the fair market value of the density of Lot 10 and 24 in the amount of \$7 million as well as cost contributions from the developer of \$975,000. The County Executive exempts the 25% Housing Fund Initiative Fund contribution based on Section 11B-45(f) of the County Code. The purchase of the underground public parking garage using the sales proceeds from Lots 24 and 10 meets the waiver criteria under Section 11-45(f) of the County Code because the sales proceeds from Lots 24 and 10 will be used for a related purchase of real property - replacement parking for the parking lost on Lots 24 and 10. FY23 supplemental in G.O. Bonds for the amount of \$400,000. Project cost updated to reflect the removal of intergovernmental funding, instead contributions from the TOCC in the amount of \$1,068,000 will be paid directly to the Developer in support of this project. Additional appropriation will be requested once an agreement has been reached with the Developer.

COORDINATION

Facility Planning Parking: Bethesda PLD, Maryland-National Capital Park and Planning Commission, Town of Chevy Chase.



Library Refurbishment Level of Effort (P711502)

Category	Culture and Recreation	Date Last Modified	04/10/24
SubCategory	Libraries	Administering Agency	General Services
Planning Area	Countywide	Status	Ongoing

	Total	Thru FY23	Est FY24	Total 6 Years	FY 25	FY 26	FY 27	FY 28	FY 29	FY 30	Beyond 6 Years
EXPENDITURE SCHEDULE (\$000s)											
Planning, Design and Supervision	13,818	5,194	706	6,655	1,001	984	1,097	1,279	1,162	1,132	1,263
Site Improvements and Utilities	623	67	556	-	-	-	-	-	-	-	-
Construction	32,136	9,646	481	17,248	4,299	3,202	1,840	3,169	3,998	740	4,761
Other	6,207	1,885	-	3,553	1,056	433	307	661	888	208	769
TOTAL EXPENDITURES	52,784	16,792	1,743	27,456	6,356	4,619	3,244	5,109	6,048	2,080	6,793

FUNDING SCHEDULE (\$000s)											
G.O. Bonds	46,853	12,874	687	26,499	5,399	4,619	3,244	5,109	6,048	2,080	6,793
Recordation Tax Premium (MCG)	1,035	1,035	-	-	-	-	-	-	-	-	-
State Aid	4,896	2,883	1,056	957	957	-	-	-	-	-	-
TOTAL FUNDING SOURCES	52,784	16,792	1,743	27,456	6,356	4,619	3,244	5,109	6,048	2,080	6,793

APPROPRIATION AND EXPENDITURE DATA (\$000s)			
Appropriation FY 25 Request	6,356	Year First Appropriation	FY15
Appropriation FY 26 Request	1,085	Last FY's Cost Estimate	34,627
Cumulative Appropriation	23,683		
Expenditure / Encumbrances	17,601		
Unencumbered Balance	6,082		

PROJECT DESCRIPTION

The Library Refurbishment Level of Effort (LOE) project provides a structured process to modernize all 21 library branches over 20 years with new technologies and service delivery improvements that reflect the latest in 21st century library trends at much less costs than renovations. The improvements include renovated restrooms, creating group collaboration rooms, providing new sit / stand ergonomic service desks, prekindergarten early literacy display elements, new water fountains with bottle filling features, and a general esthetic refurbishment of new paint, carpet and other flooring, and some furnishings. With the addition of funding from the 21st Century Library Level of Effort project, electric connectivity at many tables and seating groups and loanable laptops are provided.

ESTIMATED SCHEDULE

The Library Refurbishment LOE started in FY15. Refurbishments per fiscal year are scheduled to complete the facility assessment of one library, design of one library, and the construction of one library per fiscal year. This will enable all 21 libraries to be refurbished by FY29 where the cycle would start over again. The Library Department identifies the libraries to be refurbished 18 months in advance before the planning and design begins, so that applications for state grant funding can be submitted. Notice identifying the specific library projects for the given fiscal year must be provided to Council at least 60 days before any funding is obligated or spent. The notice to Council includes the scope of work, cost estimate, and expenditure schedule for planning design and supervision, construction, and other costs by fiscal year.

COST CHANGE

Updated projects list, schedules, and escalation. Cost increase for Damascus Library refurbishment.

PROJECT JUSTIFICATION

Until the implementation of these projects, many of the County Libraries have not been updated in 20 years. The Library Refurbishment LOE will ensure that all libraries are refurbished and updated on a scheduled basis. This will ensure that the libraries continue to meet the community's needs for programs, services, and facilities. The Library Refurbishment projects enable the County to update more libraries over a shorter period with less money than the old approach of renovating only 1 or 2 libraries. Refurbishments also help avoid future major renovations on many buildings.

FISCAL NOTE

FY15 Supplemental in State Aid for \$387,000 was approved for this project for the refurbishment of Twinbrook (\$128,000) and Kensington Park (\$259,000) branches. FY16 Supplemental in State Aid for \$800,000 was approved for this project for the refurbishment of Davis (\$400,000) and Little Falls (\$400,000) branches. FY17 Supplemental in State Aid for \$1,500,000 was approved for this project for the refurbishment of the then Bethesda, now Connie Morella, (\$500,000), Quince Orchard (\$500,000), and White Oak (\$500,000) branches. Amended FY18 for State Aid of \$200,000 for the refurbishment of Long Branch (\$100,000) and Marilyn Praisner (\$100,000) branches. Cost estimates will be refined after facility assessments are completed. Recordation Tax Premium will be used to cover the costs to renovate the Maggie Nightingale Library. In FY23, FY25 to FY28 costs were reduced because the Chevy Chase Library refurbishment costs were reflected instead in the Chevy Chase Library and Redevelopment project. Amended FY24 for State Aid of \$500,000 for Damascus Library and Senior

Center and \$555,600 for Long Branch Library Building and Site Improvements. Amended FY25 for State Aid of \$957,000 for Damascus Library Renovation.

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

Department of General Services, Department of Public Libraries, Maryland State Department of Education, and Department of Technology & Enterprise Business Solutions.

Technical Adjustments



Bus Rapid Transit: MD 355 Central (P502005)

Category	Transportation	Date Last Modified	04/12/24
SubCategory	Mass Transit (MCG)	Administering Agency	Transportation
Planning Area	Countywide	Status	Final Design Stage

	Total	Thru FY23	Est FY24	Total 6 Years	FY 25	FY 26	FY 27	FY 28	FY 29	FY 30	Beyond 6 Years
EXPENDITURE SCHEDULE (\$000s)											
Planning, Design and Supervision	63,377	9,223	4,049	50,105	12,011	13,827	8,089	8,089	8,089	-	-
Land	70,003	-	3,000	67,003	4,450	9,457	26,548	19,598	6,950	-	-
Site Improvements and Utilities	50,871	-	-	50,871	4,625	23,123	18,498	4,625	-	-	-
Construction	187,435	-	-	187,435	-	-	74,974	74,974	37,487	-	-
Other	57,894	-	-	57,894	-	-	-	28,947	28,947	-	-
TOTAL EXPENDITURES	429,580	9,223	7,049	413,308	21,086	46,407	128,109	136,233	81,473	-	-

FUNDING SCHEDULE (\$000s)											
Current Revenue: Mass Transit	2,550	63	687	1,800	-	-	-	-	1,800	-	-
FTA Capital Investment Grant	204,427	-	-	204,427	-	-	74,492	68,117	61,818	-	-
Impact Tax	4,370	4,341	29	-	-	-	-	-	-	-	-
Op Lanes Maryland Transit Funding	167,679	-	-	167,679	-	28,091	53,617	68,116	17,855	-	-
Recordation Tax Premium (MCG)	2,880	1,186	1,694	-	-	-	-	-	-	-	-
State Aid	47,674	3,633	4,639	39,402	21,086	18,316	-	-	-	-	-
TOTAL FUNDING SOURCES	429,580	9,223	7,049	413,308	21,086	46,407	128,109	136,233	81,473	-	-

OPERATING BUDGET IMPACT (\$000s)											
Program-Staff				80,200	-	-	-	-	39,500	40,700	
NET IMPACT				80,200	-	-	-	-	39,500	40,700	

APPROPRIATION AND EXPENDITURE DATA (\$000s)			
Appropriation FY 25 Request	-	Year First Appropriation	FY20
Appropriation FY 26 Request	-	Last FY's Cost Estimate	429,580
Cumulative Appropriation	55,674		
Expenditure / Encumbrances	14,509		
Unencumbered Balance	41,165		

PROJECT DESCRIPTION

This project will design and construct a new bus rapid transit (BRT) line on MD 355 between Rockville and Germantown. The project includes dedicated BRT lanes, new BRT stations with level boarding and off-board payment, Transit Signal Priority (TSP), purchase of new zero-emission BRT buses, and other associated pedestrian and bicycle improvements along the corridor. In addition, the project includes the planning and design of a new transit center near the Montgomery College Rockville Campus and a relocated and expanded Lakeforest Transit Center to support the project. Planning conducted by the Maryland Department of Transportation Maryland Transit Administration (MDOT MTA) resulted in several alternatives retained for detailed study in 2017 for BRT along MD 355 from Bethesda to Clarksburg. Final design and construction of the North and South segments will occur as a separate project.

LOCATION

The MD 355 BRT corridor spans Clarksburg to Bethesda. The Central phase of this project will include the master plan areas of Shady Grove and Germantown, as well as the cities of Rockville and Gaithersburg. A subsequent phase will provide service to the master plan areas of Bethesda, North Bethesda, Garrett Park, White Flint and Clarksburg.

ESTIMATED SCHEDULE

Project planning was completed in FY19. Preliminary engineering of the busway began in FY20 and will be completed in FY24. Environmental documentation for the purposes of submitting for federal funding is underway and should also be complete in FY24. Final design will be procured in FY25 and is estimated to last approximately two years. Construction activities, including right-of-way acquisition and utility relocations, may begin as early as FY25. Construction of the BRT is estimated to be completed in FY29.

PROJECT JUSTIFICATION

MD 355 Flash will transform mobility options with the implementation of a 22-mile, premium, branded, limited-stop BRT service along MD 355 between Clarksburg and Bethesda. This new service will improve transit travel time and increase opportunity for a broad range of users along a highly congested corridor. MD 355 Flash will improve passenger transit mobility by connecting riders to high density housing and employment centers. MD 355 Flash is being phased to accelerate delivery. This phase will implement BRT between Rockville and Germantown. Extensions to Bethesda and Clarksburg will follow. A new transit center

near the Montgomery College Rockville Campus will provide increased space to accommodate both the MD 355 BRT and Veirs Mill Road BRT operations as well as improve overall transit access and operations at this location. The Lakeforest Transit Center is currently undersized for existing operations. Relocation of the transit center closer to MD 355 will allow the critical connection between MD 355 BRT and the numerous local bus routes that stop there, while reducing the diversion for MD 355 BRT and saving passengers travel time. Redevelopment of the former Lakeforest Mall creates an opportunity for joint development considerations that should be explored in the near-term.

FISCAL NOTE

The County intends to secure federal funding for this project through the Federal Transit Administration's (FTA) Capital Investment Grant (CIG) New Starts program. Programming of funds through final design and construction improves the project's eligibility for earlier entry into New Starts. This project will utilize Op Lanes Maryland revenue proceeds, which have been pledged by the Maryland Department of Transportation to fund high priority public transit projects in Montgomery County. The amended FY21-26 CIP added \$6 M in State grants. Additional State aid in FY23-25 includes State grants for capital projects in Montgomery County programmed and/or preauthorized during the 2022 and 2023 Maryland General Assembly sessions, including \$150,000 in the 2023 session specifically identified to support planning and design of a new transit center near Montgomery College in Rockville. Op Lanes Maryland funding was deferred in FY23 to allow the new State administration time to move the project forward. FY24 funding switch from Recordation Tax Premium to Impact Tax to reflect prior year actuals and other adjustments.

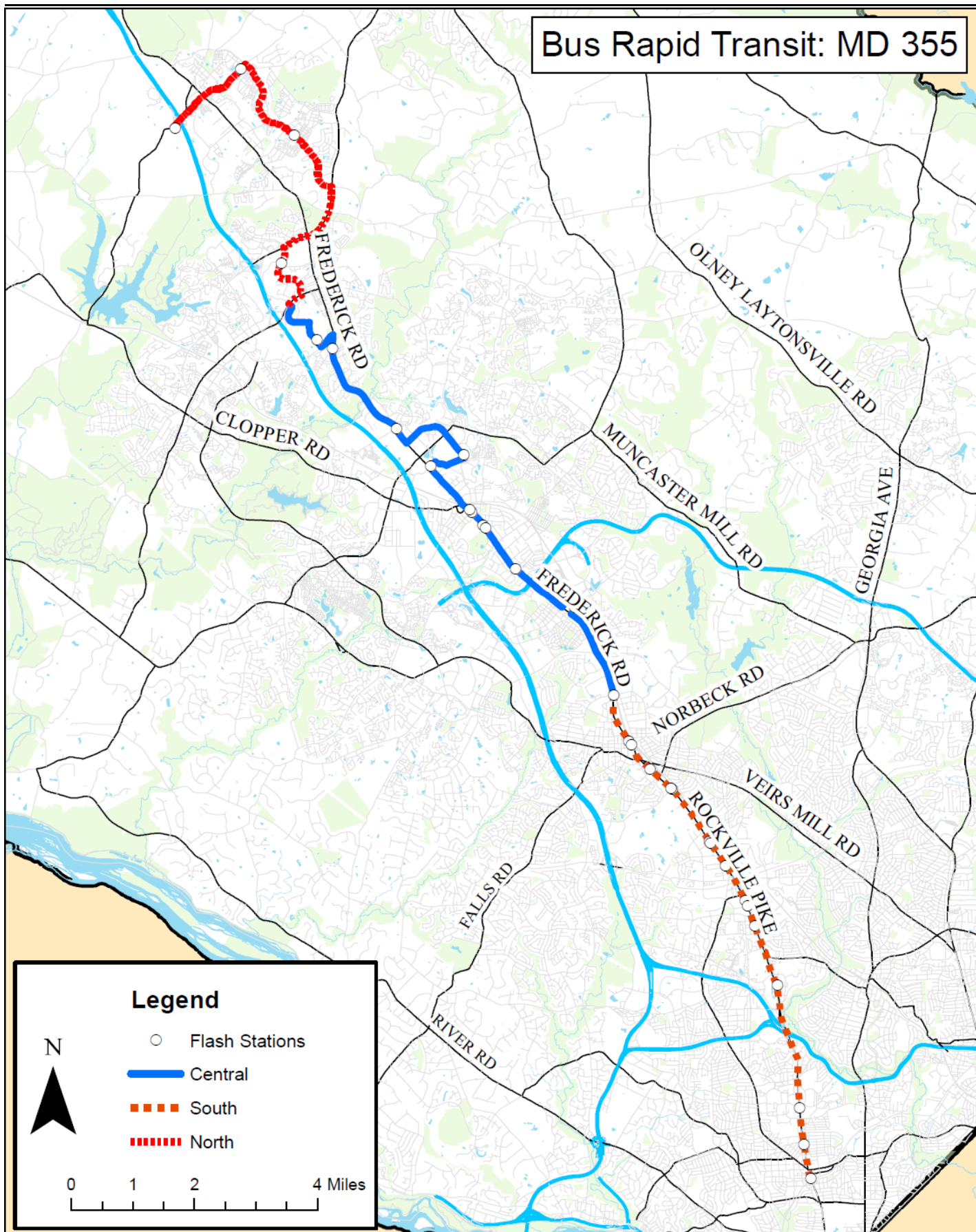
DISCLOSURES

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

COORDINATION

Maryland-National Capital Park and Planning Commission, Maryland Department of Transportation State Highway Administration & Maryland Transit Administration, Department of Environmental Protection, Department of Permitting Services, Washington Gas, Pepco, Verizon, Comcast, Maryland Department of Natural Resources, Federal Transit Administration, City of Gaithersburg, City of Rockville, Washington Metropolitan Area Transit Authority, Commission on People with Disabilities, Transit Advisory Group, Neighborhood and Civic Associations, MD 355 BRT Corridor Advisory Committee.

Bus Rapid Transit: MD 355





Metropolitan Branch Trail (P501110)

Category	Transportation	Date Last Modified	04/12/24
SubCategory	Pedestrian Facilities/Bikeways	Administering Agency	Transportation
Planning Area	Silver Spring and Vicinity	Status	Ongoing

Total	Thru FY23	Est FY24	Total 6 Years	FY 25	FY 26	FY 27	FY 28	FY 29	FY 30	Beyond 6 Years
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EXPENDITURE SCHEDULE (\$000s)

	Total	Thru FY23	Est FY24	Total 6 Years	FY 25	FY 26	FY 27	FY 28	FY 29	FY 30	Beyond 6 Years
Planning, Design and Supervision	7,536	4,695	797	2,044	1,008	1,036	-	-	-	-	-
Land	1,467	688	779	-	-	-	-	-	-	-	-
Site Improvements and Utilities	941	9	466	466	466	-	-	-	-	-	-
Construction	10,718	825	1,981	7,912	4,104	3,808	-	-	-	-	-
TOTAL EXPENDITURES	20,662	6,217	4,023	10,422	5,578	4,844	-	-	-	-	-

FUNDING SCHEDULE (\$000s)

	Total	Thru FY23	Est FY24	Total 6 Years	FY 25	FY 26	FY 27	FY 28	FY 29	FY 30	Beyond 6 Years
G.O. Bonds	17,550	3,360	3,768	10,422	5,578	4,844	-	-	-	-	-
Impact Tax	3,112	2,857	255	-	-	-	-	-	-	-	-
TOTAL FUNDING SOURCES	20,662	6,217	4,023	10,422	5,578	4,844	-	-	-	-	-

OPERATING BUDGET IMPACT (\$000s)

	Total	Thru FY23	Est FY24	Total 6 Years	FY 25	FY 26	FY 27	FY 28	FY 29	FY 30	Beyond 6 Years
Maintenance				40	-	-	10	10	10	10	
Energy				8	-	-	2	2	2	2	
NET IMPACT				48	-	-	12	12	12	12	

APPROPRIATION AND EXPENDITURE DATA (\$000s)

Appropriation FY 25 Request	-	Year First Appropriation	FY11
Appropriation FY 26 Request	-	Last FY's Cost Estimate	20,662
Cumulative Appropriation	20,662		
Expenditure / Encumbrances	14,125		
Unencumbered Balance	6,537		

PROJECT DESCRIPTION

This project provides for the design, land acquisition, utility relocations, and construction of the 0.6 mile segment of the trail in Montgomery County between the end of the existing trail in Takoma Park and the Silver Spring Transit Center. The trail will be designed to be 8 feet to 12 feet in width. The construction will be performed in three phases: the initial phase will construct the trail segment along Fenton Street and King Street; the second phase will extend the trail to Georgia Avenue; the final phase will construct a new bridge over Georgia Avenue and extend the trail to Ripley Street. Two sections of the trail north of the B&O train station will be constructed by a developer during the development of the new Progress Place and the redevelopment of the existing Progress Place sites. This project's scope of work includes connecting the two developer installed trail segments and widening the existing section at Ripley Street. Construction of Phase II-A will be from Ripley Street to Burlington Avenue, including the bridge over Georgia Avenue. A sidepath along Burlington Avenue from Selim Road to Fenton Street will be designed under CIP 501532, Bicycle-Pedestrian Priority Area Improvements (BiPPA). This is done to preserve continuity in design and construction of the Burlington Avenue/13th Street BiPPA project.

ESTIMATED SCHEDULE

Schedule delays due to delayed approval from WMATA, CSX, and MPI. Phase I construction was completed in 2018. Phase II design and property acquisition was completed in FY22. Utility relocations to start and end in summer 2025. Construction of Phase II-A is expected to commence in winter FY24 and will be completed in 18 months.

COST CHANGE

Scope modified to eliminate underpass at Burlington Avenue due to fiscal constraints and opportunity to leverage new County Trail Connections.

PROJECT JUSTIFICATION

The Metropolitan Branch Trail is to be part of a larger system of trails to enable non-motorized travel around the Washington region. The overall goal for these trails is to create a bicycle beltway that links Union Station and the Mall in Washington, D.C. to Takoma Park, Silver Spring, and Bethesda in Maryland. The trail will serve pedestrians, bicyclists, joggers, and skaters, and will be Americans with Disabilities Act of 1990 (ADA) accessible. Plans & Studies: 2000 Silver Spring Central Business District Sector Plan. Disabilities Act of 1990 (ADA).

OTHER

The initial design for the project was funded through Facility Planning: Transportation (CIP#509337). The expenditures reflect the previously approved FY13-18 alignment over Georgia Avenue, which provides a crossing that is safe, cost-effective, and has a more limited visual impact than other proposed alternatives. This

project will be coordinated with the redevelopment of Progress Place and other construction activity in the Ripley district of Silver Spring to minimize impacts to surrounding property owners. The project will help the County achieve its Vision Zero goals to reduce deaths and serious injuries on County Roadways to zero by 2030.

FISCAL NOTE

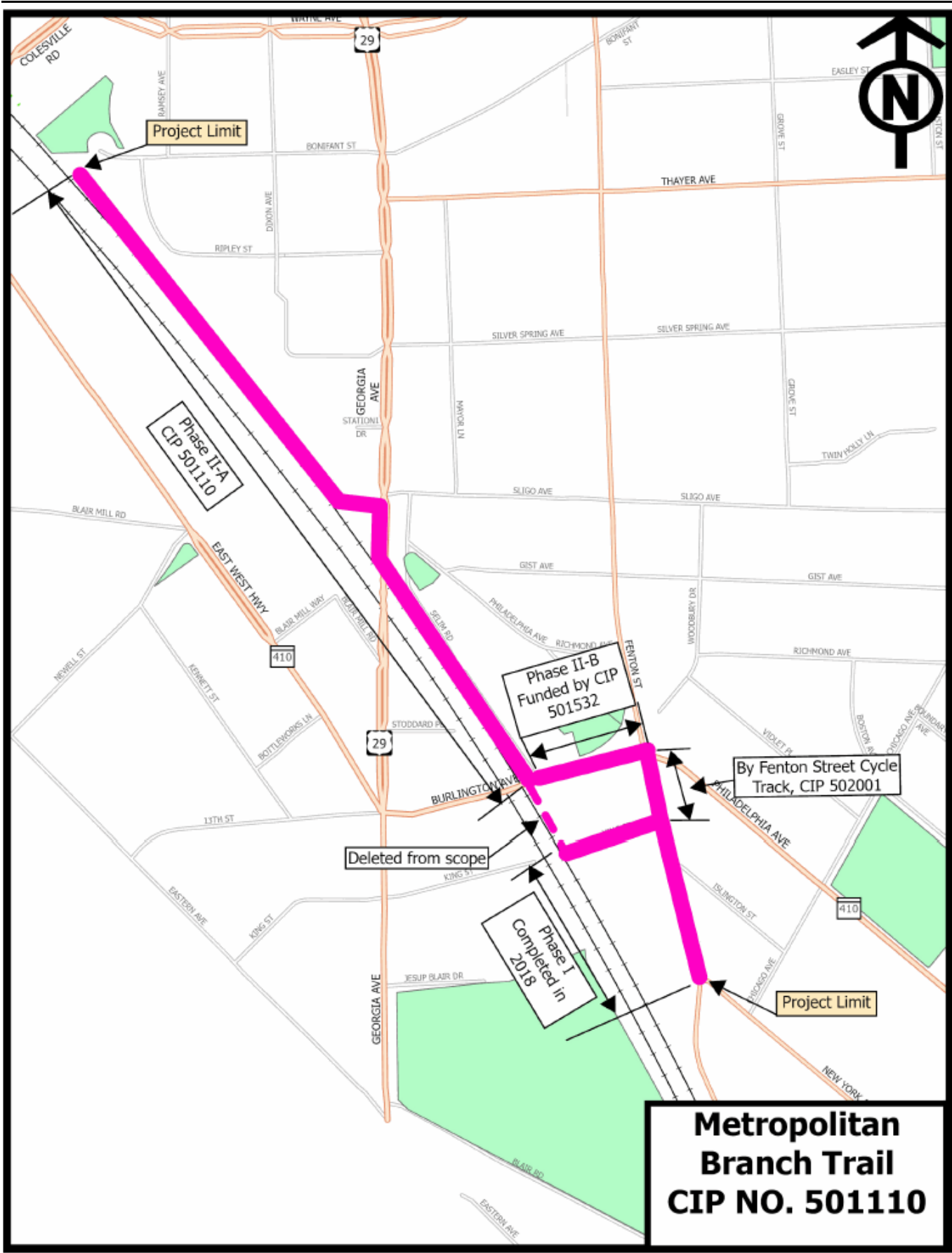
FY24 funding switch between GO Bonds and Impact Taxes.

DISCLOSURES

A pedestrian impact analysis has been completed for this project.

COORDINATION

Washington Metropolitan Area Transit Authority, CSX-Transportation, Maryland DOT State Highway Administration, Montgomery College, Maryland Historical Trust, Purple Line Project, Maryland-National Capital Park and Planning Commission, Montgomery County Department of Health and Human Services. Special Capital Projects Legislation was enacted on June 23, 2015 and signed into law on July 6, 2015 (Bill No. 29-15).





Burtonsville Access Road (P500500)

Category	Transportation	Date Last Modified	04/01/24
SubCategory	Roads	Administering Agency	Transportation
Planning Area	Fairland-Beltsville and Vicinity	Status	Final Design Stage

Total	Thru FY23	Est FY24	Total 6 Years	FY 25	FY 26	FY 27	FY 28	FY 29	FY 30	Beyond 6 Years
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EXPENDITURE SCHEDULE (\$000s)

Planning, Design and Supervision	1,560	1,174	-	386	386	-	-	-	-	-
Land	3,389	217	1,554	1,618	1,618	-	-	-	-	-
Site Improvements and Utilities	12	12	-	-	-	-	-	-	-	-
Construction	4,520	-	-	4,520	4,520	-	-	-	-	-
TOTAL EXPENDITURES	9,481	1,403	1,554	6,524	6,524	-	-	-	-	-

FUNDING SCHEDULE (\$000s)

G.O. Bonds	9,393	1,100	1,809	6,484	6,484	-	-	-	-	-
Impact Tax	-	255	(255)	-	-	-	-	-	-	-
Intergovernmental	88	48	-	40	40	-	-	-	-	-
TOTAL FUNDING SOURCES	9,481	1,403	1,554	6,524	6,524	-	-	-	-	-

OPERATING BUDGET IMPACT (\$000s)

Maintenance				25	-	5	5	5	5	5
Energy				5	-	1	1	1	1	1
NET IMPACT				30	-	6	6	6	6	6

APPROPRIATION AND EXPENDITURE DATA (\$000s)

Appropriation FY 25 Request	-	Year First Appropriation	FY05
Appropriation FY 26 Request	-	Last FY's Cost Estimate	9,481
Cumulative Appropriation	9,481		
Expenditure / Encumbrances	1,430		
Unencumbered Balance	8,051		

PROJECT DESCRIPTION

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

CAPACITY

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

ESTIMATED SCHEDULE

Design completed FY23. Land acquisition to be completed in FY25. Construction starts and ends in FY25.

PROJECT JUSTIFICATION

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

FISCAL NOTE

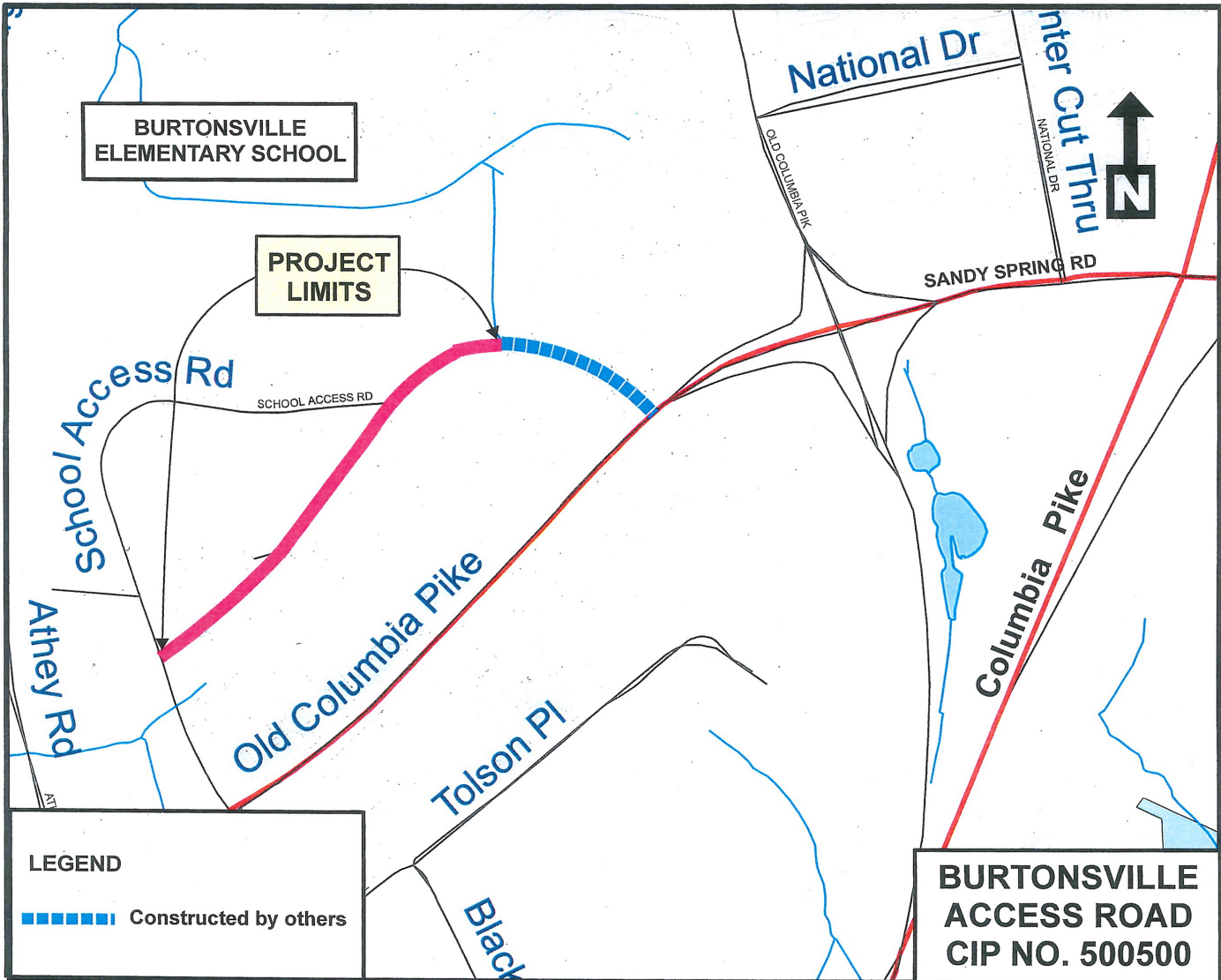
Intergovernmental revenue represents WSSC Water's share of water and sewer relocation costs.

DISCLOSURES

A pedestrian impact analysis has been completed for this project.

COORDINATION

Maryland-National Capital Park and Planning Commission, Maryland DOT State Highway Administration, Montgomery County Public Schools, Facility Planning: Transportation, Department of Public Libraries, Department of Transportation, Technology and Enterprise Business Solutions, Department of Permitting Services, Department of Housing and Community Affairs, WSSC Water, Washington Gas, Pepco, Verizon, Developer





Clarksburg Transportation Connections (P501315)

Category	Transportation	Date Last Modified	04/01/24
SubCategory	Roads	Administering Agency	Transportation
Planning Area	Clarksburg and Vicinity	Status	Ongoing

Total	Thru FY23	Est FY24	Total 6 Years	FY 25	FY 26	FY 27	FY 28	FY 29	FY 30	Beyond 6 Years
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EXPENDITURE SCHEDULE (\$000s)

Other	10,600	10,000	600	-	-	-	-	-	-	-
TOTAL EXPENDITURES	10,600	10,000	600	-	-	-	-	-	-	-

FUNDING SCHEDULE (\$000s)

G.O. Bonds	2,999	2,690	309	-	-	-	-	-	-	-
Impact Tax	7,001	6,710	291	-	-	-	-	-	-	-
Intergovernmental	600	600	-	-	-	-	-	-	-	-
TOTAL FUNDING SOURCES	10,600	10,000	600	-	-	-	-	-	-	-

APPROPRIATION AND EXPENDITURE DATA (\$000s)

Appropriation FY 25 Request	-	Year First Appropriation	FY16
Appropriation FY 26 Request	-	Last FY's Cost Estimate	10,600
Cumulative Appropriation	10,600		
Expenditure / Encumbrances	10,000		
Unencumbered Balance	600		

PROJECT DESCRIPTION

This project provides for the County contribution to the design, partial land acquisition, and construction of the 2,400-foot long section of Snowden Farm Parkway from 300 feet north of Morning Star Drive to Ridge Road (MD 27); the 3,400-foot section of Little Seneca Parkway from Snowden Farm Parkway to Frederick Road (MD 355); and the intersection of Brink Road at MD 355. Both Parkways will include: four-lane divided roadways, an eight-foot bikeway along the north/west sides, and a five-foot sidewalk along the south/east sides within 120 foot right-of-ways. The Brink Road intersection will include improvements to the intersection as required by the Montgomery County Planning Board's opinion in the approval of the Clarksburg Village and Greenway Village Subdivisions. The project will also include water main work, street lighting, stormwater management, landscaping and reforestation. Appropriate auxiliary lanes and traffic signals will also be provided.

LOCATION

Clarksburg

PROJECT JUSTIFICATION

These roads will provide congestion relief to the Clarksburg area by providing direct tie-ins to MD 355 and MD 27 and improved access to I-270.

OTHER

This project will be constructed by the developers. The County's contribution will allow these roadways to be built along with the other portions of the roadways to provide completed connections to State roadways.

FISCAL NOTE

FY24, funding switch between GO Bonds and Impact Taxes. A Memorandum of Agreement among the County and Developer(s) outlines the shared fiscal responsibility for the design, right-of-way acquisition, construction and maintenance of this project. The County will assume ownership and maintenance of the roadways. The adjacent developers will dedicate their properties to the County for the roadways and other private properties will be acquired through the County's land acquisition process. Water main work will be 100% funded by WSSC Intergovernmental contributions under a separate Memorandum of Understanding. FY20 funding switch of \$83,000 between GO Bonds and Impact Tax.

DISCLOSURES

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

COORDINATION

Department of Transportation, Department of Finance, Upcounty Regional Services Center, Offices of the County Executive, Developers, Clarksburg Historic District, Department of Permitting Services, Maryland State Highway Administration, WSSC.



Holiday Park Net Zero Initiative (P722301)

Category	Culture and Recreation	Date Last Modified	04/15/24
SubCategory	Recreation	Administering Agency	General Services
Planning Area	Silver Spring and Vicinity	Status	Planning Stage

Total	Thru FY23	Est FY24	Total 6 Years	FY 25	FY 26	FY 27	FY 28	FY 29	FY 30	Beyond 6 Years
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EXPENDITURE SCHEDULE (\$000s)

Planning, Design and Supervision	794	89	-	705	278	190	166	71	-	-	-
Construction	4,831	-	-	4,831	-	3,221	1,610	-	-	-	-
TOTAL EXPENDITURES	5,625	89	-	5,536	278	3,411	1,776	71	-	-	-

FUNDING SCHEDULE (\$000s)

G.O. Bonds	4,125	89	-	4,036	278	1,911	1,776	71	-	-	-
State Aid	1,500	-	-	1,500	-	1,500	-	-	-	-	-
TOTAL FUNDING SOURCES	5,625	89	-	5,536	278	3,411	1,776	71	-	-	-

OPERATING BUDGET IMPACT (\$000s)

Energy				(196)	-	-	(47)	(49)	(50)	(50)
NET IMPACT				(196)	-	-	(47)	(49)	(50)	(50)

APPROPRIATION AND EXPENDITURE DATA (\$000s)

Appropriation FY 25 Request	-	Year First Appropriation	FY23
Appropriation FY 26 Request	1,323	Last FY's Cost Estimate	3,079
Cumulative Appropriation	3,079		
Expenditure / Encumbrances	89		
Unencumbered Balance	2,990		

PROJECT DESCRIPTION

This project provides for the design and construction of an improved building facade which includes window replacement and a new building exterior for Holiday Park Senior Center. The purpose of this project is to improve life expectancy of the facility and to support the County's 2035 goal of zero greenhouse gas (GHG) emissions for the operation of the County facility. Holiday Park is centrally located in Montgomery County and serves as a resource facility and wellness support for many diverse and varied interest groups. Seniors that use the Recreation sponsored center find social and life enrichment activities open to all. Holiday Park is Montgomery County's largest senior center, serving more than 500 adults over the age of 55 daily. There are numerous drop-in and pre-registration programs offered, including but not limited to health and wellness lectures, travelogues, financial management counseling, and musical performances.

LOCATION

3950 Ferrara Dr, Silver Spring, MD 20906

ESTIMATED SCHEDULE

Design work began in 2023 with construction scheduled in summer 2025 for a period of 18 months. This project will also coordinate the schedule for Americans with Disabilities Act (ADA) improvements and the Recreation Facility Refurbishment-Centers (P722507) project.

COST CHANGE

Project cost increases reflect revised cost estimates and market escalation.

PROJECT JUSTIFICATION

The Holiday Park Senior Center Facility was built in 1960 and has original windows and facade. Windows are old and require replacement. The facade needs improvement to protect the building structure and reduce energy loss. Currently installed photovoltaic (PV) panels provides roughly 75% of the energy for the facility. With building facade improvements and additional PV panel installation under the current Energy Saving program, the facility will meet the County's 2035 goal of zero GHG emissions for the facility operation.

FISCAL NOTE

FY26, reflects the addition of State Aid.

DISCLOSURES

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

COORDINATION

Mid-County Regional Services Center, Department of Permitting Services, Department of General Services, Department of Recreation.

GENERAL OBLIGATION BONDS - PROGRAMMING ADJUSTMENT FOR UNSPENT PRIOR YEARS
FY25-30 CAPITAL IMPROVEMENTS PROGRAM
COUNTY EXECUTIVE RECOMMENDED
April 14, 2024

(in millions)	PDF Name and No.	Total	FY25	FY26	FY27	FY28	FY29	FY30
Montgomery County Public Schools								
	Bethesda-Chevy Chase HS Addition - (P651513)	0.347	0.347					
	Burtonsville ES (Replacement) - (P652301)	0.220	0.220					
	Crown HS (New) - (P651909)	6.404	6.404					
	Gaithersburg Cluster Elementary School #8 - (P651518)	0.309	0.309					
	Northwood HS Addition/Facility Upgrades - (P651907)	12.813	12.813					
	Parkland MS Addition - (P651911)	0.621	0.621					
	Silver Spring International MS Addition - (P651912)	3.696	3.696					
	Stonegate ES - Major Capital Project - P652111	(1.000)	(1.000)					
	Thomas S. Wootton HS - Major Capital Project - (P652115)	1.125	1.125					
	State Aid Reconciliation - (P896536)	(19.471)	(19.471)					
		-						
	Sub-Total	5.064	5.064	-	-	-	-	-
Montgomery College								
	Germantown Science & Applied Studies Phase 1-Renov - (P136600)	(0.002)	(0.001)	(0.001)				
	Rockville Student Services Center - (P076604)	(0.002)	(0.001)	(0.001)				
	Takoma Park/Silver Spring Math and Science Center - (P076607)	(0.002)	(0.001)	(0.001)				
		-						
	Sub-Total	(0.006)	(0.003)	(0.003)	-	-	-	-
M-NCPPC Parks								
	Sub-Total	-	-	-	-	-	-	-
Transportation								
	Bicycle-Pedestrian Priority Area Improvements - Purple Line - (P502004)	(2.088)	(2.088)					
	Bicycle-Pedestrian Priority Area Improvements - Wheaton CBD - (P502002)	(2.706)	(2.706)					
	Bikeway Program Minor Prjcts - (P507596)	(0.001)	(0.001)					
	Boyd's Transit Center - (P501915)	(1.579)	(1.579)					
	Bradley Boulevard (MD 191) Improvements - (P501733)	(1.303)	(1.303)					
	Bridge Renovation - (P509753)	(1.000)	(1.000)					
	Brighton Dam Road Bridge No. M-0229 - (P501907)	0.067	0.067					
	Burtonsville Access Road - (P500500)	(3.620)	(3.620)					
	Dennis Ave Bridge M-0194 Replacement - (P501701)	(1.689)	(1.689)					
	Dorsey Mill Road Bridge - (P501906)	(0.035)	(0.035)					
	Falls Road Bikeway and Pedestrian Facility - (P500905)	(0.356)	(0.356)					
	Farm Women's Market Parking Garage - (P502316)	(0.698)		(0.698)				
	Fenton Street Cycletrack - (P502001)	(5.778)	(5.778)					
	Forest Glen Passageway - (P501911)	(1.206)	(0.809)	(0.397)				
	Garrett Park Road Bridge M-032 - (P502105)	(1.577)	(1.577)					
	Glen Road Bridge - (P502102)	(1.667)	(1.292)	(0.375)				
	MacArthur Blvd Bikeway Improvements - (P500718)	0.717	0.717					
	MD 198 Sidewalk Improvements - (P502406)	0.010	0.010					
	MD355-Clarksburg Shared Use Path - (P501744)	(1.524)	(1.524)					
	Metropolitan Branch Trail - (P501110)	(10.422)	(5.578)	(4.844)				
	North High Street Extended - (P502310)	(0.412)	(0.412)					
	Observation Drive Extended - (P501507)	(0.191)	(0.191)					
	Public Facilities Roads - (P507310)	(0.027)	(0.027)					
	Seminary Road Intersection Improvement - (P501307)	(0.129)		(0.129)				
	Transportation Improvements for Schools - (P509036)	(0.093)	(0.093)					
		-						
	Sub-Total	(37.307)	(30.864)	(6.443)	-	-	-	-
MCG - Other								
	6th District Police Station - (P470301)	(5.645)	(5.645)					
	Child Care Renovations - (P601901)	(6.805)	(6.005)	(0.800)				
	Clarksburg Library - (P710500)	0.124	0.124					
	Clarksburg Fire Station - (P450300)	(1.996)		(1.996)				
	Council Office Building Renovations - (P010100)	(2.716)	(2.601)	(0.115)				
	Dickerson Radio Tower - (P342302)	(1.900)		(1.900)				
	Justice Center - (P421100)	0.009	0.009					
	Holiday Park Net Zero Initiative - (P722301)	(0.129)	(0.129)					
	Kennedy Shriver Aquatic Center Building Envelope Improvement - (P721503)	(1.442)	(1.442)					
	Library Refurbishment Level of Effort - (P711502)	(5.144)	(5.144)					
	Martin Luther King, Jr. Indoor Swim Center Renovation - (P721902)	(3.831)	(1.347)	(2.484)				
	Noyes Library For Young Children Rehabilitation and Renovation - (P711704)	(1.284)	(1.284)					
	Public Safety Communications Center, Phase II, Electrical Distribution and HVAC Upgrade - (P472102)	(7.488)	(7.488)					
	Recreation Facilities Refurbishment - (P722105)	(2.624)	(2.624)					
	Silver Spring Recreation and Aquatic Center - (P721701)	(0.142)	(0.142)					
	Swimming Pools Slide Replacement - (P722101)	(0.303)	(0.303)					
	White Flint Fire Station 23 - (P451502)	(5.829)	(5.829)					
		-						
	Sub-Total	(47.145)	(39.850)	(7.295)	-	-	-	-

GENERAL OBLIGATION BONDS - PROGRAMMING ADJUSTMENT FOR UNSPENT PRIOR YEARS
FY25-30 CAPITAL IMPROVEMENTS PROGRAM
COUNTY EXECUTIVE RECOMMENDED
 April 14, 2024

(in millions)							
PDF Name and No.	Total	FY25	FY26	FY27	FY28	FY29	FY30
Slippage Used Elsewhere							
Dedicated but Unmaintained County Roads - (P501117)	(0.017)	(0.017)					
Energy Systems Modernizations - (P361302)	(0.584)	(0.300)	(0.284)				
FY24 GO Bond Premium Funding Switch	(16.230)	(16.230)					
FY23 GO Bond Set-Aside	(5.607)	(5.607)					
FY24 GO Bond Set-Aside	(10.500)	(4.700)	(5.800)				
Red Brick Courthouse Structural Repairs - (P500727)	(3.450)	(3.450)					
Reallocating Slippage	-	28.002	(28.002)				
State Transportation Participation - (P500722)	(2.200)	(2.200)					
Streetlighting - (P507055)	(0.001)	(0.001)					
Sub-Total	(38.589)	(4.503)	(34.086)	-	-	-	-
Total Programming Adjustment	(117.983)	(70.156)	(47.827)	-	-	-	-