T&E COMMITTEE #1
July 15, 2020

M E M O R A N D U M

July 10, 2020

TO: Transportation and Environment (T&E) Committee

FROM: Keith Levchenko, Senior Legislative Analyst
Glenn Orlin, Senior Analyst

SUBJECT: FY21 Budget Savings Plan[1]

PURPOSE: To review and make recommendations to the Council

Participants

Transportation Issues

- Chris Conklin, Director, Department of Transportation (DOT)
- Emil Wolanin, Deputy Director, DOT
- Brady Goldsmith, Office of Management and Budget (OMB)

Environmental Protection

- Adam Ortiz, Director, Department of Environmental Protection (DEP)
- Patty Bubar, Deputy Director, DEP
- Rich Harris, OMB

Attachments

- July 6, 2020 Memorandum from County Executive Elrich to Council President Katz: "Recommended Revised FY21 Spending Plan" — Pages 1-4
- FY21 Revised Spending Plan (Detail by Department) — Pages 5-13
- CIP Amendment Project Description Forms (Transportation-projects) — Pages 14-24
- FY20 and FY21 WSSC Savings Plan Summaries — Pages 25-28

On July 6, the County Executive transmitted an FY21 revised spending plan (or savings plan). This plan included $38.7 million in reductions in the County Government, Montgomery College, and Housing Opportunities Commission FY21 Operating Budgets. In addition, the Executive is

[1] Key words: #FY21Budget and FY21 Savings Plan and Transportation and Environment

recommending ten amendments to the FY21-26 Capital Improvements Program (CIP) which result in another $27.7 million in FY21 savings.[2]

The T&E Committee's review will focus on:

- Six Transportation-related CIP amendments
- Savings plan reductions in DOT (including the Mass Transit Special Fund), and
- Savings plan reductions in the Department of Environmental Protection (DEP) General Fund

The Executive's recommended Savings Plan totals for DEP, DOT, and Mass Transit are summarized below:

Department	Approved FY21 Budget	CE Savings Plan Reduction	Percent of Budget
Environmental Protection	3,358,531	(173,553)	-5.2%
Transportation	46,518,227	(2,047,479)	-4.4%
Mass Transit	149,364,876	(4,191,893)	-2.8%
Totals	**199,241,634**	**(6,412,925)**	**-3.2%**

The specific CIP amendments and recommended FY21 Operating Budget reductions by department are discussed in more detail later in this memorandum.

Other Issues

Washington Suburban Sanitary Commission (WSSCWATER). For informational purposes, Council Staff has attached a summary of the WSSCWATER FY20 and FY21 savings plans (see Pages 25-28). WSSCWATER's Savings Plan does not affect the County's Tax-Supported Budget and therefore is not part of the County Executive's FY21 Savings Plan transmittal. **No action by the Council on WSSCWATER's savings plans is required. Future T&E discussion of WSSC's FY21 current year budget and an updated Six-Year Fiscal Plan will occur as part of the WSSC FY22 Spending Control Limits process this fall.**

Like Montgomery County, WSSCWATER developed Savings Plans to address potential revenue shortfalls resulting from the COVID-19 pandemic. In March, WSSCWATER estimated an FY20 revenue shortfall of $58.8 million and developed an FY20 Savings Plan to save $59.9 million (about 7 percent of the WSSCWATER budget). The FY21 Savings Plan assumes $71.2 million in reductions (about 8 percent of the WSSCWATER budget). WSSCWATER staff have noted that the reductions reflect one-time emergency actions and are not sustainable for the long-term. WSSCWATER Staff will be available at the Committee meeting to answers questions.

[2] The CIP amendments were introduced on July 7, 2020 and will go to public hearing (and potentially action) on July 28, 2020.

FY21 General Fund Utilities. The Executive's FY21 Savings Plan assumes $1.9 million in General Fund utility-related savings presented within the Department of General Services (DGS) portion of the Operating Budget. This item is scheduled for discussion as part of the Government Operations Committee's FY21 Savings Plan review on July 10. The utility savings would accrue within the Utilities Non-Departmental Account. In past years, the Utilities budget has been reviewed by the T&E Committee. However, since this reduction is based on County Government operational changes related to the COVID-19 situation (and not environmental initiatives such as clean energy or energy conservation initiatives), the Government Operations Committee is best positioned to review this item.

Transportation-related CIP amendments

<u>Elmhurst Parkway Bridge</u> (Pages 14-15). This project is complete. In FY20 $110,000 had been retained in the project to handle potentially subsequent claims and other expenses, but there were none, so the project's expenditures can be reduced by $110,000.

<u>Highway Noise Abatement</u> (Page 16). DOT spent only $23,000 of the $74,000 that had been programmed in this project for FY20. This revised project description form reflects the $51,000 reduction.

<u>Bethesda Metro Station South Entrance</u> (Pages 17-18), <u>Capital Crescent Trail</u> (Pages 19-21), and <u>Silver Spring Green Trail</u> (Pages 22-23). These are County-funded projects ancillary to the Purple Line that are being built by the Maryland Transit Administration's (MTA's) concessionaire. This past spring the County and MTA agreed to a revised reimbursement schedule that delays $19,723,000 of payments from FYs20-21 to FY22 and beyond. These changes do not alter the overall scope or costs of these projects, nor do they reflect the schedule for delivering them.

<u>Ride On Bus Fleet</u> (Page 24). The Approved CIP calls for 10 electric buses and 15 small (30'-long) diesel buses to be acquired in FY21. The Executive recommends deferring purchase of 10 of the small diesel buses from FY21 to FY23; at $477,000 per bus, this would shift $4,770,000 of expenditure from FY21 to FY23. The funding for the small diesel buses also serves as placeholder for the County's match to a potential Federal grant it is soliciting to buy electric buses instead.

The 10 small buses would replace larger (40'-long) diesel buses that have been in service since 2009. Large diesel buses have an optimal useful life of 12 years, at which point they should be replaced. However, oftentimes DOT extends the life of a bus due to fiscal constraints in the CIP, although the maintenance cost of buses serving longer than 12 years is typically higher. The Executive's recommendation would require the 10 large diesel buses to be in service for 14 years instead of 12.

Council staff recommends concurring with the Executive's transportation-related CIP changes. However, should the County's fiscal situation improve over the next year, the Council should entertain a CIP amendment that would reaccelerate the <u>Ride On Bus Fleet</u> deferral by one year, acquiring the deferred buses in FY22 rather than in FY23.

Transportation-related Operating Budget savings

General Fund: Transportation. The Executive recommends reducing budgeted spending in the General Fund portion of DOT's budget by $2,047,479 (4.40%), as follows:

- Personnel lapse: $707,347. OMB is preparing a comprehensive response addressing all lapse changes in County Government.
- Suspend bridge load-bearing testing for one year: $150,000 (100% reduction). Annual bridge safety inspections will be unaffected.
- Tree maintenance: $643,087 (14% reduction). The operating budget portion of this program provides for emergency tree maintenance services in the public rights-of-way. The program provides priority area-wide emergency tree and stump removal and pruning to ensure the safety of pedestrians and cyclists, minimize damage to property, and provide adequate road clearance and sign, signal, and streetlight visibility for motorists. Starting in FY07, the street tree planting function was transferred to DOT as part of the overall Tree Maintenance program.
- Roadway patching: $232,093 (2% reduction).
- Sign materials: $80,000 (29% reduction). This will eliminate most proactive replacements of old/faded non-safety related signs (such as parking signs). Public safety-related signs are not affected.
- Review fewer traffic signals for timing optimization: $70,000 (28% reduction). The number of signals reviewed would be reduced from about 90 to about 70.
- Suspend aesthetic streetlight maintenance: $115,000 (27% reduction in overall streetlight maintenance). The reduction would be in tasks such as painting poles, replacing handhole covers, etc.
- Parking outside the Parking Lot Districts: $49,952 (4.6% reduction). The administrative costs would be slightly reduced due to fewer tickets issued.

Mass Transit Fund. The Executive recommends reducing budgeted spending in the Mass Transit Fund portion of DOT's budget by $4,191,893 (2.8%), as follows:

- Defer start of US 29 FLASH service to September 2020: $119,245 (2% reduction).
- Kids Ride Free Program: $780,673 (50% reduction). WMATA has indicated it will not be collecting fares from Metrobus patrons until January, so the projected reimbursement to Metrobus for its foregone revenue would be reduced by half.
- Motor Pool Fund charges for Ride On: $1,938,400 (4.2% reduction). With less Ride On service, motor pool charges for fuel and maintenance would be reduced commensurately.
- Call-n-Ride Program: $750,000 (18% reduction). This is due to decreased demand for coupons since the start of the pandemic. The table below shows the number of Call-n-Ride trips from January through May.

Month	2019	2020
Jan	9,607	10,732
Feb	9,323	10,140
Mar	10,267	7,980
Apr	10,746	5,239
May	10,389	6,158

- Fare Share Program: $250,000 (50% reduction). This is due to anticipated decreased demand, given higher unemployment and increased telecommuting.
- Personnel savings due to less Ride On service: $353,575. OMB is preparing a comprehensive response addressing all lapse changes in County Government.

Council staff recommends concurring with the Executive's transportation-related Operating Budget savings.

Department of Environmental Protection (DEP)

The Executive recommends a reduction of $173,553 within the General Fund budget of the Department of Environmental Protection. This is a 5.2 percent reduction to its FY21 Approved Budget of $3.4 million. As shown on Page 6 of the attached Revised Spending Plan, all the savings are assumed from the lapsing of seven currently vacant positions (all of which are at least partially General Fund supported).[3] In some cases, the work associated with these vacant positions is being done by other DEP employees or with contract support. Some positions are being reclassified to serve new functions envisioned in DEP's recent reorganization. Some of these positions have been vacant a relatively short period of time and others for several years.

The following chart provides more details regarding each of the positions recommended to be lapsed for FY21 General Fund savings.

FY21 Recommended Savings Plan - DEP General Fund Budget

Job Class	Description	Lapse (in months)	Percent Charged to the General Fund	General Fund Savings
INFO TECHNOLOGY SPEC I	Reclassified - Performance Management & Data Analyst II	6	25%	$10,861
PROGRAM MANAGER II	Program Manager II (Policy & Legislation)	3	40%	$10,619
PLANNING SPECIALIST III	Reclassified - Program Manager I (Outreach)	6	40%	$19,582
INFO TECHNOLOGY SPEC III	To be reclassified	8	25%	$18,443
PROGRAM MANAGER I	Program Manager I (Partnerships)	6	25%	$12,239
PROGRAM MANAGER II	Program Manager II (Green Bldg Codes)	9	100%	$79,640
SR FINANCIAL SPECIALIST	Accountant/Auditor Senior/Lead	6	28%	$22,169
Grand Total FY21 Savings				**$173,553**

As shown, the lapse months for each position range from 3 months to 9 months. Almost half of the overall savings is from the lapsing of the Program Manager II (Green Building Codes) position. This position, (which is charged 100 percent to the General Fund) was created at the direction of the Council as part of the FY16 budget but never filled because of subsequent County hiring freezes, mid-year savings plans, and DEP reorganizations.

[3] There is a total of eight currently vacant positions with at least partial General Fund support. The one vacant General Fund-supported position not recommended to be lapsed is a Manager II position (Chief of the Strategic Services Division) created under the recent DEP reorganization. That position is currently filled with an acting appointment but is expected to be filled shortly.

The next largest savings involves the lapsing of the Senior Financial Specialist position. This position is charged 28 percent to the General Fund and 72 percent to the Water Quality Protection Fund and became vacant in February 2020. This position is currently filled in an acting capacity by another DEP employee.

Several other positions have been reclassified or will be reclassified based on DEP's recent reorganization.

Assuming the lapse occurs as presented above, all the positions would still be funded for at least part of FY21 and DEP has indicated its intent to ultimately fill each of these positions consistent with its new organizational structure. DEP Director Ortiz and Deputy Director Bubar will be available at the Committee meeting to provide further information regarding each of these positions.

DEP's General Fund workload is likely to increase as the County's climate change efforts accelerate in FY21 and beyond. In addition, most of these positions are also charged to the Water Quality Protection Fund where the County is already preparing to implement a new National Pollution Discharge Elimination System (NPDES) Municipal Separate Storm Sewer System (MS4) permit. A draft permit is expected to be promulgated by the Maryland Department of the Environment later this year. Given these initiatives, Council Staff believes these currently vacant positions will be needed going forward. However, even without the recommended savings plan, most are likely to experience some lapse during FY21 anyway, especially those requiring reclassification.

Council Staff concurs with the Executive's recommended reductions for DEP.

Attachments
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OFFICE OF THE COUNTY EXECUTIVE
ROCKVILLE, MARYLAND 20850

Marc Elrich
County Executive

MEMORANDUM

July 6, 2020

TO: Sidney Katz, President, County Council

FROM: Marc Elrich, County Executive

SUBJECT: FY21 Recommended Revised Spending Plan

The purpose of this memorandum is to transmit my initial Recommended Fiscal Year 2021 Revised Spending Plan for Montgomery County Government departments and other tax-supported agencies. The attached plan identifies savings of approximately $33.5 million from the County Government's Operating Budget. When the outside agencies are included, the savings total increases to $38.3 million. In addition, $27.7 million in savings from the County's Capital Budget have also been identified. Given the ongoing and unpredictable impacts of COVID-19 on the public health and economic vitality of our community, it is likely that we will need to enact additional spending revisions throughout the fiscal year in response to these challenges.

As you will notice, there are proposed savings for both Montgomery College and the Housing Opportunities Commission. However, there are no reductions included for the Montgomery County Public Schools or the Maryland-National Park and Planning Commission (MNCPPC) at this time. Working with the school system's leadership, I have determined that it would be premature to identify savings from our public schools. Once MCPS has determined the plan for the next school year, we will work with them to determine what savings might be possible given the operational changes they are making. The MNCPPC will be forwarding possible reductions later this week upon the Commission's review of their staff's recommendations.

In addition to these reductions, I will be transmitting to the Council under a separate memorandum a supplemental appropriation to support our joint efforts to reimagine public safety and advance racial justice in Montgomery County. These new expenditures will allow us to facilitate community engagement in this critical work.

As we move forward, we must recognize there are still several unknown variables that will impact County government finances, including the lasting impact of COVID-19 on the County's economy and our tax revenues, the need to maintain funds in reserve to address another potential wave of COVID-19, and whether there will be additional relief from the Federal government. This fiscal uncertainty has been exacerbated by the failure of President Trump and his Republican allies in the U.S. Senate to pass additional relief for state and local governments or extending unemployment benefits for those most impacted by this crisis.

Across the country, states and local governments are struggling to deliver vital services to residents and help communities recover, while adjusting to a significant decline in revenues. Unlike other recessions, however, it is unlikely we will be able to climb our way out of this fiscal crisis without additional Federal aid, unless we decimate the services that are so desperately needed by County residents. Do not get me wrong, we are grateful for the aid that the Federal government has already provided to Maryland and Montgomery County to help us navigate these uncertain times, and I am greatly appreciative of our State's Congressional delegation for their continued assistance and leadership. Simply put, however, without additional aid from the Federal government, deep and draconian spending reductions may well be needed in order for us to balance our budget. These reductions will have lasting and significant impacts on County residents, businesses, and employees.

At the July 1st Board of Public Works (BPW) meeting, the Governor proposed $672 million in FY21 reductions to the State budget – of these, the BPW approved $413 million in reductions. The Governor also presented an additional $844.9 million in reductions for future spending, including $724.6 million that will require the approval of the General Assembly. Many of these reductions carry significant service impacts and impact aid to local governments, community colleges, and school systems. In response to the proposed reductions, Senators Ben Cardin and Chris Van Hollen wrote to the Governor, Comptroller, and Treasurer to urge caution in adopting the cuts as the Senators are hopeful additional aid will pass the U.S. Senate. Additionally, the further cuts proposed by Gov. Hogan should not be considered absent a broader financial plan that includes consideration of how the State's reserves/rainy day funds can be used to offset cuts that would seriously impact services. Reserves have been set aside for exactly this kind of fiscal crisis, and they need to be part of a solution – preservation of reserve levels while cutting important services would be counter-productive.

As I informed the Council in mid-June, I directed all County departments to identify savings of six percent against their approved FY21 tax-supported operating budget, and we have examined capital projects to determine if any savings can be realized. I also requested that outside agencies identify tax-supported savings that could be used to help us navigate these fiscally uncertain times.

While many of the items put forward by the departments would result in significant service impacts, I am heeding the caution voiced by our U.S. Senators. This initial revised spending plan that I am recommending recognizes savings in the operating and capital budgets that will not drastically impact services at this time and focus on cuts that are justified by changes in the scope of our operations due to COVID, as well as opportunities to achieve more efficient use of resources. The County will also use Federal coronavirus aid as much as permissible to offset the fiscal impact of this recession to continue to deliver vital services to our County's residents and help our economy recover.

At this time, I am recommending only minor reductions to the Department of Health and Human Services. This Department is on the front lines in responding to the health crisis, and it will need as much flexibility as possible to respond to this public health emergency. Again, our residents should be advised that unless more aid comes from the Federal government in the near future, deep and draconian reductions may become necessary for many County government functions, including health and human services.

Capital budget amendments were developed to reduce the need for PAYGO and Current Revenue funding in the CIP. The attached amendments acknowledge County project savings of $3,061,000, delays in Purple Line related projects yielding a $19,723,000 net reduction of FY20 and FY21 funding requirements, and a deferral of replacement bus purchases totaling $4,770,000. The Housing Opportunities Commission has approved a $125,000 reduction in their Supplemental Funds for Deeply Subsidized HOC Owned Units project. The Maryland National Capital Park and Planning Commission appears to be ready to contribute $628,000 to these efforts. Commission staff recommended recognizing a $100,000 implementation delay in the Ovid Hazen Wells project and recommended $528,000 in reductions in a number of level of effort projects that were increased in the May approved CIP with Board action scheduled for July 9th. If the level of effort reductions are taken, the FY21 budgets will still be significantly above prior approved levels. Montgomery County Public Schools and Montgomery College will evaluate potential contributions for later consideration.

The hiring freeze and procurement freeze exemption process that I instituted on March 18th will continue for the duration of this crisis and will provide us with additional fiscal oversight. I will provide the Council with additional revised spending plans in the future, as our fiscal situation necessitates.

In addition, the Chief Administrative Officer has begun work on a cost efficiency study to broadly evaluate the service delivery model of each department. Among the several goals of the study is to identify a minimum of 100 vacant positions across the Executive Branch that can be eliminated during the first quarter of the fiscal year. We are finalizing the selection of a consultant to work with a study group of six county government leaders. More details about the study will be shared with the Council later this month.

In the meantime, I urge the Council to work with the Executive Branch to ensure that our spending remains equitable, prudent, and socially responsible. I look forward to working with you and your colleagues as we navigate this unparalleled and turbulent period in our County's history.

ME:rsm

Attachments

c: County Council Members
Marlene Michaelson, Executive Director, Montgomery County Council
Andrew Kleine, Chief Administrative Officer
Richard S. Madaleno, Director, Office of Management and Budget
Michael Coveyou, Director, Department of Finance

FY21 Revised Spending Plan

Ref. No	Title	Total $	Revenue
	Tax-Supported		
	General Fund		
	Agriculture		
1	Maryland Ag Education Foundation Contract	-34,200	0
	Agriculture Total:	**-34,200**	**0**
	Animal Services		
2	Lapse Adoptions Supervisor Position	-90,354	0
3	Reduce Overtime	-30,000	0
4	Reduce Operating Expenses Across All Programs	-85,000	0
	Animal Services Total:	**-205,354**	**0**
	Circuit Court		
5	Reduce Operating Expenses- Child Care Services	-13,616	0
6	Reduce Operating Expenses- Books/Reference Materials	-29,803	0
7	Reduce Operating Expenses- Imaging	-13,630	0
8	Reduce Operating Expenses Central Duplicating Services - Printing	-12,000	0
9	Reduce Operating Expenses- Other Outside Printing/Copying	-4,655	0
10	Reduce Operating Expenses- Metropolitan Area Travel	-3,000	0
11	Reduce Operating Expenses Non-Metropolitan Area Travel	-14,400	0
12	Reduce Operating Expenses- Meetings: Meals/Snacks/Refreshments	-2,200	0
13	Reduce Operating Expenses- Juror Stipends	-91,135	-91,135
14	Lapse Sr Information Technology Specialist	-176,812	0
15	Lapse Business Analyst/IT Project Manager	-140,684	0
	Circuit Court Total:	**-501,935**	**-91,135**
	Community Engagement Cluster		
16	Additional Lapse - 3 positions	-127,113	0
	Community Engagement Cluster Total:	**-127,113**	**0**
	Consumer Protection		
17	6 Month Lapse Vacant Investigator III (Automotive Expert) Position	-67,729	0
	Consumer Protection Total:	**-67,729**	**0**
	Correction and Rehabilitation		
18	Increase Lapse	-393,821	0
19	Temporary Office Clerical	-18,000	0
20	Re-assign Security Officer Post at Pre-Trial Services	-114,360	0
21	Reduce Office Supplies, Film, Books, Taxi and Travel	-120,000	0
22	Lapse Alternative Community Services Work Crew for Half Year	-53,000	0
23	Reduce Electronic Monitoring Services Due to Reduced Pre-Release Center Population	-75,000	0
24	Reduce Drug Screen and Lab Due to Reduced Pre-Release Center Population	-85,000	0

FY21 Revised Spending Plan

Ref. No	Title	Total $	Revenue
25	Temporarily Suspend Pre-Release Center Internship Program	-67,000	0
	Correction and Rehabilitation Total:	**-926,181**	**0**
	County Attorney		
26	Lapse Vacant Paralegal Specialist Position	-97,906	0
27	Lapse Vacant Administrative Specialist II Position	-90,389	0
28	Reduce Operating Expenses – Office Supplies	-5,100	0
	County Attorney Total:	**-193,395**	**0**
	County Council		
29	Lapse Positions due to Delayed Hiring	-43,870	0
30	Lapse Positions for Full-Year	-322,106	0
	County Council Total:	**-365,976**	**0**
	County Executive		
31	Reduce Operating Expenses - Internal Audit Program: Accounting/Auditing	-33,646	0
32	Reduce Operating Expenses - CAO: Other Professional Services	-46,500	0
33	Reduce Operating Expenses - Business Advancement Team	-10,890	0
34	Reduce Operating Expenses - CAO: Management Leadership Training	-2,000	0
35	Turnover Savings	-58,306	0
36	Turnover Savings	-20,143	0
37	Lapse Vacant Performance Management and Data Analyst Position	-57,253	0
38	Lapse Vacant Public Administration Associate Position	-74,069	0
39	Lapse Vacant Program Manager II Position	-38,355	0
	County Executive Total:	**-341,162**	**0**
	Environmental Protection		
40	Lapse Vacant Information Technology Specialist I Position for 6 Months	-10,861	0
41	Lapse Vacant Program Manager II Position for 3 Months	-10,619	0
42	Lapse Vacant Planning Specialist III Position for 6 Months	-19,582	0
43	Lapse Vacant Information Technology Specialist III Position Lapse for 8 Months	-18,443	0
44	Lapse Vacant Program Manager I Position for 6 Months	-12,239	0
45	Lapse Vacant Program Manager II Position for 9 Months	-79,640	0
46	Lapse Vacant Senior Financial Specialist Position for 6 Months	-22,169	0
	Environmental Protection Total:	**-173,553**	**0**
	Ethics Commission		
47	Reduce Operating Expenses - IT Systems	-21,916	0
	Ethics Commission Total:	**-21,916**	**0**
	Finance		
48	Lapse Savings from Vacant Positions - Treasury Program	-148,270	0
49	Lapse Savings from Vacant Positions - Controller Program	-511,482	0

FY21 Revised Spending Plan

Ref. No	Title	Total $	Revenue
50	Lapse Saving from Vacant Position - Information Technology Program	-140,684	0
51	Lapse Savings from Vacant Positions - Fiscal Management Program	-117,899	0
	Finance Total:	**-918,335**	**0**

General Services

Ref. No	Title	Total $	Revenue
52	Utilities Savings due to Continued Telework	-1,911,617	0
	General Services Total:	**-1,911,617**	**0**

Health and Human Services

Ref. No	Title	Total $	Revenue
53	House Bill 699 Savings due to County Compensation Changes	-589,058	0
54	Decrease Cost without service impact to Respite	-123,937	0
55	Decrease cost to Adult Evaluation and Review Service	-20,000	0
56	Decrease Cost to Escorted Transportation	-43,286	0
57	OCA--Latino Health Initiative, Miscellaneous Operating	-44,659	0
58	OCA--AAHP, Data Services	-93,000	0
59	OCA--AAHP, Services to Improve Health	-9,000	0
60	OCA-AAHP Miscellaneous Operating	-19,949	0
61	OCA--Latino Health Initiative "Ama tu Vida" campaign	-10,000	0
62	OCA--Latino Health Initiative, Environmental Intervention	-15,000	0
63	OCA--Asian American Health Initiative, Health Events	-1,615	0
64	Reduction of Operating Funds	-2,955	0
65	OCA--In Person Translation Services	-40,000	0
66	Reduce Professional Education and Training	-27,715	0
67	OCA--Miscellaneous Operating	-7,600	0
68	OCOO--Operating Costs	-386,225	0
69	OCOO--IT	-450,000	0
70	Reduce Local Behavioral Health Authority - Halfway House Contracts	-302,000	0
71	Reduction of Operating Funds	-18,000	0
72	DO - Miscellaneous Operating	-33,660	0
73	Decrease Cost of Shared Psychiatrists	-220,000	0
74	Reduce Accreditation Costs	-20,000	0
75	Reduce ACCESS Broker Contract	-32,000	0
76	CYF--ECS - Child Care in Public Space	-27,033	0
77	CYF--Early Childhood Services Community Events	-10,343	0
78	CYF--Early Childhood Services- MCCCRRC conferences	-20,000	0
79	CYF--Child/Adolescent School and Community Based Services, Don Bosco Cristo Rey	-55,000	0
80	Decrease Cost for Home Care Services	-120,000	0
81	Decrease Cost to Assisted Living Services	-159,000	0
	Health and Human Services Total:	**-2,901,035**	**0**

Housing and Community Affairs

Ref. No	Title	Total $	Revenue
82	Lapse Vacant Senior Planning Specialist Position	-98,531	0

Ref. No	Title	Total $	Revenue
	Housing and Community Affairs Total:	**-98,531**	**0**

Human Resources

Ref. No	Title	Total $	Revenue
83	Reduce Operating Expenses - Occupational Classification Studies	-85,568	0
	Human Resources Total:	**-85,568**	**0**

Human Rights

Ref. No	Title	Total $	Revenue
84	Lapse Vacant Investigator II Position	-25,000	0
85	Reduce Operating Expenses	-10,000	0
	Human Rights Total:	**-35,000**	**0**

Inspector General

Ref. No	Title	Total $	Revenue
86	Reduce Operating Expenses - Consulting Services	-10,000	0
87	Reduce Operating Expenses - Other Consulting Services	-10,000	0
88	Reduce Operating Expenses - General Office Supplies	-10,000	0
89	Reduce Operating Expenses - Books	-200	0
90	Lapse Savings due to Reclassifications and Hiring	-57,455	0
	Inspector General Total:	**-87,655**	**0**

Intergovernmental Relations

Ref. No	Title	Total $	Revenue
91	Reduce Operating Expenses - Professional Services	-68,186	0
	Intergovernmental Relations Total:	**-68,186**	**0**

Legislative Oversight

Ref. No	Title	Total $	Revenue
92	Lapse Vacant Positions	-139,505	0
	Legislative Oversight Total:	**-139,505**	**0**

Management and Budget

Ref. No	Title	Total $	Revenue
93	Reduce Operating Expenses	-65,000	0
94	Increase lapse	-317,846	0
	Management and Budget Total:	**-382,846**	**0**

NDA - Housing Opportunities Commission

Ref. No	Title	Total $	Revenue
95	Personnel Lapse Savings	-409,482	0
	NDA - Housing Opportunities Commission Total:	**-409,482**	**0**

Police

Ref. No	Title	Total $	Revenue
96	Abolish 5 school resource officers (SROs) at MCPS middle schools	-626,408	0
97	Abolish 1 police officer (traffic complaint officer) from all 6 Districts	-751,689	0
98	Abolish 1 police officer from the patrol investigations unit (PIU) in 5 Districts	-626,408	0
99	Abolish 1 police officer from the Collision Reconstruction Unit (CRU) in the Traffic Division (TD)	-125,282	0
100	Abolish 1 abandoned vehicle code enforcement specialist from the Vehicle Recovery Section	-65,881	0
101	Reduce funding for Next Gen 911 in anticipation of State Aid	-2,906,367	0

FY21 Revised Spending Plan

Ref. No	Title	Total $	Revenue
102	Reduce operating expenses department-wide	-1,750,000	0
103	Civilianize 1 sergeant from the Evidence Unit	-47,092	0
104	Civilianize 1 sergeant (background section supervisor) from the Personnel Division	-47,092	0
105	Reduce the number of PT background specialists in the Personnel Division	-189,178	0
106	Abolish 1 crime analyst from the Information Management and Technology Division (IMTD)	-86,886	0
107	Lapse 1 IT Supervisor from the Information Management and Technology Division (IMTD) for Half of FY21	-70,000	0
108	Abolish/reallocate the Central Auto Theft Section (CATS) in the Criminal Investigations Division (CID)	-514,885	0
109	Abolish 1 Office Services Coordinator from the Major Crimes Division (MCD)	-74,641	0
110	Lapse 1 Information Technology Technician III from the Information Management and Technology Division (IMTD) for Half of FY21	-39,000	0
111	Abolish 1 police officer from the K9 unit in the Special Operations Division (SOD)	-125,282	0
112	Abolish 1 police officer from the Emergency Services Unit (ESU) in the Special Operations Division (SOD)	-125,282	0
113	Abolish 1 police officer from the SWAT Unit in the Special Operations Division (SOD)	-125,282	0
114	Abolish 2 police officers from the Centralized Traffic Section in the Traffic Division (TD)	-250,563	0
	Police Total:	**-8,547,218**	**0**

Procurement

Ref. No	Title	Total $	Revenue
115	Lapse Vacant Office Services Coordinator Position	-25,378	0
116	Lapse Vacant Principal Administration Aide Position	-22,944	0
117	Lapse/Underfill Four Procurement Specialist IV Positions	-104,924	0
118	Lapse Three Vacant Program Manager positions	-78,477	0
119	Lapse Vacant Part-Time Procurement Specialist II Position	-27,728	0
120	Lapse Vacant Part-Time Program Speciliast II Position	-28,649	0
	Procurement Total:	**-288,100**	**0**

Public Information

Ref. No	Title	Total $	Revenue
121	Lapse Administrative Specialist Position	-93,272	0
122	Lapse Manager II Positon for Three Months	-53,350	0
123	Lapse Anticipated Program Manager II Position for Nine Months	-78,200	0
124	Reduce Operating Expenses - Professional Services Contract	-10,000	0
	Public Information Total:	**-234,822**	**0**

Public Libraries

Ref. No	Title	Total $	Revenue
125	Increase PC Lapse to the Level of Experience	-105,098	0
126	Reduce Sunday Substitutes budget	-417,380	0
127	Reduce Weekday & Saturday Substitutes budget	-466,401	0
128	Transfer Personnel Costs for Acting Deaf Culture Digital Library Program Manager to State Grant	-156,919	0
129	Decrease operating costs	-173,057	0
130	Decrease staff training costs	-15,000	0
131	Decrease Book Sorting contract	-100,800	0
132	Transfer Division of Facilities Maintenance chargebacks for facility modifications due to COVID-19 to CARES grant	-25,000	0
133	Reduce Library Pages budget	-500,000	0

FY21 Revised Spending Plan

Ref. No	Title	Total $	Revenue
	Public Libraries Total:	**-1,959,655**	**0**
Sheriff			
134	Lapse Client Assistance Specialist Position for FY21	-94,716	0
135	Reduce Recruit Class Budget - January 2021	-88,608	0
136	Reduce Operating Expenses- Contract Security Officers	-91,970	0
	Sheriff Total:	**-275,294**	**0**
State's Attorney			
137	Lapse Asst State's Attorney III and Program Manager II Positions in FY21	-218,339	0
138	Lapse Office Services Coordinator Position in FY21	-24,539	0
139	Turnover Savings in FY21	-301,066	0
140	Printer Project Savings	-25,000	0
	State's Attorney Total:	**-568,944**	**0**
Technology Services			
141	Non-Local Travel and Miscellaneous Expenses (CIO)	-20,000	0
142	Motorola SmartZone System Maintenance Credit (ETSD)	-241,755	0
143	Motorola CAD Dispatch 9-1-1 (ESOD)	-281,387	0
144	Contractor Support (ESOD)	-110,515	0
145	Non-Local Travel (OBP-ultraMontgomery)	-2,000	0
146	Non-Local Conference (ERP)	-25,000	0
147	Lapse Sr IT Specialist Position - ESOD	-89,921	0
148	Reduce Operating Expenses - Temporary Clerical Support	-20,955	0
149	Reduce Operating Expenses - Miscellaneous Expenditures	-5,000	0
150	Lapse Sr IT Specialist Position	-162,011	0
151	Lapse Sr IT Specialist Position - COO	-119,894	0
152	Lapse Sr IT Specialist Position - COO	-119,894	0
153	Lapse Sr IT Specialist Position	-119,894	0
154	Lapse Sr IT Specialist Position	-89,921	0
155	New Position 03 - Lapse Sr IT Specialist, Grade 28 (ESOD)	-89,921	0
156	PTI Membership (NDA-PTI)	-15,000	0
157	Lapse Sr IT Specialist Position - ESOD	-119,894	0
158	Lapse Sr IT Specialist Position - ESOD	-119,894	0
159	Lapse Sr IT Specialist Position - ESOD	-119,894	0
160	Lapse Sr IT Specialist Position - ESOD	-119,894	0
161	New Position 01 - Lapse Manager III (ESOD)	-93,404	0
	Technology Services Total:	**-2,086,048**	**0**
Transportation			
162	Personnel Lapse Savings - No Service Impact	-707,347	0
163	Suspend Bridge Load Bearing Testing for One Year - Safety Inspections Will Continue	-150,000	0
164	Tree Maintenance Reduction - Represents Just 8% of DOT Program	-643,087	0

Ref. No	Title	Total $	Revenue
165	Patching Reduction - Represents Just 2% of Budget	-232,093	0
166	Sign Materials Budget Reduction - Public Safety Signs Not Affected	-80,000	0
167	Review Fewer Traffic Signals for Timing Optimization (70) - Increase Cycle from Every 8-10 Years to Every 12-14 Years	-70,000	0
168	Suspend Aesthetic Streetlight Maintenance (Painting Poles, Replacing Handhole Covers)	-115,000	0
169	Parking Outside the PLDs - Administrative Cost Reduction Due to Fewer Tickets Issued	-49,952	0
	Transportation Total:	**-2,047,479**	**0**
	General Fund Total:	**-26,003,834**	**-91,135**

Fire

Fire and Rescue Service

Ref. No	Title	Total $	Revenue
170	Defer FY21 Recruit Class Start and Reduce Class to 37 Recruits	-1,951,338	0
171	Officer Training Courses	-140,000	0
172	Company Officer Leadership Academy	-80,000	0
173	Restructure IT section	-120,000	0
	Fire and Rescue Service Total:	**-2,291,338**	**0**
	Fire Total:	**-2,291,338**	**0**

Recreation

Recreation

Ref. No	Title	Total $	Revenue
174	PLAR Savings Reduction Due to COVID Delayed Openings and Reduced Upkeep	-253,741	0
175	Utilities Savings Due to Delayed Re-opening of Facilities	-355,000	0
176	Administration Savings Reductions	-17,973	0
177	Community Centers Savings Reductions Due to Delayed Opening of Facilities	-411,713	0
178	Countywide Programs Reduction Savings - Eliminates the Annual Independence Day Celebration Event	-135,198	0
179	Youth Development Reductions Savings	-660,000	0
	Recreation Total:	**-1,833,625**	**0**
	Recreation Total:	**-1,833,625**	**0**

Mass Transit

Transit Services

Ref. No	Title	Total $	Revenue
180	FLASH Service Deferred to September 2020	-119,245	0
181	Kids Ride Free Program - Lower Payment to WMATA Due to No Fare Collection	-780,673	0
182	Motorpool Reduction Due to Less Service in Operation	-1,938,400	0
183	Call n Ride Program Reduction Due to Decreased Demand	-750,000	0
184	Fare Share Program Reduction Due to Decreased Demand	-250,000	0
185	Personnel Savings Due to Less Service in Operation	-353,575	0
	Transit Services Total:	**-4,191,893**	**0**
	Mass Transit Total:	**-4,191,893**	**0**

FY21 Revised Spending Plan

Ref. No	Title	Total $	Revenue
	Tax-Supported Total:	**-34,320,690**	**-91,135**
	MCG Total:	**-34,320,690**	**-91,135**

FY21 Revised Spending Plan

Ref. No	Title	Total $	Revenue
	Tax-Supported		
	Montgomery College		
186	Identified Reversion to Fund Balance	4,354,491	0
	Montgomery College Total:	**4,354,491**	**0**
	Current Fund MC Total:	**4,354,491**	**0**

Elmhirst Parkway Bridge (Bridge No. M-0353) (P501420)

Category	Transportation	**Date Last Modified**	01/04/20
SubCategory	Bridges	**Administering Agency**	Transportation
Planning Area	Bethesda-Chevy Chase and Vicinity	**Status**	Preliminary Design Stage

EXPENDITURE SCHEDULE ($000s)

	Total	Thru FY19	Est FY20	Total 6 Years	FY 21	FY 22	FY 23	FY 24	FY 25	FY 26	Beyond 6 Years
Planning, Design and Supervision	110 ~~494~~	110	0 ~~84~~	-	-	-	-	-	-	-	-
Land	0 ~~43~~	-	0 ~~43~~	-	-	-	-	-	-	-	-
Site Improvements and Utilities	4	4	-	-	-	-	-	-	-	-	-
Construction	2,027 ~~2,043~~	2,027	0 ~~46~~	-	-	-	-	-	-	-	-
TOTAL EXPENDITURES	~~**2,254**~~ 2,141	**2,141**	0 ~~**449**~~	-	-	-	-	-	-	-	-

FUNDING SCHEDULE ($000s)

	Total	Thru FY19	Est FY20	Total 6 Years	FY 21	FY 22	FY 23	FY 24	FY 25	FY 26	Beyond 6 Years
Federal Aid	1,461	1,461	-	-	-	-	-	-	-	-	-
G.O. Bonds	680 ~~799~~	680	0 ~~449~~	-	-	-	-	-	-	-	-
TOTAL FUNDING SOURCES	~~**2,254**~~ 2,141	**2,141**	0 ~~**449**~~	-	-	-	-	-	-	-	-

APPROPRIATION AND EXPENDITURE DATA ($000s)

Appropriation FY 21 Request	-	Year First Appropriation	FY15
Appropriation FY 22 Request	-	Last FY's Cost Estimate	2,251
Cumulative Appropriation	2,251		
Expenditure / Encumbrances	2,141		
Unencumbered Balance	110		

PROJECT DESCRIPTION

This project provides for the replacement of the existing Elmhirst Parkway Bridge over Tributary to Rock Creek. The existing bridge, built in 1940, is a single span structural plate arch under fill carrying a 19'-0" roadway and 10'-0" grass shoulders on each side. The proposed replacement bridge includes a single span precast concrete arch structure under fill with a 22'-0" roadway and 8'-6" grass shoulders on each side. The project includes approach roadway work at each end of the bridge as necessary to tie-in to the existing roadway. The bridge and road will be closed to vehicular and pedestrian traffic during construction. The existing Elmhirst Bike path will remain open during the construction.

LOCATION

The project site is located approximately 400 feet north of the intersection of Elmhirst Parkway with Cedar Lane in Bethesda

CAPACITY

The roadway Average Daily Traffic (ADT) is 600 and the roadway capacity will not change as a result of this project.

ESTIMATED SCHEDULE

The design of the project is expected to finish in Summer 2014. The construction is scheduled to start in Spring 2016 and be completed in Winter 2017.

PROJECT JUSTIFICATION

The proposed replacement work is necessary to provide a safe roadway condition for the traveling public. The 2011 bridge inspection revealed that there is severe steel corrosion with areas of 100 percent section loss along the arch springlines. The steel structural plate arch is rated in poor condition and the bridge is considered structurally deficient. The bridge is weight restricted and school buses are denied a waiver to cross the bridge due to safety concerns. Based on experiences with similar type structures in this condition the structure needs to be replaced as soon as possible or the roadway may be closed. Elmhirst Parkway is located in the Bethesda-Chevy Chase Master Plan area. Elmhirst Parkway is the main entrance that extends north from Cedar Lane at the Locust Hill Estates neighborhood. Elmhirst Parkway Bridge is not considered historic but is located on the boundary of Maryland Inventory of Historic Properties Survey No. M:35-120. A review of impacts to pedestrians, bicyclists and the requirements of the ADA (American with Disabilities Act of 1991) has been performed and addressed by this project. Streetlights, crosswalks, sidewalk ramps, bikeways and other pertinent issues are being considered in the design of the project to ensure pedestrian safety.

OTHER

The design costs for this project are covered in the Bridge Design project (No. 509132).

FISCAL NOTE

The costs of bridge construction and construction management for this project are eligible for up to 80 percent Federal Aid. $57,000 transfer in FY16 from Father Hurley Boulevard project (No. 500516).

DISCLOSURES

A pedestrian impact analysis has been completed for this project.

COORDINATION

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

Highway Noise Abatement
(P500338)

Category	Transportation	**Date Last Modified**	05/17/20
SubCategory	Roads	**Administering Agency**	Transportation
Planning Area	Countywide	**Status**	Ongoing

EXPENDITURE SCHEDULE ($000s)

	Total	Thru FY19	Est FY20	Total 6 Years	FY 21	FY 22	FY 23	FY 24	FY 25	FY 26	Beyond 6 Years
Planning, Design and Supervision	1,163	1,089	23 ~~74~~	-	-	-	-	-	-	-	-
Land	28	28	-	-	-	-	-	-	-	-	-
Construction	1,736	1,736	-	-	-	-	-	-	-	-	-
Other	9	9	23 -	-	-	-	-	-	-	-	-
TOTAL EXPENDITURES	**2,936**	**2,862**	~~74~~	-	-	-	-	-	-	-	-

FUNDING SCHEDULE ($000s)

	Total	Thru FY19	Est FY20	Total 6 Years	FY 21	FY 22	FY 23	FY 24	FY 25	FY 26	Beyond 6 Years
G.O. Bonds	2,936	2,862	23 ~~74~~	-	-	-	-	-	-	-	-
TOTAL FUNDING SOURCES	**2,936**	**2,862**	23 ~~74~~	-	-	-	-	-	-	-	-

APPROPRIATION AND EXPENDITURE DATA ($000s)

Appropriation FY 21 Request	-	Year First Appropriation	FY03
Appropriation FY 22 Request	-	Last FY's Cost Estimate	2,936
Cumulative Appropriation	2,936		
Expenditure / Encumbrances	2,879		
Unencumbered Balance	57		

PROJECT DESCRIPTION

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

PROJECT JUSTIFICATION

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

OTHER

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

During FYs21-22, DOT will reevaluate how the criteria for this program should be revised, or whether to eliminate the program.

FISCAL NOTE

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

DISCLOSURES

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

COORDINATION

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

Cost Change
Cost savings are being recognized.

Bethesda Metro Station South Entrance
(P500929)

Category	Transportation	Date Last Modified	09/04/19
SubCategory	Mass Transit (MCG)	Administering Agency	Transportation
Planning Area	Bethesda-Chevy Chase and Vicinity	Status	Under Construction

EXPENDITURE SCHEDULE ($000s)

	Total	Thru FY19	Est FY20	Total 6 Years	FY 21	FY 22	FY 23	FY 24	FY 25	FY 26	Beyond 6 Years
Planning, Design and Supervision	1,919	1,756	13	150	50	50	50	-	-	-	-
Land	29	-	29	-	-	-	-	-	-	-	-
Site Improvements and Utilities	1,334 ~~5,453~~	-	0 ~~4,119~~	1,334	1,027	307	-	-	-	-	-
Construction	96,844 ~~90,801~~	62,115	0 ~~23,331~~	34,729 ~~5,355~~	21,035 ~~3,664~~	6,930 ~~1,606~~	5,611 ~~85~~	1,132 -	21 -	-	-
Other	10,076 ~~12,000~~	-	1426 ~~3,350~~	8,650	2,650	6,000	-	-	-	-	-
TOTAL EXPENDITURES	110,202	63,871	~~30,842~~ 1,468	~~15,489~~ 44,863	~~7,391~~ 24,762	~~7,963~~ 13,287	~~135~~ 5,661	- 1,132	- 21	-	-

FUNDING SCHEDULE ($000s)

	Total	Thru FY19	Est FY20	Total 6 Years	FY 21	FY 22	FY 23	FY 24	FY 25	FY 26	Beyond 6 Years
G.O. Bonds	91,051	44,720	1,468 ~~30,842~~	44,863 ~~15,489~~	24,762 ~~7,391~~	13,287 ~~7,963~~	5,661 ~~135~~	1,132 -	21 -	-	-
Impact Tax	6,159	6,159	-	-	-	-	-	-	-	-	-
Revenue Bonds: Liquor Fund	12,992	12,992	-	-	-	-	-	-	-	-	-
TOTAL FUNDING SOURCES	110,202	63,871	~~30,842~~ 1,468	~~15,489~~ 44,863	~~7,391~~ 24,762	~~7,963~~ 13,287	~~135~~ 5,661	- 1,132	- 21	-	-

APPROPRIATION AND EXPENDITURE DATA ($000s)

Appropriation FY 21 Request	7,391	Year First Appropriation	FY09
Appropriation FY 22 Request	7,963	Last FY's Cost Estimate	110,202
Cumulative Appropriation	94,713		
Expenditure / Encumbrances	83,406		
Unencumbered Balance	11,307		

PROJECT DESCRIPTION

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

ESTIMATED SCHEDULE

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

OTHER

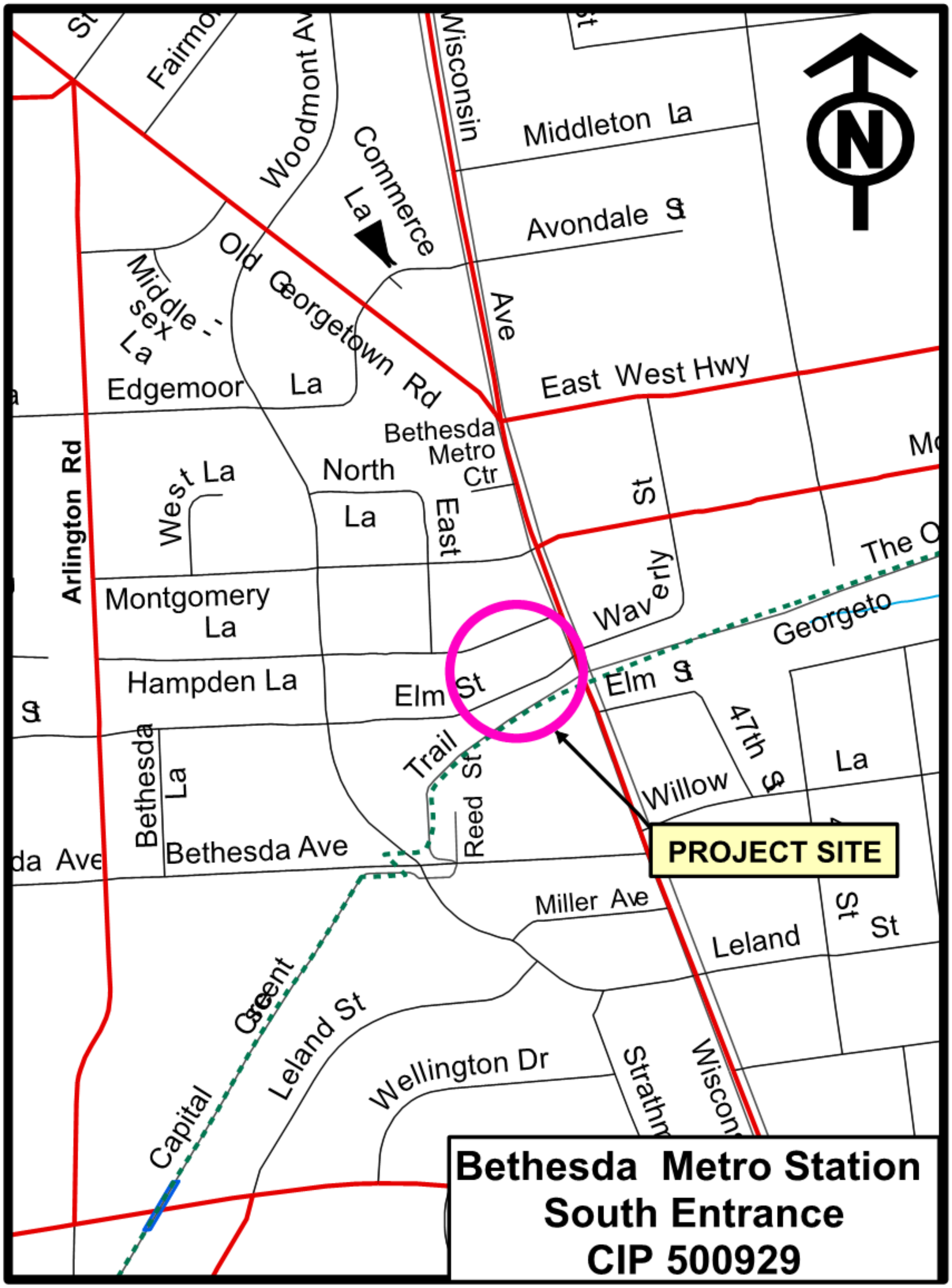
Part of Elm Street west of Wisconsin Avenue will be closed for a period during construction.

FISCAL NOTE

The funds for this project were initially programmed in the State Transportation Participation project. Appropriation of $5 million for design was transferred from the State Transportation Participation project in FY09. The project schedule and cost estimates were updated in FY17 as a result of the MTA's proposed Public Private Partnership for the Purple Line and reflects the actual bid by the Concessionaire. The expenditure schedule also reflects a negotiated cash flow arrangement with MTA for FY17-19, allowing a deferral of $6 million per year to FY20-22. Schedule updated to reflect estimated Purple Line schedule in FY18. In FY18, a funding switch was made to increase Revenue Bonds: Liquor Fund appropriation and decrease GO Bonds appropriation by $7.992 million. In FY19, a shift in $3.5 million in GO Bonds from FY21 to FY19 was done to reflect an updated MTA billing schedule. In FY20, the schedule was revised again based on actual progress and MTA's latest revised cash flow projection.

COORDINATION

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


PROJECT SITE
Bethesda Metro Station
South Entrance
CIP 500929
Wisconsin Ave
Middleton La
Avondale St
Commerce La
Woodmont Ave
Old Georgetown Rd
East West Hwy
Edgemoor La
Middlesex La
Arlington Rd
West La
North La
Bethesda Metro Ctr
East
Waverly St
Montgomery La
Hampden La
Elm St
Georgetown
Trail
Reed St
47th St
Willow La
Bethesda La
Bethesda Ave
Miller Ave
Leland St
Capital Crescent
Leland St
Wellington Dr
Strathmore

Capital Crescent Trail
(P501316)

Category	Transportation	Date Last Modified	05/17/20
SubCategory	Pedestrian Facilities/Bikeways	Administering Agency	Transportation
Planning Area	Countywide	Status	Under Construction

EXPENDITURE SCHEDULE ($000s)

	Total	Thru FY19	Est FY20	Total 6 Years	FY 21	FY 22	FY 23	FY 24	FY 25	FY 26	Beyond 6 Years
Planning, Design and Supervision	8,362 ~~10,841~~	1,090	252 ~~2,731~~	5,520	40	40	40	-	2,700	2,700	1,500
Land	873	415	458	-	-	-	-	-	-	-	-
Site Improvements and Utilities	2,308	8	-	2,000	-	-	-	-	1,000	1,000	300
Construction	100,204 ~~97,725~~	33,576	0 ~~14,375~~	56,028 ~~39,174~~	12,132 ~~2,848~~	4,813 ~~1,167~~	3,308 ~~59~~	660 -	17,315 ~~17,300~~	17,800	10,600
Other	4,350	-	-	4,350	1,350	3,000	-	-	-	-	-
TOTAL EXPENDITURES	116,097	35,089	~~17,564~~ 710	~~51,044~~ 67,898	~~4,238~~ 13,522	~~4,207~~ 7,853	~~99~~ 3,348	- 660	~~21,000~~ 21,015	21,500	12,400

FUNDING SCHEDULE ($000s)

	Total	Thru FY19	Est FY20	Total 6 Years	FY 21	FY 22	FY 23	FY 24	FY 25	FY 26	Beyond 6 Years
G.O. Bonds	104,999	27,470	0 ~~14,085~~	65,129 ~~51,044~~	10,573 ~~4,238~~	7,853 ~~4,207~~	3,348 ~~99~~	660 -	21,015 ~~21,000~~	21,500	12,400
Impact Tax	11,098	7,619	710 ~~3,479~~	2,769 -	2,769	-	-	-	-	-	-
TOTAL FUNDING SOURCES	116,097	35,089	~~17,564~~ 710	~~51,044~~ 67,898	~~4,238~~ 13,522	~~4,207~~ 7,853	~~99~~ 3,348	- 660	~~21,000~~ 21,015	21,500	12,400

OPERATING BUDGET IMPACT ($000s)

	Total 6 Years	FY 21	FY 22	FY 23	FY 24	FY 25	FY 26
Maintenance	20 ~~35~~	-	-	~~5~~	~~10~~	10	10
Energy	20 ~~35~~	-	-	~~5~~	~~10~~	10	10
NET IMPACT	40 ~~70~~	-	-	~~10~~	~~20~~	20	20

APPROPRIATION AND EXPENDITURE DATA ($000s)

Appropriation FY 21 Request	4,238	Year First Appropriation	FY15
Appropriation FY 22 Request	4,207	Last FY's Cost Estimate	61,197
Cumulative Appropriation	52,653		
Expenditure / Encumbrances	44,926		
Unencumbered Balance	7,727		

PROJECT DESCRIPTION

This project provides for the funding of the Capital Crescent trail, including the main trail from Woodmont Avenue in Bethesda to Silver Spring as a largely 12-foot-wide hard-surface hiker-biker path, connector paths at several locations, a new bridge over Connecticut Avenue, a new underpass beneath Jones Mill Road, a new tunnel beneath Wisconsin Avenue, supplemental landscaping and amenities, and lighting at trail junctions, underpasses, and other critical locations.

ESTIMATED SCHEDULE

The surface trail is scheduled for construction in FY21. Construction of the tunnel under Wisconsin Avenue to start in summer of 2024 with completion in late fall/early winter of 2026.

COST CHANGE

Funds added for design and construction of tunnel under Wisconsin Avenue.

PROJECT JUSTIFICATION

This trail will be part of a larger system to enable non-motorized traffic in the Washington, DC region. This trail will connect to the existing Capital Crescent Trail from Bethesda to Georgetown, the Metropolitan Branch Trail from Silver Spring to Union Station, and the Rock Creek Bike Trail from northern Montgomery County to Georgetown. The trail will serve pedestrians, bicyclists, joggers, and skaters, and will be compliant with the Americans with Disabilities Act of 1990 (ADA), the Bethesda CBD Sector Plan, and the Purple Line Functional Master Plan. 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

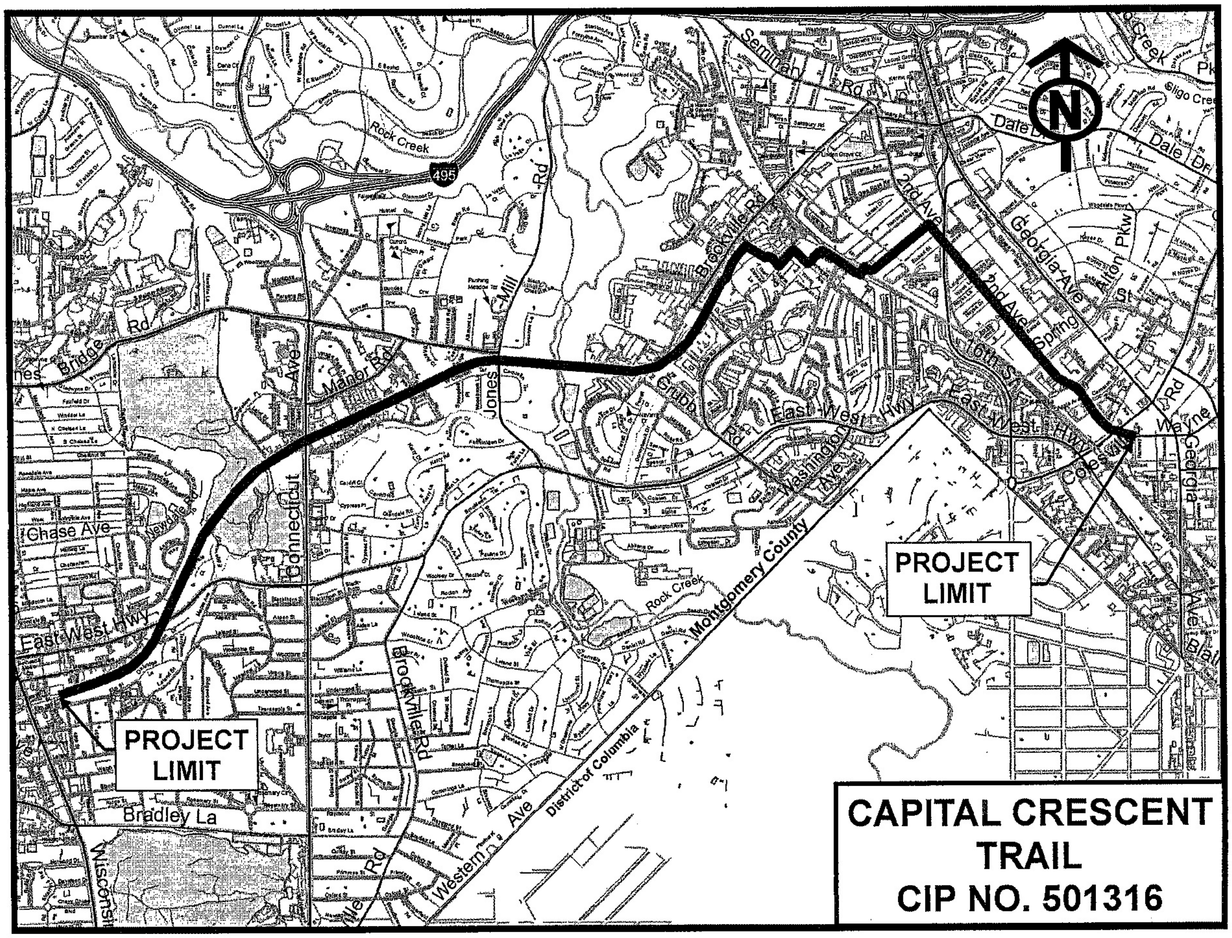
The project schedule and cost estimates were updated in FY17 as a result of the MTA's proposed public-private partnership for the Purple Line and reflects the actual bid by the Concessionaire. In FY20, the schedule was revised again based on actual progress and MTA's latest revised cash flow projection.

DISCLOSURES

A pedestrian impact analysis has been completed for this project.

COORDINATION

Maryland Transit Administration, Maryland Department of Transportation, State Highway Administration, Maryland-National Capital Park and Planning Commission, Bethesda Bikeway and Pedestrian Facilities, Coalition for the Capital Crescent Trail, CSX Transportation, Washington Metropolitan Area Transit Authority. Special Capital Projects Legislation [Bill No. 32-14] was adopted by Council by June 17, 2014.


PROJECT
LIMIT
PROJECT
LIMIT
CAPITAL CRESCENT
TRAIL
CIP NO. 501316
East West Hwy
Chase Ave
Bradley La
Connecticut Ave
Jones Mill Rd
Brookville Rd
Montgomery County
District of Columbia
Western Ave
Rock Creek
Seminary Rd
Georgia Ave
Colesville
Wayne
2nd Ave
16th St
Grubb Rd
Washington Ave
Manor Rd
Dale Dr
Wisconsin

Silver Spring Green Trail
(P509975)

Category	Transportation	Date Last Modified	10/20/19
SubCategory	Pedestrian Facilities/Bikeways	Administering Agency	Transportation
Planning Area	Silver Spring and Vicinity	Status	Under Construction

EXPENDITURE SCHEDULE ($000s)

	Total	Thru FY19	Est FY20	Total 6 Years	FY 21	FY 22	FY 23	FY 24	FY 25	FY 26	Beyond 6 Years
~~Planning, Design and Supervision~~	1,324 ~~1,426~~	1,207	17 ~~119~~	100	50	50	-	-	-	-	-
Land	7	7	-	-	-	-	-	-	-	-	-
Site Improvements and Utilities	5	5	-	284	120	112	-	-	-	-	-
Construction	638 ~~536~~	354	0 ~~91~~	~~91~~	~~77~~	~~14~~	45-	6 -	1 -	-	-
Other	1	1	-	-	-	-	-	-	-	-	-
TOTAL EXPENDITURES	1,975	1,574	~~210~~ 17	~~191~~ 384	~~127~~ 170	~~64~~ 162	- 45	- 6	- 1	-	-

FUNDING SCHEDULE ($000s)

	Total	Thru FY19	Est FY20	Total 6 Years	FY 21	FY 22	FY 23	FY 24	FY 25	FY 26	Beyond 6 Years
Current Revenue: General	265	265	17 -	384 -	170 -	162 -	45 -	6 -	1 -	-	-
G.O. Bonds	862	461	~~210~~	~~191~~	~~127~~	~~64~~	-	-	-	-	-
PAYGO	848	848	-	-	-	-	-	-	-	-	-
TOTAL FUNDING SOURCES	1,975	1,574	~~210~~ 17	~~191~~ 384	~~127~~ 170	~~64~~ 162	- 45	- 6	- 1	-	-

APPROPRIATION AND EXPENDITURE DATA ($000s)

Appropriation FY 21 Request	127	Year First Appropriation	FY99
Appropriation FY 22 Request	64	Last FY's Cost Estimate	1,975
Cumulative Appropriation	1,784		
Expenditure / Encumbrances	1,661		
Unencumbered Balance	123		

PROJECT DESCRIPTION

This project provides for an urban trail along the selected Purple Line alignment along Wayne Avenue in Silver Spring. A Memorandum of Understanding (MOU) will be established between the County and the Maryland Transit Administration (MTA) to incorporate the design and construction of the trail as a part of the design and construction of the Purple Line. The pedestrian and bicycle use along this trail supplements the County transportation program. The funding provided for the trail includes the design, property acquisition, and construction of the trail through the Silver Spring Central Business District (CBD), along the northern side of Wayne Avenue from Fenton Street to the Sligo Creek Hiker-Biker Trail. This trail is part of a transportation corridor and is not a recreation area of State or local significance. The trail will include an 8 to 10 foot wide bituminous shared use path, lighting, and landscaping. The trail will provide access to the Silver Spring Transit Station via the Metropolitan Branch and the future Capital Crescent Trail.

PROJECT JUSTIFICATION

This project will create an important link through Silver Spring to the Silver Spring Transit Center and will provide connectivity to other trails and mitigate congestion on area roads.

OTHER

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

FISCAL NOTE

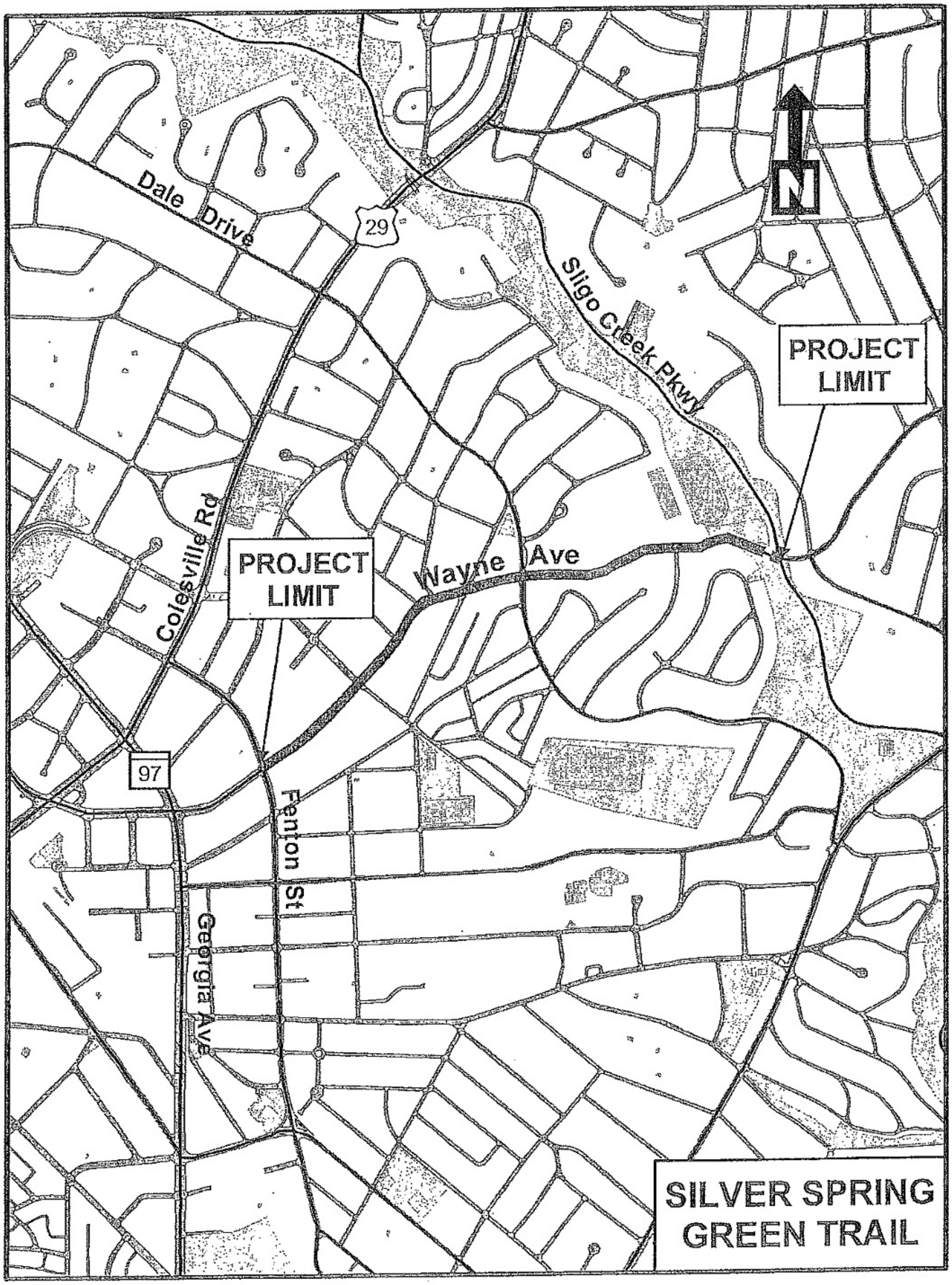
The project schedule and cost estimate were updated in FY17 as a result of the MTA's proposed Public Private Partnership for the Purple Line and reflect the actual bid by the Concessionaire. In FY20, the schedule was revised again based on actual progress and MTA's latest revised cash flow projection.

DISCLOSURES

A pedestrian impact analysis has been completed for this project.

COORDINATION

Maryland-National Capital Park and Planning Commission, Maryland State Highway Administration, Washington Metropolitan Area Transit Authority, Utility Companies, Silver Spring Chamber of Commerce, Silver Spring Transportation Management District, Maryland Transit Administration



Dale Drive
29
Sligo Creek Pkwy
PROJECT LIMIT
N
Colesville Rd
PROJECT LIMIT
Wayne Ave
97
Fenton St
Georgia Ave
SILVER SPRING GREEN TRAIL

Ride On Bus Fleet
(P500821)

Category	Transportation	**Date Last Modified**	05/13/20
SubCategory	Mass Transit (MCG)	**Administering Agency**	Transportation
Planning Area	Countywide	**Status**	Ongoing

EXPENDITURE SCHEDULE ($000s)

	Total	Thru FY19	Est FY20	Total 6 Years	FY 21	FY 22	FY 23	FY 24	FY 25	FY 26	Beyond 6 Years
Other	279,354	152,415	38,314	88,625	~~16,791~~	9,432	~~24,083~~	21,552	6,300	10,467	-
TOTAL EXPENDITURES	**279,354**	**152,415**	**38,314**	**88,625**	~~**16,791**~~ 12,021	**9,432**	~~**24,083**~~ 28,853	**21,552**	**6,300**	**10,467**	-

FUNDING SCHEDULE ($000s)

	Total	Thru FY19	Est FY20	Total 6 Years	FY 21	FY 22	FY 23	FY 24	FY 25	FY 26	Beyond 6 Years
Contributions	820	430	390	-	-	-	28,853	-	-	-	-
Current Revenue: Mass Transit	118,737	24,938	17,174	76,625	~~14,791~~	7,432	~~22,083~~	19,552	4,300	8,467	-
Fed Stimulus (State Allocation)	6,550	6,550	-	-	10,021-	-	-	-	-	-	-
Federal Aid	51,880	32,966	9,314	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	81,321	74,685	6,636	-	-	-	-	-	-	-	-
State Aid	16,740	9,540	4,800	2,400	400	400	400	400	400	400	-
TOTAL FUNDING SOURCES	**279,354**	**152,415**	**38,314**	**88,625**	~~**16,791**~~ 12,021	**9,432**	~~**24,083**~~ 28,853	**21,552**	**6,300**	**10,467**	-

APPROPRIATION AND EXPENDITURE DATA ($000s)

Appropriation FY 21 Request	12,021 ~~16,791~~	Year First Appropriation	FY09
Appropriation FY 22 Request	9,432	Last FY's Cost Estimate	263,088
Cumulative Appropriation	190,729		
Expenditure / Encumbrances	168,609		
Unencumbered Balance	22,120		

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

5 38

FY21: 10 electric and ~~14~~ small diesel; FY22: 13 full-size hybrid; FY23: 12 full-size hybrid, ~~24~~ small diesel, and 7 microtransit; FY24: 8 full-size hybrid and 32 small diesel; FY25: 12 large diesel; FY26: 18 CNG and 1 small diesel

COST CHANGE

Cost decrease is due to the type and number of buses due for replacement.

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 has applied for grants to cover the incremental cost of additional electric buses and is exploring ways to further accelerate the replacement of the fleet with electric buses. If successful, it is expected that the number of small diesels in FY21 would be reduced in favor of electric buses. Electric buses comprise 40 percent of new bus purchases in FY21 and could increase further if the Department of Transportation is successful on two (Federal and State) bus grant applications. This exceeds standards compared to most other transit agencies. For example, California, considered a leader in zero bus emissions implementation, recently 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.

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

WSSC Water

Summary of FY 2020 Covid Reductions

Account Description		Amount
PAYGO		21,900,000
Defer Redemption of Short Term Bond Anticipation Notes (BANS)		12,400,000
Bond Premium		5,003,585
Services By Others		4,753,182
Other Professional Services		3,563,170
Outside Engineering		3,563,600
Debt Service Savings		2,200,000
Heat, Light & Power		1,769,000
Overtime Salaries & Wages		1,353,580
Truck & Automobiles - Depreciable		745,200
Claims & Damages		635,201
Rental		397,000
Travel for Conf, Sem, etc		389,485
Mach & Equip Repair Parts		273,000
Tools, Lab & Misc Equip - Depreciable		280,000
Advertising		162,770
Edu Courses & Expenses		145,211
Recruiting Expenses		95,280
Subscriptions & Dues		84,470
Gasoline & Diesel Oil		82,800
Radios & Radio Equip - Depreciabe		72,010
Employee Awards		39,700
Md Unemployment Insurance		19,850
Telecommunication Sys - Depreciable		9,528
Office Supplies & Svcs		1,588
Materials		238
Total Reductions	$	59,939,448

WSSC Water - FY 2020 Operating Budget			
Department or Offices	**Approved w/ Transfers Operating Funds**	**COVID Operating Funds**	**Spending Plan Savings**
Governance & General Manager's Office			
Commissioners'/Corporate Secretary's Office	303,212	281,853	21,359
Office of the Inspector General	1,247,134	1,221,117	26,017
General Manager's Office	1,149,863	1,109,388	40,475
General Counsel's Office	9,324,804	8,237,957	1,086,847
Strategy & Partnerships Branch			
Intergovernmental Relations Office	598,474	598,474	-
Strategy & Innovation Office	2,254,556	2,234,656	19,900
Communications & Community Relations Office	2,437,010	2,214,253	222,757
Human Resources Office	6,270,702	6,103,188	167,514
Equal Employment Opportunities Office	179,762	178,163	1,598
Customer Service Department	11,576,333	11,460,162	116,171
Operations Branch			
Asset Management Office	2,085,924	1,782,862	303,062
Police & Homeland Security Office	4,848,723	4,223,627	625,096
Engineering & Construction Department	49,531,958	48,072,935	1,459,023
Production Department	138,606,007	135,379,689	3,226,317
Utility Services Department	84,252,492	78,324,403	5,928,089
Administration Branch			
Office of Supplier Diversity & Inclusion	1,160,510	785,677	374,832
Procurement Office	2,189,887	2,170,155	19,732
General Service Department	34,274,976	31,264,146	3,010,830
Finance Department	5,375,257	5,352,758	22,499
Information Technology Department	45,168,458	44,873,615	294,843
Other			
Debt Service, PAYGO and Consulting	414,556,983	388,988,083	25,568,900
Total	$ 817,393,026	$ 774,857,164	$ 42,535,863
Defer Redemption of Short Term Bond Anticipation Notes (BANS)			12,400,000
Bond Premium Transfer			5,003,585
Spending Plan Savings			$ 59,939,448
Savings as Percentage of Budget			7%

WSSC Water

Summary of FY 2021 Covid Reductions

Account Description	Amount
Reduced Debt Service	21,000,000
PAYGO	18,404,000
Salaries, FICA, & Misc	6,507,109
Bond Premium	5,651,133
Services By Others	4,539,200
Professional Services	3,397,000
Hiring Freeze	2,645,200
Outside Engineering	2,633,000
Contract Restoration	1,500,000
Heat Light and Power	985,500
Travel for Conf, Sem, etc.	660,201
Trucks & Automobiles	619,100
Overtime	586,329
Claims & Damages	477,800
Rental	311,200
Fleet Machinery and Equipment	286,000
Edu Courses & Expenses	233,400
Tools, Lab & Misc.	200,000
Subscriptions & Dues	154,400
Advertising	151,700
Materials Non-Warehouse	98,200
Recruiting Expenses	93,400
Employee Awards	38,900
MD Unemployment Ins.	19,500
Office Supplies	3,900
Office Furn & Equipment	3,900
Grand Total	**$ 71,200,072**

WSSC Water - FY 2021 Operating Budget

Department or Offices	Proposed Operating Funds	COVID Operating Funds	Spending Plan Savings
Governance & General Manager's Office			
Commissioners'/Corporate Secretary's Office	311,467	292,445	19,022
Office of the Inspector General	1,258,762	1,204,266	54,497
General Manager's Office	1,169,284	1,055,040	114,243
General Counsel's Office	9,361,111	8,661,613	699,498
Strategy & Partnerships Branch			
Intergovernmental Relations Office	613,956	579,608	34,348
Strategy & Innovation Office	2,666,887	2,416,318	250,569
Communications & Community Relations Office	2,459,399	2,081,455	377,943
Human Resources Office	6,351,379	5,849,045	502,334
Equal Employment Opportunities Office	190,186	181,703	8,483
Customer Service Department	13,677,103	12,051,198	1,625,905
Operations Branch			
Asset Management Office	1,752,588	1,808,437	(55,848)
Police & Homeland Security Office	4,829,893	4,178,919	650,974
Engineering & Construction Department	59,476,761	55,404,623	4,072,138
Production Department	144,895,930	140,997,687	3,898,243
Utility Services Department	87,721,615	82,816,492	4,905,123
Administration Branch			
Office of Supplier Diversity & Inclusion	1,219,700	1,177,633	42,067
Procurement Office	2,183,468	2,084,738	98,730
General Service Department	37,227,708	34,694,146	2,533,563
Finance Department	5,977,132	5,734,422	242,710
Information Technology Department	46,421,819	45,739,524	682,295
Other			
Debt Service & PAYGO	426,417,020	384,270,117	42,146,903
Total	$ 856,183,168	$ 793,279,428	$ 62,903,739
Hiring Freeze			2,645,200
Bond Premium Transfer			5,651,133
Spending Plan Savings			$ 71,200,072
Savings as Percentage of Budget			8%