

#1 - County Government CIP for odd-numbered calendar years, and Capital Budget – requires 6 votes

Resolution No:	<u>16-961</u>
Introduced:	<u>May 21, 2009</u>
Adopted:	<u>May 21, 2009</u>

**COUNTY COUNCIL  
FOR MONTGOMERY COUNTY, MARYLAND**

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By: County Council

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**SUBJECT:** Approval of Amendments to the Approved FY 2009-2014 Capital Improvements Program, and Approval of and Appropriation for the FY 2010 Capital Budget of the Montgomery County Government

**Background**

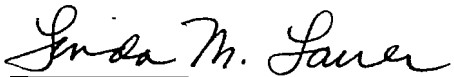
1. Section 302 of the County Charter requires the County Executive to send to the County Council by January 15 in each even-numbered calendar year a 6-year Capital Improvements Program (CIP), which the Executive did on January 15, 2008 for the 6-year period FY 2009-2014. Section 302 requires the affirmative vote of at least 5 Councilmembers to approve or modify the Executive's Recommended CIP. On May 22, 2008, the Council approved a CIP for FY 2009-2014 in Resolution 16-568. After the Council approves a CIP, Section 302 permits the Council to amend it at any time with the affirmative vote of at least 6 Councilmembers.
2. Section 303 of the Charter requires the Executive to send to the Council by January 15 in each year a Recommended Capital Budget, which the Executive did on January 15, 2009 for FY 2010. The Executive also sent several recommended amendments to the Approved CIP for FY 2009-2014.
3. On March 19, 2009 the Executive sent to the Council several additional recommended amendments to the Approved CIP for FY 2009-2014 and associated FY 2010 Capital Budget recommendations for County Government projects. Councilmembers proposed CIP amendments and associated capital budget amendments for County Government projects as well.
4. As required by Section 304 of the Charter, the Council held a public hearing on February 10 and April 14, 15, and 16, 2009 on the FY 2010 Recommended Capital Budget and on amendments requested to the Approved CIP for FY 2009-2014.

**Action**

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

1. For FY 2010, the Council approves the Capital Budget and appropriates the amounts by project which are shown in Part I. The expenditure of funds for each item in the Capital Budget must comply with all restrictions and requirements in the project description form for that item, as the form is contained in the Approved CIP as amended by this resolution, and as the CIP is amended by the Council under Charter Section 302 after this resolution is adopted.
2. The Council reappropriates the appropriations made in prior years for all capital projects:
  - a) except as specifically reflected elsewhere in this resolution;
  - b) in the amounts and for the purposes specified in the approved CIP for FY 2009-2014; and
  - c) to the extent that those appropriations are not expended or encumbered.
3. The Council approves those projects shown in Part II as amendments to the Approved FY 2009-2014 CIP.
4. The Council approves the close out of the projects in Part III.
5. The Council approves the partial close out of the projects in Part IV.

This is a correct copy of Council action.



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Linda M. Lauer, Clerk of the Council

**PART I: FY 2010 CAPITAL BUDGET FOR MONTGOMERY COUNTY GOVERNMENT**

**The appropriations for FY 2010 in this Part are made to implement the projects in the Capital Improvements Program for FY 2009-2014.**

<b>Project #</b>	<b>Project Name</b>	<b>FY10 Appropriation</b>	<b>Cumulative Appropriation</b>	<b>Total Appropriation</b>
509325	ADA Compliance: Transportation	1,495,000	1,752,000	3,247,000
509399	Advanced Transportation Management System	1,350,000	39,443,000	40,793,000
760100	Affordable Housing Acquisition and Preservation	25,000,000	27,500,000	52,500,000
788911	Ag Land Pres Easements	1,033,000	14,912,000	15,945,000
507596	Annual Bikeway Program	550,000	404,000	954,000
506747	Annual Sidewalk Program	2,550,000	1,511,000	4,061,000
508728	Asbestos Abatement: MCG	100,000	156,000	256,000
500102	Bethesda CBD Streetscape	385,000	713,000	1,098,000
500932	Bethesda Lot 31 Parking Garage	86,815,000	2,004,000	88,819,000
500929	Bethesda Metro Station South Entrance	600,000	5,500,000	6,100,000
500313	Bridge Preservation Program	504,000	4,297,000	4,801,000
509753	Bridge Renovation	700,000	782,000	1,482,000
760900	Burtonsville Community Revitalization	360,000	100,000	460,000
507658	Bus Stop Improvements	1,980,000	2,638,000	4,618,000
767820	CDBG Capital Appropriation	1,750,000	1,251,000	3,001,000
500719	Chapman Avenue Extended	300,000	7,965,000	8,265,000
649187	Child Care in Schools	143,000	3,245,000	3,388,000
500900	Clarksburg Road Bridge No. M-009B	92,000	1,540,000	1,632,000
500709	Colesville Depot	568,000	0	568,000
720601	Cost Sharing: MCG	438,000	7,765,000	8,203,000
500904	Dale Drive Sidewalk	4,675,000	225,000	4,900,000
710703	Davis Library Renovation	1,714,000	0	1,714,000
450101	East Germantown Fire Station	-800,000	17,062,000	16,262,000
500901	East Gude Drive Westbound Bridge No. M-131-4	2,039,000	351,000	2,390,000
509923	Elevator Modernization	1,000,000	5,554,000	6,554,000
507834	Energy Conservation: MCG	225,000	362,000	587,000
500918	Environmental Compliance: DPWT Maint. Fac.	2,000,000	260,000	2,260,000
500152	Facilities Site Selection: MCG	-30,000	460,000	430,000
509132	Facility Planning: Bridges	641,000	9,587,000	10,228,000
769375	Facility Planning: HCD	110,000	2,562,000	2,672,000
508768	Facility Planning: MCG	95,000	7,446,000	7,541,000
509525	Facility Planning: Parking	122,000	2,851,000	2,973,000
809319	Facility Planning: SM	383,000	6,054,000	6,437,000

Project #	Project Name	FY10 Appropriation	Cumulative Appropriation	Total Appropriation
508180	Facility Planning: Storm Drains	225,000	3,634,000	3,859,000
509337	Facility Planning-Transportation	2,159,000	35,505,000	37,664,000
500516	Father Hurley Blvd. Extended	722,000	21,544,000	22,266,000
509651	Fibernet	1,041,000	35,451,000	36,492,000
451000	Fire Station Alerting System Upgrades	500,000	0	500,000
450302	Fire Stations: Life Safety Systems	320,000	2,257,000	2,577,000
450700	FS Emergency Power System Upgrade	1,000,000	3,000,000	4,000,000
710300	Gaithersburg Library Renovation	60,000	3,654,000	3,714,000
450702	Glen Echo Fire Station Renovation	949,000	0	949,000
450900	Glenmont FS 18 Replacement	1,331,000	0	1,331,000
500552	Glenmont Metro Parking Expansion	1,582,000	23,147,000	24,729,000
720918	Good Hope Neighborhood Recreation Center	587,000	0	587,000
508113	Guardrail Projects	155,000	256,000	411,000
640902	High School Wellness Center	2,617,000	158,000	2,775,000
508941	HVAC/Elec Replacement: MCG	1,300,000	1,389,000	2,689,000
507017	Intersection and Spot Improvements	1,160,000	1,999,000	3,159,000
100300	Judicial Center Annex	7,607,000	23,977,000	31,584,000
450903	Kensington (Aspen Hill) FS 25 Addition	1,445,000	0	1,445,000
509970	Life Safety Systems: MCG	450,000	2,663,000	3,113,000
150700	Long Branch Town Center Redevelopment	-300,000	300,000	0
720702	MAC Diving Tower Replacement	25,000	1,816,000	1,841,000
500718	MacArthur Blvd Bikeway Improvements	500,000	1,100,000	1,600,000
807359	Misc Stream Valley Improvements	1,395,000	2,174,000	3,569,000
500714	Montgomery Mall Transit Center	-1,100,000	1,150,000	50,000
500717	Montrose Parkway East	4,052,000	5,252,000	9,304,000
509523	Neighborhood Traffic Calming	310,000	362,000	672,000
720100	North Bethesda Community Recreation Center	1,835,000	0	1,835,000
500522	North County Maintenance Depot	1,000,000	20,553,000	21,553,000
509948	Outfall Repairs	426,000	3,227,000	3,653,000
500920	Pedestrian Lighting Participation - MSHA Projects	780,000	20,000	800,000
500333	Pedestrian Safety Program	1,600,000	2,300,000	3,900,000
508255	Pkg Beth Fac Renovations	500,000	5,562,000	6,062,000
508250	Pkg Sil Spg Fac Renovations	4,910,000	9,510,000	14,420,000
509709	Pkg Wheaton Fac Renovations	112,000	553,000	665,000
509514	Planned Lifecycle Asset Replacement: MCG	500,000	515,000	1,015,000
729658	Public Arts Trust	85,000	329,000	414,000
470906	Public Safety Headquarters	18,207,000	12,893,000	31,100,000

Project #	Project Name	FY10 Appropriation	Cumulative Appropriation	Total Appropriation
720917	Recreation Facility Modernization	75,000	25,000	100,000
500727	Red Brick Courthouse Structural Repairs	429,000	200,000	629,000
500720	Resurfacing Park Roads and Bridge Improvements	600,000	1,800,000	2,400,000
509914	Resurfacing Parking Lots: MCG	400,000	3,505,000	3,905,000
458429	Resurfacing: Fire Stations	300,000	890,000	1,190,000
508527	Resurfacing: Primary/Arterial	8,500,000	7,868,000	16,368,000
500511	Resurfacing: Rural/Residential Roads	5,500,000	13,791,000	19,291,000
500821	Ride On Bus Fleet	10,512,000	32,125,000	42,637,000
458629	Roof Replacement: Fire Stations	376,000	1,035,000	1,411,000
508331	Roof Replacement: MCG	2,200,000	3,052,000	5,252,000
720919	Ross Boddy Neighborhood Recreation Center	1,157,000	0	1,157,000
500914	Rural & Residential Road Rehabilitation	1,700,000	1,197,000	2,897,000
640400	School Based Health & Linkages to Learning Centers	775,000	4,874,000	5,649,000
508182	Sidewalk & Infrastructure Revitalization	6,300,000	6,243,000	12,543,000
710302	Silver Spring Library	2,050,000	18,226,000	20,276,000
508716	Silver Spring Traffic Improvements	1,569,000	976,000	2,545,000
509974	Silver Spring Transit Center	93,000	90,620,000	90,713,000
800700	SM Facility Major Structural Repair	1,050,000	1,950,000	3,000,000
800900	SM Retrofit - Government Facilities	591,000	591,000	1,182,000
808726	SM Retrofit: Countywide	1,135,000	4,301,000	5,436,000
500722	State Transportation Participation	36,948,000	30,102,000	67,050,000
500700	Street Tree Preservation	500,000	4,300,000	4,800,000
500512	Streetlight Enhancements-CBD/Town Center	250,000	1,220,000	1,470,000
507055	Streetlighting	750,000	1,585,000	2,335,000
508000	Subdivision Roads Participation	100,000	7,560,000	7,660,000
150701	Technology Modernization -- MCG	14,946,000	49,263,000	64,209,000
500704	Traffic Signal System Modernization	3,200,000	5,694,000	8,894,000
507154	Traffic Signals	4,225,000	4,564,000	8,789,000
509036	Transportation Improvements For Schools	200,000	509,000	709,000
809342	Watershed Restoration - Interagency	175,000	4,068,000	4,243,000
720800	Wheaton Community Recreation Center - Rafferty	534,000	560,000	1,094,000
150401	Wheaton Redevelopment Program	448,000	5,524,000	5,972,000
450505	Wheaton Rescue Squad Relocation	-1,962,000	11,804,000	9,842,000
500505	White Ground Road Bridge No. M-138	185,000	1,371,000	1,556,000
720101	White Oak Community Recreation Center	482,000	23,046,000	23,528,000
501001	Wisteria Drive Streetlighting	800,000	0	800,000
<b>Total - Montgomery County Government</b>		<b>306,027,000</b>	<b>746,941,000</b>	<b>1,052,968,000</b>

Project #	Project Name	FY10 Appropriation
<b>M-NCPPC Projects:</b>		
998798	Acquisition: Non-Local Parks	3,635,000
018710	Legacy Open Space	5,360,000
The County contribution to Acquisition: Non-Local Parks and Legacy Open Space includes:		
998798	Acquisition: Non Local Parks - County Current Revenue - General	135,000
018710	Legacy Open Space - County Current Revenue - General	225,000*

The County will contribute the following additional amounts for non-local park development and stormwater management facility maintenance:

1.	County G.O. Bonds	14,094,000
2.	County Current Revenue - General	2,668,000

**Correction of FY09 Resolution No. 16-571**

- I. The County will contribute \$350,000 in County G.O. Bonds to the Matthew Henson Trail project #500400.

\* To cover one-time costs required to secure and stabilize properties

**PART II: REVISED PROJECTS**

**The projects described in this section were revised from, or were not included among, the projects approved by the County Council as they appeared in the Approved FY 2009 - 2014 Capital Improvements Program (CIP) as of May 22, 2008. These projects are approved.**

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# Elevator Modernization -- No. 509923

Category  
Subcategory  
Administering Agency  
Planning Area

General Government  
County Offices and Other Improvements  
General Services  
Countywide

Date Last Modified  
Required Adequate Public Facility  
Relocation Impact  
Status

March 17, 2009  
No  
None.  
On-going

## EXPENDITURE SCHEDULE (\$000)

Cost Element	Total	Thru FY08	Rem. FY08	Total 6 Years	FY09	FY10	FY11	FY12	FY13	FY14	Beyond 6 Years
Planning, Design, and Supervision	1,472	537	135	800	50	150	150	150	150	150	0
Land	0	0	0	0	0	0	0	0	0	0	0
Site Improvements and Utilities	100	100	0	0	0	0	0	0	0	0	0
Construction	8,916	3,551	193	5,172	922	850	850	850	850	850	0
Other	66	66	0	0	0	0	0	0	0	0	0
<b>Total</b>	<b>10,554</b>	<b>4,254</b>	<b>328</b>	<b>5,972</b>	<b>972</b>	<b>1,000</b>	<b>1,000</b>	<b>1,000</b>	<b>1,000</b>	<b>1,000</b>	<b>*</b>

## FUNDING SCHEDULE (\$000)

G.O. Bonds	10,554	4,254	328	5,972	972	1,000	1,000	1,000	1,000	1,000	0
<b>Total</b>	<b>10,554</b>	<b>4,254</b>	<b>328</b>	<b>5,972</b>	<b>972</b>	<b>1,000</b>	<b>1,000</b>	<b>1,000</b>	<b>1,000</b>	<b>1,000</b>	<b>0</b>

## OPERATING BUDGET IMPACT (\$000)

Maintenance				-72	-2	-6	-10	-14	-18	-22
Energy				-36	-1	-3	-5	-7	-9	-11
<b>Net Impact</b>				<b>-108</b>	<b>-3</b>	<b>-9</b>	<b>-15</b>	<b>-21</b>	<b>-27</b>	<b>-33</b>

### DESCRIPTION

This project provides for the orderly replacement/renovation of aging and outdated elevator systems in County-owned buildings. This project also includes periodic condition assessments of elevator systems in County buildings.

### JUSTIFICATION

Many elevator systems in County buildings are inefficient, outdated, and beyond economic repair. The useful life of heavy use equipment (hoist, machine motor generation set, governor, controls, car safety devices, door operator, rails, AC pump units, car buffers, and door hardware, etc.) has been exhausted. The existing maintenance program is only capable of keeping the elevator operational. In some cases, spare parts are not readily available in the market, resulting in increased shut down time, greater energy consumption, and higher maintenance costs. Renovation/replacement of aging and outdated elevator systems improves reliability, energy conservation, safety, and code compliance.

Facility condition assessments of 73 County facilities, completed by a consultant in FY05, FY06, and FY07, have been used to prioritize the six-year program. "The Second Report of the Infrastructure Maintenance Task Force (March 2006)," identified an annual level of effort for elevator modernization based on a 25-year lifespan.

### OTHER

Scheduled elevator modernizations:

FY09 Silver Spring Health Center, Mid-County Regional Services Center

FY10 Wheaton Regional Library, Bethesda Second District Police Station

### FISCAL NOTE

Replace current revenue with GO Bonds in FY09.

### OTHER DISCLOSURES

- \* Expenditures will continue indefinitely.

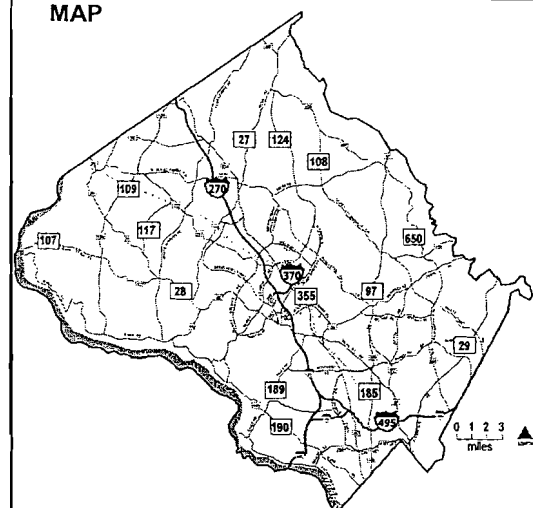
### APPROPRIATION AND EXPENDITURE DATA

Date First Appropriation	FY99	(\$000)
First Cost Estimate	FY09	10,554
Current Scope		
Last FY's Cost Estimate		10,554
Appropriation Request	FY10	1,000
Supplemental Appropriation Request		0
Transfer		0
Cumulative Appropriation		5,554
Expenditures / Encumbrances		4,907
Unencumbered Balance		647
Partial Closeout Thru	FY07	0
New Partial Closeout	FY08	0
Total Partial Closeout		0

### COORDINATION

Departments affected by Elevator  
Modernization projects  
Department of General Services

### MAP





# Energy Conservation: MCG -- No. 507834

Category  
Subcategory  
Administering Agency  
Planning Area

General Government  
County Offices and Other Improvements  
General Services  
Countywide

Date Last Modified  
Required Adequate Public Facility  
Relocation Impact  
Status

March 18, 2009  
No  
None.  
On-going

## EXPENDITURE SCHEDULE (\$000)

Cost Element	Total	Thru FY08	Rem. FY08	Total 6 Years	FY09	FY10	FY11	FY12	FY13	FY14	Beyond 6 Years
Planning, Design, and Supervision	270	0	0	270	45	45	45	45	45	45	0
Land	0	0	0	0	0	0	0	0	0	0	0
Site Improvements and Utilities	0	0	0	0	0	0	0	0	0	0	0
Construction	1,217	0	77	1,140	240	180	180	180	180	180	0
Other	0	0	0	0	0	0	0	0	0	0	0
<b>Total</b>	<b>1,487</b>	<b>0</b>	<b>77</b>	<b>1,410</b>	<b>285</b>	<b>225</b>	<b>225</b>	<b>225</b>	<b>225</b>	<b>225</b>	<b>*</b>

## FUNDING SCHEDULE (\$000)

Current Revenue: General	4	0	4	0	0	0	0	0	0	0	0
G.O. Bonds	1,483	0	73	1,410	285	225	225	225	225	225	0
<b>Total</b>	<b>1,487</b>	<b>0</b>	<b>77</b>	<b>1,410</b>	<b>285</b>	<b>225</b>	<b>225</b>	<b>225</b>	<b>225</b>	<b>225</b>	<b>0</b>

## OPERATING BUDGET IMPACT (\$000)

Maintenance				-168	-8	-16	-24	-32	-40	-48
Energy				-777	-37	-74	-111	-148	-185	-222
<b>Net Impact</b>				<b>-945</b>	<b>-45</b>	<b>-90</b>	<b>-135</b>	<b>-180</b>	<b>-225</b>	<b>-270</b>

## DESCRIPTION

This program provides for profitable energy conservation retrofits in County-owned buildings. Retrofits to lighting systems, building envelopes, heating and cooling controls, and boiler efficiency upgrades are provided through this project. A central Energy Management and Control System (EMS) has been installed to monitor major buildings. Energy audits have been conducted to identify and prioritize energy conservation projects throughout the 35 largest buildings. Advanced energy-saving technologies are introduced into County facilities as they become economical and reliable. Retrofits are performed during off hours and do not disrupt services at affected buildings. For new construction and renovation projects, energy design guidance is provided to contractors, and energy budgets are developed and enforced. Utility costs for County facilities are monitored in a computer database.

## JUSTIFICATION

This program is part of the County's cost-containment program. The projects pay for themselves in a short time, generally one to five years. The County then continues to benefit for many years through lower utility costs. The program is environmentally responsible in reducing the need for utility power plants and decreasing greenhouse gas emissions. The project fulfills the County's voluntary commitment to reduce energy use in all its buildings under the EPA Energy Star Buildings Program. The project is necessary to fulfill the mandate of Montgomery County Code Section 8-14A, Building Energy Design Standards. Improvements in lighting and HVAC controls also improve employee comfort and productivity. Major retrofits of these energy technologies will be made at all County facilities not presently scheduled for renovation. Future maintenance costs are also reduced.

## FISCAL NOTE

Replace current revenue with GO bonds in FY09.

## OTHER DISCLOSURES

- \* Expenditures will continue indefinitely.

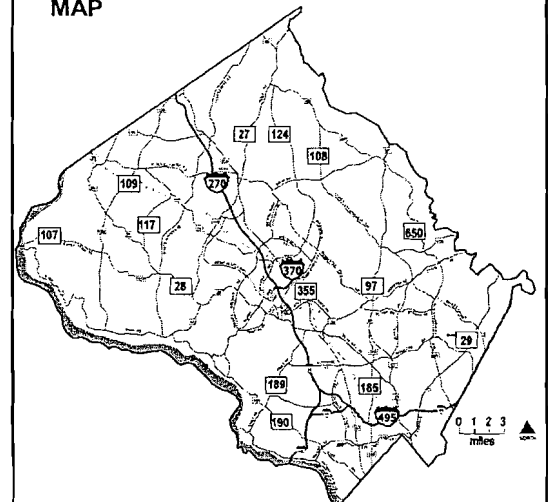
## APPROPRIATION AND EXPENDITURE DATA

Date First Appropriation	FY78	(\$000)
First Cost Estimate	FY10	1,487
Current Scope		
Last FY's Cost Estimate		1,746
Appropriation Request	FY10	225
Supplemental Appropriation Request		0
Transfer		0
Cumulative Appropriation		362
Expenditures / Encumbrances		80
Unencumbered Balance		282
Partial Closeout Thru	FY07	9,716
New Partial Closeout	FY08	259
Total Partial Closeout		9,975

## COORDINATION

Energy Conservation Work Program - Energy  
Star Upgrades  
Department of General Services

## MAP



# Environmental Compliance: DPWT Maint. Fac. -- No. 500918

Category  
Subcategory  
Administering Agency  
Planning Area

General Government  
County Offices and Other Improvements  
General Services  
Countywide

Date Last Modified  
Required Adequate Public Facility  
Relocation Impact  
Status

January 08, 2009  
No  
None.  
Planning Stage

## EXPENDITURE SCHEDULE (\$000)

Cost Element	Total	Thru FY08	Rem. FY08	Total 6 Years	FY09	FY10	FY11	FY12	FY13	FY14	Beyond 6 Years
Planning, Design, and Supervision	855	0	0	855	30	100	100	185	440	0	0
Land	0	0	0	0	0	0	0	0	0	0	0
Site Improvements and Utilities	0	0	0	0	0	0	0	0	0	0	0
Construction	6,180	0	0	6,180	230	900	900	1,665	2,485	0	0
Other	0	0	0	0	0	0	0	0	0	0	0
<b>Total</b>	<b>7,035</b>	<b>0</b>	<b>0</b>	<b>7,035</b>	<b>260</b>	<b>1,000</b>	<b>1,000</b>	<b>1,850</b>	<b>2,925</b>	<b>0</b>	<b>0</b>

## FUNDING SCHEDULE (\$000)

G.O. Bonds	6,905	0	0	6,905	130	1,000	1,000	1,850	2,925	0	0
Water Quality Protection Charge	130	0	0	130	130	0	0	0	0	0	0
<b>Total</b>	<b>7,035</b>	<b>0</b>	<b>0</b>	<b>7,035</b>	<b>260</b>	<b>1,000</b>	<b>1,000</b>	<b>1,850</b>	<b>2,925</b>	<b>0</b>	<b>0</b>

### DESCRIPTION

This project develops and implements Storm Water Pollution Prevention Plans (SWPPP) for County maintenance facilities to comply with aspects of the Federal Clean Water Act National Pollutant Discharge Elimination System (NPDES) Notice of Intent (NOI). This project provides for the design and construction of structural covered areas to ensure appropriate storage of hazardous materials at County Depots. Work will also include replacement of the salt barn at the Colesville Depot.

### COST CHANGE

Increase due to costs for replacement of the Colesville Depot salt barn and for upgrades to storage facilities at County Depots.

### JUSTIFICATION

To comply with permit requirements, each of the County maintenance facilities must implement appropriate pollution prevention techniques to reduce contamination of storm water runoff. Covered areas are required under the NPDES for all hazardous products and liquid drums that are stored outside, to avoid the potential of drum deterioration, leakage and/or runoff contamination. Structural improvements of covered areas are scheduled at the Colesville Depot, Bethesda Depot, Poolesville Depot, Damascus Depot, and Seven Locks Depot as well as replacement of the salt barn at the Colesville Depot.

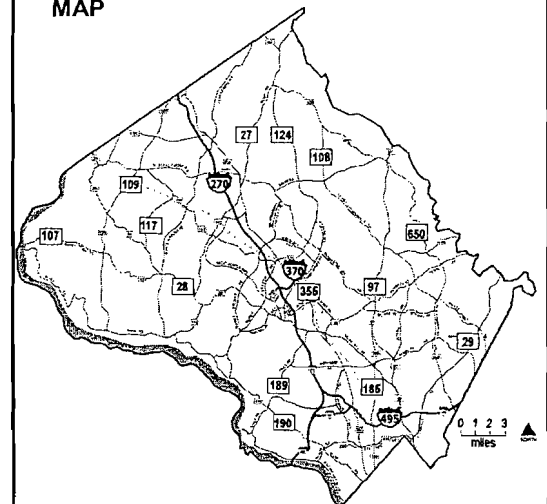
### APPROPRIATION AND EXPENDITURE DATA

Date First Appropriation	FY09	(\$000)
First Cost Estimate	FY10	7,035
Current Scope		
Last FY's Cost Estimate		260
Appropriation Request	FY10	2,000
Supplemental Appropriation Request		0
Transfer		0
Cumulative Appropriation		260
Expenditures / Encumbrances		0
Unencumbered Balance		260
Partial Closeout Thru	FY07	0
New Partial Closeout	FY08	0
Total Partial Closeout		0

### COORDINATION

Department of General Services  
Department of Transportation  
Department of Permitting Services  
Department of Environmental Protection  
Maryland Department of the Environment

### MAP



# EOB & JC Emergency Power System Upgrade -- No. 500706

Category  
Subcategory  
Administering Agency  
Planning Area

General Government  
County Offices and Other Improvements  
General Services  
Rockville

Date Last Modified  
Required Adequate Public Facility  
Relocation Impact  
Status

May 08, 2009  
No  
None.  
Preliminary Design Stage

## EXPENDITURE SCHEDULE (\$000)

Cost Element	Total	Thru FY08	Rem. FY08	Total 6 Years	FY09	FY10	FY11	FY12	FY13	FY14	Beyond 6 Years
Planning, Design, and Supervision	503	204	299	0	0	0	0	0	0	0	0
Land	0	0	0	0	0	0	0	0	0	0	0
Site Improvements and Utilities	0	0	0	0	0	0	0	0	0	0	0
Construction	1,948	0	0	1,948	1,948	0	0	0	0	0	0
Other	0	0	0	0	0	0	0	0	0	0	0
<b>Total</b>	<b>2,451</b>	<b>204</b>	<b>299</b>	<b>1,948</b>	<b>1,948</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>

## FUNDING SCHEDULE (\$000)

Current Revenue: General	511	204	299	8	8	0	0	0	0	0	0
G.O. Bonds	1,940	0	0	1,940	1,940	0	0	0	0	0	0
<b>Total</b>	<b>2,451</b>	<b>204</b>	<b>299</b>	<b>1,948</b>	<b>1,948</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>

### DESCRIPTION

This project would replace the existing aging emergency generators at the Executive Office Building and the Judicial Center Building. The two new generators will be sized to handle the critical loads plus a 20 percent spare capacity for future needs. The project includes the rental of a temporary emergency generator until the new generator is installed on each building.

### JUSTIFICATION

This project will replace the existing 600KW, 480-volt, diesel engine emergency generators with 650/700KW, 480 volt, diesel engine driven emergency generators with automatic transfer switch to be located in the existing generator room. The units will be diesel engine driven equipment and include automatic transfer switching for legally required standby and optional standby distribution systems in each building. The new emergency power will include egress lighting in corridors and stairwells, exit signs, fire alarm system, security systems, communication systems, HVAC equipment, elevator safety systems, computer room and DDC building control systems. With the replacement of the existing generators, the safety and security of the building would be greatly improved as emergency lighting, security systems and other critical systems could operate a full 24 hours after a power loss. Branch circuit loads will be redistributed to normal and new emergency panels to meet the current National Electric Code standards and NFPA 101 Life-Safety codes.

Neither facility is sized to meet operational needs during a long term power outage. Careful evaluation resulted in the determination that both facilities are in need of upgrading the operation size of their current generator systems. This project allows facilities to continuously function at a normal power level during long-term power outages.

### FISCAL NOTE

Replace FY09 current revenue funding with GO Bonds.

APPROPRIATION AND EXPENDITURE DATA			COORDINATION		MAP
Date First Appropriation	FY07	(\$000)	Department of General Services		
First Cost Estimate	FY07	2,161	Circuit Court		
Current Scope			Sheriff's Office		
Last FY's Cost Estimate		2,451	Department of Permitting Services		
Appropriation Request	FY10	0	Agencies in the Executive and Judicial Center Buildings		
Supplemental Appropriation Request		0			
Transfer		0			
Cumulative Appropriation		2,451			
Expenditures / Encumbrances		296			
Unencumbered Balance		2,155			
Partial Closeout Thru	FY07	0			
New Partial Closeout	FY08	0			
Total Partial Closeout		0			

County Council

# Facilities Site Selection: MCG -- No. 500152

Category  
Subcategory  
Administering Agency  
Planning Area

General Government  
County Offices and Other Improvements  
General Services  
Countywide

Date Last Modified  
Required Adequate Public Facility  
Relocation Impact  
Status

March 18, 2009  
No  
None.  
On-going

## EXPENDITURE SCHEDULE (\$000)

Cost Element	Total	Thru FY08	Rem. FY08	Total 6 Years	FY09	FY10	FY11	FY12	FY13	FY14	Beyond 6 Years
Planning, Design, and Supervision	432	133	154	145	45	0	25	25	25	25	0
Land	95	95	0	0	0	0	0	0	0	0	0
Site Improvements and Utilities	0	0	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0	0
Other	3	3	0	0	0	0	0	0	0	0	0
<b>Total</b>	<b>530</b>	<b>231</b>	<b>154</b>	<b>145</b>	<b>45</b>	<b>0</b>	<b>25</b>	<b>25</b>	<b>25</b>	<b>25</b>	<b>0</b>

## FUNDING SCHEDULE (\$000)

Current Revenue: General	530	231	154	145	45	0	25	25	25	25	0
<b>Total</b>	<b>530</b>	<b>231</b>	<b>154</b>	<b>145</b>	<b>45</b>	<b>0</b>	<b>25</b>	<b>25</b>	<b>25</b>	<b>25</b>	<b>0</b>

### DESCRIPTION

This project provides for site selection analysis for: Shady Grove Fire Station, Glenmont Fire Station #18 Replacement, East County Fire Station #37, Fire and Rescue Apparatus Maintenance, Shady Grove Library, 2nd District Police Station, 1st District Police Station, Clarksburg and Damascus Community Recreation and Aquatic Center, West County Outdoor Pool, Kensington Community Recreation Center, Gilchrist Center and other site selection activities such as appraisals, geotechnical services, environmental studies, and surveys.

### COST CHANGE

Reduce funding and expenditures for fiscal capacity.

### OTHER

These funds will be used for site selection only. No land will be purchased without notice to the County Council that must include the reasons why the proposed site is appropriate for the specific project being planned, including the expected size of the facility and how the site is responsive to community needs. Any land acquisition will be funded initially through ALARF: MCG, then reimbursed by a future appropriation from the specific project. The County Council's Management and Fiscal Policy Committee intends to review the current processes for facility planning and site selection and may decide in future years that site selection should not continue to be a separate project. To ensure that the County does not lose the opportunity to acquire sites for future projects, the Council encourages the Executive to acquire more sites and to acquire sites earlier than previously assumed. The Council also urges the County Executive to work with the Maryland-National Capital Park and Planning Commission staff to review future facility needs in master plans and department strategic plans to identify sites beyond those for projects in facility planning and the current CIP for acquisition.

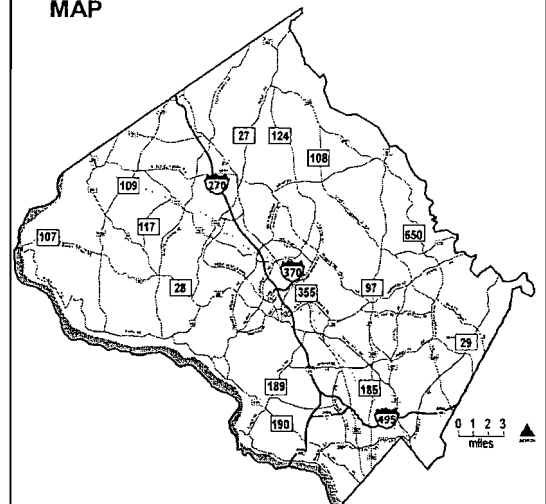
### APPROPRIATION AND EXPENDITURE DATA

Date First Appropriation	FY01	(\$000)
First Cost Estimate	FY10	530
Current Scope		
Last FY's Cost Estimate		635
Appropriation Request	FY10	-30
Supplemental Appropriation Request		0
Transfer		0
Cumulative Appropriation		460
Expenditures / Encumbrances		235
Unencumbered Balance		225
Partial Closeout Thru	FY07	0
New Partial Closeout	FY08	0
Total Partial Closeout		0

### COORDINATION

Department of Police  
Department of Public Libraries  
Department of General Services  
Department of Recreation  
Maryland-National Capital Park and Planning Commission  
Office of Management and Budget  
Regional Services Centers

### MAP



# Facility Planning: MCG -- No. 508768

Category  
Subcategory  
Administering Agency  
Planning Area

General Government  
County Offices and Other Improvements  
General Services  
Countywide

Date Last Modified  
Required Adequate Public Facility  
Relocation Impact  
Status

March 18, 2009  
No  
None.  
On-going

## EXPENDITURE SCHEDULE (\$000)

Cost Element	Total	Thru FY08	Rem. FY08	Total 6 Years	FY09	FY10	FY11	FY12	FY13	FY14	Beyond 6 Years
Planning, Design, and Supervision	8,495	6,200	475	1,820	425	95	325	325	325	325	0
Land	86	86	0	0	0	0	0	0	0	0	0
Site Improvements and Utilities	7	7	0	0	0	0	0	0	0	0	0
Construction	50	50	0	0	0	0	0	0	0	0	0
Other	203	203	0	0	0	0	0	0	0	0	0
<b>Total</b>	<b>8,841</b>	<b>6,546</b>	<b>475</b>	<b>1,820</b>	<b>425</b>	<b>95</b>	<b>325</b>	<b>325</b>	<b>325</b>	<b>325</b>	<b>*</b>

## FUNDING SCHEDULE (\$000)

Current Revenue: General	8,596	6,301	475	1,820	425	95	325	325	325	325	0
G.O. Bonds	225	225	0	0	0	0	0	0	0	0	0
Solid Waste Disposal Fund	20	20	0	0	0	0	0	0	0	0	0
<b>Total</b>	<b>8,841</b>	<b>6,546</b>	<b>475</b>	<b>1,820</b>	<b>425</b>	<b>95</b>	<b>325</b>	<b>325</b>	<b>325</b>	<b>325</b>	<b>0</b>

### DESCRIPTION

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

### COST CHANGE

Reduce funding and expenditures for fiscal capacity.

### JUSTIFICATION

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

### OTHER

The study proposals under this program are developed in conjunction with program departments, the Department of General Services, the Office of Management and Budget (OMB), and consultants to ensure accurate program requirements. Planning studies underway or to be completed in FY09 or FY10 are listed on the next page. The list includes projects that will potentially be considered for inclusion as stand alone projects in the FY11-16 CIP. Other projects not listed may be planned under urgent situations.

### OTHER DISCLOSURES

- \* Expenditures will continue indefinitely.

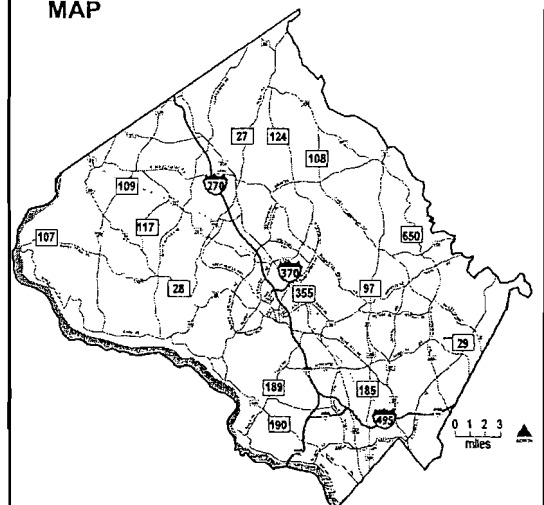
### APPROPRIATION AND EXPENDITURE DATA

Date First Appropriation	FY87	(\$000)
First Cost Estimate	FY10	8,841
Current Scope		
Last FY's Cost Estimate		9,071
Appropriation Request	FY10	95
Supplemental Appropriation Request		0
Transfer		0
Cumulative Appropriation		7,446
Expenditures / Encumbrances		6,879
Unencumbered Balance		567
Partial Closeout Thru	FY07	0
New Partial Closeout	FY08	0
Total Partial Closeout		0

### COORDINATION

Department of Environmental Protection  
Department of General Services  
Department of Correction and Rehabilitation  
Department of Fire and Rescue Services  
Department of Police  
Department of Health and Human Services  
Department of Recreation  
Department of Public Libraries  
Circuit Court  
Office of Management and Budget  
Commission on People with Disabilities  
Montgomery County Pedestrian Safety  
Advisory Committee

### MAP



# Red Brick Courthouse Structural Repairs -- No. 500727

Category  
Subcategory  
Administering Agency  
Planning Area

General Government  
County Offices and Other Improvements  
General Services  
Rockville

Date Last Modified  
Required Adequate Public Facility  
Relocation Impact  
Status

January 05, 2009  
No  
None.  
Final Design Stage

## EXPENDITURE SCHEDULE (\$000)

Cost Element	Total	Thru FY08	Rem. FY08	Total 6 Years	FY09	FY10	FY11	FY12	FY13	FY14	Beyond 6 Years
Planning, Design, and Supervision	200	82	118	0	0	0	0	0	0	0	0
Land	0	0	0	0	0	0	0	0	0	0	0
Site Improvements and Utilities	0	0	0	0	0	0	0	0	0	0	0
Construction	418	0	0	418	0	418	0	0	0	0	0
Other	11	0	0	11	0	11	0	0	0	0	0
<b>Total</b>	<b>629</b>	<b>82</b>	<b>118</b>	<b>429</b>	<b>0</b>	<b>429</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>

## FUNDING SCHEDULE (\$000)

G.O. Bonds	629	82	118	429	0	429	0	0	0	0	0
<b>Total</b>	<b>629</b>	<b>82</b>	<b>118</b>	<b>429</b>	<b>0</b>	<b>429</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>

### DESCRIPTION

Phase I of this project provides for the rehabilitation of the flooring system in the Red Brick Courthouse at 29 Courthouse Square in Rockville. The structural integrity of the flooring system has been weakened by modifications made over the years to accommodate various electrical, mechanical, and plumbing systems. Phase II of the project will provide for complete renovation of the facility including but not limited to HVAC, electrical, roofing and architectural finishes.

### COST CHANGE

Increase due to the addition of construction costs for structural repairs to the flooring systems on the first and second floors.

### JUSTIFICATION

A structural engineer determined that some areas of the terra cotta arch and beam flooring system have been compromised by modifications that have been made for various electrical, mechanical, and plumbing systems. Access to certain areas on the first and second floors will be restricted until the problem is resolved.

A structural study was completed in December of 2006.

<h3>APPROPRIATION AND EXPENDITURE DATA</h3> <table> <tr> <td>Date First Appropriation</td><td>FY07</td><td>(\$000)</td></tr> <tr> <td>First Cost Estimate</td><td>FY10</td><td>629</td></tr> <tr> <td>Current Scope</td><td></td><td></td></tr> <tr> <td>Last FY's Cost Estimate</td><td></td><td>200</td></tr> <tr> <td>Appropriation Request</td><td>FY10</td><td>429</td></tr> <tr> <td>Supplemental Appropriation Request</td><td></td><td>0</td></tr> <tr> <td>Transfer</td><td></td><td>0</td></tr> <tr> <td>Cumulative Appropriation</td><td></td><td>200</td></tr> <tr> <td>Expenditures / Encumbrances</td><td></td><td>113</td></tr> <tr> <td>Unencumbered Balance</td><td></td><td>87</td></tr> <tr> <td>Partial Closeout Thru</td><td>FY07</td><td>0</td></tr> <tr> <td>New Partial Closeout</td><td>FY08</td><td>0</td></tr> <tr> <td>Total Partial Closeout</td><td></td><td>0</td></tr> </table>	Date First Appropriation	FY07	(\$000)	First Cost Estimate	FY10	629	Current Scope			Last FY's Cost Estimate		200	Appropriation Request	FY10	429	Supplemental Appropriation Request		0	Transfer		0	Cumulative Appropriation		200	Expenditures / Encumbrances		113	Unencumbered Balance		87	Partial Closeout Thru	FY07	0	New Partial Closeout	FY08	0	Total Partial Closeout		0	<h3>COORDINATION</h3> <p>Department of General Services Circuit Court Sheriff's Office Peerless Rockville City of Rockville</p>	<h3>MAP</h3>
Date First Appropriation	FY07	(\$000)																																							
First Cost Estimate	FY10	629																																							
Current Scope																																									
Last FY's Cost Estimate		200																																							
Appropriation Request	FY10	429																																							
Supplemental Appropriation Request		0																																							
Transfer		0																																							
Cumulative Appropriation		200																																							
Expenditures / Encumbrances		113																																							
Unencumbered Balance		87																																							
Partial Closeout Thru	FY07	0																																							
New Partial Closeout	FY08	0																																							
Total Partial Closeout		0																																							

County Council

# East Germantown Fire Station -- No. 450101

Category  
Subcategory  
Administering Agency  
Planning Area

Public Safety  
Fire/Rescue Service  
General Services  
Germantown

Date Last Modified  
Required Adequate Public Facility  
Relocation Impact  
Status

May 05, 2009  
No  
None.  
Under Construction

## EXPENDITURE SCHEDULE (\$000)

Cost Element	Total	Thru FY08	Rem. FY08	Total 6 Years	FY09	FY10	FY11	FY12	FY13	FY14	Beyond 6 Years
Planning, Design, and Supervision	1,830	794	552	484	343	141	0	0	0	0	0
Land	1,800	1,744	56	0	0	0	0	0	0	0	0
Site Improvements and Utilities	200	35	0	165	149	16	0	0	0	0	0
Construction	10,516	7	2,825	7,684	6,973	711	0	0	0	0	0
Other	1,916	1	0	1,915	1,367	548	0	0	0	0	0
<b>Total</b>	<b>16,262</b>	<b>2,581</b>	<b>3,433</b>	<b>10,248</b>	<b>8,832</b>	<b>1,416</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>

## FUNDING SCHEDULE (\$000)

Fire Consolidated	891	0	706	185	0	185	0	0	0	0	0
G.O. Bonds	15,371	2,581	2,727	10,063	8,832	1,231	0	0	0	0	0
<b>Total</b>	<b>16,262</b>	<b>2,581</b>	<b>3,433</b>	<b>10,248</b>	<b>8,832</b>	<b>1,416</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>

## OPERATING BUDGET IMPACT (\$000)

Maintenance				347	0	0	56	97	97	97
Energy				262	0	0	43	73	73	73
Program-Staff				12,304	0	2,300	2,501	2,501	2,501	2,501
Program-Other				625	0	297	82	82	82	82
<b>Net Impact</b>				<b>13,538</b>	<b>0</b>	<b>2,597</b>	<b>2,682</b>	<b>2,753</b>	<b>2,753</b>	<b>2,753</b>
WorkYears					0.0	27.0	27.0	27.0	27.0	27.0

## DESCRIPTION

This project provides for the design and construction of a new Fire and Rescue Station in the Neelsville-Germantown area and the purchase of associated fire apparatus. The facility will be located at 20633 Boland Farm Road in Germantown. The new station will be constructed in accordance with square footage specifications of the prototype Program of Requirements (POR) for a Class I fire station. A Class I fire station ranges from 19,550 to 20,135 gross square feet and includes apparatus bays, dormitory and support space, personnel living quarters, administrative offices, and meeting/training room. This station will include Personal Protective Equipment storage and Urban Search and Rescue storage totaling 2,000 square feet. On-site parking will be provided. Fire/rescue apparatus to be purchased for this station includes an EMS unit and a pumper.

## COST CHANGE

Decrease due to lower than anticipated construction bids.

## JUSTIFICATION

A new station is necessary in this area due to the present and projected population density for the Neelsville, Middlebrook, and Germantown areas, and present and future development of Neelsville, Fox Chapel, and Middlebrook shopping centers.

This project is recommended in the Fire, Rescue, Emergency Medical Services, and Community Risk Reduction Master Plan approved by the County Council in October 2005 and the MCFRS Station Location and Resource Allocation Work Group, Phase I Report, "Need for Upcounty Fire-Rescue Resource Enhancements," October 14, 1999.

## FISCAL NOTE

An amount of \$185,000 was changed from G.O. Bonds to Fire Consolidated funds to fully fund this station's apparatus. The expenditures shown as "Other" are for the purchase of new apparatus (\$891,000) and furniture and equipment (\$1,024,000). Future replacement apparatus expenditures will be provided from the Operating Budget of the Montgomery County Fire and Rescue Service. Debt service for this project will be financed with Consolidated Fire Tax District Funds.

## OTHER DISCLOSURES

- A pedestrian impact analysis has been completed for this project.

<h3>APPROPRIATION AND EXPENDITURE DATA</h3> <table> <tr> <td>Date First Appropriation</td><td>FY01</td><td>(\$000)</td></tr> <tr> <td>First Cost Estimate</td><td></td><td></td></tr> <tr> <td>Current Scope</td><td>FY09</td><td>17,062</td></tr> <tr> <td>Last FY's Cost Estimate</td><td></td><td>17,062</td></tr> <tr> <td colspan="3"> </td></tr> <tr> <td>Appropriation Request</td><td>FY10</td><td>-800</td></tr> <tr> <td>Supplemental Appropriation Request</td><td></td><td>0</td></tr> <tr> <td>Transfer</td><td></td><td>0</td></tr> <tr> <td colspan="3"> </td></tr> <tr> <td>Cumulative Appropriation</td><td></td><td>17,062</td></tr> <tr> <td>Expenditures / Encumbrances</td><td></td><td>10,705</td></tr> <tr> <td>Unencumbered Balance</td><td></td><td>6,357</td></tr> <tr> <td colspan="3"> </td></tr> <tr> <td>Partial Closeout Thru</td><td>FY07</td><td>0</td></tr> <tr> <td>New Partial Closeout</td><td>FY08</td><td>0</td></tr> <tr> <td>Total Partial Closeout</td><td></td><td>0</td></tr> </table>	Date First Appropriation	FY01	(\$000)	First Cost Estimate			Current Scope	FY09	17,062	Last FY's Cost Estimate		17,062				Appropriation Request	FY10	-800	Supplemental Appropriation Request		0	Transfer		0				Cumulative Appropriation		17,062	Expenditures / Encumbrances		10,705	Unencumbered Balance		6,357				Partial Closeout Thru	FY07	0	New Partial Closeout	FY08	0	Total Partial Closeout		0	<h3>COORDINATION</h3> <p>Montgomery County Fire and Rescue Service Department of General Services Department of Permitting Services Department of Technology Services M-NCPPC</p> <p>Special Projects Legislation was approved May 25, 2006 (Bill No. 08-06)</p>	<h3>MAP</h3>
Date First Appropriation	FY01	(\$000)																																																
First Cost Estimate																																																		
Current Scope	FY09	17,062																																																
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Unencumbered Balance		6,357																																																
Partial Closeout Thru	FY07	0																																																
New Partial Closeout	FY08	0																																																
Total Partial Closeout		0																																																

# Fire Station Alerting System Upgrades -- No. 451000

Category  
Subcategory  
Administering Agency  
Planning Area

Public Safety  
Fire/Rescue Service  
Fire/Rescue Service  
Countywide

Date Last Modified  
Required Adequate Public Facility  
Relocation Impact  
Status

January 12, 2009  
No  
None.  
Planning Stage

## EXPENDITURE SCHEDULE (\$000)

Cost Element	Total	Thru FY08	Rem. FY08	Total 6 Years	FY09	FY10	FY11	FY12	FY13	FY14	Beyond 6 Years
Planning, Design, and Supervision	576	0	0	576	0	75	75	75	351	0	0
Land	0	0	0	0	0	0	0	0	0	0	0
Site Improvements and Utilities	0	0	0	0	0	0	0	0	0	0	0
Construction	3,264	0	0	3,264	0	425	425	425	1,989	0	0
Other	0	0	0	0	0	0	0	0	0	0	0
<b>Total</b>	<b>3,840</b>	<b>0</b>	<b>0</b>	<b>3,840</b>	<b>0</b>	<b>500</b>	<b>500</b>	<b>500</b>	<b>2,340</b>	<b>0</b>	<b>0</b>

## FUNDING SCHEDULE (\$000)

G.O. Bonds	3,840	0	0	3,840	0	500	500	500	2,340	0	0
<b>Total</b>	<b>3,840</b>	<b>0</b>	<b>0</b>	<b>3,840</b>	<b>0</b>	<b>500</b>	<b>500</b>	<b>500</b>	<b>2,340</b>	<b>0</b>	<b>0</b>

## OPERATING BUDGET IMPACT (\$000)

Maintenance				657	0	0	63	94	250	250
<b>Net Impact</b>				<b>657</b>	<b>0</b>	<b>0</b>	<b>63</b>	<b>94</b>	<b>250</b>	<b>250</b>

## DESCRIPTION

This project provides for modernizing the fire station alerting system at 32 existing stations, maintaining the ability to notify fire and rescue stations of emergencies. The alerting system, including audible and data signals, is essential for the notification of an emergency and the dispatch of appropriate response units from the county. The final design and installation will accommodate varying conditions from station to station. Some of the components of the current system are old and cannot be replaced. If a system breaks down, there might not be a reliable method of dispatching fire and rescue apparatus to emergency incidents.

## JUSTIFICATION

Identified as a need under Section 5 of the MCFRS Master Plan, as adopted by the County Council in October 2005, and detailed in the Station Alerting and Public Address (SA/PA) System for Fire/Rescue Stations, Rev 1, 2006, this project allows for the continuous and seamless functioning of the alerting systems within each fire station. A preliminary survey by DTS of existing conditions at all stations revealed systemwide concerns, including inadequate spare parts inventory and lack of available maintenance support for alerting systems.

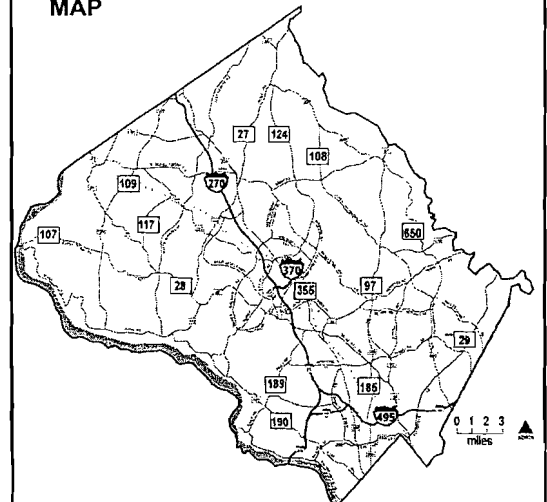
## APPROPRIATION AND EXPENDITURE DATA

Date First Appropriation	FY10	(\$000)
First Cost Estimate		
Current Scope	FY10	3,840
Last FY's Cost Estimate		0
Appropriation Request	FY10	500
Supplemental Appropriation Request		0
Transfer		0
Cumulative Appropriation		0
Expenditures / Encumbrances		0
Unencumbered Balance		0
Partial Closeout Thru	FY07	0
New Partial Closeout	FY08	0
Total Partial Closeout		0

## COORDINATION

Montgomery County Fire and Rescue Service  
Local Volunteer Fire and Rescue Departments  
Department of Technology Services  
Department of Permitting Services  
CIP project #340901: Public Safety  
Communications System Upgrade and Mod

## MAP





# Roof Replacement: Fire Stations -- No. 458629

Category  
Subcategory  
Administering Agency  
Planning Area

Public Safety  
Fire/Rescue Service  
General Services  
Countywide

Date Last Modified  
Required Adequate Public Facility  
Relocation Impact  
Status

March 18, 2009  
No  
None.  
On-going

## EXPENDITURE SCHEDULE (\$000)

Cost Element	Total	Thru FY08	Rem. FY08	Total 6 Years	FY09	FY10	FY11	FY12	FY13	FY14	Beyond 6 Years
Planning, Design, and Supervision	270	0	0	270	35	53	44	46	46	46	0
Land	0	0	0	0	0	0	0	0	0	0	0
Site Improvements and Utilities	0	0	0	0	0	0	0	0	0	0	0
Construction	2,519	0	649	1,870	351	323	278	306	306	306	0
Other	0	0	0	0	0	0	0	0	0	0	0
<b>Total</b>	<b>2,789</b>	<b>0</b>	<b>649</b>	<b>2,140</b>	<b>386</b>	<b>376</b>	<b>322</b>	<b>352</b>	<b>352</b>	<b>352</b>	<b>*</b>

## FUNDING SCHEDULE (\$000)

G.O. Bonds	2,789	0	649	2,140	386	376	322	352	352	352	0
<b>Total</b>	<b>2,789</b>	<b>0</b>	<b>649</b>	<b>2,140</b>	<b>386</b>	<b>376</b>	<b>322</b>	<b>352</b>	<b>352</b>	<b>352</b>	<b>0</b>

### DESCRIPTION

This project provides for the replacement of roofs at fire and rescue stations where existing roofs are in poor and deteriorating condition. Routine roof maintenance and minor repairs are funded in the Operating Budget. One station roof replacement is programmed annually. Roof replacements are coordinated with MCFRS and are consistent with the roof condition survey and facility assessment information to establish priorities.

### JUSTIFICATION

The age of many fire and rescue stations creates the need for this ongoing project. Additional factors determining the need for roof replacement are: design life span of roof materials, present roof condition, long-term utilization plans for the facility, and the probability of continued repairs. A roof condition survey was completed in Spring 2005.

### OTHER

FY08: Bethesda Station 6, Hyattstown Station 9, Gaithersburg Station 28

FY09: Silver Spring Station 19

FY10: Kensington Station 21

FY11: Laytonsville Station 17

FY12: Damascus Station 13

FY13: Hillandale Station 12

FY14: Rockville Station 3

### FISCAL NOTE

Replace Fire Consolidated Tax Funds with GO Bonds in FY09. Debt service for this project will be financed with Consolidated Fire Tax District Funds.

### OTHER DISCLOSURES

- \* Expenditures will continue indefinitely.

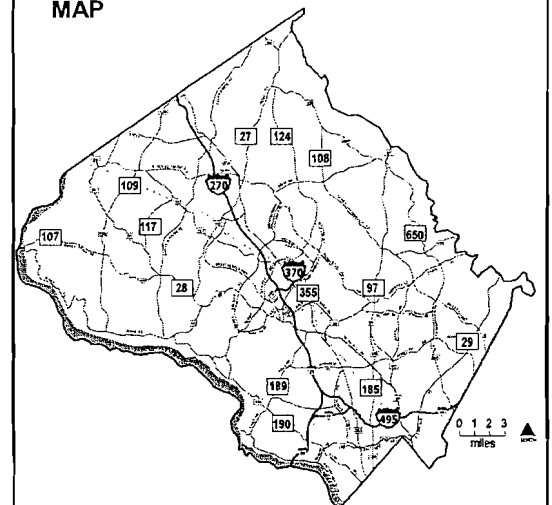
### APPROPRIATION AND EXPENDITURE DATA

Date First Appropriation	FY85	(\$000)
First Cost Estimate	FY10	2,789
Current Scope		
Last FY's Cost Estimate		2,941
Appropriation Request	FY10	376
Supplemental Appropriation Request		0
Transfer		0
Cumulative Appropriation		1,035
Expenditures / Encumbrances		944
Unencumbered Balance		91
Partial Closeout Thru	FY07	2,348
New Partial Closeout	FY08	152
Total Partial Closeout		2,500

### COORDINATION

Montgomery County Fire and Rescue Service  
Local Volunteer Fire and Rescue Departments  
Department of General Services

### MAP



# Travilah Fire Station -- No. 450504

Category  
Subcategory  
Administering Agency  
Planning Area

Public Safety  
Fire/Rescue Service  
General Services  
Potomac-Travilah

Date Last Modified  
Required Adequate Public Facility  
Relocation Impact  
Status

May 12, 2009  
No  
None.  
Preliminary Design Stage

## EXPENDITURE SCHEDULE (\$000)

Cost Element	Total	Thru FY08	Rem. FY08	Total 6 Years	FY09	FY10	FY11	FY12	FY13	FY14	Beyond 6 Years
Planning, Design, and Supervision	678	100	563	15	15	0	0	0	0	0	0
Land	0	0	0	0	0	0	0	0	0	0	0
Site Improvements and Utilities	841	0	541	300	0	300	0	0	0	0	0
Construction	3,293	0	93	3,200	2,000	350	850	0	0	0	0
Other	1,077	0	1,067	10	10	0	0	0	0	0	0
<b>Total</b>	<b>5,889</b>	<b>100</b>	<b>2,264</b>	<b>3,525</b>	<b>2,025</b>	<b>650</b>	<b>850</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>

## FUNDING SCHEDULE (\$000)

Fire Consolidated	706	0	706	0	0	0	0	0	0	0	0
G.O. Bonds	5,183	100	1,558	3,525	2,025	650	850	0	0	0	0
<b>Total</b>	<b>5,889</b>	<b>100</b>	<b>2,264</b>	<b>3,525</b>	<b>2,025</b>	<b>650</b>	<b>850</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>

## OPERATING BUDGET IMPACT (\$000)

Maintenance				228	0	0	0	52	88	88
Energy				173	0	0	0	39	67	67
Program-Staff				7,302	0	0	0	2,300	2,501	2,501
Program-Other				173	0	0	0	39	67	67
<b>Net Impact</b>				<b>7,876</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2,430</b>	<b>2,723</b>	<b>2,723</b>
WorkYears					0.0	0.0	0.0	27.0	27.0	27.0

### DESCRIPTION

This project provides for the construction of a new fire-rescue station at 9710 Great Seneca Highway and the purchase of associated apparatus. Fire/rescue apparatus to be purchased for this station includes an EMS unit and an engine.

### JUSTIFICATION

The new fire/rescue station is necessary in this area due to present and future population density and development. This growing area includes the new communities of Fallsgrove and Traville (both under construction) as well as existing communities in the Travilah/North Potomac area. Several major complexes and buildings in this area, including Shady Grove Adventist Hospital, Shady Grove Adventist Nursing Home, the National Lutheran Home, and the University of Maryland-Shady Grove Campus will be served by this station. The area already has a high volume of fire-rescue incidents that are expected to increase as Traville and Fallsgrove are completed and additional biotechnology facilities are constructed. Operation of this station will help the County meet Council-adopted fire-rescue response time goals as well as NFPA Standard 1710 guidelines. This project is recommended in the Fire, Rescue, Emergency Medical Services, and Community Risk Reduction Master Plan approved by the County Council in October 2005 and the MCFRS Station Location and Resource Allocation Work Group, Phase 1 Report, "Need for Up-County Fire-Rescue Resource Enhancements," October 14, 1999.

### OTHER

The location and schedule of this project have been proposed to change by the County Executive as part of his Smart Growth Initiative. The project scope, cost estimates, and schedule will be amended with the completion of a detailed implementation and financing plan for the Initiative.

### FISCAL NOTE

The expenditures shown as "Other" are for the purchase of new apparatus (\$706,000) and furniture and equipment (\$371,000). Future replacement apparatus expenditures will be funded in the Operating Budget of the Montgomery County Fire and Rescue Service. Debt service for this project will be financed with Consolidated Fire Tax District Funds.

### OTHER DISCLOSURES

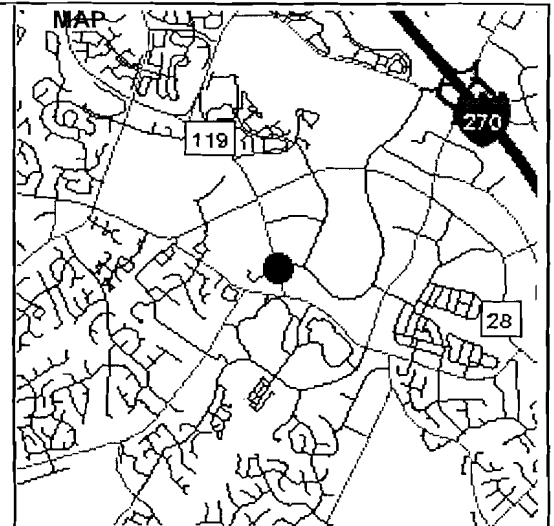
- A pedestrian impact analysis will be performed during design or is in progress.

### APPROPRIATION AND EXPENDITURE DATA

Date First Appropriation	FY05	(\$000)
First Cost Estimate	FY10	5,889
Current Scope		
Last FY's Cost Estimate		5,889
Appropriation Request	FY10	0
Supplemental Appropriation Request		0
Transfer		0
Cumulative Appropriation		5,889
Expenditures / Encumbrances		323
Unencumbered Balance		5,566
Partial Closeout Thru	FY07	0
New Partial Closeout	FY08	0
Total Partial Closeout		0

### COORDINATION

Montgomery County Fire and Rescue Service  
Department of Police  
Department of General Services  
Department of Permitting Services  
Department of Technology Services



# Wheaton Rescue Squad Relocation -- No. 450505

Category  
Subcategory  
Administering Agency  
Planning Area

Public Safety  
Fire/Rescue Service  
Fire/Rescue Service  
Kensington-Wheaton

Date Last Modified  
Required Adequate Public Facility  
Relocation Impact  
Status

April 27, 2009  
No  
None.  
Planning Stage

## EXPENDITURE SCHEDULE (\$000)

Cost Element	Total	Thru FY08	Rem. FY08	Total 6 Years	FY09	FY10	FY11	FY12	FY13	FY14	Beyond 6 Years
Planning, Design, and Supervision	1,035	6	0	1,029	312	478	239	0	0	0	0
Land	1,000	0	0	1,000	0	1,000	0	0	0	0	0
Site Improvements and Utilities	1,349	0	0	1,349	0	899	450	0	0	0	0
Construction	5,933	0	0	5,933	0	3,955	1,978	0	0	0	0
Other	525	0	0	525	0	150	375	0	0	0	0
<b>Total</b>	<b>9,842</b>	<b>6</b>	<b>0</b>	<b>9,836</b>	<b>312</b>	<b>6,482</b>	<b>3,042</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>

## FUNDING SCHEDULE (\$000)

G.O. Bonds	9,836	0	0	9,836	312	6,482	3,042	0	0	0	0
PAYGO	6	6	0	0	0	0	0	0	0	0	0
<b>Total</b>	<b>9,842</b>	<b>6</b>	<b>0</b>	<b>9,836</b>	<b>312</b>	<b>6,482</b>	<b>3,042</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>

## OPERATING BUDGET IMPACT (\$000)

Maintenance				213	0	0	36	59	59	59
Energy				162	0	0	27	45	45	45
<b>Net Impact</b>				<b>375</b>	<b>0</b>	<b>0</b>	<b>63</b>	<b>104</b>	<b>104</b>	<b>104</b>

### DESCRIPTION

The Wheaton Volunteer Rescue Squad (WVRS) is planning to relocate from its existing facility, located at 11435 Grandview Avenue, to a new site at the corner of Georgia Avenue and Arcola Avenue. The WVRS has been at the Grandview Avenue location for approximately 35 years. The facility, a Class 1 Fire/Rescue Station, will be located on property owned by the WVRS.

### COST CHANGE

Decrease due to construction cost re-estimation.

### JUSTIFICATION

The Grandview Avenue facility is in poor overall condition and is significantly undersized to meet the needs of the WVRS. This project is recommended in the Fire, Rescue, Emergency Medical Services, and Community Risk Reduction Master Plan approved by the County Council in October 2005.

### OTHER

Preliminary cost estimates have been provided by the WVRS. The expenditures reflect about one-half of the total cost of the project as WVRS is contributing the remaining one-half using non-County funds. MCFRS and the WVRS have developed a Memorandum of Understanding to address terms for construction, financing, ownership, and operation of the new station. Upon completion of the project, the County and the WVRS will share ownership of the station and land.

### FISCAL NOTE

Debt service for this project will be financed with Consolidated Fire Tax District Funds. Project schedule amended to reflect current implementation plan.

### OTHER DISCLOSURES

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

APPROPRIATION AND EXPENDITURE DATA			COORDINATION		MAP
Date First Appropriation	FY05	(\$000)	Montgomery County Fire and Rescue Service	Wheaton Volunteer Rescue Squad	
First Cost Estimate	FY05	4,239	Department of General Services	Department of Permitting Services	
Current Scope			Department of Technology Services	County Attorney's Office	
Last FY's Cost Estimate		11,804	Mid-County Regional Services Center	Wheaton Redevelopment Office	
Appropriation Request	FY10	-1,962	M-NCPPC		
Supplemental Appropriation Request		0			
Transfer		0			
Cumulative Appropriation		11,804			
Expenditures / Encumbrances		6			
Unencumbered Balance		11,798			
Partial Closeout Thru	FY07	0			
New Partial Closeout	FY08	0			
Total Partial Closeout		0			

County Council

## 6th District Police Station -- No. 470301

Category  
Subcategory  
Administering Agency  
Planning Area

Public Safety  
Police  
General Services  
Gaithersburg Vicinity

Date Last Modified  
Required Adequate Public Facility  
Relocation Impact  
Status

May 12, 2009  
No  
None.  
Final Design Stage

### EXPENDITURE SCHEDULE (\$000)

Cost Element	Total	Thru FY08	Rem. FY08	Total 6 Years	FY09	FY10	FY11	FY12	FY13	FY14	Beyond 6 Years
Planning, Design, and Supervision	2,311	1,151	361	799	41	296	176	286	0	0	0
Land	0	0	0	0	0	0	0	0	0	0	0
Site Improvements and Utilities	3,820	0	0	3,820	0	0	1,969	1,851	0	0	0
Construction	13,082	0	0	13,082	0	0	7,304	5,778	0	0	0
Other	822	0	0	822	0	0	0	822	0	0	0
<b>Total</b>	<b>20,035</b>	<b>1,151</b>	<b>361</b>	<b>18,523</b>	<b>41</b>	<b>296</b>	<b>9,449</b>	<b>8,737</b>	<b>0</b>	<b>0</b>	<b>0</b>

### FUNDING SCHEDULE (\$000)

G.O. Bonds	20,035	1,151	361	18,523	41	296	9,449	8,737	0	0	0
<b>Total</b>	<b>20,035</b>	<b>1,151</b>	<b>361</b>	<b>18,523</b>	<b>41</b>	<b>296</b>	<b>9,449</b>	<b>8,737</b>	<b>0</b>	<b>0</b>	<b>0</b>

### OPERATING BUDGET IMPACT (\$000)

Maintenance				520	0	0	0	0	260	260
Energy				392	0	0	0	0	196	196
<b>Net Impact</b>				<b>912</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>456</b>	<b>456</b>

#### DESCRIPTION

This project provides for planning, design and construction of a new 32,844-gross square feet (including auxiliary structures) 6th District Police Station and a new parking garage of 26,682 gross square feet to serve Gaithersburg/Montgomery Village and vicinity. The Prototype District Station is a facility consisting of two floors and surface parking. The first floor houses the public access area, operations, patrol, and support functions, and includes a small prisoner holding area. The second floor houses investigative units, staff support and administration. Besides a surface parking lot that will provide 37 parking spaces in the non-secured area, a parking garage to accommodate 160 cars will be constructed inside the secured area. This parking garage will house a large evidence room, a vehicle service bay, and bicycle and motorcycle storage. The district station is a 24-hour per day, seven-day per week operation and provides support for beat teams. It is the command center for any satellite facilities within the police district. The district station will accommodate up to 161 department staff and volunteers. It has been sized to meet the needs projected in the Police Chief's Staffing Plan. A public meeting room will be available to facilitate outreach with the community. The Department has reviewed whether any functions currently housed in the Headquarters building should be located at this District Station and determined that centralized functions should remain at Headquarters.

#### JUSTIFICATION

The County population is expected to increase to 1,000,000 by 2010. This new District Station will replace the currently leased 6th District substation with a full service station, alleviating overcrowding and providing space for special units, such as the Traffic Squad and de-centralized SWAT.

#### OTHER

Project schedule amended due to the delay in the start of the Watkins Mill Road extension. Project completion is projected to be in FY12.

#### FISCAL NOTE

Station will be in a development located on extended Watkins Mill Road between I270 and MD355.

#### OTHER DISCLOSURES

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

APPROPRIATION AND EXPENDITURE DATA	COORDINATION	MAP																																							
<table border="1"> <tr> <td>Date First Appropriation</td><td>FY06</td><td>(\$000)</td></tr> <tr> <td>First Cost Estimate</td><td>FY09</td><td>22,537</td></tr> <tr> <td>Current Scope</td><td></td><td></td></tr> <tr> <td>Last FY's Cost Estimate</td><td></td><td>20,035</td></tr> </table> <table border="1"> <tr> <td>Appropriation Request</td><td>FY10</td><td>0</td></tr> <tr> <td>Supplemental Appropriation Request</td><td></td><td>0</td></tr> <tr> <td>Transfer</td><td></td><td>0</td></tr> </table> <table border="1"> <tr> <td>Cumulative Appropriation</td><td></td><td>2,099</td></tr> <tr> <td>Expenditures / Encumbrances</td><td></td><td>1,524</td></tr> <tr> <td>Unencumbered Balance</td><td></td><td>575</td></tr> </table> <table border="1"> <tr> <td>Partial Closeout Thru</td><td>FY07</td><td>0</td></tr> <tr> <td>New Partial Closeout</td><td>FY08</td><td>0</td></tr> <tr> <td>Total Partial Closeout</td><td></td><td>0</td></tr> </table>	Date First Appropriation	FY06	(\$000)	First Cost Estimate	FY09	22,537	Current Scope			Last FY's Cost Estimate		20,035	Appropriation Request	FY10	0	Supplemental Appropriation Request		0	Transfer		0	Cumulative Appropriation		2,099	Expenditures / Encumbrances		1,524	Unencumbered Balance		575	Partial Closeout Thru	FY07	0	New Partial Closeout	FY08	0	Total Partial Closeout		0	<p>Department of Police Department of General Services Department of Permitting Services Department of Technology Services Up-County Regional Services Center Police Facilities Plan Local Law Enforcement Agencies City of Gaithersburg</p> <p>Special Capital Projects Legislation [Bill No. 13-05] was adopted by Council June 28, 2005.</p>	<p>See Map on Next Page</p>
Date First Appropriation	FY06	(\$000)																																							
First Cost Estimate	FY09	22,537																																							
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Unencumbered Balance		575																																							
Partial Closeout Thru	FY07	0																																							
New Partial Closeout	FY08	0																																							
Total Partial Closeout		0																																							

# Animal Shelter -- No. 470400

Category  
Subcategory  
Administering Agency  
Planning Area

Public Safety  
Police  
General Services  
Countywide

Date Last Modified  
Required Adequate Public Facility  
Relocation Impact  
Status

May 19, 2009  
No  
None.  
Final Design Stage

## EXPENDITURE SCHEDULE (\$000)

Cost Element	Total	Thru FY08	Rem. FY08	Total 6 Years	FY09	FY10	FY11	FY12	FY13	FY14	Beyond 6 Years
Planning, Design, and Supervision	1,362	709	453	200	200	0	0	0	0	0	0
Land	0	0	0	0	0	0	0	0	0	0	0
Site Improvements and Utilities	1,546	0	1,226	320	320	0	0	0	0	0	0
Construction	15,806	2	0	15,804	1,960	8,844	5,000	0	0	0	0
Other	0	0	0	0	0	0	0	0	0	0	0
<b>Total</b>	<b>18,714</b>	<b>711</b>	<b>1,679</b>	<b>16,324</b>	<b>2,480</b>	<b>8,844</b>	<b>5,000</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>

## FUNDING SCHEDULE (\$000)

Contributions	2,000	0	0	2,000	0	2,000	0	0	0	0	0
G.O. Bonds	16,714	711	1,679	14,324	2,480	6,844	5,000	0	0	0	0
<b>Total</b>	<b>18,714</b>	<b>711</b>	<b>1,679</b>	<b>16,324</b>	<b>2,480</b>	<b>8,844</b>	<b>5,000</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>

## OPERATING BUDGET IMPACT (\$000)

Maintenance				567	0	0	15	184	184	184
Energy				429	0	0	12	139	139	139
<b>Net Impact</b>				<b>996</b>	<b>0</b>	<b>0</b>	<b>27</b>	<b>323</b>	<b>323</b>	<b>323</b>

## DESCRIPTION

This project provides for the design and construction of a new 39,000 gross square-foot Animal Shelter to be built on a County-owned site. This new shelter will replace the existing 15,737 square-foot shelter, which does not meet current operational needs. Kennel space will be expanded, increasing the capacity to house animals. Parking, the customer service area, and supply storage will be expanded. Office space for County and contractor staff will be provided. HVAC and refrigeration systems will be designed to provide a healthier environment for housed animals and staff. Wall, ceiling, and cage surfaces will be designed to improve noise control and facilitate proper cleaning to prevent the spread of disease. An incinerator is planned to provide hygienic and environmentally safe disposal of animal carcasses, reducing the cost of contracted disposal. A small veterinary office will allow for on-site, contracted spay and neuter services. A County-owned site of approximately four acres, located near the corner of Muncaster Mill Road and Airpark Road, will be the site for the new Animal Shelter.

## JUSTIFICATION

The current two-story Montgomery County Animal Shelter, constructed in 1975, was built for a community and animal population much smaller than it now serves. Several of the building's original features, such as solar heating panels, are no longer functional. The interior space of the shelter is crowded, worn, and in poor working condition. The parking and outdoor areas are worn and crowded. A shortage of properly separated cages, inadequate ventilation, inadequate freezer space, and inadequate cages for proper animal care also adversely impact operation. A building condition study in 1999 determined that the current site is too small and hilly to support the current and future County animal services program and that the purchase and retrofit of an existing building is not practical. Therefore, the best option is to build a new facility at a different site. One meeting with the community has been held. Additional outreach meetings will be held to highlight the design and use of the new building. A Program of Requirements was finalized in February, 2004 and has been updated during the design process.

## OTHER

Facility planning completed. Project schedule amended to reflect current implementation plan. The County is exploring an enhanced design to the Animal Shelter facility to reflect current best management practices in operating an animal shelter.

## OTHER DISCLOSURES

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

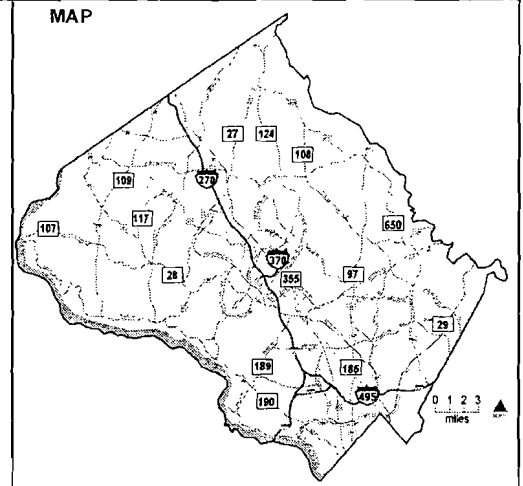
## APPROPRIATION AND EXPENDITURE DATA

Date First Appropriation	FY04	(\$000)
First Cost Estimate		
Current Scope	FY09	18,714
Last FY's Cost Estimate		18,714
Appropriation Request	FY10	0
Supplemental Appropriation Request		0
Transfer		0
Cumulative Appropriation		13,154
Expenditures / Encumbrances		1,549
Unencumbered Balance		11,605
Partial Closeout Thru	FY07	0
New Partial Closeout	FY08	0
Total Partial Closeout		0

## COORDINATION

Department of Police  
Department of General Services  
Department of Permitting Services  
Department of Technology Services  
Department of Environmental Protection  
M-NCPPC  
Montgomery County Humane Society  
Local Municipalities  
State of Maryland Highway Services  
Adjacent Communities  
  
Special Capital Projects Legislation [Bill No. 09-06] was adopted by Council May 25, 2006.

## MAP



## Public Safety Headquarters -- No. 470906

Category  
Subcategory  
Administering Agency  
Planning Area

Public Safety  
Other Public Safety  
General Services  
North Central Transit Corridor

Date Last Modified  
Required Adequate Public Facility  
Relocation Impact  
Status

May 14, 2009  
No  
None.  
Planning Stage

### EXPENDITURE SCHEDULE (\$000)

Cost Element	Total	Thru FY07	Est. FY08	Total 6 Years	FY09	FY10	FY11	FY12	FY13	FY14	Beyond 6 Years
Planning, Design, and Supervision	2,413	0	0	2,413	919	1,107	387	0	0	0	0
Land	76,340	0	0	76,340	0	0	0	0	0	76,340	0
Site Improvements and Utilities	234	0	0	234	0	88	146	0	0	0	0
Construction	24,630	0	0	24,630	0	15,442	9,188	0	0	0	0
Other	3,823	0	0	3,823	55	316	3,452	0	0	0	0
<b>Total</b>	<b>107,440</b>	<b>0</b>	<b>0</b>	<b>107,440</b>	<b>974</b>	<b>16,953</b>	<b>13,173</b>	<b>0</b>	<b>0</b>	<b>76,340</b>	<b>0</b>

### FUNDING SCHEDULE (\$000)

G.O. Bonds	107,440	0	0	28,357	974	1,043	0	0	0	26,340	79,083
Short-Term Financing	0	0	0	79,083	0	15,910	13,173	0	0	50,000	-79,083
<b>Total</b>	<b>107,440</b>	<b>0</b>	<b>0</b>	<b>107,440</b>	<b>974</b>	<b>16,953</b>	<b>13,173</b>	<b>0</b>	<b>0</b>	<b>76,340</b>	<b>0</b>

#### DESCRIPTION

This project is part of the Smart Growth Initiative Program and provides for acquisition, planning, design and construction for the relocation of a number of County facilities to 100 Edison Park Drive in Gaithersburg known as the GE Building/GE Technology Park. Facilities and programs to be relocated from their current location as part of this project include: the Montgomery County Police Headquarters from Research Blvd., the Montgomery County Fire and Rescue Service from the Executive Office Building; the Office of Emergency Management and Homeland Security; some divisions of the Department of Transportation and the Department of General Services; and the 1st District Police Station. The project will also provide for the relocation of other County functions currently in leased facilities. A public safety memorial will be constructed in coordination with the Public Arts Trust.

The property will be acquired under the lease purchase agreement described in the Fiscal Note below.

#### JUSTIFICATION

##### Montgomery County Police Headquarters

The Montgomery County Police Headquarters located at 2350 Research Boulevard is crowded and in need of major physical plant repairs and improvements. The building is in generally poor condition. The facility houses a mix of sworn and civilian units, but lacks the separation of law enforcement functions. The building also houses the Forensic unit and the crime laboratories. Because of the lack of space at the current site the Police Department has many of its functions dispersed to other locations in rented space.

##### Montgomery County Fire and Rescue Service Headquarters

The Montgomery County Fire and Rescue Service Headquarters is located at 101 Monroe Street on the 12th floor of the Executive Office Building (EOB). The space currently houses the Fire Chief, all five department division chiefs, and other key uniformed and administrative staff. However, due to facility and space limitations, other operational and administrative staff are located off-site. This creates inefficiencies for the day-to-day operations of the department. Also the EOB does not provide for needed 24/7 emergency response requirements and adequate parking accommodation.

##### 1st District Police Station

The 1st District Police Station was constructed in 1963 and is about 15,752 square feet while the current needs are about 32,000 square feet. To help with the need for office space, the Police Department has placed a trailer on the site behind the main building. Twenty staff members use this trailer for office space. Based on a recent County study (Facility Condition Assessment, January 2005), the building is in need of major maintenance including new windows and a new roof. The planning and design for a new 1st District Station was approved under Project No. 470703 with the location and schedule to be determined. The GE Technology Park Site is a prime location for this facility.

These public safety facilities are in aging undersized buildings that are in need of extensive rehabilitation. Due to significant ongoing interaction between the Police Department, Fire and Rescue Service, and Homeland Security, these agencies would benefit from co-locating their administrative functions to facilitate their ongoing interaction and to enable the sharing of resources and support services. This co-location will be efficient operationally and will eliminate regular travel between agencies.

##### Other leased facilities

There are number of County operations that are currently located in various leased facilities. This project will also provide for the relocation of a number of leased facilities which will reduce the County's long term lease costs.

#### APPROPRIATION AND EXPENDITURE DATA

Date First Appropriation	FY09	(\$000)
First Cost Estimate	FY09	107,440
Current Scope		
Last FY's Cost Estimate		0
Appropriation Request	FY09	12,893
Appropriation Request Est.	FY10	18,207
Supplemental Appropriation Request		0
Transfer		0
Cumulative Appropriation		0
Expenditures / Encumbrances		0
Unencumbered Balance		0
Partial Closeout Thru	FY06	0
New Partial Closeout	FY07	0
Total Partial Closeout		0

#### COORDINATION

Department of General Services  
Department of Transportation  
Department of Police  
Montgomery County Fire and Rescue Service  
Department of Permitting Services  
Department of Finance  
Department of Technology Services  
Office of Management and Budget  
Washington Suburban Sanitary Commission

Special Capital Projects Legislation will be proposed by the County Executive

#### MAP

See Map on Next Page

## **Public Safety Headquarters -- No. 470906 (continued)**

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Plans and studies for this project include: "Program of Requirements for The Police-Fire-Rescue Service-Homeland Security Department's Headquarters Facility and Police First District Station", September 2006; M-NCPPC Shady Grove Sector Plan, approved by the Montgomery County Council, January 2006, adopted by the M-NCPPC, March 15, 2006; "Montgomery County Property Use Study Updated Briefing to County Council", April 29, 2008 (based on Staubach Reports); "Montgomery County Smart Growth Initiative Update to County Council", September 23, 2008.

### **OTHER**

The FY09 appropriation includes \$2.4 million for Planning and Design and \$10.5 million for building system replacements and upgrades.

-A pedestrian impact analysis will be completed for this project during the design phase.

This project includes \$200,000 that must only be used for the construction of a Public Safety Memorial.

As required by Montgomery County Charter 302 and Montgomery County Code Section 20-1, no funds may be spent until Bill 14-09, Special Capital Improvements Project - Public Safety Headquarters, has become effective.

### **FISCAL NOTE**

The County intends to enter into a triple net sublease-purchase agreement which will allow it to exercise its' purchase option at any time before April 30, 2014. Ongoing financial analysis will determine when it is in the best interest of the County to acquire the property.

Interim financing will be used for land acquisition in the short term, with permanent funding sources to include G.O. Bonds and Land Sale Proceeds.

The approved 1st District Police Station project (No. 470703) will be closed out.

# Integrated Justice Information System -- No. 340200

Category  
Subcategory  
Administering Agency  
Planning Area

General Government  
Technology Services  
Technology Services  
Countywide

Date Last Modified  
Required Adequate Public Facility  
Relocation Impact  
Status

March 18, 2009  
No  
None.  
On-going

## EXPENDITURE SCHEDULE (\$000)

Cost Element	Total	Thru FY08	Rem. FY08	Total 6 Years	FY09	FY10	FY11	FY12	FY13	FY14	Beyond 6 Years
Planning, Design, and Supervision	340	0	340	0	0	0	0	0	0	0	0
Land	0	0	0	0	0	0	0	0	0	0	0
Site Improvements and Utilities	0	0	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0	0
Other	13,027	6,440	6,587	0	0	0	0	0	0	0	0
<b>Total</b>	<b>13,367</b>	<b>6,440</b>	<b>6,927</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>

## FUNDING SCHEDULE (\$000)

Current Revenue: General	7,987	1,379	6,608	0	0	0	0	0	0	0	0
Federal Aid	5,380	5,061	319	0	0	0	0	0	0	0	0
<b>Total</b>	<b>13,367</b>	<b>6,440</b>	<b>6,927</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>

### DESCRIPTION

The Integrated Justice Information System (IJIS) will facilitate the exchange of data about criminals and criminal activity between Montgomery County agencies, the State of Maryland, and the Federal government. IJIS will simplify the steps for users to access data such as warrant and criminal background checks, while maintaining proper security and automatically exchanging data between appropriate agencies and systems. IJIS will be designed, implemented, and maintained to provide timely and appropriate data to field personnel in a clear and effective manner. Most field personnel will log on via a secure web site and view a simple menu of reports to access the data appropriate to their job function (e.g., a criminal background check on prisoners about to be released). IJIS will also be capable of routing data and/or warnings to the appropriate systems and personnel when certain events occur (e.g., if a person in the custody of the County is listed on a warrant from another jurisdiction). IJIS will link different data systems that are required to exchange data (e.g., arrest data between the Police department, the State of Maryland, the Courts, the Department of Correction and Rehabilitation, and the Federal Bureau of Investigation). IJIS will be designed with modern internet-based architecture, open standards, and security features that meet current demands for information exchange and are highly flexible. IJIS will be flexible enough to allow individual agencies to improve internal information technology architecture for business process improvement, while maintaining proper links to other agency databases crucial to public safety.

### CAPACITY

IJIS will directly improve the delivery of public safety services to the estimated 1 million residents of Montgomery County and facilitate easier data transfers between Montgomery County and both the State and Federal public safety agencies.

### COST CHANGE

Decrease is due to the delay in signing of the Corrections and Rehabilitation Information Management System (CRIMS) contract.

### JUSTIFICATION

Criminal justice agencies in Montgomery County have embarked upon major business process changes by introducing the use of open and flexible information technology systems. Currently criminal justice agencies utilize a single system to hold criminal justice-related data known as the Criminal Justice Information System (CJIS). CJIS has reached the end of its useful life, especially with respect to changes to data structure and functionality. As new systems go on-line, data must still be exchanged between all the criminal justice agencies (e.g., outstanding arrest warrants, warnings about former prisoners if they are picked up in an arrest after their incarceration, domestic violence information, etc.). If this data is not exchanged properly, the lives of public safety personnel and the general public could be endangered. An interagency project team has developed a detailed design and business process analysis for an Integrated Justice Information System (IJIS) that will ensure that criminal justice agencies can accomplish their individual mission goals, while still exchanging data that is vital to the public's safety.

CJIS Long-Range Planning Project Final Strategy Report (2000); Corrections and Rehabilitation Information Management System Report (2001); State's Attorney's Office Case Management System Phase 1 (1999) and Phase 2 (2001) Technology Investment Fund Programs of Requirements; Integrated Justice Information System Architecture and Business Process Integration Report (2002); Circuit Court Integrated Case Management System (2003); Gap Analysis for New Dawn Technologies (2006); Correction and Rehabilitation Information Management System (CRIMS) COTS Analysis Document (2006).

### OTHER

Funds may not be spent on the development of requirements for the Circuit Court Case Management System (\$300,000) or the RMS modifications and enhancements identified for FY07 (\$204,000) until 30 working days after the County Executive has provided the Council with a report on the cost for the SAO Case Management System and CRIMS. The reported cost must be based on the actual negotiated price or, if there is no negotiated price, the price provided by a vendor in response to the County's solicitation.

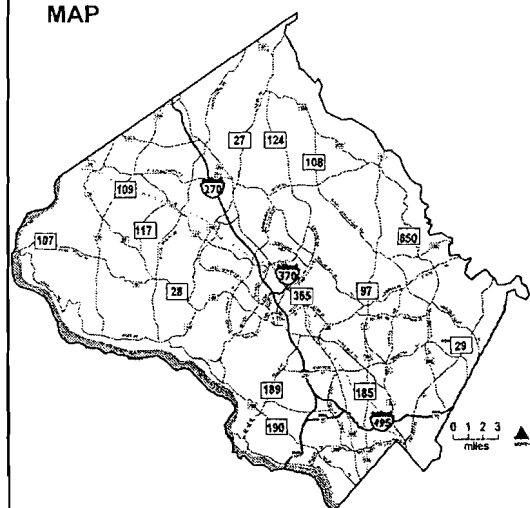
### APPROPRIATION AND EXPENDITURE DATA

Date First Appropriation	FY02	(\$000)
First Cost Estimate	FY07	13,367
Current Scope		
Last FY's Cost Estimate		15,653
Appropriation Request	FY10	0
Supplemental Appropriation Request		0
Transfer		0
Cumulative Appropriation		13,367
Expenditures / Encumbrances		8,434
Unencumbered Balance		4,933
Partial Closeout Thru	FY07	0
New Partial Closeout	FY08	0
Total Partial Closeout		0

### COORDINATION

Department of Technology Services  
Criminal Justice Coordinating Commission  
and member agencies  
Office of Management and Budget  
Office of Intergovernmental Relations  
State of Maryland  
United States Department of Justice  
Public Safety Communications Systems  
project team

### MAP





## Integrated Justice Information System -- No. 340200 (continued)

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### FISCAL NOTE

On October 22, 2002, the County Council approved a supplemental appropriation for \$2.0 million from Federal, State and Local Preparedness earmarked funds, which are administered through the Byrne Discretionary Grant Program of the Department of Justice (DOJ). On December 10, 2002, the County Council approved a supplemental appropriation of \$0.4 million from the Local Law Enforcement Block Grant, also administered by the DOJ. The Amended FY03-08 CIP appropriated an additional \$2.754 million from a Federal grant administered through the COPS Grant Program of the DOJ. The FY05 capital budget appropriates the balance of \$226,000 in Federal aid from the COPS grant.

# Clarksburg Road Bridge No. M-009B -- No. 500900

Category  
Subcategory  
Administering Agency  
Planning Area

Transportation  
Bridges  
Transportation  
Damascus

Date Last Modified  
Required Adequate Public Facility  
Relocation Impact  
Status

January 12, 2009  
No  
None.  
Final Design Stage

## EXPENDITURE SCHEDULE (\$000)

Cost Element	Total	Thru FY08	Rem. FY08	Total 6 Years	FY09	FY10	FY11	FY12	FY13	FY14	Beyond 6 Years
Planning, Design, and Supervision	372	0	0	372	83	217	72	0	0	0	0
Land	5	0	0	5	5	0	0	0	0	0	0
Site Improvements and Utilities	103	0	0	103	35	30	38	0	0	0	0
Construction	1,152	0	0	1,152	230	692	230	0	0	0	0
Other	0	0	0	0	0	0	0	0	0	0	0
<b>Total</b>	<b>1,632</b>	<b>0</b>	<b>0</b>	<b>1,632</b>	<b>353</b>	<b>939</b>	<b>340</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>

## FUNDING SCHEDULE (\$000)

G.O. Bonds	1,632	0	0	1,632	353	939	340	0	0	0	0
<b>Total</b>	<b>1,632</b>	<b>0</b>	<b>0</b>	<b>1,632</b>	<b>353</b>	<b>939</b>	<b>340</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>

### DESCRIPTION

This project provides for the replacement of the existing Clarksburg Road Bridge No. M-009B plus approximately 450 feet of approach roadway work. The replacement structure will provide two 11-foot travel lanes with a 4-foot wide shoulder on each side, for a total bridge width of 30 feet. This width will allow for the implementation of safe on-road bicycling, in accordance with the Master Plan. The approach roadway work is needed to tie the replaced structure to the existing roadway. The road will be maintained and open to one-lane traffic during construction.

### CAPACITY

Upon completion, the Average Daily Traffic [ADT] on Clarksburg Road Bridge will remain at 4141 vehicles per day.

### COST CHANGE

Increase in construction cost due to the escalation of material costs and updated estimates.

### JUSTIFICATION

The 2003 inspection revealed that the steel beams are in deteriorated condition. The beams are severely corroded at or near the abutments with rust delamination and section loss ranging from 10 percent to 100 percent. There are cracks and spalls on both abutments. The bridge is currently posted for a 62,000 lb. limit for a single-unit truck and an 80,000 lb. limit for a combination-unit truck. Clarksburg Road is designated as Country Arterial road CA-27 in the 2006 approved Damascus Master Plan. The master plan calls for an on-road bikeway (Class II or III) for Clarksburg Road at the project site. Implementation of this project would allow the bridge to be restored to full capacity.

### OTHER

The project scope remains the same for FY10. The project schedule extends into FY11. The design cost for this project is included in the Facility Planning: Bridges Project No. 509132. Since the existing bridge is less than 20-feet long, construction and construction management costs for this project are not eligible for Federal Aid.

### FISCAL NOTE

Land acquisition will be funded initially through the Advanced Land Acquisition Revolving Fund (ALARF) and then reimbursed by a future appropriation from this project. The total cost of this project will increase when land expenditures are programmed.

### OTHER DISCLOSURES

- A pedestrian impact analysis has been completed for this project.

### APPROPRIATION AND EXPENDITURE DATA

Date First Appropriation	FY09	(\$000)
First Cost Estimate		
Current Scope	FY09	1,540
Last FY's Cost Estimate		1,540
Appropriation Request	FY10	92
Supplemental Appropriation Request		0
Transfer		0
Cumulative Appropriation		1,540
Expenditures / Encumbrances		1,060
Unencumbered Balance		480
Partial Closeout Thru	FY07	0
New Partial Closeout	FY08	0
Total Partial Closeout		0

### COORDINATION

Maryland Department of the Environment  
Montgomery County Department of Permitting  
Services  
Maryland-National Capital Park and Planning  
Commission  
Allegheny Power  
Verizon  
Comcast  
Facility Planning: Bridges – No. 509132

### MAP

See Map on Next Page

# East Gude Drive Westbound Bridge No. M-131-4 -- No. 500901

Category **Transportation**  
 Subcategory **Bridges**  
 Administering Agency **Transportation**  
 Planning Area **Shady Grove Vicinity**

Date Last Modified  
 Required Adequate Public Facility  
 Relocation Impact  
 Status

January 12, 2009  
 Yes  
 None.  
 Final Design Stage

## EXPENDITURE SCHEDULE (\$000)

Cost Element	Total	Thru FY08	Rem. FY08	Total 6 Years	FY09	FY10	FY11	FY12	FY13	FY14	Beyond 6 Years
Planning, Design, and Supervision	677	0	0	677	13	160	338	166	0	0	0
Land	0	0	0	0	0	0	0	0	0	0	0
Site Improvements and Utilities	53	0	0	53	0	25	8	20	0	0	0
Construction	1,660	0	0	1,660	0	415	830	415	0	0	0
Other	0	0	0	0	0	0	0	0	0	0	0
<b>Total</b>	<b>2,390</b>	<b>0</b>	<b>0</b>	<b>2,390</b>	<b>13</b>	<b>600</b>	<b>1,176</b>	<b>601</b>	<b>0</b>	<b>0</b>	<b>0</b>

## FUNDING SCHEDULE (\$000)

Federal Aid	1,460	0	0	1,460	0	365	730	365	0	0	0
G.O. Bonds	930	0	0	930	13	235	446	236	0	0	0
<b>Total</b>	<b>2,390</b>	<b>0</b>	<b>0</b>	<b>2,390</b>	<b>13</b>	<b>600</b>	<b>1,176</b>	<b>601</b>	<b>0</b>	<b>0</b>	<b>0</b>

## DESCRIPTION

This project provides for the rehabilitation of the existing East Gude Drive westbound bridge over CSX Railroad and WMATA Metro Rail. The existing westbound bridge is a four - span structure including two eastern simple spans built in 1968 and two western continuous spans built in 1981. The proposed rehabilitation includes converting the two eastern simple spans to continuous, replacing the existing fixed bearings at the east abutment with expansion bearings, modifying the existing east abutment to a jointless semi-integral abutment, replacing the existing 2" bituminous wearing surface of the two eastern spans with 2" latex modified concrete, replacing the existing chain link fences and substandard concrete parapets on both sides of the bridge with ornamental fences and crash-tested concrete parapets with aesthetic finish, replacing the existing sidewalk and safety curb on the bridge in-kind, repairing cracks and spalls of the east pier, center pier and east abutment, and reconstructing the east roadway approach as required.

## CAPACITY

Upon completion, the Average Daily Traffic (ADT) on the East Gude Drive Westbound Bridge will remain at 20,600 vehicles per day.

## COST CHANGE

Increase in construction cost due to the escalation of material costs and updated estimates.

## JUSTIFICATION

The 2005 inspection revealed that the concrete decks and substructures of the two eastern spans, built in 1968 are in poor condition and require repairs. The proposed rehabilitation work is necessary to provide a safe roadway condition for the traveling public and prolong the service life of the structure. East Gude Drive is classified as Major Highway M-23 in the Shady Grove Sector Master Plan.

## OTHER

The project scope is unchanged for FY10. Construction delay due to long review process with CSX, WMATA, and Maryland State Highway Administration (MSHA). The design costs for this project are covered in the "Facility Planning: Bridges" project (C.I.P. No. 509132). The costs of construction and construction management for this project are eligible for up to 80 percent Federal Aid.

## OTHER DISCLOSURES

- A pedestrian impact analysis has been completed for this project.

APPROPRIATION AND EXPENDITURE DATA			COORDINATION	MAP
Date First Appropriation	FY09	(\$000)	Federal Highway Administration – Federal Aid Bridge Replacement/Rehabilitation Program Maryland State Highway Administration Maryland Department of the Environment Maryland-National Capital Park and Planning Commission Montgomery County Department of Permitting Services Utilities CSX Transportation Washington Metropolitan Area Transit Authority Facility Planning: Bridges	See Map on Next Page
First Cost Estimate				
Current Scope	FY09	2,230		
Last FY's Cost Estimate		2,230		
Appropriation Request	FY10	2,039		
Supplemental Appropriation Request		0		
Transfer		0		
Cumulative Appropriation		351		
Expenditures / Encumbrances		0		
Unencumbered Balance		351		
Partial Closeout Thru	FY07	0		
New Partial Closeout	FY08	0		
Total Partial Closeout		0		

# Facility Planning: Bridges -- No. 509132

Category  
Subcategory  
Administering Agency  
Planning Area

Transportation  
Bridges  
Transportation  
Countywide

Date Last Modified  
Required Adequate Public Facility  
Relocation Impact  
Status

May 11, 2009  
No  
None.  
On-going

## EXPENDITURE SCHEDULE (\$000)

Cost Element	Total	Thru FY08	Rem. FY08	Total 6 Years	FY09	FY10	FY11	FY12	FY13	FY14	Beyond 6 Years
Planning, Design, and Supervision	11,983	7,028	770	4,185	1,040	1,087	777	527	377	377	0
Land	133	130	3	0	0	0	0	0	0	0	0
Site Improvements and Utilities	67	67	0	0	0	0	0	0	0	0	0
Construction	65	65	0	0	0	0	0	0	0	0	0
Other	18	18	0	0	0	0	0	0	0	0	0
<b>Total</b>	<b>12,266</b>	<b>7,308</b>	<b>773</b>	<b>4,185</b>	<b>1,040</b>	<b>1,087</b>	<b>777</b>	<b>527</b>	<b>377</b>	<b>377</b>	<b>*</b>

## FUNDING SCHEDULE (\$000)

Federal Aid	811	811	0	0	0	0	0	0	0	0	0
G.O. Bonds	9,432	6,142	473	2,817	420	720	777	400	250	250	0
Land Sale	15	15	0	0	0	0	0	0	0	0	0
PAYGO	340	340	0	0	0	0	0	0	0	0	0
State Aid	1,668	0	300	1,368	620	367	0	127	127	127	0
<b>Total</b>	<b>12,266</b>	<b>7,308</b>	<b>773</b>	<b>4,185</b>	<b>1,040</b>	<b>1,087</b>	<b>777</b>	<b>527</b>	<b>377</b>	<b>377</b>	<b>0</b>

### DESCRIPTION

This ongoing project provides studies for bridge projects under consideration for inclusion in the CIP. Facility Planning serves as a transition stage for a project between identification of need and its inclusion as a stand-alone project in the CIP. Prior to the establishment of a stand-alone project, Department of Transportation will complete a design which outlines the general and specific features required on the project. Selected projects range in type, but typically consist of upgrading deficient bridges so that they can safely carry all legal loads which must be accommodated while providing a minimum of two travel lanes. Facility Planning is a decision-making process to design bridges which are already identified as deficient. For a full description of the Facility Planning process, see the CIP Planning Section. Candidate projects currently included are listed in the "Other" section below.

### COST CHANGE

Increase of \$292,000 in planning, design, and supervision due to transfer from the Sonoma/Ayrlawn Storm Drain Improvements Project No.500509, for the Cedar Lane Bridge project to cover the additional costs for a Traffic Study and Pedestrian Bridge.

### JUSTIFICATION

There is continuing need for the development of accurate cost estimates and an exploration of alternatives for proposed projects. Facility planning costs for all projects which ultimately become stand-alone PDFs are included here. These costs will not be reflected in the resulting individual project. Future individual CIP projects which result from facility planning will each benefit from reduced planning and design costs. Biennial inspections performed since 1987 have consistently shown that the bridges currently included in the project for design studies are in need of major rehabilitation or replacement.

### OTHER

Candidates for this program are identified through the County Biennial Bridge Inspection Program as being deficient, load restricted, or geometrically substandard. The Planning, Design, and Supervision costs for all bridge designs include all costs up to contract preparation. At that point, future costs and Federal aid will be included in stand-alone PDFs.

### Candidate Projects:

Elmhurst Parkway Bridge #MPK-13; Park Valley Road Bridge #MPK-03; Randolph Road Bridge #M-0080-4; Query Mill Road Bridge #M-0020; Piney Meetinghouse Road Bridge #M-0021; Whites Ferry Bridge #M-0187; Whites Ferry Bridge #M-0189; Cedar Lane Bridge #M-0074; Valley Road Bridge #M-0111; Gold Mine Road Bridge #M-0096

### FISCAL NOTE

Technical Adjustment - Switch \$359,000 and \$228,000 from Federal Aid to G.O. Bonds for FY09 and FY10 respectively.

### OTHER DISCLOSURES

- A pedestrian impact analysis has been completed for this project.
- The Executive asserts that this project conforms to the requirements of relevant local plans, as required by the Maryland Economic Growth, Resource Protection and Planning Act.
- \* Expenditures will continue indefinitely.

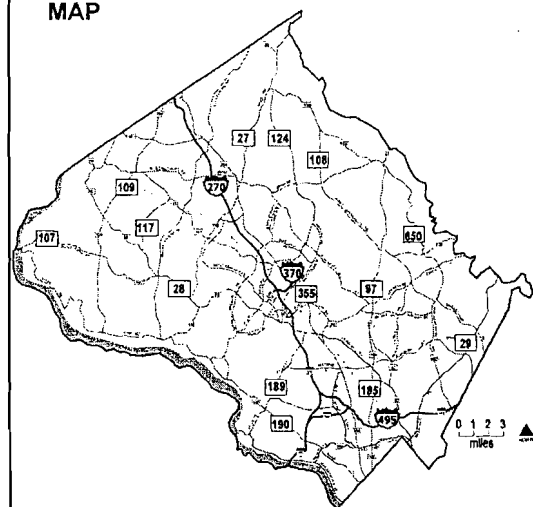
### APPROPRIATION AND EXPENDITURE DATA

Date First Appropriation	FY91	(\$000)
First Cost Estimate	FY09	12,266
Current Scope		
Last FY's Cost Estimate		11,974
Appropriation Request	FY10	641
Supplemental Appropriation Request		0
Transfer		292
Cumulative Appropriation		9,295
Expenditures / Encumbrances		8,006
Unencumbered Balance		1,289
Partial Closeout Thru	FY07	0
New Partial Closeout	FY08	0
Total Partial Closeout		0

### COORDINATION

Maryland-Department of the Environment  
Maryland-Department of Natural Resources  
Maryland-National Capital Park and Planning Commission  
Montgomery County Department of Permitting Services  
U.S. Army Corps of Engineers  
Maryland State Highway Administration  
Federal Highway Administration  
Utility Companies  
Maryland Historic Trust  
CSX Transportation  
Washington Metropolitan Area Transit Authority  
Rural/Rustic Roads Legislation

### MAP



# White Ground Road Bridge No. M-138 -- No. 500505

Category  
Subcategory  
Administering Agency  
Planning Area

Transportation  
Bridges  
Transportation  
Germantown

Date Last Modified  
Required Adequate Public Facility  
Relocation Impact  
Status

January 06, 2009  
No  
None.  
Final Design Stage

## EXPENDITURE SCHEDULE (\$000)

Cost Element	Total	Thru FY08	Rem. FY08	Total 6 Years	FY09	FY10	FY11	FY12	FY13	FY14	Beyond 6 Years
Planning, Design, and Supervision	393	183	210	0	0	0	0	0	0	0	0
Land	17	0	17	0	0	0	0	0	0	0	0
Site Improvements and Utilities	7	0	7	0	0	0	0	0	0	0	0
Construction	1,139	0	954	185	0	0	185	0	0	0	0
Other	0	0	0	0	0	0	0	0	0	0	0
<b>Total</b>	<b>1,556</b>	<b>183</b>	<b>1,188</b>	<b>185</b>	<b>0</b>	<b>0</b>	<b>185</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>

## FUNDING SCHEDULE (\$000)

G.O. Bonds	1,556	183	1,188	185	0	0	185	0	0	0	0
<b>Total</b>	<b>1,556</b>	<b>183</b>	<b>1,188</b>	<b>185</b>	<b>0</b>	<b>0</b>	<b>185</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>

### DESCRIPTION

This project provides for replacement of the White Ground Road Bridge over Buck Lodge Branch and approximately 1000 feet of approach roadway work (500 feet each to the north and south). The replacement bridge will be approximately 50-feet long and 18-feet wide (16 feet clear roadway width). The approach roadway work is necessary to transition the new bridge into the existing roadway alignment. The bridge and road will be closed to vehicular and pedestrian traffic during construction. Stream bank stabilization and realignment of the stream channel will be required to prevent further stream degradation and erosion of the existing stream banks..

### CAPACITY

Upon completion, the Average Daily Traffic (ADT) on White Ground Road will remain at 650 vehicles per day, and the posted load restriction will be eliminated.

### COST CHANGE

Increase in construction cost due to the escalation of material costs, updated estimates, and redesign as a result of environmental issues.

### JUSTIFICATION

The existing structure, built around 1950, is a 28-foot long single span steel beam bridge with an asphalt filled corrugated metal deck. The clear roadway width of 15 feet 7 inches supports alternating two-way traffic. The 2001 and 2005 bridge inspection reports revealed that the concrete substructure is in very poor serious condition. The abutments and wingwalls exhibit deterioration in the form of cracking and spalling concrete. Each abutment has been undermined by the stream current. Concrete aprons and rip-rap have been placed as temporary measures to preventive scour. The steel beams are heavily corroded with section loss in part due to moisture migrating through the joints in the corrugated metal decking. The bridge is structurally deficient. It is currently posted for both a Single Unit Vehicle Weight and Combination Unit Vehicle Weight of 34,000 lbs. White Ground Road is designated as an exceptional rustic road in the functional master plan for rustic roads. This bridge was identified for replacement through the County's Biennial bridge inspection program.

### OTHER

The construction will start in FY10 and be completed in FY11. The narrow bridge makes the project ineligible for Federal funding. The design costs for this project are included in Facility Planning: Bridges. Federal Aid received for design was reimbursed to the State Highway Administration. After completion, the bridge will be rated as functionally obsolete, under Federal guidelines because of its width.

### FISCAL NOTE

Expenditure schedule reflects fiscal capacity and has not been adjusted for the project delay. Due to recently determined environmental requirements, some redesign and permitting will be needed, resulting in a delay to the project. Actual anticipated expenditure schedule is: FY09 \$17,000; FY10 \$1,068,000; FY11 \$288,000.

### OTHER DISCLOSURES

- A pedestrian impact analysis has been completed for this project.

### APPROPRIATION AND EXPENDITURE DATA

Date First Appropriation	FY05	(\$000)
First Cost Estimate		
Current Scope	FY10	1,556
Last FY's Cost Estimate		1,371
Appropriation Request	FY10	185
Supplemental Appropriation Request		0
Transfer		0
Cumulative Appropriation		1,371
Expenditures / Encumbrances		195
Unencumbered Balance		1,176
Partial Closeout Thru	FY07	0
New Partial Closeout	FY08	0
Total Partial Closeout		0

### COORDINATION

Maryland State Highway Administration  
Maryland-National Capital Park and Planning  
Commission  
Maryland Historical Trust  
Maryland Department of Natural Resources  
Maryland Department of the Environment  
U. S. Army Corps of Engineers  
Department of Permitting Services  
Utility Companies  
Facility Planning: Bridges  
Federal Highway Administration  
Rural/Rustic Roads Legislation  
U.S Fish and Wildlife Service

### MAP

See Map on Next Page

# North County Maintenance Depot -- No. 500522

Category  
Subcategory  
Administering Agency  
Planning Area

Transportation  
Highway Maintenance  
General Services  
Germantown

Date Last Modified  
Required Adequate Public Facility  
Relocation Impact  
Status

May 15, 2009  
No  
None.  
Preliminary Design Stage

## EXPENDITURE SCHEDULE (\$000)

Cost Element	Total	Thru FY08	Rem. FY08	Total 6 Years	FY09	FY10	FY11	FY12	FY13	FY14	Beyond 6 Years
Planning, Design, and Supervision	9,751	969	0	8,782	236	2,998	2,915	1,147	995	491	0
Land	10,000	17	0	9,983	0	9,983	0	0	0	0	0
Site Improvements and Utilities	20,555	0	0	20,555	0	0	2,839	16,403	1,313	0	0
Construction	43,145	0	0	43,145	0	0	2,806	17,611	22,728	0	0
Other	1,190	0	0	1,190	0	0	0	112	978	100	0
<b>Total</b>	<b>84,641</b>	<b>986</b>	<b>0</b>	<b>83,655</b>	<b>236</b>	<b>12,981</b>	<b>8,560</b>	<b>35,273</b>	<b>26,014</b>	<b>591</b>	<b>0</b>

## FUNDING SCHEDULE (\$000)

G.O. Bonds	84,641	986	0	83,655	236	12,981	8,560	35,273	26,014	591	0
<b>Total</b>	<b>84,641</b>	<b>986</b>	<b>0</b>	<b>83,655</b>	<b>236</b>	<b>12,981</b>	<b>8,560</b>	<b>35,273</b>	<b>26,014</b>	<b>591</b>	<b>0</b>

### DESCRIPTION

This project will provide for the planning, design and construction of Phase I of a new North County Depot for the Departments of Transportation and General Services. The facility will serve as a staging, operations and maintenance center and will accommodate the planned future growth of the County's transit fleet. Phase I of the new North County facility will accommodate 120 new buses, provide for their maintenance and house the departments' operational and administrative staff. The facility will complement the existing county maintenance facilities at Brookville in Silver Spring and Crabbs Branch Way in Rockville. This project will be designed to allow future expansion of the facility to accommodate 250 new buses and almost 90 pieces of heavy duty vehicles and equipment.

### COST CHANGE

Increased cost is based on revised estimates for design and construction of the project

### JUSTIFICATION

The County proposes to double transit ridership on the "Ride-On" system by 2020. This will require the addition of a new bus maintenance facility as the existing facilities are nearing their maximum capacity. In addition, a new highway maintenance depot is needed in the fast growing UpCounty area to better serve County residents. The new depot will consolidate the existing operations at the Gaithersburg west and Poolesville depots and provide for future growth.

### OTHER

The design of the project will comply with the Department of Transportation, the Department of General Services, and ADA standards.

### FISCAL NOTE

Project schedule amended to reflect current implementation plan; however, costs and schedule are uncertain and likely to change.

### OTHER DISCLOSURES

- A pedestrian impact analysis has been completed for this project.

APPROPRIATION AND EXPENDITURE DATA			COORDINATION	MAP
Date First Appropriation	FY06	(\$000)	Maryland-National Capital Park and Planning Commission	See Map on Next Page
First Cost Estimate			Department of Transportation	
Current Scope	FY09	59,823	Department of General Services	
Last FY's Cost Estimate		74,449	Department of Technology Services	
			Department of Permitting Services	
			Washington Suburban Sanitary Commission	
Appropriation Request	FY10	1,000	PEPCO	
Supplemental Appropriation Request		0	Upcounty Regional Services Center	
Transfer		0	Washington Gas	
			Allegheny Power	
			State Highway Administration	
Cumulative Appropriation		20,553	Special Capital Projects Legislation [Bill No. 10-06] was adopted by Council May 25, 2006.	
Expenditures / Encumbrances		6,552		
Unencumbered Balance		14,001		
Partial Closeout Thru	FY07	0		
New Partial Closeout	FY08	0		
Total Partial Closeout		0		

## Resurfacing: Primary/Arterial -- No. 508527

Category  
Subcategory  
Administering Agency  
Planning Area

Transportation  
Highway Maintenance  
Transportation  
Countywide

Date Last Modified  
Required Adequate Public Facility  
Relocation Impact  
Status

March 19, 2009  
No  
None.  
On-going

### EXPENDITURE SCHEDULE (\$000)

Cost Element	Total	Thru FY08	Rem. FY08	Total 6 Years	FY09	FY10	FY11	FY12	FY13	FY14	Beyond 6 Years
Planning, Design, and Supervision	6,759	0	143	6,616	993	586	1,208	1,277	1,277	1,277	0
Land	0	0	0	0	0	0	0	0	0	0	0
Site Improvements and Utilities	0	0	0	0	0	0	0	0	0	0	0
Construction	43,809	0	0	43,609	6,732	7,914	7,294	7,223	7,223	7,223	0
Other	0	0	0	0	0	0	0	0	0	0	0
<b>Total</b>	<b>50,368</b>	<b>0</b>	<b>143</b>	<b>50,225</b>	<b>7,725</b>	<b>8,500</b>	<b>8,500</b>	<b>8,500</b>	<b>8,500</b>	<b>8,500</b>	<b>*</b>

### FUNDING SCHEDULE (\$000)

G.O. Bonds	50,368	0	143	50,225	7,725	8,500	8,500	8,500	8,500	8,500	0
<b>Total</b>	<b>50,368</b>	<b>0</b>	<b>143</b>	<b>50,225</b>	<b>7,725</b>	<b>8,500</b>	<b>8,500</b>	<b>8,500</b>	<b>8,500</b>	<b>8,500</b>	<b>0</b>

#### DESCRIPTION

The County maintains approximately 874 lane miles of primary and arterial roadways. This project provides for the systematic milling, repair and bituminous concrete resurfacing of selected primary and arterial roads and revitalization of others. This project includes the Main Street Montgomery Program and provides for a systematic, full-service, and coordinated revitalization of the primary and arterial road infrastructure to ensure viability of the primary transportation network, and enhance safety and ease of use for all users. A portion of the work will be performed by the County's in-house paving crew.

Mileage of primary/arterial roads has been adjusted to conform with the inventory maintained by the State Highway Administration. This inventory is updated annually.

#### COST CHANGE

FY09 supplemental to add funding required to maintain planned lane output which had been reduced due to cost escalation in the price of liquid asphalt.

#### JUSTIFICATION

Primary and Arterial roadways provide transport support for tens of thousands of trips each day. Primary and arterial roads connect diverse origins and destinations that include commercial, retail, industrial, residential, places of worship, recreation, and community facilities. The repair of the County's primary and arterial roadway infrastructure is critical to mobility throughout the County. In addition, the state of disrepair of the primary and arterial roadway system causes travel delays, increased traffic congestion, and compromises the safety and ease of travel along all primary and arterial roads, including pedestrians and bicyclists. Well maintained road surfaces increases safety and assist in the relief of traffic congestion.

The March 2006, "Report of the Infrastructure Maintenance Task Force," identified an annual resurfacing program level of effort based on a 12 year resurfacing frequency.

#### OTHER

One aspect of this project will focus on improving pedestrian mobility by creating a safer walking environment, utilizing selected engineering technologies, and ensuring ADA compliance. Several existing CIP and operating funding sources will be focused in support of the Main Street Montgomery campaign. The design and planning stages, as well as final completion of the project will comply the Department of Transportation (DOT), Maryland State Highway Administration (MSHA), Manual on Uniform Traffic Control Devices (MUTCD), American Association of State Highway Officials (AASHTO), and Americans with Disabilities Act (ADA) standards.

#### FISCAL NOTE

Replace current revenue with GO Bonds in FY09. Add supplemental appropriation of \$1,345 in FY09.

#### OTHER DISCLOSURES

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

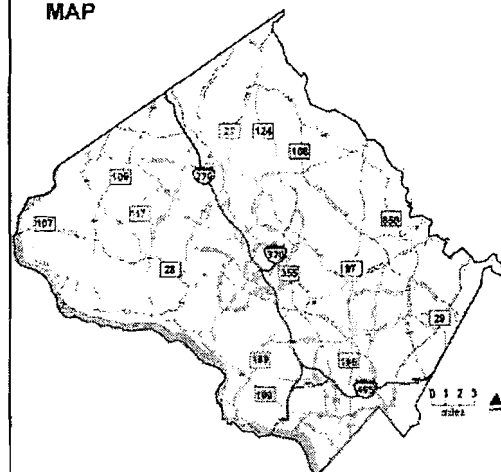
#### APPROPRIATION AND EXPENDITURE DATA

Date First Appropriation	FY85	(\$000)
First Cost Estimate	FY10	50,368
Current Scope		
Last FY's Cost Estimate		54,968
Appropriation Request	FY10	8,500
Supplemental Appropriation Request		1,345
Transfer		0
Cumulative Appropriation		8,523
Expenditures / Encumbrances		5,865
Unencumbered Balance		658
Partial Closeout Thru	FY07	49,600
New Partial Closeout	FY08	5,945
Total Partial Closeout		55,545

#### COORDINATION

Washington Suburban Sanitary Commission  
Other Utilities  
Department of Transportation  
Department of Housing and Community Affairs  
Montgomery County Public Schools  
Maryland - National Capital Park and Planning Commission  
Department of Economic Development  
Department of Permitting Services  
Regional Services Centers  
Community Associations  
Montgomery County Pedestrian Safety Advisory Committee  
Commission on People with Disabilities

#### MAP



County Council

# Resurfacing: Rural/Residential Roads -- No. 500511

Category  
Subcategory  
Administering Agency  
Planning Area

Transportation  
Highway Maintenance  
Transportation  
Countywide

Date Last Modified  
Required Adequate Public Facility  
Relocation Impact  
Status

March 19, 2009  
No  
None.  
On-going

## EXPENDITURE SCHEDULE (\$000)

Cost Element	Total	Thru FY08	Rem. FY08	Total 6 Years	FY09	FY10	FY11	FY12	FY13	FY14	Beyond 6 Years
Planning, Design, and Supervision	7,518	15	409	7,094	993	1,064	1,206	1,277	1,277	1,277	0
Land	0	0	0	0	0	0	0	0	0	0	0
Site Improvements and Utilities	0	0	0	0	0	0	0	0	0	0	0
Construction	35,273	7,196	113	27,964	5,065	4,438	4,294	4,723	4,723	4,723	0
Other	0	0	0	0	0	0	0	0	0	0	0
<b>Total</b>	<b>42,791</b>	<b>7,211</b>	<b>522</b>	<b>35,058</b>	<b>6,058</b>	<b>5,500</b>	<b>5,500</b>	<b>6,000</b>	<b>6,000</b>	<b>6,000</b>	<b>*</b>

## FUNDING SCHEDULE (\$000)

Current Revenue: General	333	309	24	0	0	0	0	0	0	0	0
G.O. Bonds	40,841	5,285	498	35,058	6,058	5,500	5,500	6,000	6,000	6,000	0
PAYGO	1,617	1,617	0	0	0	0	0	0	0	0	0
<b>Total</b>	<b>42,791</b>	<b>7,211</b>	<b>522</b>	<b>35,058</b>	<b>6,058</b>	<b>5,500</b>	<b>5,500</b>	<b>6,000</b>	<b>6,000</b>	<b>6,000</b>	<b>0</b>

## DESCRIPTION

This project provides for the permanent patching and resurfacing of rural and residential roadways using durable hot mix asphalt to restore long term structural integrity to the aging rural and residential roadway infrastructure. The County maintains a combined total of 3885 lane miles of rural and residential roads. The department estimates that 2006 lane miles (52-percent) of rural / residential pavement requires significant levels of preventive maintenance to safeguard the infrastructure from incremental failure requiring more costly rehabilitative / reconstruction efforts. Preventative maintenance includes full-depth patching of distressed areas of pavement in combination with a new hot mix asphalt wearing surface of 1-inch to 2-inches depending on the levels of observed distress. Rural and residential roads that have been rates as "fair condition" (level 3) are ideal candidates for preventive maintenance.

## CAPACITY

This project will not affect the capacity of the rural and residential road network. However, additional lane miles of rural and residential road will be added to the existing inventory as new roads are accepted by Executive Order.

## COST CHANGE

FY09 supplemental to add funding required to maintain planned lane output which had been reduced due to cost escalation in the price of liquid asphalt.

## JUSTIFICATION

The Department of Transportation (DOT) has undertaken a sample study of rural and residential road pavement conditions utilizing a pavement condition rating system based upon types of observed distress (i.e., areas of pavement fatigue, base and sub-base failures, cracking, spalling, patches, and profile) and extent of observed distress (i.e., percentage of surface area exhibiting various forms of distress). Based upon levels of observed pavement distress, pavements are rated very good (level 5), good (level 4), fair (level 3), poor (level 2), and very poor (level 1). The study included a cross section of approximately 6 percent of the residential road inventory (248 lane miles). The study, which is deemed representative of the residential road inventory as a whole, will be expanded to include the entire rural / residential road inventory of 3,885 lane miles. The expanded study, to be conducted by a consultant, is expected to be completed by August 2008.

## OTHER

The design and planning stages, as well as project construction, will comply with the Department of Transportation (DOT), Maryland State Highway Administration (MSHA), Manual on Uniform Traffic Control Devices (MUTCD), American Association of State and Highway Officials (AASHTO), and American with Disabilities Act (ADA). Rural/residential road mileage has been adjusted to conform with the State inventory of road mileage maintained by the State Highway Administration (SHA). This inventory is updated annually. Expenditures will continue indefinitely.

## OTHER DISCLOSURES

- \* Expenditures will continue indefinitely.

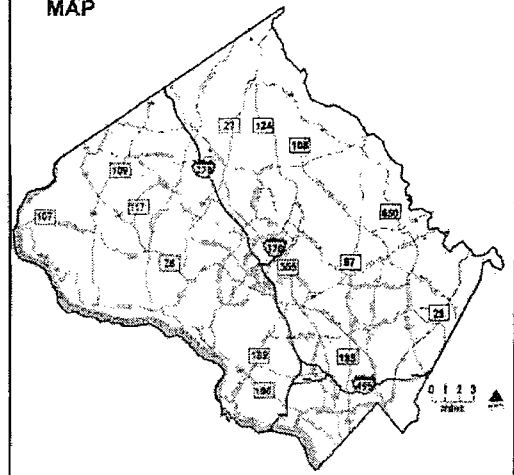
## APPROPRIATION AND EXPENDITURE DATA

Date First Appropriation	FY05	(\$000)
First Cost Estimate	FY10	44,683
Current Scope		
Last FY's Cost Estimate		41,733
Appropriation Request	FY10	5,500
Supplemental Appropriation Request		1,058
Transfer		0
Cumulative Appropriation		12,733
Expenditures / Encumbrances		12,657
Unencumbered Balance		76
Partial Closeout Thru	FY07	0
New Partial Closeout	FY08	0
Total Partial Closeout		0

## COORDINATION

Washington Suburban Sanitary Commission  
Washington Gas Light Company  
PEPCO  
Cable TV  
Verizon  
United States Post Office

## MAP





# Rural & Residential Road Rehabilitation -- No. 500914

Category  
Subcategory  
Administering Agency  
Planning Area

Transportation  
Highway Maintenance  
Transportation  
Countywide

Date Last Modified  
Required Adequate Public Facility  
Relocation Impact  
Status

May 15, 2009  
No  
None.  
On-going

## EXPENDITURE SCHEDULE (\$000)

Cost Element	Total	Thru FY08	Rem. FY08	Total 6 Years	FY09	FY10	FY11	FY12	FY13	FY14	Beyond 6 Years
Planning, Design, and Supervision	5,400	0	0	5,400	600	800	1,000	1,000	1,000	1,000	0
Land	0	0	0	0	0	0	0	0	0	0	0
Site Improvements and Utilities	0	0	0	0	0	0	0	0	0	0	0
Construction	20,497	0	0	20,497	597	900	3,100	4,400	5,300	6,200	0
Other	0	0	0	0	0	0	0	0	0	0	0
<b>Total</b>	<b>25,897</b>	<b>0</b>	<b>0</b>	<b>25,897</b>	<b>1,197</b>	<b>1,700</b>	<b>4,100</b>	<b>5,400</b>	<b>6,300</b>	<b>7,200</b>	<b>*</b>

## FUNDING SCHEDULE (\$000)

G.O. Bonds	13,011	0	0	13,011	1,197	1,500	682	1,632	4,000	4,000	0
Recordation Tax Premium	12,886	0	0	12,886	0	200	3,418	3,768	2,300	3,200	0
<b>Total</b>	<b>25,897</b>	<b>0</b>	<b>0</b>	<b>25,897</b>	<b>1,197</b>	<b>1,700</b>	<b>4,100</b>	<b>5,400</b>	<b>6,300</b>	<b>7,200</b>	<b>0</b>

## DESCRIPTION

This project provides for the major rehabilitation of residential roadways in older communities to include extensive pavement rehabilitation and reconstruction including the associated rehabilitation of ancillary elements such as under drains, subgrade drains, and curbs and gutters (if present). This project will not make major changes to the location or size of existing drainage structures, if any.

A recent sampling of residential roadway pavements indicate that over 1,400 lane-miles of residential roadway pavement require structural rehabilitation. Pavement reconstruction is the rehabilitation or replacement of the entire existing pavement structure by the placement of an equivalent or increased pavement structure. Rehabilitation usually requires the total removal and replacement of pavement exhibiting widespread areas of fatigue related distress, base failures, subgrade failures and where an otherwise aggressive pavement restoration approach is deemed impractical. rural and residential roads that have been rated as "poor" (level 2) or "very poor" (level 1) conditions will be rehabilitated.

## JUSTIFICATION

The Department of Transportation (DOT) has undertaken a sample study of rural and residential road pavement conditions utilizing a pavement condition rating system based upon types of observed distress (i.e., areas of pavement fatigue, base and sub-base failures, cracking, spalling, patches, and profile) and extent of observed distress (i.e., percentage of surface area exhibiting various forms of distress). Based upon levels of observed pavement distress, pavements are rated very good (level 5), good (level 4), fair (level 3), poor (level 2), and very poor (level 1). The study included a cross section of approximately 6 percent of the residential road inventory (248 lane miles). The study, which is deemed representative of the residential road inventory as a whole, will be expanded to include the entire rural / residential road inventory of 3,885 lane miles. The expanded study, to be conducted by a consultant, is expected to be completed by August 2008.

## OTHER

Hot mix asphalt pavements have a finite service life of approximately 20 years based upon a number of factors including but not limited to: original construction materials, means and methods; underlying soil conditions, drainage, daily traffic volume (ADT), other loading such as construction traffic and heavy truck traffic, age, and maintenance history.

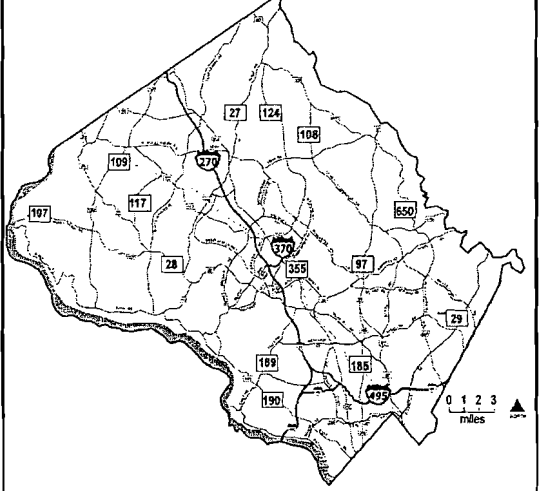
A well maintained residential road carrying low to moderate traffic levels is likely to provide a service life of 20 years or more. Conversely, lack of programmed maintenance will shorten the service life of residential roads considerably, in many cases to less than 15 years before rehabilitation is needed.

## FISCAL NOTE

Increase Recordation Tax Premium and decrease G O Bonds

## OTHER DISCLOSURES

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

APPROPRIATION AND EXPENDITURE DATA	COORDINATION	MAP												
<table> <tr> <td>Date First Appropriation</td><td>FY09</td><td>(\$000)</td></tr> <tr> <td>First Cost Estimate</td><td>FY10</td><td>25,897</td></tr> <tr> <td>Current Scope</td><td></td><td></td></tr> <tr> <td>Last FY's Cost Estimate</td><td></td><td>25,897</td></tr> </table>	Date First Appropriation	FY09	(\$000)	First Cost Estimate	FY10	25,897	Current Scope			Last FY's Cost Estimate		25,897	<p>Washington Suburban Sanitary Commission Washington Gas Light Company Department of Permitting Services PEPCO Cable TV Verizon Montgomery County Public Schools Regional Services Centers Community Associations Commission of People with Disabilities</p>	 <p>The map shows the outline of Montgomery County with a network of roads. Major roads are labeled with numbers in boxes: 107, 109, 117, 124, 128, 150, 159, 185, 190, 279, 355, 370, 429, 450, 500, 520, 560, 650, 700, 720, 740, 760, 780, 800, 820, 840, 860, 880, 900, 920, 940, 960, 980, 1000. A scale bar at the bottom right indicates 0, 1, 2, 3 miles.</p>
Date First Appropriation	FY09	(\$000)												
First Cost Estimate	FY10	25,897												
Current Scope														
Last FY's Cost Estimate		25,897												
<table> <tr> <td>Appropriation Request</td><td>FY10</td><td>1,700</td></tr> <tr> <td>Supplemental Appropriation Request</td><td></td><td>197</td></tr> <tr> <td>Transfer</td><td></td><td>0</td></tr> </table>	Appropriation Request	FY10	1,700	Supplemental Appropriation Request		197	Transfer		0					
Appropriation Request	FY10	1,700												
Supplemental Appropriation Request		197												
Transfer		0												
<table> <tr> <td>Cumulative Appropriation</td><td></td><td>1,000</td></tr> <tr> <td>Expenditures / Encumbrances</td><td></td><td>745</td></tr> <tr> <td>Unencumbered Balance</td><td></td><td>255</td></tr> </table>	Cumulative Appropriation		1,000	Expenditures / Encumbrances		745	Unencumbered Balance		255					
Cumulative Appropriation		1,000												
Expenditures / Encumbrances		745												
Unencumbered Balance		255												
<table> <tr> <td>Partial Closeout Thru</td><td>FY07</td><td>0</td></tr> <tr> <td>New Partial Closeout</td><td>FY08</td><td>0</td></tr> <tr> <td>Total Partial Closeout</td><td></td><td>0</td></tr> </table>	Partial Closeout Thru	FY07	0	New Partial Closeout	FY08	0	Total Partial Closeout		0					
Partial Closeout Thru	FY07	0												
New Partial Closeout	FY08	0												
Total Partial Closeout		0												

# Sidewalk & Infrastructure Revitalization -- No. 508182

Category  
Subcategory  
Administering Agency  
Planning Area

Transportation  
Highway Maintenance  
Transportation  
Countywide

Date Last Modified  
Required Adequate Public Facility  
Relocation Impact  
Status

March 16, 2009  
No  
None.  
On-going

## EXPENDITURE SCHEDULE (\$000)

Cost Element	Total	Thru FY08	Rem. FY08	Total 6 Years	FY09	FY10	FY11	FY12	FY13	FY14	Beyond 6 Years
Planning, Design, and Supervision	3,576	0	912	2,664	299	473	473	473	473	473	0
Land	0	0	0	0	0	0	0	0	0	0	0
Site Improvements and Utilities	0	0	0	0	0	0	0	0	0	0	0
Construction	34,167	0	1,296	32,871	3,736	5,827	5,827	5,827	5,827	5,827	0
Other	0	0	0	0	0	0	0	0	0	0	0
<b>Total</b>	<b>37,743</b>	<b>0</b>	<b>2,208</b>	<b>35,535</b>	<b>4,035</b>	<b>6,300</b>	<b>6,300</b>	<b>6,300</b>	<b>6,300</b>	<b>6,300</b>	<b>*</b>

## FUNDING SCHEDULE (\$000)

Contributions	3,886	0	886	3,000	500	500	500	500	500	500	0
Current Revenue: General	1,322	0	1,322	0	0	0	0	0	0	0	0
G.O. Bonds	32,535	0	0	32,535	3,535	5,800	5,800	5,800	5,800	5,800	0
<b>Total</b>	<b>37,743</b>	<b>0</b>	<b>2,208</b>	<b>35,535</b>	<b>4,035</b>	<b>6,300</b>	<b>6,300</b>	<b>6,300</b>	<b>6,300</b>	<b>6,300</b>	<b>0</b>

## DESCRIPTION

This project provides for the removal and replacement of damaged or deteriorated sidewalks, curbs, and gutters in business districts and residential communities. The County currently maintains about 1,034 miles of sidewalks and about 2,098 miles of curbs and gutters. Many years of paving overlays have left some curb faces of two inches or less. Paving is milled, and new construction provides for a standard six-inch curb face. The project includes: overlay of existing sidewalks with asphalt; base failure repair and new construction of curbs; and new sidewalks with handicapped ramps to fill in missing sections. Some funds from this project support the Renew Montgomery and Main Street Montgomery programs. A significant aspect of this project has been and will be to provide safe pedestrian access and ensure ADA compliance.

Mileage of sidewalks and curb/gutters has been updated to reflect the annual acceptance of new infrastructure to the County's inventory.

## JUSTIFICATION

Curbs, gutters and sidewalks have a service life of 30 years. Freeze/thaw cycles, de-icing materials, tree roots, and vehicle loads accelerate concrete failure. The County should replace 70 miles of curbs and gutters and 35 miles of sidewalks annually to provide for a 30 year cycle. Deteriorated curbs, gutters, and sidewalks are safety hazards to pedestrians and motorists, increase liability risks, and allow water to infiltrate into the sub-base causing damage to roadway pavements. Settled or heaved concrete can trap water and provide breeding places for mosquitoes.

A Countywide inventory of deteriorated concrete was performed in the late 1980's. Portions of the Countywide survey are updated during the winter season. The March 2006, "Report of the Infrastructure Maintenance Task Force," identified an annual replacement program level of effort based on a 30 year life for curbs and gutters.

## OTHER

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

## FISCAL NOTE

Replace current revenue with GO Bonds in FY10. Since FY87, the County has offered to replace deteriorated driveway aprons at the property owners' expense up to \$500,000. Payments for this work are displayed as "Contributions" in the funding schedule.

## OTHER DISCLOSURES

- \* Expenditures will continue indefinitely.

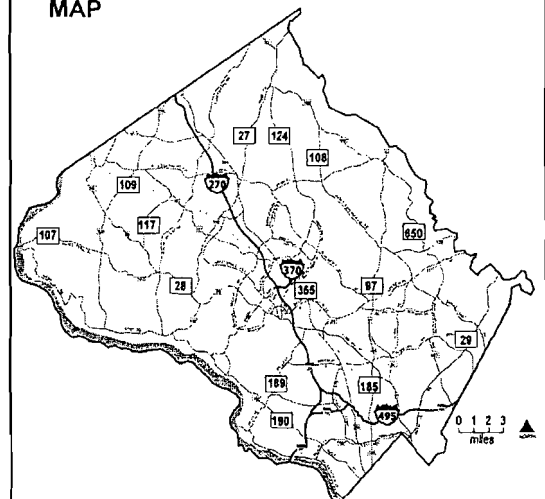
## APPROPRIATION AND EXPENDITURE DATA

Date First Appropriation	FY81	(\$000)
First Cost Estimate	FY10	37,743
Current Scope		
Last FY's Cost Estimate		43,421
Appropriation Request	FY10	6,300
Supplemental Appropriation Request		0
Transfer		0
Cumulative Appropriation		6,243
Expenditures / Encumbrances		4,314
Unencumbered Balance		1,929
Partial Closeout Thru	FY07	70,767
New Partial Closeout	FY08	5,678
Total Partial Closeout		76,445

## COORDINATION

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

## MAP



# Street Tree Preservation -- No. 500700

Category  
Subcategory  
Administering Agency  
Planning Area

Transportation  
Highway Maintenance  
Transportation  
Countywide

Date Last Modified  
Required Adequate Public Facility  
Relocation Impact  
Status

March 18, 2009  
No  
None.  
On-going

## EXPENDITURE SCHEDULE (\$000)

Cost Element	Total	Thru FY08	Rem. FY08	Total 6 Years	FY09	FY10	FY11	FY12	FY13	FY14	Beyond 6 Years
Planning, Design, and Supervision	1,268	68	40	1,160	210	110	210	210	210	210	0
Land	0	0	0	0	0	0	0	0	0	0	0
Site Improvements and Utilities	0	0	0	0	0	0	0	0	0	0	0
Construction	13,527	3,187	0	10,340	790	390	1,790	1,790	2,790	2,790	0
Other	5	5	0	0	0	0	0	0	0	0	0
<b>Total</b>	<b>14,800</b>	<b>3,260</b>	<b>40</b>	<b>11,500</b>	<b>1,000</b>	<b>500</b>	<b>2,000</b>	<b>2,000</b>	<b>3,000</b>	<b>3,000</b>	<b>*</b>

## FUNDING SCHEDULE (\$000)

Current Revenue: General	14,342	3,260	40	11,042	1,000	42	2,000	2,000	3,000	3,000	0
Land Sale	458	0	0	458	0	458	0	0	0	0	0
<b>Total</b>	<b>14,800</b>	<b>3,260</b>	<b>40</b>	<b>11,500</b>	<b>1,000</b>	<b>500</b>	<b>2,000</b>	<b>2,000</b>	<b>3,000</b>	<b>3,000</b>	<b>0</b>

## DESCRIPTION

This project provides for the preservation of street trees through proactive pruning that will include the removal of limbs to: reduce safety hazards to pedestrians and motorists; preserve the health and longevity of trees; correct structural imbalances/defects; improve aesthetics and adjacent property values; and improve sight distance. Proactive pruning will prevent premature deterioration, minimize liability, reduce storm damage potential and costs, improve appearance and enhance the condition of street trees.

## COST CHANGE

Reduce funding and expenditures for fiscal capacity in FY10

## JUSTIFICATION

Prior to FY84 the County provided for scheduled cyclical pruning every six years for all trees in the old Suburban District. This work was funded through the dedicated Suburban District Tax. Between FY84 and FY97, fiscal constraints caused a reduction in pruning to a 40-90 year cycle. In FY97, the County eliminated the Suburban District Tax and expanded its street tree maintenance program from the old Suburban District to include the entire County and the street tree population increased from an estimated 100,000 to over 250,000 trees. Since that time, only pruning in reaction to emergency/safety concerns has been provided. A street tree has a life expectancy of 60 years and, under current conditions, a majority of street trees will never receive any pruning. Lack of cyclical pruning leads to increased storm damage and cleanup costs, right-of-way obstruction and safety hazards to pedestrians and motorists, premature death and decay from disease, weakening of structural integrity, and increased public security risks. Healthy street trees provide a myriad of public benefits including energy savings, aesthetic enhancements that soften the hard edges of buildings and pavements, property value enhancement, mitigation of various airborne pollutants, reduction in the urban heat island effect, and stormwater management enhancement. Various CIP projects provide for the preservation, revitalization, restoration, or protection of all types of public infrastructure.

The "Forest Preservation Strategy" Task Force Report (October, 2000) recommends the development of a "green infrastructure" CIP project for street tree maintenance. The "Forest Preservation Strategy Update" (July, 2004) reinforced the need for a CIP project that addresses street trees. Also, see recommendations in the inter-agency study of tree management practices by the Office of Legislative Oversight (Report #2004-8 - September, 2004) and the Tree Inventory Report and Management Plan by Appraisal, Consulting, Research, and Training Inc. (November, 1995). Studies have shown that healthy trees provide significant year-round energy savings. Winter windbreaks can lower heating costs by 10 to 20 percent and summer shade can lower cooling costs by 15 to 35 percent. Every tree that is planted and maintained saves \$20 in energy costs per year. In addition, a healthy street tree canopy captures the first 1/2 inch of rainfall reducing the need for stormwater management facilities.

## OTHER DISCLOSURES

- \* Expenditures will continue indefinitely.

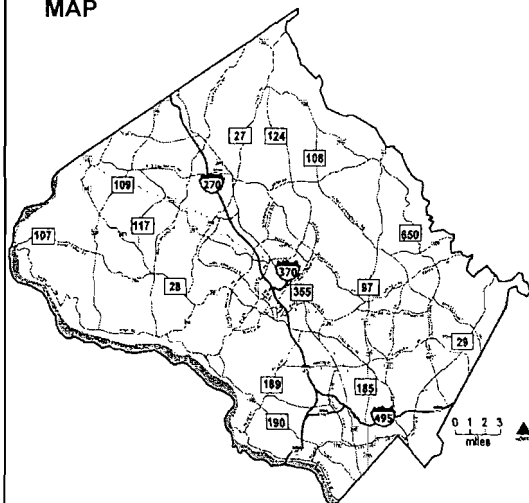
## APPROPRIATION AND EXPENDITURE DATA

Date First Appropriation	FY07	(\$000)
First Cost Estimate		
Current Scope	FY10	14,800
Last FY's Cost Estimate		15,300
Appropriation Request	FY10	500
Supplemental Appropriation Request		0
Transfer		0
Cumulative Appropriation		4,300
Expenditures / Encumbrances		3,263
Unencumbered Balance		1,037
Partial Closeout Thru	FY07	0
New Partial Closeout	FY08	0
Total Partial Closeout		0

## COORDINATION

Maryland-National Capital Park and Planning Commission  
Department of Environmental Protection  
Maryland Department of Natural Resources  
Utility companies

## MAP



County Council

# Bethesda Metro Station South Entrance -- No. 500929

Category  
Subcategory  
Administering Agency  
Planning Area

Transportation  
Mass Transit  
General Services  
Bethesda-Chevy Chase

Date Last Modified  
Required Adequate Public Facility  
Relocation Impact  
Status

March 17, 2009  
No  
None.  
Preliminary Design Stage

## EXPENDITURE SCHEDULE (\$000)

Cost Element	Total	Thru FY08	Rem. FY08	Total 6 Years	FY09	FY10	FY11	FY12	FY13	FY14	Beyond 6 Years
Planning, Design, and Supervision	9,900	0	500	8,900	5,000	100	250	250	1,600	1,700	500
Land	0	0	0	0	0	0	0	0	0	0	0
Site Improvements and Utilities	0	0	0	0	0	0	0	0	0	0	0
Construction	50,100	0	0	43,500	0	0	0	0	21,500	22,000	6,600
Other	0	0	0	0	0	0	0	0	0	0	0
<b>Total</b>	<b>60,000</b>	<b>0</b>	<b>500</b>	<b>52,400</b>	<b>5,000</b>	<b>100</b>	<b>250</b>	<b>250</b>	<b>23,100</b>	<b>23,700</b>	<b>7,100</b>

## FUNDING SCHEDULE (\$000)

G.O. Bonds	55,000	0	0	47,900	500	100	250	250	23,100	23,700	7,100
Revenue Bonds: Liquor Fund	5,000	0	500	4,500	4,500	0	0	0	0	0	0
<b>Total</b>	<b>60,000</b>	<b>0</b>	<b>500</b>	<b>52,400</b>	<b>5,000</b>	<b>100</b>	<b>250</b>	<b>250</b>	<b>23,100</b>	<b>23,700</b>	<b>7,100</b>

### 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 side 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. Five 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.

### OTHER

Part of Elm Street west of Wisconsin Avenue will be closed for a period during construction. Every effort will be taken so that this temporary road closure does not coincide with the temporary closure of Woodmont Avenue during the construction of the Bethesda Lot 31 Parking Garage project.

### 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.

Project schedule has been delayed as implementation plan is subject to the construction of the Purple Line.

### APPROPRIATION AND EXPENDITURE DATA

Date First Appropriation	FY09	(\$000)
First Cost Estimate		
Current Scope	FY09	60,000
Last FY's Cost Estimate		60,000
Appropriation Request	FY10	600
Supplemental Appropriation Request		0
Transfer		0
Cumulative Appropriation		5,500
Expenditures / Encumbrances		0
Unencumbered Balance		5,500
Partial Closeout Thru	FY07	0
New Partial Closeout	FY08	0
Total Partial Closeout		0

### COORDINATION

Maryland Transit Administration  
WMATA  
M-NCPPC  
Bethesda Lot 31 Parking Garage project  
Department of Transportation  
Department of General Services

Special Capital Projects Legislation [Bill No. 19-08] was adopted by Council June 10, 2008.

### MAP

See Map on Next Page

# Bus Stop Improvements -- No. 507658

Category  
Subcategory  
Administering Agency  
Planning Area

Transportation  
Mass Transit  
Transportation  
Countywide

Date Last Modified  
Required Adequate Public Facility  
Relocation Impact  
Status

May 07, 2009  
No  
None.  
On-going

## EXPENDITURE SCHEDULE (\$000)

Cost Element	Total	Thru FY08	Rem. FY08	Total 6 Years	FY09	FY10	FY11	FY12	FY13	FY14	Beyond 6 Years
Planning, Design, and Supervision	995	0	0	995	240	235	240	240	20	20	0
Land	0	0	0	0	0	0	0	0	0	0	0
Site Improvements and Utilities	258	0	8	250	250	0	0	0	0	0	0
Construction	7,757	0	352	7,405	1,760	1,745	1,760	1,780	180	180	0
Other	28	0	28	0	0	0	0	0	0	0	0
<b>Total</b>	<b>9,038</b>	<b>0</b>	<b>388</b>	<b>8,650</b>	<b>2,250</b>	<b>1,980</b>	<b>2,000</b>	<b>2,020</b>	<b>200</b>	<b>200</b>	<b>0</b>

## FUNDING SCHEDULE (\$000)

G.O. Bonds	7,588	0	388	7,200	1,800	1,800	1,800	1,800	0	0	0
Mass Transit Fund	1,200	0	0	1,200	200	180	200	220	200	200	0
State Aid	250	0	0	250	250	0	0	0	0	0	0
<b>Total</b>	<b>9,038</b>	<b>0</b>	<b>388</b>	<b>8,650</b>	<b>2,250</b>	<b>1,980</b>	<b>2,000</b>	<b>2,020</b>	<b>200</b>	<b>200</b>	<b>0</b>

## DESCRIPTION

This project provides for the installation and improvement of capital amenities at bus stops in Montgomery County to make them safer, more accessible, and attractive to users and to improve pedestrian safety for County transit passengers. These enhancements can include items such as sidewalk connections, improved pedestrian access, pedestrian refuge islands and other crossing safety measures, area lighting, paved passenger standing areas, and other safety upgrades. In prior years, this project included funding for the installation and replacement of bus shelters and benches along Ride-On and County Metrobus routes; benches and shelters are now handled under the operating budget.

## COST CHANGE

Shift funding and expenditures for fiscal capacity from FY10 to FY12.

## JUSTIFICATION

Many of the County's bus stops have safety, security, or right-of-way deficiencies since they are located on roads which were not originally built to accommodate pedestrians. Problems include: lack of drainage around the site, sidewalk connections, passenger standing areas or pads, lighting or pedestrian access, and unsafe street crossings to get to the bus stop. This project addresses significant bus stop safety issues to ease access to transit service. Correction of these deficiencies will result in fewer pedestrian accidents related to bus riders, improved accessibility of the system, increased attractiveness of transit as a means of transportation, and greater ridership. Making transit a more viable option than the automobile requires enhanced facilities as well as increased frequency and level of service. Getting riders to the bus and providing an adequate and safe facility to wait for the bus will help to achieve the goal. The County has approximately 5,400 bus stops. The completed inventory and assessment of each bus stop has determined what is needed at each location to render the stop safe and accessible to all transit passengers.

In FY05, a contractor developed a GIS-referenced bus stop inventory and condition assessment for all bus stops in the County, criteria to determine which bus stops need improvements, and a prioritized listing of bus stop relocations, improvements, and passenger amenities. The survey and review of bus stop data have been completed and work is on-going. Full-scale construction began in October 2006. In the first year of the project, 729 bus stops were reviewed and modified, with significant construction occurring at 219 of these locations.

## OTHER

Any required purchase of land for right-of-way will be funded initially out of the Advance Land Acquisition Revolving Fund (ALARF), then reimbursed by a future appropriation from this project. The total cost of this project may increase when land expenditures are programmed.

## FISCAL NOTE

Funding for this project includes general obligation bonds dedicated to Mass Transit with debt service financed from the Mass Transit Facilities Fund. The additional funds in FY09 (\$250K) are to be funded with State Aid through the State Bicycle Retrofit Program.

## OTHER DISCLOSURES

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

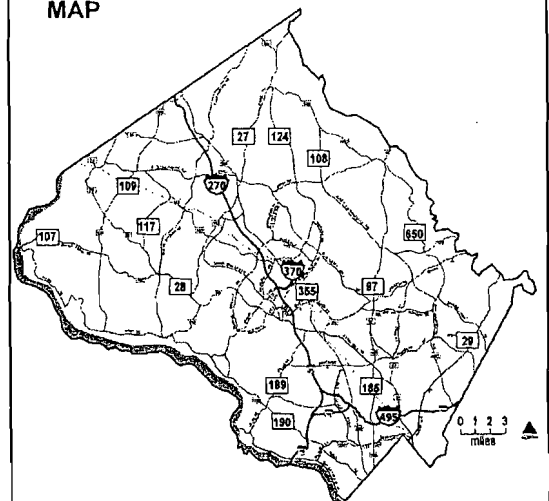
## APPROPRIATION AND EXPENDITURE DATA

Date First Appropriation	FY76	(\$000)
First Cost Estimate		
Current Scope	FY10	9,038
Last FY's Cost Estimate		10,646
Appropriation Request	FY10	1,980
Supplemental Appropriation Request		250
Transfer		0
Cumulative Appropriation		2,388
Expenditures / Encumbrances		2,263
Unencumbered Balance		125
Partial Closeout Thru	FY07	3,391
New Partial Closeout	FY08	1,858
Total Partial Closeout		5,249

## COORDINATION

Civic Associations  
Municipalities  
Maryland State Highway Administration  
Maryland Transit Administration  
Washington Metropolitan Area Transit Authority  
Commission on Aging  
Commission on People with Disabilities  
Montgomery County Pedestrian Safety Advisory Committee  
Citizen Advisory Boards

## MAP



# Glenmont Metro Parking Expansion -- No. 500552

Category **WMATA**  
 Subcategory **Mass Transit**  
 Administering Agency **W.M.A.T.A.**  
 Planning Area **Kensington-Wheaton**

Date Last Modified  
 Required Adequate Public Facility  
 Relocation Impact  
 Status

January 07, 2009  
**No**  
**None.**  
**Final Design Stage**

## EXPENDITURE SCHEDULE (\$000)

Cost Element	Total	Thru FY08	Rem. FY08	Total 6 Years	FY09	FY10	FY11	FY12	FY13	FY14	Beyond 6 Years
Planning, Design, and Supervision	25	0	0	25	0	25	0	0	0	0	0
Land	0	0	0	0	0	0	0	0	0	0	0
Site Improvements and Utilities	0	0	0	0	0	0	0	0	0	0	0
Construction	24,704	0	22,147	2,557	1,000	1,557	0	0	0	0	0
Other	0	0	0	0	0	0	0	0	0	0	0
<b>Total</b>	<b>24,729</b>	<b>0</b>	<b>22,147</b>	<b>2,582</b>	<b>1,000</b>	<b>1,582</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>

## FUNDING SCHEDULE (\$000)

Current Revenue: WMATA Surcharge	4,885	0	3,303	1,582	0	1,582	0	0	0	0	0
G.O. Bonds	2,500	0	2,500	0	0	0	0	0	0	0	0
Revenue Bonds	7,375	0	7,375	0	0	0	0	0	0	0	0
Revenue Bonds: Liquor Fund	9,969	0	8,969	1,000	1,000	0	0	0	0	0	0
<b>Total</b>	<b>24,729</b>	<b>0</b>	<b>22,147</b>	<b>2,582</b>	<b>1,000</b>	<b>1,582</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>

### DESCRIPTION

This project provides for the design and construction of 1,200 additional garaged parking spaces at the Glenmont Metrorail Station on the west side of Georgia Avenue.

### COST CHANGE

Increase due to actual construction bid greater than budgeted and addition of funds for County staff review and oversight.

### JUSTIFICATION

The County's 10-Year Transportation Plan calls for the expansion of the existing Glenmont Metro Garage. The existing garage is regularly over capacity early on weekday mornings. By expanding parking at the station, more potential transit riders will be drawn to use Metrorail rather than driving to Washington, D.C. and to Silver Spring.

WMATA has prepared traffic and environmental studies for the parking expansion as well as General Plans. The WMATA Compact Public Hearing was held on April 26, 2006. Plans incorporate the Georgia Avenue Greenway, ADA requirements, and pedestrian safety.

### OTHER

The full cost of this project is \$26,329,000. The Maryland Department of Transportation has contributed \$1,600,000 for the design of this garage, which is not reflected in the expenditure and funding schedules since these funds went directly to WMATA. The project will be designed and constructed by WMATA.

### OTHER DISCLOSURES

- A pedestrian impact analysis has been completed for this project.

### APPROPRIATION AND EXPENDITURE DATA

Date First Appropriation	FY05	(\$000)
First Cost Estimate	FY08	24,729
Current Scope		
Last FY's Cost Estimate		23,147
Appropriation Request	FY10	1,582
Supplemental Appropriation Request		0
Transfer		0
Cumulative Appropriation		23,147
Expenditures / Encumbrances		1
Unencumbered Balance		23,146
Partial Closeout Thru	FY07	0
New Partial Closeout	FY08	0
Total Partial Closeout		0

### COORDINATION

Maryland-National Capital Park and Planning Commission  
 Washington Metropolitan Area Transit Authority  
 Maryland Department of Transportation  
 Department of Transportation  
 Department of General Services

### MAP

See Map on Next Page

# Montgomery Mall Transit Center -- No. 500714

Category  
Subcategory  
Administering Agency  
Planning Area

Transportation  
Mass Transit  
Transportation  
Potomac-Travilah

Date Last Modified  
Required Adequate Public Facility  
Relocation Impact  
Status

March 18, 2009  
No  
None.  
Final Design Stage

## EXPENDITURE SCHEDULE (\$000)

Cost Element	Total	Thru FY08	Rem. FY08	Total 6 Years	FY09	FY10	FY11	FY12	FY13	FY14	Beyond 6 Years
Planning, Design, and Supervision	40	6	14	20	0	0	20	0	0	0	0
Land	0	0	0	0	0	0	0	0	0	0	0
Site Improvements and Utilities	0	0	0	0	0	0	0	0	0	0	0
Construction	1,110	0	30	1,080	0	0	1,080	0	0	0	0
Other	0	0	0	0	0	0	0	0	0	0	0
<b>Total</b>	<b>1,150</b>	<b>6</b>	<b>44</b>	<b>1,100</b>	<b>0</b>	<b>0</b>	<b>1,100</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>

## FUNDING SCHEDULE (\$000)

Mass Transit Fund	1,150	6	44	1,100	0	0	1,100	0	0	0	0
<b>Total</b>	<b>1,150</b>	<b>6</b>	<b>44</b>	<b>1,100</b>	<b>0</b>	<b>0</b>	<b>1,100</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>

## OPERATING BUDGET IMPACT (\$000)

Maintenance				110	10	20	20	20	20	20
<b>Net Impact</b>				<b>110</b>	<b>10</b>	<b>20</b>	<b>20</b>	<b>20</b>	<b>20</b>	<b>20</b>

### DESCRIPTION

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

### JUSTIFICATION

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

### OTHER

The construction schedule has been postponed due to the delay of the developer's construction. The County could not construct the County portion until Westfield completes all the civil work. The construction of the County portion is not expected to start until FY11 in order to coordinate with the Montgomery Mall expansion by the developer which has been delayed. The design of this project has been completed through Facility Planning: Transportation.

### FISCAL NOTE

Expenditures and funding have been shifted to reflect current implementation plan.

### OTHER DISCLOSURES

- A pedestrian impact analysis has been completed for this project.

### APPROPRIATION AND EXPENDITURE DATA

Date First Appropriation	FY07	(\$000)
First Cost Estimate	FY09	1,150
Current Scope		
Last FY's Cost Estimate		1,150
Appropriation Request	FY10	-1,100
Supplemental Appropriation Request		0
Transfer		0
Cumulative Appropriation		1,150
Expenditures / Encumbrances		6
Unencumbered Balance		1,144
Partial Closeout Thru	FY07	0
New Partial Closeout	FY08	0
Total Partial Closeout		0

### COORDINATION

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

### MAP

See Map on Next Page

# Ride On Bus Fleet -- No. 500821

Category  
Subcategory  
Administering Agency  
Planning Area

Transportation  
Mass Transit  
Transportation  
Countywide

Date Last Modified  
Required Adequate Public Facility  
Relocation Impact  
Status

April 28, 2009  
No  
None.  
On-going

## EXPENDITURE SCHEDULE (\$000)

Cost Element	Total	Thru FY08	Rem. FY08	Total 6 Years	FY09	FY10	FY11	FY12	FY13	FY14	Beyond 6 Years
Planning, Design, and Supervision	0	0	0	0	0	0	0	0	0	0	0
Land	0	0	0	0	0	0	0	0	0	0	0
Site Improvements and Utilities	0	0	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0	0
Other	84,575	0	12,742	71,833	17,395	12,500	5,780	7,678	6,086	22,394	0
<b>Total</b>	<b>84,575</b>	<b>0</b>	<b>12,742</b>	<b>71,833</b>	<b>17,395</b>	<b>12,500</b>	<b>5,780</b>	<b>7,678</b>	<b>6,086</b>	<b>22,394</b>	<b>*</b>

## FUNDING SCHEDULE (\$000)

Contributions	475	0	0	475	475	0	0	0	0	0	0
Fed Stimulus (State Allocation)	6,550	0	0	6,550	0	6,550	0	0	0	0	0
Federal Aid	14,641	0	0	14,641	3,343	2,898	2,100	2,100	2,100	2,100	0
Mass Transit Fund	24,527	0	0	24,527	897	1,052	940	2,838	1,246	17,554	0
Short-Term Financing	22,682	0	12,742	9,940	9,940	0	0	0	0	0	0
State Aid	15,700	0	0	15,700	2,740	2,000	2,740	2,740	2,740	2,740	0
<b>Total</b>	<b>84,575</b>	<b>0</b>	<b>12,742</b>	<b>71,833</b>	<b>17,395</b>	<b>12,500</b>	<b>5,780</b>	<b>7,678</b>	<b>6,086</b>	<b>22,394</b>	<b>0</b>

## DESCRIPTION

This project provides for the purchase of replacement buses in the Ride On fleet in accordance with the Division of Transit Services' bus replacement plan.

## COST CHANGE

Due to reduction of \$5 million in State Aid in FY09, revise plan as follows: delay purchase of 12 small gas buses; purchase four fewer Hybrid buses in FY09; Due to reduction of \$740K in State Aid in FY10, revise plan to purchase 2 fewer Diesel buses in FY10 Federal Stimulus funds of \$6.55M in FY10; purchase 12 full-size Hybrid buses and 1 Diesel bus

## JUSTIFICATION

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

The FY08-14 plan calls for the following:

FY08: 42 full-size diesel  
FY09: 35 full-size hybrid diesel/electric  
FY10: 18 full-size diesel; 12 full-size hybrid  
FY11: 18 full-size  
FY12: 22 full-size  
FY13: 17 full-size  
FY14: 52 full-size; 20 small

## FISCAL NOTE

42 buses in FY08 and 20 buses in FY09 to be financed over five years with short-term financing  
Federal funding in FY09 and FY10 higher due to receipt of additional grants  
State Aid estimates are based on FY09 grants (except for known FY10 reduction)  
Federal funds (excluding Federal Stimulus funds) require a 20 percent County match  
Contributions of \$475K in FY09 from Traffic Mitigation Agreement

## OTHER DISCLOSURES

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

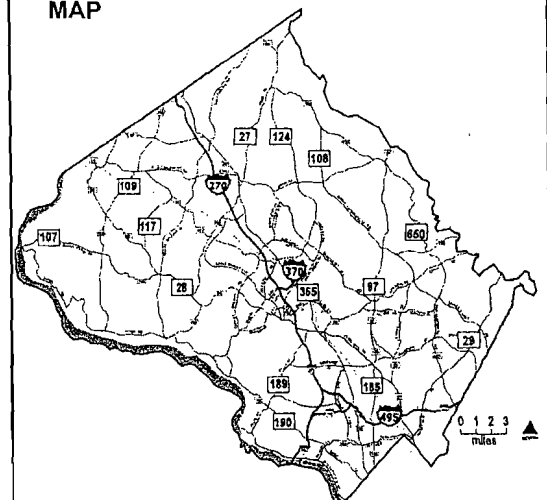
## APPROPRIATION AND EXPENDITURE DATA

Date First Appropriation	FY09	(\$000)
First Cost Estimate	FY10	84,575
Current Scope		
Last FY's Cost Estimate		82,301
Appropriation Request	FY10	10,512
Supplemental Appropriation Request		0
Transfer		0
Cumulative Appropriation		32,125
Expenditures / Encumbrances		31,091
Unencumbered Balance		1,034
Partial Closeout Thru	FY07	0
New Partial Closeout	FY08	0
Total Partial Closeout		0

## COORDINATION

Department of General Services

## MAP





# Annual Sidewalk Program -- No. 506747

Category  
Subcategory  
Administering Agency  
Planning Area

Transportation  
Pedestrian Facilities/Bikeways  
Transportation  
Countywide

Date Last Modified  
Required Adequate Public Facility  
Relocation Impact  
Status

May 14, 2009  
No  
None.  
On-going

## EXPENDITURE SCHEDULE (\$000)

Cost Element	Total	Thru FY08	Rem. FY08	Total 6 Years	FY09	FY10	FY11	FY12	FY13	FY14	Beyond 6 Years
Planning, Design, and Supervision	2,602	0	78	2,524	379	629	379	379	379	379	0
Land	40	0	10	30	5	5	5	5	5	5	0
Site Improvements and Utilities	273	0	15	258	43	43	43	43	43	43	0
Construction	10,546	0	58	10,488	923	1,873	1,923	1,923	1,923	1,923	0
Other	0	0	0	0	0	0	0	0	0	0	0
<b>Total</b>	<b>13,461</b>	<b>0</b>	<b>161</b>	<b>13,300</b>	<b>1,350</b>	<b>2,550</b>	<b>2,350</b>	<b>2,350</b>	<b>2,350</b>	<b>2,350</b>	<b>*</b>

## FUNDING SCHEDULE (\$000)

G.O. Bonds	12,827	0	127	12,700	1,250	2,450	2,250	2,250	2,250	2,250	0
State Aid	634	0	34	600	100	100	100	100	100	100	0
<b>Total</b>	<b>13,461</b>	<b>0</b>	<b>161</b>	<b>13,300</b>	<b>1,350</b>	<b>2,550</b>	<b>2,350</b>	<b>2,350</b>	<b>2,350</b>	<b>2,350</b>	<b>0</b>

### DESCRIPTION

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

### COST CHANGE

Add funds in FY10 for Pedestrian Safety Initiative for enhanced sidewalk construction

### JUSTIFICATION

In addition to connecting existing sidewalks, these projects increase pedestrian safety and facilitate walking to: Metrorail stations; bus stops; shopping and medical centers; employment, recreational, and school sites. The average rate of requests for sidewalks has been between 80-100 per year over the last two years. A backlog of over 100 requests remains.

### OTHER

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

### OTHER DISCLOSURES

- A pedestrian impact analysis has been completed for this project.
- The Executive asserts that this project conforms to the requirements of relevant local plans, as required by the Maryland Economic Growth, Resource Protection and Planning Act.
- \* Expenditures will continue indefinitely.

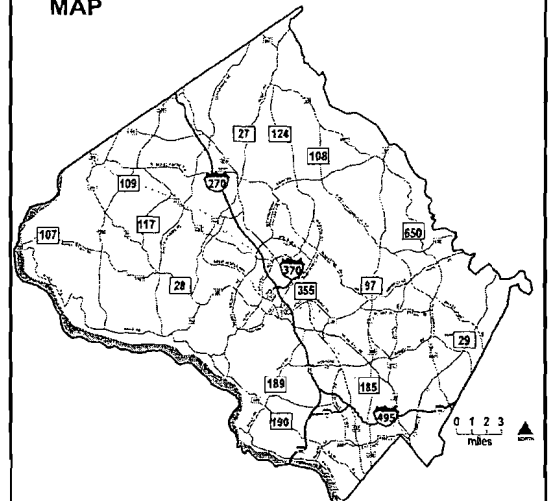
### APPROPRIATION AND EXPENDITURE DATA

Date First Appropriation	FY67	(\$000)
First Cost Estimate		
Current Scope	FY10	13,461
Last FY's Cost Estimate		13,606
Appropriation Request	FY10	2,550
Supplemental Appropriation Request		0
Transfer		0
Cumulative Appropriation		1,511
Expenditures / Encumbrances		1,152
Unencumbered Balance		359
Partial Closeout Thru	FY07	23,418
New Partial Closeout	FY08	1,345
Total Partial Closeout		24,763

### COORDINATION

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

### MAP



# Silver Spring Green Trail -- No. 509975

Category  
Subcategory  
Administering Agency  
Planning Area

**Transportation**  
**Pedestrian Facilities/Bikeways**  
**Transportation**  
**Silver Spring**

Date Last Modified  
Required Adequate Public Facility  
Relocation Impact  
Status

February 24, 2009  
**No**  
**None.**  
**Final Design Stage**

## EXPENDITURE SCHEDULE (\$000)

Cost Element	Total	Thru FY08	Rem. FY08	Total 6 Years	FY09	FY10	FY11	FY12	FY13	FY14	Beyond 6 Years
Planning, Design, and Supervision	1,640	1,167	7	466	0	0	0	0	40	426	0
Land	1,208	7	172	1,029	0	0	0	0	217	812	0
Site Improvements and Utilities	63	5	0	58	0	0	0	0	0	58	0
Construction	3,422	0	0	3,422	0	0	0	0	0	3,422	0
Other	1	1	0	0	0	0	0	0	0	0	0
<b>Total</b>	<b>6,334</b>	<b>1,180</b>	<b>179</b>	<b>4,975</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>257</b>	<b>4,718</b>	<b>0</b>

## FUNDING SCHEDULE (\$000)

Current Revenue: General	265	265	0	0	0	0	0	0	0	0	0
Enhancement	484	0	0	484	0	0	0	0	0	484	0
G.O. Bonds	4,743	73	179	4,491	0	0	0	0	257	4,234	0
PAYGO	842	842	0	0	0	0	0	0	0	0	0
<b>Total</b>	<b>6,334</b>	<b>1,180</b>	<b>179</b>	<b>4,975</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>257</b>	<b>4,718</b>	<b>0</b>

### DESCRIPTION

This project provides for a 4,500 linear foot urban trail as part of a roadway along one of the alignments under consideration for the Purple Line. The pedestrian and bicycle use along this trail supplements the County transportation program. The funding provided for the interim trail includes the design, property acquisition and construction of the interim 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 interim trail is part of a transportation corridor and is not a recreation area of state or local significance. The proposed interim trail includes an 8-foot wide bituminous bike path, an adjacent 5-foot wide concrete sidewalk, lighting, and landscaping. The interim trail will provide access to the Silver Spring Transit Station, via the Metropolitan Branch Trail, and the future Capital Crescent Trail. Between Dale Drive and Cedar Lane, the number of travel lanes on Wayne Avenue will be reduced from four to three and the center lane will be reversible, with parking permitted only on the southern side of Wayne Avenue.

### JUSTIFICATION

This project creates an important interim link through Silver Spring to the Silver Spring Metrorail. It will help provide connectivity to other trails and help in mitigating congestion on area roads. Final plans have been completed.

### OTHER

The scope of the project has remained the same. Due to delays in the project schedule for the Purple Line alignment, the re-construction of Wayne Avenue will now be done separately under the Primary/Arterial Road Resurfacing project and the Sidewalk and Infrastructure Revitalization project. The right-of-way was purchased for transportation purposes. Recreational use of the interim trail will be maintained and administered by the Department of Transportation (DOT), consistent with its normal maintenance standards.

### FISCAL NOTE

Project schedule is amended to reflect current implementation plan, which is subject to the construction schedule of the proposed Purple Line. The County's share will be paid out of site improvements and utilities. Project implementation is contingent upon receipt of Enhancement funds from the Maryland State Highway Administration (MSHA) in FY11. The application was submitted to MSHA in FY04 for \$2.627 million and funding was not approved. In FY05, the application for Enhancement funding was for \$484,133. The Transportation Enhancement Funds are on hold until a decision is made on the Purple Line alignment expected in 2008.

### OTHER DISCLOSURES

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

APPROPRIATION AND EXPENDITURE DATA	COORDINATION	MAP																																																
<table border="1" style="width: 100%;"> <tr> <td>Date First Appropriation</td><td>FY99</td><td>(\$000)</td></tr> <tr> <td>First Cost Estimate</td><td>FY99</td><td>6,060</td></tr> <tr> <td>Current Scope</td><td></td><td></td></tr> <tr> <td>Last FY's Cost Estimate</td><td></td><td>6,334</td></tr> <tr> <td> </td><td> </td><td> </td></tr> <tr> <td>Appropriation Request</td><td>FY10</td><td>0</td></tr> <tr> <td>Supplemental Appropriation Request</td><td></td><td>0</td></tr> <tr> <td>Transfer</td><td></td><td>0</td></tr> <tr> <td> </td><td> </td><td> </td></tr> <tr> <td>Cumulative Appropriation</td><td></td><td>1,359</td></tr> <tr> <td>Expenditures / Encumbrances</td><td></td><td>1,206</td></tr> <tr> <td>Unencumbered Balance</td><td></td><td>153</td></tr> <tr> <td> </td><td> </td><td> </td></tr> <tr> <td>Partial Closeout Thru</td><td>FY07</td><td>0</td></tr> <tr> <td>New Partial Closeout</td><td>FY08</td><td>0</td></tr> <tr> <td>Total Partial Closeout</td><td></td><td>0</td></tr> </table>	Date First Appropriation	FY99	(\$000)	First Cost Estimate	FY99	6,060	Current Scope			Last FY's Cost Estimate		6,334				Appropriation Request	FY10	0	Supplemental Appropriation Request		0	Transfer		0				Cumulative Appropriation		1,359	Expenditures / Encumbrances		1,206	Unencumbered Balance		153				Partial Closeout Thru	FY07	0	New Partial Closeout	FY08	0	Total Partial Closeout		0	<p>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 Primary/Arterial Road Resurfacing Project Sidewalk and Infrastructure Revitalization Project</p>	<p>See Map on Next Page</p>
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Partial Closeout Thru	FY07	0																																																
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# Bethesda CBD Streetscape -- No. 500102

Category  
Subcategory  
Administering Agency  
Planning Area

Transportation  
Roads  
Transportation  
Bethesda-Chevy Chase

Date Last Modified  
Required Adequate Public Facility  
Relocation Impact  
Status

May 12, 2009  
Yes  
None.  
Preliminary Design Stage

## EXPENDITURE SCHEDULE (\$000)

Cost Element	Total	Thru FY08	Rem. FY08	Total 6 Years	FY09	FY10	FY11	FY12	FY13	FY14	Beyond 6 Years
Planning, Design, and Supervision	2,032	81	98	1,553	513	385	105	150	200	200	300
Land	0	0	0	0	0	0	0	0	0	0	0
Site Improvements and Utilities	686	0	21	665	0	0	0	665	0	0	0
Construction	7,331	0	0	5,031	0	0	205	1,100	1,726	2,000	2,300
Other	0	0	0	0	0	0	0	0	0	0	0
<b>Total</b>	<b>10,049</b>	<b>81</b>	<b>119</b>	<b>7,249</b>	<b>513</b>	<b>385</b>	<b>310</b>	<b>1,915</b>	<b>1,926</b>	<b>2,200</b>	<b>2,600</b>

## FUNDING SCHEDULE (\$000)

G.O. Bonds	10,049	81	119	7,249	513	385	310	1,915	1,926	2,200	2,600
<b>Total</b>	<b>10,049</b>	<b>81</b>	<b>119</b>	<b>7,249</b>	<b>513</b>	<b>385</b>	<b>310</b>	<b>1,915</b>	<b>1,926</b>	<b>2,200</b>	<b>2,600</b>

## OPERATING BUDGET IMPACT (\$000)

Maintenance				4	0	0	0	0	2	2
Energy				4	0	0	0	0	2	2
<b>Net Impact</b>				<b>8</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>4</b>

## DESCRIPTION

This project provides for the design and construction of pedestrian improvements to complete unfinished streetscapes along approximately 5,425 feet of Central Business District (CBD) streets in Bethesda as identified in the Bethesda CBD Sector Plan. This includes 1,125 feet along Woodmont Avenue between Old Georgetown Road and Cheltenham Drive; 3,550 feet along Wisconsin Avenue between Cheltenham Drive and the northern end of the CBD; and 750 feet along East-West Highway between Waverly Street and Pearl Street. It is intended to fill in the gaps between private development projects which have been constructed or are approved in the CBD. The design elements include the replacement and widening, where possible, of sidewalks, new vehicular and pedestrian lighting, street trees, street furniture, roadway signs and the installation of conduit for the future undergrounding of existing overhead utility lines. The removal of the overhead utility lines and their placement in the underground conduits is not included.

## JUSTIFICATION

Staging of the Bethesda CBD Sector Plan recommends implementation of transportation improvements and facilities identified in Stage I prior to moving to Stage II.

Bethesda CBD Sector Plan, approved and adopted July 1994; and Bethesda Streetscape Plan Standards, updated April 1992.

## OTHER

This work will be completed in two stages. Stage 1, to be completed in FY12, will provide brick pavers, street trees, benches, and trash receptacles in all segments, and install the underground conduit for the Woodmont Avenue and East-West Highway segments. Stage 2, to be started in FY13 and finished beyond the six-year period, will complete the streetscaping work in these three segments.

## FISCAL NOTE

Project schedule is amended to reflect current implementation plan.

## OTHER DISCLOSURES

- A pedestrian impact analysis has been completed for this project.

APPROPRIATION AND EXPENDITURE DATA	COORDINATION	MAP																																							
<table> <tr> <td>Date First Appropriation</td><td>FY01</td><td>(\$000)</td></tr> <tr> <td>First Cost Estimate</td><td>FY09</td><td>10,049</td></tr> <tr> <td>Current Scope</td><td></td><td></td></tr> <tr> <td>Last FY's Cost Estimate</td><td></td><td>10,049</td></tr> <tr> <td>Appropriation Request</td><td>FY10</td><td>385</td></tr> <tr> <td>Supplemental Appropriation Request</td><td></td><td>0</td></tr> <tr> <td>Transfer</td><td></td><td>0</td></tr> <tr> <td>Cumulative Appropriation</td><td></td><td>713</td></tr> <tr> <td>Expenditures / Encumbrances</td><td></td><td>106</td></tr> <tr> <td>Unencumbered Balance</td><td></td><td>607</td></tr> <tr> <td>Partial Closeout Thru</td><td>FY07</td><td>0</td></tr> <tr> <td>New Partial Closeout</td><td>FY08</td><td>0</td></tr> <tr> <td>Total Partial Closeout</td><td></td><td>0</td></tr> </table>	Date First Appropriation	FY01	(\$000)	First Cost Estimate	FY09	10,049	Current Scope			Last FY's Cost Estimate		10,049	Appropriation Request	FY10	385	Supplemental Appropriation Request		0	Transfer		0	Cumulative Appropriation		713	Expenditures / Encumbrances		106	Unencumbered Balance		607	Partial Closeout Thru	FY07	0	New Partial Closeout	FY08	0	Total Partial Closeout		0	<p>Maryland-National Capital Park and Planning Commission Montgomery County Public Schools Department of Permitting Services Maryland State Highway Administration Utility Companies Bethesda-Chevy Chase Regional Services Center</p>	<p>See Map on Next Page</p>
Date First Appropriation	FY01	(\$000)																																							
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Partial Closeout Thru	FY07	0																																							
New Partial Closeout	FY08	0																																							
Total Partial Closeout		0																																							

# Burtonsville Access Road -- No. 500500

Category  
Subcategory  
Administering Agency  
Planning Area

Transportation  
Roads  
Transportation  
Fairland-Beltsville

Date Last Modified  
Required Adequate Public Facility  
Relocation Impact  
Status

May 14, 2009  
No  
None.  
Final Design Stage

## EXPENDITURE SCHEDULE (\$000)

Cost Element	Total	Thru FY08	Rem. FY08	Total 6 Years	FY09	FY10	FY11	FY12	FY13	FY14	Beyond 6 Years
Planning, Design, and Supervision	920	413	88	419	0	0	0	193	226	0	0
Land	3,200	49	3,151	0	0	0	0	0	0	0	0
Site Improvements and Utilities	12	12	0	0	0	0	0	0	0	0	0
Construction	3,817	0	0	3,817	0	0	0	1,093	2,724	0	0
Other	0	0	0	0	0	0	0	0	0	0	0
<b>Total</b>	<b>7,949</b>	<b>474</b>	<b>3,239</b>	<b>4,236</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1,286</b>	<b>2,950</b>	<b>0</b>	<b>0</b>

## FUNDING SCHEDULE (\$000)

G.O. Bonds	7,886	474	3,239	4,173	0	0	0	1,223	2,950	0	0
Intergovernmental	63	0	0	63	0	0	0	63	0	0	0
<b>Total</b>	<b>7,949</b>	<b>474</b>	<b>3,239</b>	<b>4,236</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1,286</b>	<b>2,950</b>	<b>0</b>	<b>0</b>

## OPERATING BUDGET IMPACT (\$000)

Maintenance				4	0	0	0	0	0	4
Energy				4	0	0	0	0	0	4
<b>Net Impact</b>				<b>8</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>8</b>

### 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 1,400 linear feet. The project also includes an eight-foot parking lane, curb and gutter, five-foot sidewalks, landscaping, and streetlighting.

### 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.

### COST CHANGE

Project schedule was accelerated due to area redevelopment initiatives.

### 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 State Highway Administration (SHA) 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.

Project has been developed based on a planning study for Burtonsville Access Road, and as called for by the Fairland Master Plan. The Department of Transportation (DOT) has completed Phase I Facility Planning Study and the Phase II preliminary engineering is being completed under Facility Planning.

### FISCAL NOTE

Intergovernmental funding includes WSSC contribution to water and sanitary sewer relocations.

### OTHER DISCLOSURES

- A pedestrian impact analysis has been completed for this project.

APPROPRIATION AND EXPENDITURE DATA	COORDINATION	MAP																																							
<table> <tr> <td>Date First Appropriation</td><td>FY05</td><td>(\$000)</td></tr> <tr> <td>First Cost Estimate</td><td>FY07</td><td>6,252</td></tr> <tr> <td>Current Scope</td><td></td><td></td></tr> <tr> <td>Last FY's Cost Estimate</td><td></td><td>7,949</td></tr> <tr> <td>Appropriation Request</td><td>FY10</td><td>0</td></tr> <tr> <td>Supplemental Appropriation Request</td><td></td><td>0</td></tr> <tr> <td>Transfer</td><td></td><td>0</td></tr> <tr> <td>Cumulative Appropriation</td><td></td><td>6,252</td></tr> <tr> <td>Expenditures / Encumbrances</td><td></td><td>475</td></tr> <tr> <td>Unencumbered Balance</td><td></td><td>5,777</td></tr> <tr> <td>Partial Closeout Thru</td><td>FY07</td><td>0</td></tr> <tr> <td>New Partial Closeout</td><td>FY08</td><td>0</td></tr> <tr> <td>Total Partial Closeout</td><td></td><td>0</td></tr> </table>	Date First Appropriation	FY05	(\$000)	First Cost Estimate	FY07	6,252	Current Scope			Last FY's Cost Estimate		7,949	Appropriation Request	FY10	0	Supplemental Appropriation Request		0	Transfer		0	Cumulative Appropriation		6,252	Expenditures / Encumbrances		475	Unencumbered Balance		5,777	Partial Closeout Thru	FY07	0	New Partial Closeout	FY08	0	Total Partial Closeout		0	Maryland-National Capital Park and Planning Commission Maryland State Highway Administration (MSHA) Montgomery County Public Schools Facility Planning: Transportation Department of Public Libraries Department of Transportation Department Technology Services Department of Permitting Services Washington Suburban Sanitary Commission Washington Gas Pepco Verizon	<p style="text-align: center;">See Map on Next Page</p>
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Partial Closeout Thru	FY07	0																																							
New Partial Closeout	FY08	0																																							
Total Partial Closeout		0																																							

# Chapman Avenue Extended -- No. 500719

Category  
Subcategory  
Administering Agency  
Planning Area

Transportation  
Roads  
Transportation  
North Bethesda-Garrett Park

Date Last Modified  
Required Adequate Public Facility  
Relocation Impact  
Status

May 14, 2009  
No  
None.  
Final Design Stage

## EXPENDITURE SCHEDULE (\$000)

Cost Element	Total	Thru FY08	Rem. FY08	Total 6 Years	FY09	FY10	FY11	FY12	FY13	FY14	Beyond 6 Years
Planning, Design, and Supervision	1,195	143	472	580	10	142	100	100	228	0	0
Land	7,350	5	2,500	4,845	2,845	1,000	1,000	0	0	0	0
Site Improvements and Utilities	1,200	0	0	1,200	0	0	0	1,200	0	0	0
Construction	2,447	0	0	2,447	0	0	0	0	2,447	0	0
Other	0	0	0	0	0	0	0	0	0	0	0
<b>Total</b>	<b>12,192</b>	<b>148</b>	<b>2,972</b>	<b>9,072</b>	<b>2,855</b>	<b>1,142</b>	<b>1,100</b>	<b>1,300</b>	<b>2,675</b>	<b>0</b>	<b>0</b>

## FUNDING SCHEDULE (\$000)

G.O. Bonds	6,796	148	2,972	3,676	2,855	0	821	0	0	0	0
Impact Tax	5,386	0	0	5,386	0	1,142	269	1,300	2,675	0	0
Intergovernmental	10	0	0	10	0	0	10	0	0	0	0
<b>Total</b>	<b>12,192</b>	<b>148</b>	<b>2,972</b>	<b>9,072</b>	<b>2,855</b>	<b>1,142</b>	<b>1,100</b>	<b>1,300</b>	<b>2,675</b>	<b>0</b>	<b>0</b>

## OPERATING BUDGET IMPACT (\$000)

Maintenance				3	0	0	0	0	0	3
Energy				3	0	0	0	0	0	3
<b>Net Impact</b>				<b>6</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>6</b>

### DESCRIPTION

This project provides for the extension of Chapman Avenue from Randolph Road to Old Georgetown Road. Within the proposed 70-foot closed section right-of-way will be: landscaping panels of varying widths up to eight feet on each side of the road, streetlights, storm drainage, and stormwater management. Existing utilities will be moved underground.

### JUSTIFICATION

This project is needed to meet traffic and safety demands of existing and future land uses in the White Flint area. Extensive office, retail, and residential development are planned for implementation by 2008. This project supports the master plan, which recommends new local roadway links to relieve congestion on Rockville Pike. Traffic congestion is expected to increase with newly proposed development. This segment of roadway will provide for continuity, connectivity and access for pedestrians and vehicles by linking retail centers with employment and residential development in the vicinity. This project will complete the last link in the Chapman Avenue/Citadel Avenue roadway corridor.

The Department of Transportation (DOT) completed Facility Planning Phase I in FY05 and Facility Planning Phase II in FY07. The Project is consistent with the approved 1992 North Bethesda Garrett Park Master Plan.

### FISCAL NOTE

Project schedule is amended to reflect current implementation plan. Intergovernmental funding included a WSSC contribution based on the Memorandum of Understanding between the Department of Transportation and WSSC dated November 30, 1984.

### OTHER DISCLOSURES

- A pedestrian impact analysis has been completed for this project.

APPROPRIATION AND EXPENDITURE DATA	COORDINATION	MAP																																							
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Partial Closeout Thru	FY07	0																																							
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# Facility Planning-Transportation -- No. 509337

Category  
Subcategory  
Administering Agency  
Planning Area

Transportation  
Roads  
Transportation  
Countywide

Date Last Modified  
Required Adequate Public Facility  
Relocation Impact  
Status

May 13, 2009  
No  
None.  
On-going

## EXPENDITURE SCHEDULE (\$000)

Cost Element	Total	Thru FY08	Rem. FY08	Total 6 Years	FY09	FY10	FY11	FY12	FY13	FY14	Beyond 6 Years
Planning, Design, and Supervision	48,409	28,508	1,033	18,868	2,295	2,229	2,695	3,079	3,660	4,910	0
Land	381	336	45	0	0	0	0	0	0	0	0
Site Improvements and Utilities	128	128	0	0	0	0	0	0	0	0	0
Construction	52	52	0	0	0	0	0	0	0	0	0
Other	49	49	0	0	0	0	0	0	0	0	0
<b>Total</b>	<b>49,019</b>	<b>29,073</b>	<b>1,078</b>	<b>18,868</b>	<b>2,295</b>	<b>2,229</b>	<b>2,695</b>	<b>3,079</b>	<b>3,660</b>	<b>4,910</b>	<b>*</b>

## FUNDING SCHEDULE (\$000)

Contributions	4	4	0	0	0	0	0	0	0	0	0
Current Revenue: General	38,018	26,200	657	11,161	1,905	281	1,875	1,950	2,310	2,840	0
Impact Tax	1,553	184	80	1,289	230	120	660	279	0	0	0
Intergovernmental	785	764	21	0	0	0	0	0	0	0	0
Land Sale	1,849	21	0	1,828	0	1,828	0	0	0	0	0
Mass Transit Fund	3,285	1,825	320	1,140	160	0	160	150	200	470	0
Recordation Tax Premium	3,450	0	0	3,450	0	0	0	700	1,150	1,600	0
State Aid	75	75	0	0	0	0	0	0	0	0	0
<b>Total</b>	<b>49,019</b>	<b>29,073</b>	<b>1,078</b>	<b>18,868</b>	<b>2,295</b>	<b>2,229</b>	<b>2,695</b>	<b>3,079</b>	<b>3,660</b>	<b>4,910</b>	<b>0</b>

## DESCRIPTION

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

## COST CHANGE

Reduce funding and expenditures for fiscal capacity in FY10.

## JUSTIFICATION

There is a continuing need to define the scope and determine need, benefits, implementation feasibility, horizontal and vertical alignments, typical sections, impacts, community support/opposition, preliminary costs, and alternatives for master planned transportation recommendations. General Plan; Master Plans; and Master Plan of Highways; and Maryland-National Park and Planning Commission (M-NCPPC) Transportation Policy Report. The sidewalk and bikeway projects in Facility Planning specifically address pedestrian needs.

## FISCAL NOTE

Replace current revenue with land sale proceeds in FY10. Starting in FY01, Mass Transit Funds provide for mass transit related candidate projects. Impact tax will continue to be applied to qualifying projects.

## OTHER DISCLOSURES

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

## APPROPRIATION AND EXPENDITURE DATA

Date First Appropriation	FY93	(\$000)
First Cost Estimate		
Current Scope	FY10	47,709
Last FY's Cost Estimate		47,875

Appropriation Request	FY10	2,159
Supplemental Appropriation Request		0
Transfer		0

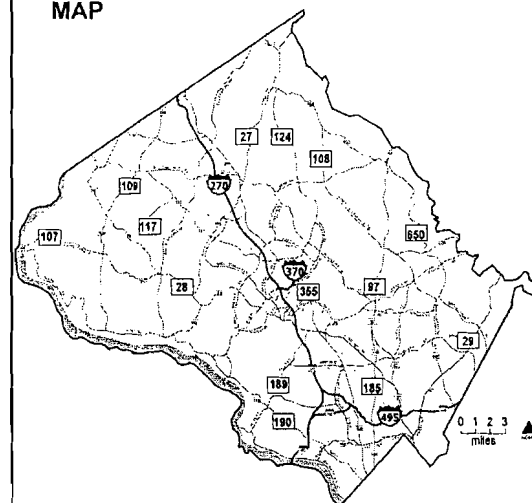
Cumulative Appropriation		35,505
Expenditures / Encumbrances		32,198
Unencumbered Balance		3,307

Partial Closeout Thru	FY07	0
New Partial Closeout	FY08	0
Total Partial Closeout		0

## COORDINATION

Maryland-National Park and Planning Commission  
Maryland State Highway Administration  
Maryland Department of the Environment  
Maryland Department of Natural Resources  
U.S. Army Corps of Engineers  
Department of Permitting Services  
Utilities  
Municipalities  
Affected communities  
Commission on Aging  
Commission on People with Disabilities  
Montgomery County Pedestrian Safety Advisory Committee

## MAP



## FACILITY PLANNING TRANSPORTATION – No. 509337

### Studies Underway or to Start in FY09-10:

#### **Road/Bridge Projects**

Dedicated but Unmaintained Roads Study  
Dorsey Mill Road Extended and Bridge (over I-270)  
East Deer Park Drive Bridge (over CSX Railroad)  
East Gude Drive Widening (Crabbs Branch Way-MD28)  
Midcounty Hwy Extended (Mont. Village Ave-MD27)  
Observation Dr (Waters Discovery -1/4 mi. S. Stringtown)  
Robert's Tavern Road/MD355 Bypass  
Seminary Road Intersection  
Road Code Production of Standards and Specifications

#### **Sidewalk/Bikeway Projects**

Bradley Boulevard Bikeway (Wilson La-Goldsboro Rd)  
Central Avenue Sidewalk (MD355-MARC)  
MD355 Sidewalk (Hyattstown Mill Rd-MC Line)  
MacArthur Blvd Bike Path Seg #3 (Oberlin Ave-DC Line)  
Oak Drive/MD27 Sidewalk  
Seven Locks Road Sidewalk/Bikeway (Montrose-Bradley)  
Sixteenth Street Sidewalk (Lyttonsville Rd-Spring St)

#### **Mass Transit Projects**

Takoma/Langley Park Transit Center\*  
County-wide Bus Rapid Transit Feasibility Study (BRT)

### Other Candidate Studies to Start in FY11-14:

#### **Road/Bridge Projects**

Arlington Road Widening (Wilson La-Bradley Blvd)

#### **Sidewalk/Bikeway Projects**

Dale Drive Sidewalk (MD97-US29)  
Falls Road Sidewalk-West Side (River Rd-Dunster Rd)  
Franklin Avenue Sidewalk (US29-MD193)  
Goldsboro Road Bikeway (MacArthur Blvd-River Rd)  
Interim Capital Crescent Trail (Stewart Ave-SS Metro)  
Jones Mill Rd Bikelanes (Beach Dr-Jones Bridge Rd)  
MacArthur Blvd Bike Path Seg #1 (Stable La – I-495)  
Midcounty Hwy BW/SW (Woodfield –Shady Grove)  
NIH Circulation & North Bethesda Trail Extension  
Tuckerman Lane Sidewalk (Gainsborough-Westlake)

#### **Mass Transit Projects**

Clarksburg Transit Center  
New Transit Center/Park-and-Ride

### Other Candidate Studies Proposed after FY14:

#### **Road/Bridge Projects**

N/A

#### **Sidewalk/Bikeway Projects**

Duffie Mill Sidewalk (MD28-Travilah Rd)  
Forest Glen Bikeway (MD97-Sligo Creek Park)  
Flower Ave Sidewalk (Piney Branch Rd –Carroll Ave)  
Strathmore Ave SW (Stillwater Ave-Garrett Park)

#### **Mass Transit Projects**

Hillandale Transit Center  
Lakeforest Transit Center Modernization  
Olney Longwood Park & Ride  
Olney Transit Center  
University Boulevard BRT  
UpCounty Park-and-Ride Expansion

\*State project – County consulting and staff time charged to Facility Planning

# Father Hurley Blvd. Extended -- No. 500516

Category  
Subcategory  
Administering Agency  
Planning Area

Transportation  
Roads  
Transportation  
Germantown

Date Last Modified  
Required Adequate Public Facility  
Relocation Impact  
Status

May 14, 2009  
No  
None.  
Final Design Stage

## EXPENDITURE SCHEDULE (\$000)

Cost Element	Total	Thru FY08	Rem. FY08	Total 6 Years	FY09	FY10	FY11	FY12	FY13	FY14	Beyond 6 Years
Planning, Design, and Supervision	2,794	1,130	41	1,623	400	500	723	0	0	0	0
Land	1,100	289	811	0	0	0	0	0	0	0	0
Site Improvements and Utilities	2,148	0	581	1,567	100	400	1,067	0	0	0	0
Construction	16,224	92	0	16,132	4,000	5,500	6,632	0	0	0	0
Other	0	0	0	0	0	0	0	0	0	0	0
<b>Total</b>	<b>22,266</b>	<b>1,511</b>	<b>1,433</b>	<b>19,322</b>	<b>4,500</b>	<b>6,400</b>	<b>8,422</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>

## FUNDING SCHEDULE (\$000)

G.O. Bonds	12,227	1,429	515	10,283	4,500	5,061	722	0	0	0	0
Impact Tax	10,030	82	918	9,030	0	1,330	7,700	0	0	0	0
Intergovernmental	9	0	0	9	0	9	0	0	0	0	0
<b>Total</b>	<b>22,266</b>	<b>1,511</b>	<b>1,433</b>	<b>19,322</b>	<b>4,500</b>	<b>6,400</b>	<b>8,422</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>

## OPERATING BUDGET IMPACT (\$000)

Maintenance				87	0	0	0	29	29	29	
Energy				87	0	0	0	29	29	29	
<b>Net Impact</b>				<b>174</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>58</b>	<b>58</b>	<b>58</b>	

### DESCRIPTION

This project consists of a 1.2 mile extension of Father Hurley Boulevard from its existing terminus near Wisteria Drive, south, to Germantown Road (MD 118) as a four-lane divided highway with a bridge over the CSX railroad, two retaining walls (minimizing impacts to adjacent properties), an 8' wide bikeway along the west side, and a 5' wide sidewalk along the east side. The project will also include streetlighting, stormwater management, landscaping, and reforestation.

### CAPACITY

Average Daily Traffic is projected to be 30,000 vehicles per day by design year 2025.

### JUSTIFICATION

This project is recommended in the Germantown Master Plan as a major divided highway within a 120' right-of-way. Based on the Department of Transportation (DOT) Facility Planning Study, the projected traffic volume will be able to be accommodated by a four-lane facility. This road will connect Germantown communities currently separated by the railroad from the Town Center and the I-270 Employment Corridor. It will also improve access for emergency vehicles. Additionally, this project will provide desired redundancy, reduce future congestion, and enhance traffic flow. While segments of the roadway corridor have already been constructed, access is still limited because these developer-improved segments do not include critical links between Wisteria Drive and Dawson Farm Road, or between Germantown Road and Hopkins Road. After implementation of this project, the network will have continuity and will reduce the projected 2025 intersection delay at most of the intersections along the Germantown Road corridor, providing improved intersection levels-of-service at Wisteria Drive (from "E" to "C"), and at Middlebrook Road (from "F" to "E"). DOT prepared a "Transportation Facility Planning Study" in January 2003 which is consistent with the approved Germantown Master Plan.

### OTHER

The Intergovernmental revenue shown in the funding schedule is from the Washington Suburban Sanitary Commission (WSSC) as its share of water and sewer relocation costs. Increase G O Bonds and decrease Impact Taxes

### OTHER DISCLOSURES

- A pedestrian impact analysis has been completed for this project.

### APPROPRIATION AND EXPENDITURE DATA

Date First Appropriation	FY05	(\$000)
First Cost Estimate		
Current Scope	FY09	21,544
Last FY's Cost Estimate		21,544
Appropriation Request	FY10	722
Supplemental Appropriation Request		0
Transfer		0
Cumulative Appropriation		21,544
Expenditures / Encumbrances		18,567
Unencumbered Balance		2,977
Partial Closeout Thru	FY07	0
New Partial Closeout	FY08	0
Total Partial Closeout		0

### COORDINATION

State Highway Administration  
Maryland-National Capital Park & Planning Commission  
Maryland Department of the Environment  
CSXT  
Department of Permitting Services  
Department of Environmental Protection  
WSSC  
Allegheny Power  
Pepco  
Washington Gas Light Company  
Verizon  
Comcast  
AT&T  
Developers  
Special Capital Projects Legislation [Bill No. 13-04] was adopted by Council May 27, 2004.

### MAP

See Map on Next Page



# Highway Noise Abatement -- No. 500338

Category  
Subcategory  
Administering Agency  
Planning Area

Transportation  
Roads  
Transportation  
Countywide

Date Last Modified  
Required Adequate Public Facility  
Relocation Impact  
Status

December 23, 2008  
No  
None.  
On-going

## EXPENDITURE SCHEDULE (\$000)

Cost Element	Total	Thru FY08	Rem. FY08	Total 6 Years	FY09	FY10	FY11	FY12	FY13	FY14	Beyond 6 Years
Planning, Design, and Supervision	7,781	668	330	2,983	450	100	500	1,533	200	200	3,800
Land	8	8	0	0	0	0	0	0	0	0	0
Site Improvements and Utilities	0	0	0	0	0	0	0	0	0	0	0
Construction	6,168	799	0	5,369	0	0	0	5,369	0	0	0
Other	1,160	7	1,153	0	0	0	0	0	0	0	0
<b>Total</b>	<b>15,117</b>	<b>1,482</b>	<b>1,483</b>	<b>8,352</b>	<b>450</b>	<b>100</b>	<b>500</b>	<b>6,902</b>	<b>200</b>	<b>200</b>	<b>3,800</b>

## FUNDING SCHEDULE (\$000)

Contributions	2,452	0	0	2,452	0	0	0	2,452	0	0	0
G.O. Bonds	12,665	1,482	1,483	5,900	450	100	500	4,450	200	200	3,800
<b>Total</b>	<b>15,117</b>	<b>1,482</b>	<b>1,483</b>	<b>8,352</b>	<b>450</b>	<b>100</b>	<b>500</b>	<b>6,902</b>	<b>200</b>	<b>200</b>	<b>3,800</b>

## OPERATING BUDGET IMPACT (\$000)

Maintenance				6	1	1	1	1	1	1
<b>Net Impact</b>				<b>6</b>	<b>1</b>	<b>1</b>	<b>1</b>	<b>1</b>	<b>1</b>	<b>1</b>

### DESCRIPTION

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

### 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. The noise abatement measures planned for construction in FY08 are on Shady Grove Road between I-370 and Briardale Road (east and west sides), and between Briardale Road and the InterCounty Connector (west side). The noise abatement measures planned for construction in FY12 are Midcounty Highway between Forest Oak Middle School and Saybrooke Oaks Boulevard (south side), and from Miller Fall Road to Washington Grove Lane (south side), and on East Randolph Road between Tamarack Road and Laurie Drive (south side), and between Appleby Drive and Partridge Drive (north side). Should one or more of these barriers ultimately not proceed due to insufficient support from impacted and benefited property owners or from property owners needed to grant property for the barriers, the Council may approve by resolution one or more additional barriers subject to the limit of appropriated funds. The design for Middlebrook Road behind Twinflower Circle and between Ridgecrest Drive and Waring Station Road (south side) is delayed to FY09 for fiscal reasons.

### FISCAL NOTE

Project schedule is amended to reflect current implementation plan. There may be contributions from impacted and benefited property owners in the future as specified in the policy.

### OTHER DISCLOSURES

- A pedestrian impact analysis has been completed for this project.

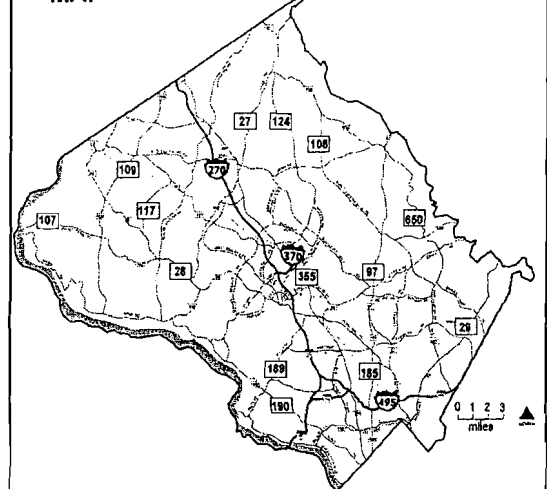
### APPROPRIATION AND EXPENDITURE DATA

Date First Appropriation	FY03	(\$000)
First Cost Estimate		
Current Scope	FY09	15,117
Last FY's Cost Estimate		15,117
Appropriation Request	FY10	0
Supplemental Appropriation Request		0
Transfer		0
Cumulative Appropriation		3,815
Expenditures / Encumbrances		2,890
Unencumbered Balance		925
Partial Closeout Thru	FY07	0
New Partial Closeout	FY08	0
Total Partial Closeout		0

### COORDINATION

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

### MAP



# Montrose Parkway East -- No. 500717

Category  
Subcategory  
Administering Agency  
Planning Area

Transportation  
Roads  
Transportation  
North Bethesda-Garrett Park

Date Last Modified  
Required Adequate Public Facility  
Relocation Impact  
Status

May 14, 2009  
No  
None.  
Final Design Stage

## EXPENDITURE SCHEDULE (\$000)

Cost Element	Total	Thru FY08	Rem. FY08	Total 6 Years	FY09	FY10	FY11	FY12	FY13	FY14	Beyond 6 Years
Planning, Design, and Supervision	5,914	299	1,505	2,841	500	1,026	0	0	449	866	1,269
Land	6,424	420	0	6,004	1,502	1,052	1,700	1,750	0	0	0
Site Improvements and Utilities	2,545	0	0	0	0	0	0	0	0	0	2,545
Construction	36,417	0	0	13,400	0	0	0	0	6,400	7,000	23,017
Other	0	0	0	0	0	0	0	0	0	0	0
<b>Total</b>	<b>51,300</b>	<b>719</b>	<b>1,505</b>	<b>22,245</b>	<b>2,002</b>	<b>2,078</b>	<b>1,700</b>	<b>1,750</b>	<b>6,849</b>	<b>7,866</b>	<b>26,831</b>

## FUNDING SCHEDULE (\$000)

EDAET	504	0	0	504	0	504	0	0	0	0	0
G.O. Bonds	33,631	719	1,505	4,576	2,002	1,574	0	0	0	1,000	26,831
Impact Tax	17,165	0	0	17,165	0	0	1,700	1,750	6,849	6,866	0
<b>Total</b>	<b>51,300</b>	<b>719</b>	<b>1,505</b>	<b>22,245</b>	<b>2,002</b>	<b>2,078</b>	<b>1,700</b>	<b>1,750</b>	<b>6,849</b>	<b>7,866</b>	<b>26,831</b>

### DESCRIPTION

This project is a new four-lane divided parkway as recommended in the North Bethesda/Garrett Park and Aspen Hill Master Plans. The roadway (5,100 linear feet) will be a closed section with a 11-foot wide lanes, a 10-foot wide bikepath on the north side, and 5-foot wide sidewalk on the south side. The project includes a 350-foot bridge over Rock Creek. The roadway limit is between Parklawn Drive on the west and the intersection of Veirs Mill Road and Parkland Road on the east. The project includes the tie-in to Parklawn Drive and Veirs Mill Road. Appropriate stormwater management facilities and landscaping will be included.

### CAPACITY

Average daily traffic is projected to be 42,800 vehicles per day by 2020.

### JUSTIFICATION

This project will relieve traffic congestion on roadways in the area through increased network capacity. The project also provides improved safety for motorists, pedestrians, and bicyclists, as well as a greenway.

The North Bethesda/Garrett Park Master Plan classifies this roadway as A-270. At the completion of the Phase I Facility planning process, a project prospectus was completed in June 2004. This project will connect to the Montrose Parkway West and SHA MD 355/Randolph Road Relocation project.

### OTHER

Design of this project will take into consideration the future Veirs Mill Road Bus Rapid Transit (BRT) service.

### FISCAL NOTE

Replace Impact Taxes with G O Bonds.

### OTHER DISCLOSURES

- A pedestrian impact analysis has been completed for this project.

APPROPRIATION AND EXPENDITURE DATA	COORDINATION	MAP																																							
<table> <tr> <td>Date First Appropriation</td><td>FY07</td><td>(\$000)</td></tr> <tr> <td>First Cost Estimate</td><td></td><td></td></tr> <tr> <td>Current Scope</td><td>FY09</td><td>51,300</td></tr> <tr> <td>Last FY's Cost Estimate</td><td></td><td>51,300</td></tr> <tr> <td>Appropriation Request</td><td>FY10</td><td>4,052</td></tr> <tr> <td>Supplemental Appropriation Request</td><td></td><td>0</td></tr> <tr> <td>Transfer</td><td></td><td>0</td></tr> <tr> <td>Cumulative Appropriation</td><td></td><td>5,252</td></tr> <tr> <td>Expenditures / Encumbrances</td><td></td><td>2,437</td></tr> <tr> <td>Unencumbered Balance</td><td></td><td>2,815</td></tr> <tr> <td>Partial Closeout Thru</td><td>FY07</td><td>0</td></tr> <tr> <td>New Partial Closeout</td><td>FY08</td><td>0</td></tr> <tr> <td>Total Partial Closeout</td><td></td><td>0</td></tr> </table>	Date First Appropriation	FY07	(\$000)	First Cost Estimate			Current Scope	FY09	51,300	Last FY's Cost Estimate		51,300	Appropriation Request	FY10	4,052	Supplemental Appropriation Request		0	Transfer		0	Cumulative Appropriation		5,252	Expenditures / Encumbrances		2,437	Unencumbered Balance		2,815	Partial Closeout Thru	FY07	0	New Partial Closeout	FY08	0	Total Partial Closeout		0	<p>Department of Fire and Rescue Services Department of Transportation Department of Permitting Services Maryland-National Capital Park and Planning Commission Maryland State Highway Administration Maryland Department of Environment Washington Suburban Sanitary Commission Washington Gas PEPCO Verizon</p> <p>Special Capital Projects Legislation [Bill No. 16-08] was adopted by Council June 10, 2008.</p>	<p>See Map on Next Page</p>
Date First Appropriation	FY07	(\$000)																																							
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Partial Closeout Thru	FY07	0																																							
New Partial Closeout	FY08	0																																							
Total Partial Closeout		0																																							

# Randolph Road from Rock Creek to Charles Road -- No. 500910

Category  
Subcategory  
Administering Agency  
Planning Area

Transportation  
Roads  
Transportation  
North Bethesda-Garrett Park

Date Last Modified  
Required Adequate Public Facility  
Relocation Impact  
Status

February 24, 2009  
No  
None.  
Preliminary Design Stage

## EXPENDITURE SCHEDULE (\$000)

Cost Element	Total	Thru FY08	Rem. FY08	Total 6 Years	FY09	FY10	FY11	FY12	FY13	FY14	Beyond 6 Years
Planning, Design, and Supervision	298	0	0	298	44	30	224	0	0	0	0
Land	114	0	0	114	114	0	0	0	0	0	0
Site Improvements and Utilities	85	0	0	85	85	0	0	0	0	0	0
Construction	1,649	0	0	1,649	0	0	1,649	0	0	0	0
Other	0	0	0	0	0	0	0	0	0	0	0
<b>Total</b>	<b>2,146</b>	<b>0</b>	<b>0</b>	<b>2,146</b>	<b>243</b>	<b>30</b>	<b>1,873</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>

## FUNDING SCHEDULE (\$000)

G.O. Bonds	2,146	0	0	2,146	243	30	1,873	0	0	0	0
<b>Total</b>	<b>2,146</b>	<b>0</b>	<b>0</b>	<b>2,146</b>	<b>243</b>	<b>30</b>	<b>1,873</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>

### DESCRIPTION

This project provides for design and reconstruction of existing Randolph Road, which is a major east/west arterial road, from Rock Creek to Charles Road for a total length of approximately 1,500 feet. Included in the project limits are three intersections: at Dewey Road, Saint Dunston Lane, and Colin Road. Improvements include increasing the radius of the existing roadway from 260 feet to 535 feet, increasing the length of left turning lanes at Dewey Road, and providing ADA compatible sidewalks, crossings, and ramps.

### JUSTIFICATION

Studies conducted by the Traffic Engineering/Operations Division of the Department of Transportation (DOT) indicate that traffic accident rates are significantly higher than state average in this section of Randolph Road. The studies also identified congestion at the intersection of Dewey Road and recommends lengthening the existing left turning lanes. Pedestrian safety improvements at Dewey Road will provide safe crossing of Randolph Road and access to Rock Creek Park.

### FISCAL NOTE

Project schedule is amended to reflect current implementation plan.

### OTHER DISCLOSURES

- A pedestrian impact analysis has been completed for this project.

APPROPRIATION AND EXPENDITURE DATA			COORDINATION	MAP
			Maryland National Capital Park and Planning Commission	See Map on Next Page
			Maryland Department of the Environment	
			Department of Permitting Services	
			Facility Planning : Transporation	
			Utility Companies	

# Subdivision Roads Participation -- No. 508000

Category  
Subcategory  
Administering Agency  
Planning Area

Transportation  
Roads  
Transportation  
Countywide

Date Last Modified  
Required Adequate Public Facility  
Relocation Impact  
Status

January 12, 2009  
Yes  
None.  
On-going

### EXPENDITURE SCHEDULE (\$000)

Cost Element	Total	Thru FY08	Rem. FY08	Total 6 Years	FY09	FY10	FY11	FY12	FY13	FY14	Beyond 6 Years
Planning, Design, and Supervision	891	0	341	550	90	100	90	90	90	90	0
Land	2,079	0	2,009	70	14	0	14	14	14	14	0
Site Improvements and Utilities	850	0	470	380	36	0	236	36	36	36	0
Construction	9,400	0	4,740	4,660	1,860	500	875	875	275	275	0
Other	0	0	0	0	0	0	0	0	0	0	0
<b>Total</b>	<b>13,220</b>	<b>0</b>	<b>7,560</b>	<b>5,660</b>	<b>2,000</b>	<b>600</b>	<b>1,215</b>	<b>1,015</b>	<b>415</b>	<b>415</b>	<b>*</b>

### FUNDING SCHEDULE (\$000)

Contributions	513	0	13	500	0	500	0	0	0	0	0
Development Approval Payment	8	0	0	8	8	0	0	0	0	0	0
Development District	1,540	0	0	1,540	1,540	0	0	0	0	0	0
G.O. Bonds	9,445	0	5,870	3,575	415	100	1,215	1,015	415	415	0
Impact Tax	1,514	0	1,514	0	0	0	0	0	0	0	0
Intergovernmental	194	0	159	35	35	0	0	0	0	0	0
Investment Income	6	0	4	2	2	0	0	0	0	0	0
<b>Total</b>	<b>13,220</b>	<b>0</b>	<b>7,560</b>	<b>5,660</b>	<b>2,000</b>	<b>600</b>	<b>1,215</b>	<b>1,015</b>	<b>415</b>	<b>415</b>	<b>0</b>

### OPERATING BUDGET IMPACT (\$000)

Maintenance				49	1	8	8	8	12	12
Energy				49	1	8	8	8	12	12
<b>Net Impact</b>				<b>98</b>	<b>2</b>	<b>16</b>	<b>16</b>	<b>16</b>	<b>24</b>	<b>24</b>

### DESCRIPTION

This project provides for design, review, and construction of roads or utility work that benefit new subdivisions and the public-at-large. The project may be used for: land acquisition and construction of connections in primary and secondary residential roadways that cannot be made the responsibility of particular developers; County participation with developers in the construction of arterial and major highways by way of agreements; completion of defaulted permit work to protect improvements that were completed prior to the default. Subsequent reimbursement will be sought.

### COST CHANGE

Increase due to the addition of the Clarksburg Town Center Connector Road to MD 355. Funds for this project (\$2,000,000) are in FY10-FY12.

### JUSTIFICATION

Required Adequate Public Facility: several subdivisions have been approved based on this project. After a needs assessment has been made through the master plan process, roadways should be constructed as development occurs to ensure adequate public facilities.

### OTHER

Subproject	FY08	FY09	FY10	Status
Piney Meetinghouse Road	\$566	\$35	\$0	Under Construction
Century Boulevard	\$3,713	\$0	\$0	Final Design Stage
Clarksburg Road-MD 355 to Snowden Farm Pkwy	\$3,196	\$10	\$0	Final Design Stage
Grade Separation - Greentrail @ Foreman Blvd	\$0	\$770	\$0	Preliminary Design Stage
Grade Separation - Greentrail @ Snowden Farm Pkwy	\$0	\$770	\$0	Preliminary Design Stage
Loebury Drive	\$315	\$0	\$0	Preliminary Design Stage
Valleybrook Drive	\$285	\$0	\$0	Final Design Stage
Clarksburg Town Center Connector Road	\$0	\$0	\$600	Preliminary Design Stage
To Be Determined	\$0	\$415	\$0	
<b>TOTAL</b>	<b>\$8,075</b>	<b>\$2,000</b>	<b>\$600</b>	

### FISCAL NOTE

Intergovernmental revenues are from WSSC for Piney Meetinghouse Road. It is anticipated that the grade separations on Snowden Farm Parkway will be funded with Development District Funds. Appropriation will be requested as developer-funded projects progress. The Developer will contribute \$500,000 to the construction of the Clarksburg Town Center Connector Road in FY10 and appropriation will be requested when the MOU is signed.

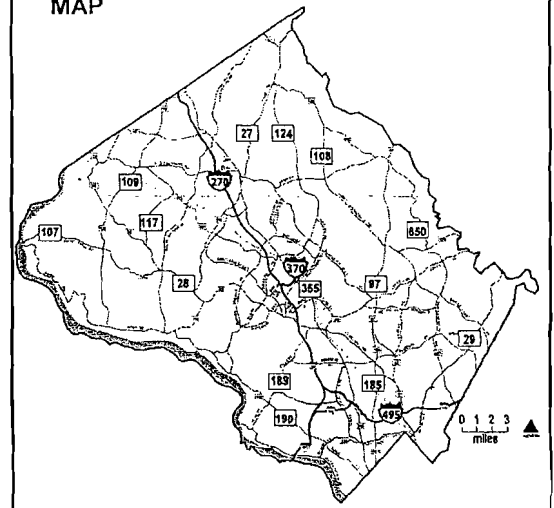
### APPROPRIATION AND EXPENDITURE DATA

Date First Appropriation	FY80	(\$000)
First Cost Estimate	FY10	13,220
Current Scope		
Last FY's Cost Estimate		12,150
Appropriation Request	FY10	100
Supplemental Appropriation Request		0
Transfer		0
Cumulative Appropriation		7,560
Expenditures / Encumbrances		789
Unencumbered Balance		6,771
Partial Closeout Thru	FY07	11,220
New Partial Closeout	FY08	515
Total Partial Closeout		11,735

### COORDINATION

Developers  
Maryland-National Capital Park and Planning Commission  
Maryland State Highway Administration  
Required Adequate Public Facilities  
Travilah Road project

### MAP



## Subdivision Roads Participation -- No. 508000 (continued)

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### OTHER DISCLOSURES

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

# State Transportation Participation -- No. 500722

Category  
Subcategory  
Administering Agency  
Planning Area

Transportation  
Roads  
Transportation  
Countywide

Date Last Modified  
Required Adequate Public Facility  
Relocation Impact  
Status

May 14, 2009  
Yes  
None.  
On-going

## EXPENDITURE SCHEDULE (\$000)

Cost Element	Total	Thru FY08	Rem. FY08	Total 6 Years	FY09	FY10	FY11	FY12	FY13	FY14	Beyond 6 Years
Planning, Design, and Supervision	1	0	1	0	0	0	0	0	0	0	0
Land	0	0	0	0	0	0	0	0	0	0	0
Site Improvements and Utilities	0	0	0	0	0	0	0	0	0	0	0
Construction	2,967	2,967	0	0	0	0	0	0	0	0	0
Other	101,526	0	32,838	68,688	29,225	2,000	4,759	22,149	4,555	6,000	0
<b>Total</b>	<b>104,494</b>	<b>2,967</b>	<b>32,839</b>	<b>68,688</b>	<b>29,225</b>	<b>2,000</b>	<b>4,759</b>	<b>22,149</b>	<b>4,555</b>	<b>6,000</b>	<b>0</b>

## FUNDING SCHEDULE (\$000)

G.O. Bonds	6,628	0	0	6,628	0	1,900	753	1,300	2,675	0	0
Impact Tax	18,372	0	0	18,372	0	100	510	9,882	1,880	6,000	0
Revenue Bonds: Liquor Fund	65,031	2,967	32,839	29,225	29,225	0	0	0	0	0	0
State Aid	14,463	0	0	14,463	0	0	3,496	10,967	0	0	0
<b>Total</b>	<b>104,494</b>	<b>2,967</b>	<b>32,839</b>	<b>68,688</b>	<b>29,225</b>	<b>2,000</b>	<b>4,759</b>	<b>22,149</b>	<b>4,555</b>	<b>6,000</b>	<b>0</b>

### DESCRIPTION

This project provides for the County's participation for the funding of State and WMATA transportation projects that will add transportation capacity to the County's network, reduce traffic congestion in different areas of the County, and provide overall benefits to the public at large. Major projects to be funded will be selected from the most recent Joint priority letter signed by the County Executive and the President of the County Council and submitted to the County's Delegation in Annapolis, Maryland.

### JUSTIFICATION

Montgomery County, as part of the Washington Region, has the third highest level of traffic congestion in the nation. State roads carry the heaviest traffic volumes in the County; and the State has made it clear that the Transportation Trust Fund has not been growing at a rate that will allow them to complete major projects in the near future. Therefore, in order to directly address the congestion problems in Montgomery County, the County will participate in the construction of State projects; to improve the quality of life for our residents, eliminate or reduce delays at major bottlenecks in our transportation system, improve safety, and improve air quality in the immediate vicinity of the projects.

### OTHER

The appropriation in FY07 was: \$5,000,000 for design of the southern entrance to the Bethesda Metrorail Station; \$8,239,000 for land acquisition and utility relocation for the Georgia Avenue/Randolph Road Interchange; and \$2,400,000 for the I-270 Watkins Mill Road Interchange.

The appropriation in FY08 was: \$14,463,000 for the MD 355 and Montrose Parkway Interchange; the State will reimburse the funds in FY11 and FY12, shown in those years as State Aid funding. Other projects to be funded under this project include: design of the Watkins Mill Road bridge over I-270 (\$7,600,000); design of the Montrose Parkway connection between the MD355/Montrose interchange and Montrose Parkway East (\$9,000,000); preliminary engineering for the Viers Mill Road Bus Rapid Transit (BRT) line between Wheaton and Rockville (\$6,000,000); design of a pedestrian tunnel beneath Georgia Avenue from the Forest Glen Metro Station (\$2,000,000); preliminary engineering for improvements to MD 97 (Georgia Avenue) through Montgomery Hills (\$3,000,000); preliminary engineering for the Georgia Avenue Busway between Glenmont and Olney (\$5,000,000); design and land acquisition for the Brookville Bypass (\$10,000,000); design, right-of-way acquisition and utility relocation of MD 124 (Woodfield Road) between Midcounty and Airpark Road (\$5,000,000); and \$8,000,000 for half of the cost to construct intersection improvements or sidewalks at 18 locations on State Roads.

### FISCAL NOTE

\$60,000,000 for the Bethesda Metro Station Entrance project is transferred from this project, including the \$5,000,000 appropriated for its design in FY07. Add FY10 appropriation to this project.

### OTHER DISCLOSURES

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

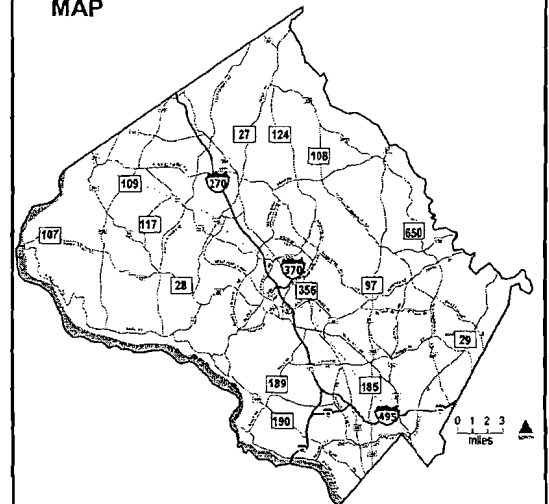
### APPROPRIATION AND EXPENDITURE DATA

Date First Appropriation	FY07	(\$000)
First Cost Estimate	FY09	104,494
Current Scope		
Last FY's Cost Estimate		104,494
Appropriation Request	FY10	36,948
Supplemental Appropriation Request		0
Transfer		0
Cumulative Appropriation		30,102
Expenditures / Encumbrances		11,248
Unencumbered Balance		18,854
Partial Closeout Thru	FY07	0
New Partial Closeout	FY08	0
Total Partial Closeout		0

### COORDINATION

Maryland State Highway Administration  
Developers  
Maryland-National Capital Park and Planning Commission  
Montgomery County Fire and Rescue Service  
Washington Metropolitan Area Transit Authority

### MAP



# Advanced Transportation Management System -- No. 509399

Category  
Subcategory  
Administering Agency  
Planning Area

Transportation  
Traffic Improvements  
Transportation  
Countywide

Date Last Modified  
Required Adequate Public Facility  
Relocation Impact  
Status

March 18, 2009  
No  
None.  
On-going

## EXPENDITURE SCHEDULE (\$000)

Cost Element	Total	Thru FY08	Rem. FY08	Total 6 Years	FY09	FY10	FY11	FY12	FY13	FY14	Beyond 6 Years
Planning, Design, and Supervision	6,953	5,829	0	1,124	298	150	169	169	169	169	0
Land	1	1	0	0	0	0	0	0	0	0	0
Site Improvements and Utilities	36,052	23,558	1,740	10,754	4,230	1,200	1,331	1,331	1,331	1,331	0
Construction	53	53	0	0	0	0	0	0	0	0	0
Other	3,734	3,734	0	0	0	0	0	0	0	0	0
<b>Total</b>	<b>46,793</b>	<b>33,175</b>	<b>1,740</b>	<b>11,878</b>	<b>4,528</b>	<b>1,350</b>	<b>1,500</b>	<b>1,500</b>	<b>1,500</b>	<b>1,500</b>	<b>*</b>

## FUNDING SCHEDULE (\$000)

Cable TV	2,241	2,196	45	0	0	0	0	0	0	0	0
Contributions	95	95	0	0	0	0	0	0	0	0	0
Current Revenue: General	15,164	6,139	175	8,850	1,500	1,350	1,500	1,500	1,500	1,500	0
Federal Aid	3,237	2,538	269	430	430	0	0	0	0	0	0
G.O. Bonds	8,396	8,396	0	0	0	0	0	0	0	0	0
Mass Transit Fund	6,064	4,015	351	1,698	1,698	0	0	0	0	0	0
PAYGO	2,226	2,226	0	0	0	0	0	0	0	0	0
State Aid	8,870	7,070	900	900	900	0	0	0	0	0	0
Transportation Improvement Credit	500	500	0	0	0	0	0	0	0	0	0
<b>Total</b>	<b>46,793</b>	<b>33,175</b>	<b>1,740</b>	<b>11,878</b>	<b>4,528</b>	<b>1,350</b>	<b>1,500</b>	<b>1,500</b>	<b>1,500</b>	<b>1,500</b>	<b>0</b>

## OPERATING BUDGET IMPACT (\$000)

Maintenance				525	25	50	75	100	125	150
Energy				105	5	10	15	20	25	30
Program-Staff				450	0	50	50	100	100	150
Program-Other				27	0	3	3	6	6	9
<b>Net Impact</b>				<b>1,107</b>	<b>30</b>	<b>113</b>	<b>143</b>	<b>226</b>	<b>256</b>	<b>339</b>
WorkYears					0.0	1.0	1.0	2.0	2.0	3.0

## DESCRIPTION

This project provides for Advanced Transportation Management Systems (ATMS) in the County. The ATMS deploys the infrastructure elements to conduct real-time management and operations of the County's transportation system. Twenty-two National Intelligent Transportation Architecture market packages have been identified for deployment of the ATMS. Each of these market packages is considered a subsystem of the ATMS program and may include several elements. These subsystems are identified in the ATMS Strategic Deployment Plan dated February 2001 and revised September 2005. One aspect of this project will focus on improving pedestrian walkability by creating a safer walking environment, utilizing selected technologies and ensuring ADA compliance.

## COST CHANGE

Reduce funding and expenditures for fiscal capacity in FY10.

## JUSTIFICATION

ATMS provides real-time monitoring, control, and traveler information in an effort to reduce traffic congestion and travel time, improve safety, and defer the need to construct new roads. ATMS emphasizes safety and efficiency of mobility to include mode, route, and travel time choices. ATMS supports public safety and directly impacts the movement of people and goods throughout the County's transportation system.

## OTHER

This project includes the replacement of Ride On's Computer Aided Dispatch (CAD) / Automatic Vehicle Locator (AVL) system and on-bus hardware (including radios). The replacement is based on a comprehensive evaluation completed in May 2005 and will provide improved safety and security, more reliable service, better informed scheduling, and a platform for real-time customer information. \$7,540,000 is included in FY07-09 for this replacement.

## OTHER DISCLOSURES

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

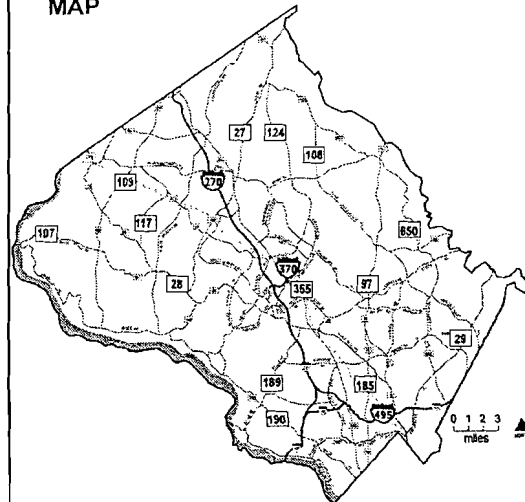
## APPROPRIATION AND EXPENDITURE DATA

Date First Appropriation	FY93	(\$000)
First Cost Estimate		
Current Scope	FY10	46,793
Last FY's Cost Estimate		46,943
Appropriation Request	FY10	1,350
Supplemental Appropriation Request		0
Transfer		0
Cumulative Appropriation		39,443
Expenditures / Encumbrances		37,864
Unencumbered Balance		1,579
Partial Closeout Thru	FY07	0
New Partial Closeout	FY08	0
Total Partial Closeout		0

## COORDINATION

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

## MAP



# Intersection and Spot Improvements -- No. 507017

Category  
Subcategory  
Administering Agency  
Planning Area

Transportation  
Traffic Improvements  
Transportation  
Countywide

Date Last Modified  
Required Adequate Public Facility  
Relocation Impact  
Status

May 14, 2009  
No  
None.  
On-going

## EXPENDITURE SCHEDULE (\$000)

Cost Element	Total	Thru FY08	Rem. FY08	Total 6 Years	FY09	FY10	FY11	FY12	FY13	FY14	Beyond 6 Years
Planning, Design, and Supervision	2,145	0	0	2,145	220	385	385	385	385	385	0
Land	400	0	290	110	10	20	20	20	20	20	0
Site Improvements and Utilities	925	0	0	925	50	175	175	175	175	175	0
Construction	4,329	0	1,149	3,180	280	580	580	580	580	580	0
Other	0	0	0	0	0	0	0	0	0	0	0
<b>Total</b>	<b>7,799</b>	<b>0</b>	<b>1,439</b>	<b>6,360</b>	<b>560</b>	<b>1,160</b>	<b>1,160</b>	<b>1,160</b>	<b>1,160</b>	<b>1,160</b>	<b>*</b>

## FUNDING SCHEDULE (\$000)

Current Revenue: General	2,000	0	0	2,000	0	0	500	500	500	500	0
G.O. Bonds	5,776	0	1,416	4,360	560	1,160	660	660	660	660	0
Intergovernmental	23	0	23	0	0	0	0	0	0	0	0
<b>Total</b>	<b>7,799</b>	<b>0</b>	<b>1,439</b>	<b>6,360</b>	<b>560</b>	<b>1,160</b>	<b>1,160</b>	<b>1,160</b>	<b>1,160</b>	<b>1,160</b>	<b>0</b>

### DESCRIPTION

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

### COST CHANGE

Increase due to the addition of \$500k each year, beginning in FY10, to identify and implement corridor and intersection modifications and traffic calming to enhance pedestrian safety.

### JUSTIFICATION

Ongoing studies conducted by the Traffic Engineering and Operations Division indicate that many locations need capacity and/or vehicular and pedestrian safety improvements.

The December 2007 "Pedestrian Safety Initiative"

### OTHER

Projects completed in FY06-07: Father Hurley Blvd & Observation Dr, Hillcrest Ave, Old Baltimore Rd & Covered Wagon Way, Observation Dr and Shakespeare Blvd, Undesignated - Several small scale projects also completed.

Projects currently under construction/recently completed: Bonifant St & Georgia Ave - Summer 2007, Warfield Rd and Plum Creek Rd - Summer 2007, Connecticut Ave, Grand Pre to Bel Pre - Summer 2007, Ridge Rd & Oak Dr - Summer 2007, New Hampshire Ave & Oakview Dr - Spring 2008.

To be constructed in FY08-10: Arcola Ave, Kemp Mill to University, Veirs Mill Elementary School access improvements, S. Glen Rd & Falls Rd, Briggs Chaney Rd & Good Hope Rd, Shady Grove Rd & Darnestown Rd, Calverton Blvd, Cherry Hill Rd to Prince George's Line, E. Gude Drive & Southlawn Lane, Randolph Rd, Rock Creek to Dewey (Design Only), Randolph Rd - Veirs Mill to Colie (Dropped - Costs exceeded benefits)

### OTHER DISCLOSURES

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

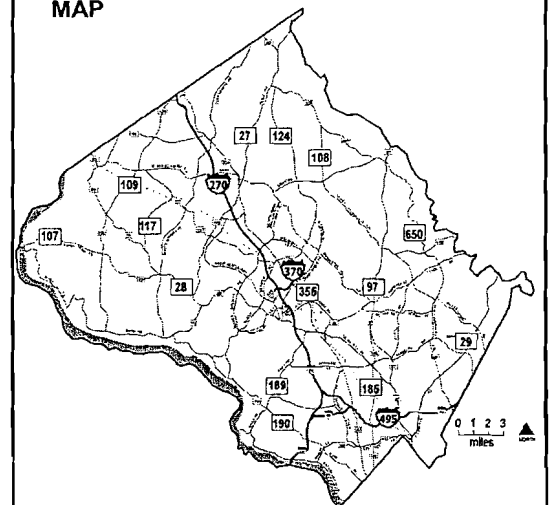
### APPROPRIATION AND EXPENDITURE DATA

Date First Appropriation	FY70	(\$000)
First Cost Estimate	FY10	7,799
Current Scope		
Last FY's Cost Estimate		7,308
Appropriation Request	FY10	1,160
Supplemental Appropriation Request		0
Transfer		0
Cumulative Appropriation		1,999
Expenditures / Encumbrances		1,418
Unencumbered Balance		581
Partial Closeout Thru	FY07	32,793
New Partial Closeout	FY08	2,009
Total Partial Closeout		34,802

### COORDINATION

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

### MAP





# Pedestrian Lighting Participation - MSHA Projects -- No. 500920

Category  
Subcategory  
Administering Agency  
Planning Area

Transportation  
Traffic Improvements  
Transportation  
Countywide

Date Last Modified  
Required Adequate Public Facility  
Relocation Impact  
Status

May 14, 2009  
No  
None.  
Final Design Stage

## EXPENDITURE SCHEDULE (\$000)

Cost Element	Total	Thru FY08	Rem. FY08	Total 6 Years	FY09	FY10	FY11	FY12	FY13	FY14	Beyond 6 Years
Planning, Design, and Supervision	820	0	0	820	20	780	20	0	0	0	0
Land	0	0	0	0	0	0	0	0	0	0	0
Site Improvements and Utilities	0	0	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0	0
Other	0	0	0	0	0	0	0	0	0	0	0
<b>Total</b>	<b>820</b>	<b>0</b>	<b>0</b>	<b>820</b>	<b>20</b>	<b>780</b>	<b>20</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>

## FUNDING SCHEDULE (\$000)

G.O. Bonds	820	0	0	820	20	780	20	0	0	0	0
<b>Total</b>	<b>820</b>	<b>0</b>	<b>0</b>	<b>820</b>	<b>20</b>	<b>780</b>	<b>20</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>

## OPERATING BUDGET IMPACT (\$000)

Maintenance				18	0	2	4	4	4	4	
Energy				87	0	11	19	19	19	19	
<b>Net Impact</b>				<b>105</b>	<b>0</b>	<b>13</b>	<b>23</b>	<b>23</b>	<b>23</b>	<b>23</b>	

### DESCRIPTION

This project provides resources to leverage State funds for implementation of pedestrian lighting on MD 124 (Airpark Road to Fieldcrest Road) and at the MD 355 Interchange with Montrose Parkway/Randolph Road.

### COST CHANGE

Add funds in FY10 to enable the installation of a complete lighting system as part of the State's MD355/Montrose interchange project.

### JUSTIFICATION

Montgomery County's lighting standards provide for safety and accessibility for pedestrians and bicyclists along all roadways, sidewalks and joint-use paths in Montgomery County. This project is needed to provide lighting in accordance with County standards on two roadway projects being constructed by the Maryland State Highway Administration (MSHA). Due to current State policy and fiscal considerations, MSHA does not include continuous roadway lighting in its projects. MSHA will, however, include and partially fund a continuous pedestrian lighting system in its projects provided that the local jurisdiction agrees to fund any costs above and beyond the State's maximum contribution. In order to leverage the State's contribution, the County must have funding available for its matching portion. Currently, there are two projects in which the County has the opportunity to leverage MSHA funds to have pedestrian lighting installed. They are: MD 124 (Airpark Road to Fieldcrest Road) and at the MD 355 Interchange with Montrose Parkway / Randolph Road.

### FISCAL NOTE

Both of the State projects are design/build projects and construction contracts have been awarded by MSHA. The pedestrian lighting system has been designed but is not included in the construction contracts pending cost sharing commitments from the County. The State's contribution for the MD355/Montrose Lighting project is \$732.5k and the County's estimated cost is \$758k. The final costs for each project are subject to negotiations between MSHA and the construction contractor.

### OTHER DISCLOSURES

- A pedestrian impact analysis has been completed for this project.

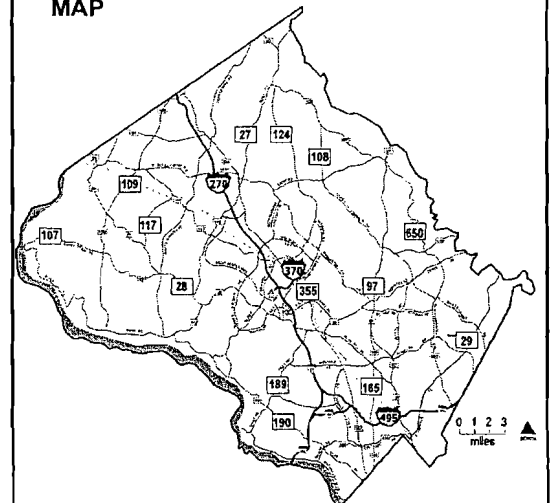
### APPROPRIATION AND EXPENDITURE DATA

Date First Appropriation	FY09	(\$000)
First Cost Estimate	FY10	820
Current Scope		
Last FY's Cost Estimate		60
Appropriation Request	FY10	780
Supplemental Appropriation Request		0
Transfer		0
Cumulative Appropriation		20
Expenditures / Encumbrances		2
Unencumbered Balance		18
Partial Closeout Thru	FY07	0
New Partial Closeout	FY08	0
Total Partial Closeout		0

### COORDINATION

Maryland State Highway Administration  
Potomac Electric Power Company

### MAP



# Pedestrian Safety Program -- No. 500333

Category  
Subcategory  
Administering Agency  
Planning Area

Transportation  
Traffic Improvements  
Transportation  
Countywide

Date Last Modified  
Required Adequate Public Facility  
Relocation Impact  
Status

March 17, 2009  
No  
None.  
On-going

## EXPENDITURE SCHEDULE (\$000)

Cost Element	Total	Thru FY08	Rem. FY08	Total 6 Years	FY09	FY10	FY11	FY12	FY13	FY14	Beyond 6 Years
Planning, Design, and Supervision	1,316	766	0	550	50	100	100	100	100	100	0
Land	0	0	0	0	0	0	0	0	0	0	0
Site Improvements and Utilities	1,815	349	66	1,400	150	250	250	250	250	250	0
Construction	7,169	119	0	7,050	800	1,250	1,250	1,250	1,250	1,250	0
Other	0	0	0	0	0	0	0	0	0	0	0
<b>Total</b>	<b>10,300</b>	<b>1,234</b>	<b>66</b>	<b>9,000</b>	<b>1,000</b>	<b>1,600</b>	<b>1,600</b>	<b>1,600</b>	<b>1,600</b>	<b>1,600</b>	<b>*</b>

## FUNDING SCHEDULE (\$000)

Current Revenue: General	5,050	0	0	5,050	800	850	850	850	850	850	0
G.O. Bonds	4,566	550	66	3,950	200	750	750	750	750	750	0
PAYGO	584	584	0	0	0	0	0	0	0	0	0
State Aid	100	100	0	0	0	0	0	0	0	0	0
<b>Total</b>	<b>10,300</b>	<b>1,234</b>	<b>66</b>	<b>9,000</b>	<b>1,000</b>	<b>1,600</b>	<b>1,600</b>	<b>1,600</b>	<b>1,600</b>	<b>1,600</b>	<b>0</b>

### DESCRIPTION

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

### COST CHANGE

Increase due to the addition of \$600k each year, beginning in FY10, to conduct two additional pedestrian roadway safety audits and implement the identified safety improvements.

### JUSTIFICATION

The County Executive's Blue Ribbon Panel on Pedestrian Safety identified the need to improve the walkability along Montgomery County roadways and, in particular, in the CBDs where there is high pedestrian concentration and mass transit ridership. The improvements proposed under this project will enhance and/or add to the County's existing infrastructure to increase the safety and comfort level for pedestrians, which in turn will encourage increased pedestrian activity and safer access to schools and mass transit. The issue of pedestrian safety has been an elevated concern for pedestrians, cyclists, motorists, and public officials. To address this issue the County Executive's Pedestrian Safety Initiative has developed strategies and goals to make our streets walkable and pedestrian friendly. This project is intended to support the strategies for enhancing pedestrian safety by piloting new and innovative techniques for improving traffic control device compliance by pedestrians, motorists, and cyclists.

Various studies for improvements will be done under this project with emphasis on pedestrian safety and traffic circulation. A study of over 200 Montgomery County schools (Safe Route to Schools program) was completed in FY05. This study identified needs and prioritized schools based on need for signing, pavement markings, circulation, and pedestrian accessibility.

The December 2007 "Pedestrian Safety Initiative"

### OTHER

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

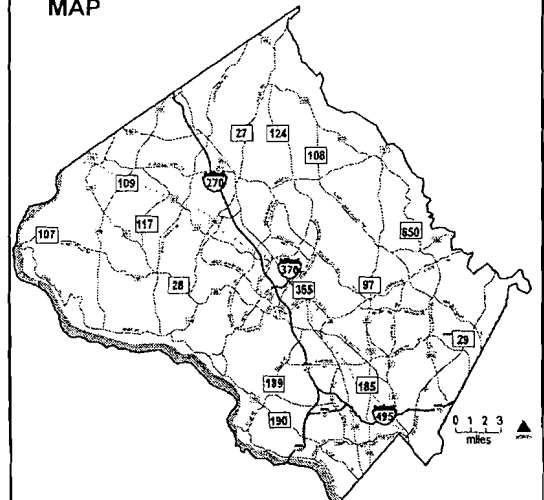
### APPROPRIATION AND EXPENDITURE DATA

Date First Appropriation	FY03	(\$000)
First Cost Estimate		
Current Scope	FY10	10,300
Last FY's Cost Estimate		7,300
Appropriation Request	FY10	1,600
Supplemental Appropriation Request		0
Transfer		0
Cumulative Appropriation		2,300
Expenditures / Encumbrances		1,277
Unencumbered Balance		1,023
Partial Closeout Thru	FY07	0
New Partial Closeout	FY08	0
Total Partial Closeout		0

### COORDINATION

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

### MAP



## **Pedestrian Safety Program -- No. 500333 (continued)**

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### **OTHER DISCLOSURES**

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

# Silver Spring Traffic Improvements -- No. 508716

Category  
Subcategory  
Administering Agency  
Planning Area

Transportation  
Traffic Improvements  
Transportation  
Silver Spring

Date Last Modified  
Required Adequate Public Facility  
Relocation Impact  
Status

May 11, 2009  
No  
None.  
On-going

## EXPENDITURE SCHEDULE (\$000)

Cost Element	Total	Thru FY08	Rem. FY08	Total 6 Years	FY09	FY10	FY11	FY12	FY13	FY14	Beyond 6 Years
Planning, Design, and Supervision	783	0	435	348	154	40	154	0	0	0	0
Land	0	0	0	0	0	0	0	0	0	0	0
Site Improvements and Utilities	306	0	181	125	0	125	0	0	0	0	0
Construction	1,400	0	0	1,400	0	0	1,400	0	0	0	0
Other	56	0	56	0	0	0	0	0	0	0	0
<b>Total</b>	<b>2,545</b>	<b>0</b>	<b>672</b>	<b>1,873</b>	<b>154</b>	<b>165</b>	<b>1,554</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>

## FUNDING SCHEDULE (\$000)

G.O. Bonds	2,545	0	672	1,873	154	165	1,554	0	0	0	0
<b>Total</b>	<b>2,545</b>	<b>0</b>	<b>672</b>	<b>1,873</b>	<b>154</b>	<b>165</b>	<b>1,554</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>

### DESCRIPTION

This project provides for intersection and roadway improvements in Silver Spring, in support of the Silver Spring Central Business District (CBD) Sector Plan, and the Silver Spring Redevelopment project to accommodate the flow of traffic related to development within the CBD. Dale Drive at Colesville Road (US 29) improvement is the last improvement from the study that generated various improvements already in place in and around the CBD. The east leg of Dale Drive currently has a left-turn lane and a combination thru and right turn-lane. The proposed improvement requires an additional lane on the east Dale Drive approach resulting in a left-turn only lane, a thru only lane, and a right-turn only lane. This project also includes signal reconstruction, construction of a retaining wall and concrete sidewalk adjacent to the Toll House Restaurant on the north side of Dale Drive and concrete sidewalks on the west leg of Dale Drive.

### COST CHANGE

Cost reduction due to scope change that includes elimination of the land widening on the west side of the intersection.

### JUSTIFICATION

The improvement at Dale Drive and Colesville Road (US 29) will result in improved safety and traffic flow.

### OTHER

16th Street (MD 390) and East-West Highway (MD 410) - construction complete; utility relocations reimbursed to MSHA.  
Dale Drive at Colesville Road (US 29) - construction -FY11.

### FISCAL NOTE

Project schedule is amended to reflect current implementation plan.

### OTHER DISCLOSURES

- A pedestrian impact analysis has been completed for this project.
- Land acquisition will be funded initially through ALARF, and then reimbursed by a future appropriation from this project. The total cost of this project will increase when land expenditures are programmed.

APPROPRIATION AND EXPENDITURE DATA			COORDINATION	MAP
Date First Appropriation	FY87	(\$000)	Developers	See Map on Next Page
First Cost Estimate			Department of Permitting Services	
Current Scope	FY10	2,545	Facility Planning-Transportation	
Last FY's Cost Estimate		3,912	Maryland-National Capital Park and Planning Commission	
			Maryland State Highway Administration	
			Silver Spring Redevelopment Project	
			Citizen's Advisory Board	
Appropriation Request	FY10	1,569		
Supplemental Appropriation Request		0		
Transfer		0		
Cumulative Appropriation		976		
Expenditures / Encumbrances		124		
Unencumbered Balance		852		
Partial Closeout Thru	FY07	4,365		
New Partial Closeout	FY08	78		
Total Partial Closeout		4,443		

# Wisteria Drive Streetlighting -- No. 501001

Category  
Subcategory  
Administering Agency  
Planning Area

Transportation  
Traffic Improvements  
Transportation  
Germantown

Date Last Modified  
Required Adequate Public Facility  
Relocation Impact  
Status

May 11, 2009  
Yes  
None.  
Planning Stage

## EXPENDITURE SCHEDULE (\$000)

Cost Element	Total	Thru FY08	Rem. FY08	Total 6 Years	FY09	FY10	FY11	FY12	FY13	FY14	Beyond 6 Years
Planning, Design, and Supervision	50	0	0	50	0	50	0	0	0	0	0
Land	0	0	0	0	0	0	0	0	0	0	0
Site Improvements and Utilities	750	0	0	750	0	750	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0	0
Other	0	0	0	0	0	0	0	0	0	0	0
<b>Total</b>	<b>800</b>	<b>0</b>	<b>0</b>	<b>800</b>	<b>0</b>	<b>800</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>

## FUNDING SCHEDULE (\$000)

G.O. Bonds	800	0	0	800	0	800	0	0	0	0	0
<b>Total</b>	<b>800</b>	<b>0</b>	<b>0</b>	<b>800</b>	<b>0</b>	<b>800</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>

## OPERATING BUDGET IMPACT (\$000)

Maintenance				14	0	0	2	4	4	4
Energy				21	0	0	3	6	6	6
<b>Net Impact</b>				<b>35</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>10</b>	<b>10</b>	<b>10</b>

### DESCRIPTION

This project provides for the installation of new streetlights along Wisteria Drive in Germantown between Great Seneca Highway and Sky Blue Drive. The project provides for an estimated 42 high pressure sodium streetlights. There are approximately 3,500 houses, condominiums, and apartments in this area as well as a shopping center. There is also a lake with walking trails, which attract area residents as well as residents from other neighborhoods to the area.

### JUSTIFICATION

The lack of streetlights along this roadway is a matter of public safety. Wisteria Drive has experienced a significant number of violent crime incidents. It is recommended that streetlighting be installed in this area as a deterrent. Residents have repeatedly requested streetlights at this location.

### OTHER DISCLOSURES

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

APPROPRIATION AND EXPENDITURE DATA	COORDINATION	MAP																																							
<table> <tr> <td>Date First Appropriation</td><td>FY10</td><td>(\$000)</td></tr> <tr> <td>First Cost Estimate</td><td></td><td></td></tr> <tr> <td>Current Scope</td><td>FY10</td><td>800</td></tr> <tr> <td>Last FY's Cost Estimate</td><td></td><td>0</td></tr> <tr> <td>Appropriation Request</td><td>FY10</td><td>800</td></tr> <tr> <td>Supplemental Appropriation Request</td><td></td><td>0</td></tr> <tr> <td>Transfer</td><td></td><td>0</td></tr> <tr> <td>Cumulative Appropriation</td><td></td><td>0</td></tr> <tr> <td>Expenditures / Encumbrances</td><td></td><td>0</td></tr> <tr> <td>Unencumbered Balance</td><td></td><td>0</td></tr> <tr> <td>Partial Closeout Thru</td><td>FY07</td><td>0</td></tr> <tr> <td>New Partial Closeout</td><td>FY08</td><td>0</td></tr> <tr> <td>Total Partial Closeout</td><td></td><td>0</td></tr> </table>	Date First Appropriation	FY10	(\$000)	First Cost Estimate			Current Scope	FY10	800	Last FY's Cost Estimate		0	Appropriation Request	FY10	800	Supplemental Appropriation Request		0	Transfer		0	Cumulative Appropriation		0	Expenditures / Encumbrances		0	Unencumbered Balance		0	Partial Closeout Thru	FY07	0	New Partial Closeout	FY08	0	Total Partial Closeout		0		See Map on Next Page
Date First Appropriation	FY10	(\$000)																																							
First Cost Estimate																																									
Current Scope	FY10	800																																							
Last FY's Cost Estimate		0																																							
Appropriation Request	FY10	800																																							
Supplemental Appropriation Request		0																																							
Transfer		0																																							
Cumulative Appropriation		0																																							
Expenditures / Encumbrances		0																																							
Unencumbered Balance		0																																							
Partial Closeout Thru	FY07	0																																							
New Partial Closeout	FY08	0																																							
Total Partial Closeout		0																																							

# Transfer Station Improvements -- No. 500550

Category  
Subcategory  
Administering Agency  
Planning Area

**Solid Waste-Sanitation**  
**Solid Waste Management**  
**General Services**  
**Rockville**

Date Last Modified  
Required Adequate Public Facility  
Relocation Impact  
Status

May 11, 2009  
**No**  
**None.**  
**Planning Stage**

## EXPENDITURE SCHEDULE (\$000)

Cost Element	Total	Thru FY08	Rem. FY08	Total 6 Years	FY09	FY10	FY11	FY12	FY13	FY14	Beyond 6 Years
Planning, Design, and Supervision	2,374	614	580	1,180	904	276	0	0	0	0	0
Land	1	1	0	0	0	0	0	0	0	0	0
Site Improvements and Utilities	10,397	0	565	9,832	0	9,832	0	0	0	0	0
Construction	7,141	6,538	119	484	0	484	0	0	0	0	0
Other	41	0	0	41	0	41	0	0	0	0	0
<b>Total</b>	<b>19,954</b>	<b>7,153</b>	<b>1,264</b>	<b>11,537</b>	<b>904</b>	<b>10,633</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>

## FUNDING SCHEDULE (\$000)

Solid Waste Disposal Fund	19,954	7,153	1,264	11,537	904	10,633	0	0	0	0	0
<b>Total</b>	<b>19,954</b>	<b>7,153</b>	<b>1,264</b>	<b>11,537</b>	<b>904</b>	<b>10,633</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>

## OPERATING BUDGET IMPACT (\$000)

Maintenance				149	0	9	35	35	35	35
Energy				68	0	4	16	16	16	16
Program-Staff				569	0	33	134	134	134	134
Program-Other				1,713	0	101	403	403	403	403
<b>Net Impact</b>				<b>2,499</b>	<b>0</b>	<b>147</b>	<b>588</b>	<b>588</b>	<b>588</b>	<b>588</b>
WorkYears					0.0	0.3	2.2	2.2	2.2	2.2

### DESCRIPTION

This project consists of the assessment of the effectiveness of current operations at the Transfer Station Complex, and the planning, design and implementation of improvements to the facility. The County needs to plan and prepare the necessary infrastructure to maintain fundamental waste management services. This requires: modifications to the current transfer station facility to improve safety by separating large collection vehicles from smaller vehicles being driven and unloaded by residents and businesses; increases in the efficiency of operations through additional truck scales for weighing in and weighing out vehicles and additional unloading areas; and reductions in the frequent queuing of vehicles onto Shady Grove Road. This project also provides for the design and construction of a yard trim/wood waste processing facility to be relocated from the Transfer Station complex to the Gude Drive Landfill.

### JUSTIFICATION

The growth in County population, the increases in the percentage of County-generated waste that stays in the County and is disposed of at County facilities, the increases in the number and size of businesses, and the corresponding increases in the number of collection vehicles serving these businesses dropping off refuse and recyclables all contribute to significant impacts on the efficient and effective operation of County waste facilities. Over the past several years, the County added programs to the Transfer Station site to improve customer service, recycling opportunities, and address State and County requirements, i.e., yard waste was banned from disposal facilities. When the Transfer Station opened over 20 years ago, it just handled waste for disposal. Presently, in addition to handling waste for disposal, the Transfer Station provides an extensive drop-off area for recycling and a yard waste drop-off and processing area. This has resulted in increased demands on the Transfer Station site resulting in a need to upgrade the facility to safely and efficiently handle the increased volume in traffic and waste. The Management of Yard Trim/Wood Waste is the second largest activity at the Transfer Station, after the management of burnable solid wastes. The Transfer Station receives approximately 40,000 to 80,000 tons per year of yard trim/wood waste to be managed as a separate recyclable commodity. The new facility at the Gude Landfill includes an 8,000 square foot maintenance building, two seventy foot scales with a scale house, office space, loading scale and tarping station, parking, waste drop off, and processing areas.

### FISCAL NOTE

The FY10 appropriation for this project is zero pending additional Gude Landfill remediation planning being done by DEP as required by the Maryland Department of the Environment. Appropriation authority within this project may be pursued in the future depending on the results of this planning work.

### OTHER DISCLOSURES

- A pedestrian impact analysis has been completed for this project.

APPROPRIATION AND EXPENDITURE DATA			COORDINATION		MAP
Date First Appropriation	FY05	(\$000)	Department of General Services	Department of Environmental Protection	
First Cost Estimate			M-NCPPC		
Current Scope	FY09	19,954	Department of Permitting Services		
Last FY's Cost Estimate		19,954	PEPCO		
			WSSC		
Appropriation Request	FY10	0			
Supplemental Appropriation Request		0			
Transfer		0			
Cumulative Appropriation		9,321			
Expenditures / Encumbrances		7,172			
Unencumbered Balance		2,149			
Partial Closeout Thru	FY07	0			
New Partial Closeout	FY08	0			
Total Partial Closeout		0			

See Map on Next Page

# High School Wellness Center -- No. 640902

Category  
Subcategory  
Administering Agency  
Planning Area

Health and Human Services  
Health and Human Services  
General Services  
Countywide

Date Last Modified  
Required Adequate Public Facility  
Relocation Impact  
Status

January 05, 2009  
No  
None.  
Planning Stage

## EXPENDITURE SCHEDULE (\$000)

Cost Element	Total	Thru FY08	Rem. FY08	Total 6 Years	FY09	FY10	FY11	FY12	FY13	FY14	Beyond 6 Years
Planning, Design, and Supervision	1,277	0	0	1,277	158	464	247	294	114	0	0
Land	0	0	0	0	0	0	0	0	0	0	0
Site Improvements and Utilities	57	0	0	57	0	57	0	0	0	0	0
Construction	1,829	0	0	1,829	0	1,509	320	0	0	0	0
Other	50	0	0	50	0	50	0	0	0	0	0
<b>Total</b>	<b>3,213</b>	<b>0</b>	<b>0</b>	<b>3,213</b>	<b>158</b>	<b>2,080</b>	<b>567</b>	<b>294</b>	<b>114</b>	<b>0</b>	<b>0</b>

## FUNDING SCHEDULE (\$000)

Current Revenue: General	90	0	0	90	60	0	30	0	0	0	0
G.O. Bonds	3,123	0	0	3,123	98	2,080	537	294	114	0	0
<b>Total</b>	<b>3,213</b>	<b>0</b>	<b>0</b>	<b>3,213</b>	<b>158</b>	<b>2,080</b>	<b>567</b>	<b>294</b>	<b>114</b>	<b>0</b>	<b>0</b>

## OPERATING BUDGET IMPACT (\$000)

Program-Staff				355	0	0	0	87	89	179
Program-Other				2,332	0	0	0	538	598	1,196
<b>Net Impact</b>				<b>2,687</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>625</b>	<b>687</b>	<b>1,375</b>
WorkYears					0.0	0.0	0.0	0.9	1.0	2.0

### DESCRIPTION

This project provides for the placement of High School Wellness Centers (HSWC) at public schools. It is in accordance with the recommendations of the School Based Wellness Center Planning Group (SBWCPG), the Department of Health and Human Services (DHHS) and Montgomery County Public Schools (MCPS). The selection of the "host" public school is based upon criteria recommended by the SBWCPG. Montgomery County Public Schools will oversee the construction of the HSWC sites. The county will occupy the space with DHHS personnel and contractors. The HSWC are similar in design to School Based Health Centers with modifications to accommodate the older student population's needs and services. Site specific factors are to be determined, and will be provided during construction.

### COST CHANGE

Increase due to the addition of construction costs for the Northwood High School Wellness Center.

### JUSTIFICATION

This project is recommended by the School Based Wellness Center Planning Group (SBWCPG), the Department of Health and Human Services (DHHS) and Montgomery County Public Schools (MCPS). Each HSWC will provide services to address the physical health, mental health, and social service needs, as well as provide youth development opportunities to the students.

### FISCAL NOTE

The approved FY09-14 CIP included additional planning and design funds for Northwood High School in FY09 (\$240,000 in planning funds was included in the School Based Health & Linkages to Learning Centers project (No. 640400)) and planning and design funds for three additional sites: Watkins Mill High School, Gaithersburg High School, and Wheaton High School. Planning and design will begin for Gaithersburg and Watkins Mill High Schools in FY10, and Wheaton High Schools in FY12.

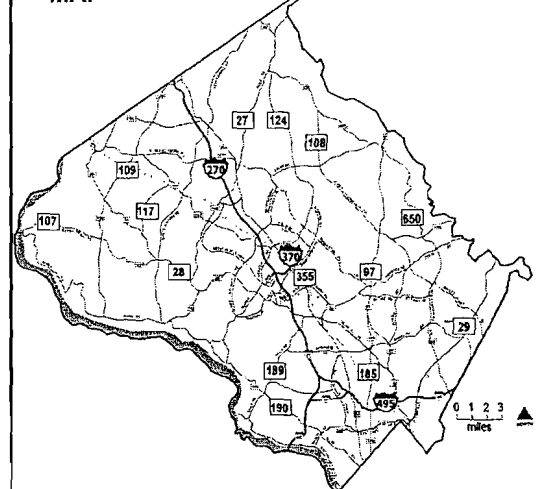
### APPROPRIATION AND EXPENDITURE DATA

Date First Appropriation	FY09	(\$000)
First Cost Estimate		
Current Scope	FY10	3,213
Last FY's Cost Estimate		1,375
Appropriation Request	FY10	2,617
Supplemental Appropriation Request		0
Transfer		0
Cumulative Appropriation		158
Expenditures / Encumbrances		0
Unencumbered Balance		158
Partial Closeout Thru	FY07	0
New Partial Closeout	FY08	0
Total Partial Closeout		0

### COORDINATION

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

### MAP



# School Based Health & Linkages to Learning Centers -- No. 640400

Category  
Subcategory  
Administering Agency  
Planning Area

Health and Human Services  
Health and Human Services  
General Services  
Countywide

Date Last Modified  
Required Adequate Public Facility  
Relocation Impact  
Status

January 08, 2009  
No  
None.  
On-going

## EXPENDITURE SCHEDULE (\$000)

Cost Element	Total	Thru FY08	Rem. FY08	Total 6 Years	FY09	FY10	FY11	FY12	FY13	FY14	Beyond 6 Years
Planning, Design, and Supervision	2,180	1,382	240	558	0	294	264	0	0	0	0
Land	0	0	0	0	0	0	0	0	0	0	0
Site Improvements and Utilities	749	0	0	749	0	49	335	365	0	0	0
Construction	6,683	2,362	0	4,321	795	409	1,481	1,636	0	0	0
Other	493	45	0	448	50	23	180	195	0	0	0
<b>Total</b>	<b>10,105</b>	<b>3,789</b>	<b>240</b>	<b>6,076</b>	<b>845</b>	<b>775</b>	<b>2,260</b>	<b>2,196</b>	<b>0</b>	<b>0</b>	<b>0</b>

## FUNDING SCHEDULE (\$000)

Current Revenue: General	240	0	240	0	0	0	0	0	0	0	0
G.O. Bonds	9,865	3,789	0	6,076	845	775	2,260	2,196	0	0	0
<b>Total</b>	<b>10,105</b>	<b>3,789</b>	<b>240</b>	<b>6,076</b>	<b>845</b>	<b>775</b>	<b>2,260</b>	<b>2,196</b>	<b>0</b>	<b>0</b>	<b>0</b>

## OPERATING BUDGET IMPACT (\$000)

Program-Staff				2,321	136	315	324	448	551	547
Program-Other				2,578	164	338	344	427	624	681
<b>Net Impact</b>				<b>4,899</b>	<b>300</b>	<b>653</b>	<b>668</b>	<b>875</b>	<b>1,175</b>	<b>1,228</b>
WorkYears					3.0	3.9	4.9	5.8	7.0	7.0

### DESCRIPTION

This project provides for the placement of School Based Health Centers (SBHC) and Linkages to Learning sites at public schools. It is in accordance with the recommendations of the School Based Health Center Interagency Planning Group (SBHCIPG), the Linkages to Learning Six Year Plan, the Department of Health and Human Services (DHHS), and Montgomery County Public Schools (MCPS). The selection of the host public schools is based upon criteria recommended by the SBHCIPG and the Linkages to Learning Advisory Group. Montgomery County Public Schools will oversee the construction of the SBHC and Linkages to Learning sites. The county will occupy the space with School Health Services and Linkages to Learning personnel and contractors. Cost estimates are based on per square foot costs for school construction, adjusted by the additional requirements for health care facilities, such as examination rooms, a laboratory and medical equipment. The facilities in elementary schools will be modeled after the current School Based Health Center at Gaithersburg Elementary School and other Linkages to Learning sites. MCPS will provide maintenance and utilities for the facility by a Memorandum of Understanding. Site specific factors are to be determined and will be provided during construction.

### COST CHANGE

Increase due to the renovation of the Fox Chapel Elementary School Linkages to Learning site.

### JUSTIFICATION

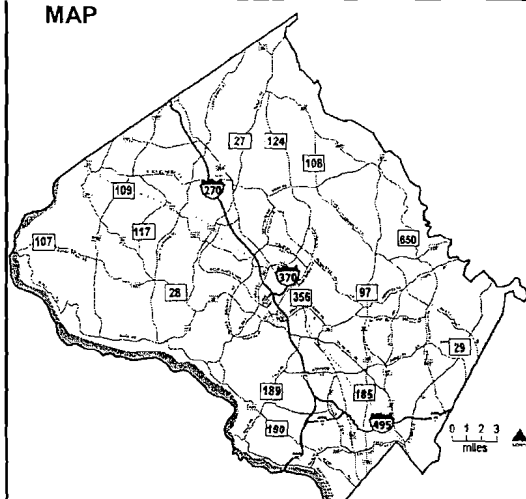
This project is part of the recommendations of the School Based Health Center Interagency Planning Group, the Linkages to Learning Six Year Plan, the Department of Health and Human Services and Montgomery County Public Schools.

### OTHER

This project includes \$240,000 in current revenue for a feasibility study and planning for the proposed high school wellness center at Northwood High School (No. 640902).

### FISCAL NOTE

The School Based Health Center (SBHC) and Linkages to Learning site at Summit Hall Elementary School opened in August 2008. Planning for New Hampshire Estates occurred in FY08, and construction will occur in FY09; the expected opening is August 2009. Feasibility studies have been completed for Rolling Terrace Elementary School and Highland Elementary School.

APPROPRIATION AND EXPENDITURE DATA	COORDINATION	MAP																																							
<table> <tr> <td>Date First Appropriation</td><td>FY04</td><td>(\$000)</td></tr> <tr> <td>First Cost Estimate</td><td></td><td></td></tr> <tr> <td>Current Scope</td><td>FY10</td><td>10,105</td></tr> <tr> <td>Last FY's Cost Estimate</td><td></td><td>9,570</td></tr> <tr> <td>Appropriation Request</td><td>FY10</td><td>775</td></tr> <tr> <td>Supplemental Appropriation Request</td><td></td><td>0</td></tr> <tr> <td>Transfer</td><td></td><td>0</td></tr> <tr> <td>Cumulative Appropriation</td><td></td><td>4,874</td></tr> <tr> <td>Expenditures / Encumbrances</td><td></td><td>3,831</td></tr> <tr> <td>Unencumbered Balance</td><td></td><td>1,043</td></tr> <tr> <td>Partial Closeout Thru</td><td>FY07</td><td>0</td></tr> <tr> <td>New Partial Closeout</td><td>FY08</td><td>0</td></tr> <tr> <td>Total Partial Closeout</td><td></td><td>0</td></tr> </table>	Date First Appropriation	FY04	(\$000)	First Cost Estimate			Current Scope	FY10	10,105	Last FY's Cost Estimate		9,570	Appropriation Request	FY10	775	Supplemental Appropriation Request		0	Transfer		0	Cumulative Appropriation		4,874	Expenditures / Encumbrances		3,831	Unencumbered Balance		1,043	Partial Closeout Thru	FY07	0	New Partial Closeout	FY08	0	Total Partial Closeout		0	<p>Department of Health and Human Services Department of General Services Montgomery County Public Schools</p>	
Date First Appropriation	FY04	(\$000)																																							
First Cost Estimate																																									
Current Scope	FY10	10,105																																							
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Partial Closeout Thru	FY07	0																																							
New Partial Closeout	FY08	0																																							
Total Partial Closeout		0																																							



# Gaithersburg Library Renovation -- No. 710300

Category  
Subcategory  
Administering Agency  
Planning Area

Culture and Recreation  
Libraries  
General Services  
Gaithersburg

Date Last Modified  
Required Adequate Public Facility  
Relocation Impact  
Status

May 14, 2009  
No  
None.  
Planning Stage

## EXPENDITURE SCHEDULE (\$000)

Cost Element	Total	Thru FY08	Rem. FY08	Total 6 Years	FY09	FY10	FY11	FY12	FY13	FY14	Beyond 6 Years
Planning, Design, and Supervision	2,827	128	986	1,713	920	60	419	314	0	0	0
Land	0	0	0	0	0	0	0	0	0	0	0
Site Improvements and Utilities	3,522	0	500	3,022	0	0	2,357	665	0	0	0
Construction	16,775	0	741	16,034	0	0	8,919	7,115	0	0	0
Other	2,630	0	379	2,251	0	0	1,345	906	0	0	0
<b>Total</b>	<b>25,754</b>	<b>128</b>	<b>2,606</b>	<b>23,020</b>	<b>920</b>	<b>60</b>	<b>13,040</b>	<b>9,000</b>	<b>0</b>	<b>0</b>	<b>0</b>

## FUNDING SCHEDULE (\$000)

Current Revenue: General	481	0	400	81	81	0	0	0	0	0	0
G.O. Bonds	24,863	128	2,116	22,619	519	60	13,040	9,000	0	0	0
State Aid	410	0	90	320	320	0	0	0	0	0	0
<b>Total</b>	<b>25,754</b>	<b>128</b>	<b>2,606</b>	<b>23,020</b>	<b>920</b>	<b>60</b>	<b>13,040</b>	<b>9,000</b>	<b>0</b>	<b>0</b>	<b>0</b>

### DESCRIPTION

This project calls for a major renovation and redesign of the Gaithersburg Library, a 33,730 square foot structure located at 18330 Montgomery Village Avenue and opened in 1981. Renovation of this facility will include replacement of HVAC, lighting, electrical, plumbing, security, fire alarm, communications, roof, and windows; reconfiguration of the library interior including a 6,130 square foot addition for expansion of the children's room; redesign of bathrooms to meet accessibility requirements, masonry work to correct on-going cracking of the exterior walls, re-paving of the parking lot and other site work; and replacement of furniture. The project includes the cost of temporary facilities for the duration of construction.

### JUSTIFICATION

The Department of Public Libraries Strategic Facility Plan identified the Gaithersburg Library for renovation in 2001, 20 years after it opened to the public. The library continues to be the busiest in the County with a circulation of more than one million items and about 700,000 visits by the public each year. Staff offer more than 300 public programs per year and the meeting rooms are booked by more than 100 groups per month.

### OTHER

The County Council requested that the Executive review the Program of Requirements for this library to take into consideration community demographics, the space and programmatic needs for the library, and any limitations associated with the current site. Any changes proposed as a result of the review may ultimately affect the costs and schedule for this project.

The County Executive approved a model that would add a total of 22,456 gross square feet to the building. This will include a partial second floor with 7,500 gross square feet that will hold the elevator, meeting rooms, mechanical rooms, storage, and a satellite office of the Gilchrist Center. The remaining space will be added to the main level of the current structure along the front, back and sides without impacting the number of current parking spaces.

### FISCAL NOTE

Project schedule amended to reflect current implementation plan.

### OTHER DISCLOSURES

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

### APPROPRIATION AND EXPENDITURE DATA

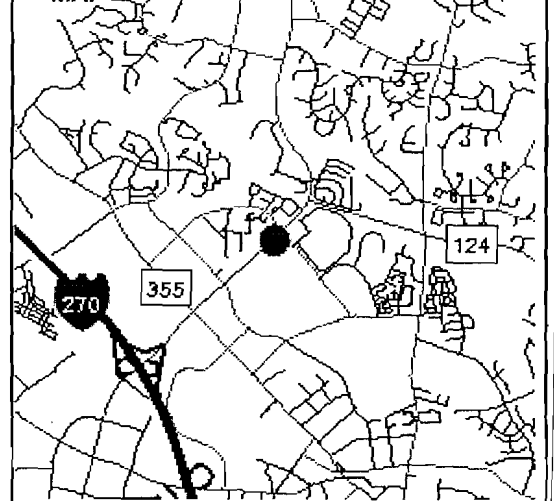
Date First Appropriation	FY07	(\$000)
First Cost Estimate		
Current Scope	FY07	13,457
Last FY's Cost Estimate		25,754
Appropriation Request	FY10	60
Supplemental Appropriation Request		0
Transfer		0
Cumulative Appropriation		3,654
Expenditures / Encumbrances		986
Unencumbered Balance		2,668
Partial Closeout Thru	FY07	0
New Partial Closeout	FY08	0
Total Partial Closeout		0

### COORDINATION

M-NCPPC  
Department of General Services  
Department of Technology Services  
Department of Permitting Services  
Department of Public Libraries  
Upcounty Regional Services Center  
WSSC

Special Projects Legislation was approved  
May 25, 2006 (Bill No. 11-06)

### MAP



# Silver Spring Library -- No. 710302

Category  
Subcategory  
Administering Agency  
Planning Area

Culture and Recreation  
Libraries  
General Services  
Silver Spring

Date Last Modified  
Required Adequate Public Facility  
Relocation Impact  
Status

May 14, 2009  
No  
None.  
Planning Stage

## EXPENDITURE SCHEDULE (\$000)

Cost Element	Total	Thru FY08	Rem. FY08	Total 6 Years	FY09	FY10	FY11	FY12	FY13	FY14	Beyond 6 Years
Planning, Design, and Supervision	3,184	11	1,064	2,109	335	263	574	375	375	187	0
Land	16,006	12,152	3,854	0	0	0	0	0	0	0	0
Site Improvements and Utilities	5,942	20	424	5,498	0	0	2,215	2,205	1,078	0	0
Construction	32,098	184	0	31,914	0	0	9,667	8,596	8,238	5,413	0
Other	1,137	2	163	972	0	0	0	200	372	400	0
<b>Total</b>	<b>58,367</b>	<b>12,369</b>	<b>5,505</b>	<b>40,493</b>	<b>335</b>	<b>263</b>	<b>12,456</b>	<b>11,376</b>	<b>10,063</b>	<b>6,000</b>	<b>0</b>

## FUNDING SCHEDULE (\$000)

Current Revenue: General	172	0	0	172	0	0	172	0	0	0	0
G.O. Bonds	45,360	0	5,374	39,986	0	263	12,284	11,376	10,063	6,000	0
PAYGO	12,310	12,310	0	0	0	0	0	0	0	0	0
Rental Income - General	59	59	0	0	0	0	0	0	0	0	0
State Aid	466	0	131	335	335	0	0	0	0	0	0
<b>Total</b>	<b>58,367</b>	<b>12,369</b>	<b>5,505</b>	<b>40,493</b>	<b>335</b>	<b>263</b>	<b>12,456</b>	<b>11,376</b>	<b>10,063</b>	<b>6,000</b>	<b>0</b>

### DESCRIPTION

This project provides for the design and construction of a 41,550 square foot library for the community of Silver Spring with a new, expanded, more comprehensive library designed to better serve its demographically and ethnically diverse residents and its growing business community. The library will be located at the northeast corner of Wayne Avenue and Fenton Street.

### COST CHANGE

Increased to reflect estimated full cost of project.

### JUSTIFICATION

The existing Silver Spring Community Library is the oldest community library in the Montgomery County Library System. It is the second smallest community library and has the smallest collection of non-periodical materials of any community library. The Mobile Services Unit is also in this facility. Silver Spring is growing in terms of the size and diversity of its residential population and is experiencing significant expansion of its business community, all of which place greater demands on library services.

### OTHER

Project No. 508768, "Facility Planning: MCG", included \$50,000 each year in FY03 and FY04 to examine the issues associated with placement of the Silver Spring Library in a mixed use facility. A Program of Requirements was prepared by the Department of Public Libraries and the site has been selected. Land acquisition is ongoing. The Mobile Services Unit will be moved to Davis Library.

Funds appropriated for this project may be used to design a pedestrian bridge over Wayne Avenue only if the Council amends the Silver Spring Urban Renewal Plan to permit such a pedestrian bridge. The Council has requested design options for the Silver Spring Library site that include additional design options for disability access to the library. At least one option must include on-site parking for individuals with disabilities and at least one option must include drop-off access. Conceptual designs for these additional disability access options must be received by the Council prior to the Council's public hearing on the Silver Spring Urban Renewal Plan amendment. The current design estimate is based on the building massing studies developed during the Site Master Plan (pre-building design), with costs based on historic cost per square foot of similar projects. A revised project cost will be developed and provided during the Design Development phase.

### FISCAL NOTE

Added estimated full cost of project. Project schedule amended to reflect current implementation plan.

### OTHER DISCLOSURES

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

<h4>APPROPRIATION AND EXPENDITURE DATA</h4> <table> <tr> <td>Date First Appropriation</td><td>FY03</td><td>(\$000)</td></tr> <tr> <td>First Cost Estimate</td><td>FY09</td><td>58,367</td></tr> <tr> <td>Current Scope</td><td></td><td></td></tr> <tr> <td>Last FY's Cost Estimate</td><td></td><td>30,039</td></tr> <tr> <td>Appropriation Request</td><td>FY10</td><td>2,050</td></tr> <tr> <td>Supplemental Appropriation Request</td><td></td><td>0</td></tr> <tr> <td>Transfer</td><td></td><td>0</td></tr> <tr> <td>Cumulative Appropriation</td><td></td><td>18,226</td></tr> <tr> <td>Expenditures / Encumbrances</td><td></td><td>15,764</td></tr> <tr> <td>Unencumbered Balance</td><td></td><td>2,462</td></tr> <tr> <td>Partial Closeout Thru</td><td>FY07</td><td>0</td></tr> <tr> <td>New Partial Closeout</td><td>FY08</td><td>0</td></tr> <tr> <td>Total Partial Closeout</td><td></td><td>0</td></tr> </table>	Date First Appropriation	FY03	(\$000)	First Cost Estimate	FY09	58,367	Current Scope			Last FY's Cost Estimate		30,039	Appropriation Request	FY10	2,050	Supplemental Appropriation Request		0	Transfer		0	Cumulative Appropriation		18,226	Expenditures / Encumbrances		15,764	Unencumbered Balance		2,462	Partial Closeout Thru	FY07	0	New Partial Closeout	FY08	0	Total Partial Closeout		0	<h4>COORDINATION</h4> <p>M-NCPPC Department of General Services Department of Technology Services Department of Permitting Services Department of Public Libraries Silver Spring Regional Services Center Facility Planning: MCG WSSC</p> <p>Special Capital Projects Legislation [Bill No. 24-06] was adopted by Council June 13, 2006.</p>	
Date First Appropriation	FY03	(\$000)																																							
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Unencumbered Balance		2,462																																							
Partial Closeout Thru	FY07	0																																							
New Partial Closeout	FY08	0																																							
Total Partial Closeout		0																																							

# Cost Sharing: MCG -- No. 720601

Category  
Subcategory  
Administering Agency  
Planning Area

Culture and Recreation  
Recreation  
Recreation  
Countywide

Date Last Modified  
Required Adequate Public Facility  
Relocation Impact  
Status

May 14, 2009  
No  
None.  
On-going

## EXPENDITURE SCHEDULE (\$000)

Cost Element	Total	Thru FY08	Rem. FY08	Total 6 Years	FY09	FY10	FY11	FY12	FY13	FY14	Beyond 6 Years
Planning, Design, and Supervision	1,022	1,022	0	0	0	0	0	0	0	0	0
Land	0	0	0	0	0	0	0	0	0	0	0
Site Improvements and Utilities	4	4	0	0	0	0	0	0	0	0	0
Construction	950	950	0	0	0	0	0	0	0	0	0
Other	6,367	0	454	5,913	5,475	438	0	0	0	0	0
<b>Total</b>	<b>8,343</b>	<b>1,976</b>	<b>454</b>	<b>5,913</b>	<b>5,475</b>	<b>438</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>

## FUNDING SCHEDULE (\$000)

Current Revenue: General	4,353	1,976	14	2,363	1,925	438	0	0	0	0	0
G.O. Bonds	140	0	140	0	0	0	0	0	0	0	0
Long-Term Financing	3,850	0	300	3,550	3,550	0	0	0	0	0	0
<b>Total</b>	<b>8,343</b>	<b>1,976</b>	<b>454</b>	<b>5,913</b>	<b>5,475</b>	<b>438</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>

### DESCRIPTION

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

### COST CHANGE

Decrease project to remove funding for Adventist Healthcare project. Add funds for the County's contribution to Aunt Hattie's Place, Boys and Girls Club of Greater Washington, CASA de Maryland, Inc., Jewish Council for the Aging of Greater Washington, Inc., and the Warren Historic Site Committee, Inc.

### JUSTIFICATION

The County has entered into or considered many public-private partnerships, which contribute to the excellence and diversity of facilities serving County residents.

### OTHER

\$3,550,000 was programmed in FY09 for the music venue in Silver Spring. \$150,000 was expended out of the Economic Development Fund in FY07 for a feasibility study for a music venue, and \$300,000 was programmed in FY08, bringing the total County match to the State to \$4,000,000. The remaining funds will not be expended until an agreement is reached between the development partners and the County, which includes Council review and approval of the general business terms. The County will own the facility and will fund its contribution with short-term financing proceeds consistent with the terms of the lease agreement with the operator of the music venue.

For FY09, County participation is for the following projects in these amounts:

Aunt Hattie's Place: \$250,000

Boys and Girls Club of Greater Washington: \$250,000

CASA de Maryland, Inc: \$150,000

CHI Centers: \$50,000

Institute for Family Development Inc., doing business as Centro Familia: \$75,000. The organization must demonstrate to the County's satisfaction that it has commitments for the entire funding needed to construct the project before the \$75,000 in County funds can be spent.

Jewish Council for the Aging of Greater Washington, Inc: \$250,000

Montgomery General Hospital: \$500,000

Nonprofit Village, Inc.: \$200,000, and

YMCA of Metropolitan Washington and Youth and Family Services Branch: \$200,000

For FY10, County participation is anticipated for the following projects in these amounts:

Aunt Hattie's Place: \$100,000. Disbursement of FY09 and FY10 County funds is conditioned on the owner of the property giving the County an appropriate covenant restricting the use of the leased property to a foster home for boys for a period of ten years from the time the facility commences to operate as a foster home.

Boys and Girls Club of Greater Washington \$38,000

CASA de Maryland, Inc: \$100,000

Jewish Council for the Aging of Greater Washington, Inc: \$50,000, and

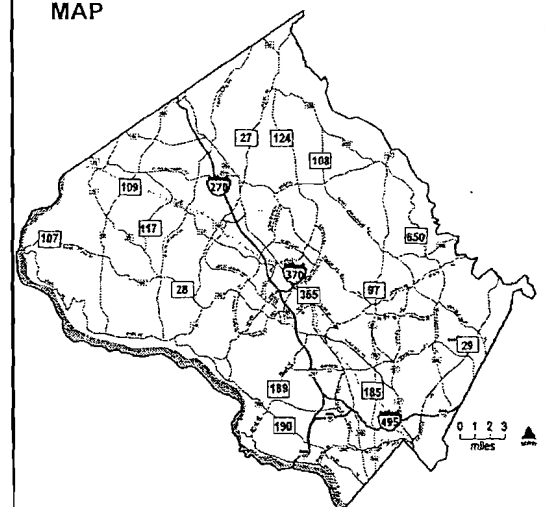
### APPROPRIATION AND EXPENDITURE DATA

Date First Appropriation	FY06	(\$000)
First Cost Estimate		
Current Scope	FY10	8,343
Last FY's Cost Estimate		9,305
Appropriation Request	FY10	438
Supplemental Appropriation Request		0
Transfer		0
Cumulative Appropriation		7,765
Expenditures / Encumbrances		3,907
Unencumbered Balance		3,858
Partial Closeout Thru	FY07	0
New Partial Closeout	FY08	0
Total Partial Closeout		0

### COORDINATION

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

### MAP



## Cost Sharing: MCG -- No. 720601 (continued)

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Warren Historic Site Committee, Inc: \$150,000.

The Old Blair Auditorium Project (a private, non-profit organization) received State bond bill funding of \$600,000 for the renovation of the Old Blair High School Auditorium. The County is providing \$190,000 as a partial match for the State funds with \$50,000 in current revenue in FY06-FY07 for DPWT to develop a Program of Requirements and cost estimate for the project, and a programmed FY06-FY07 bond funded expenditure of \$140,000 to pay for part of the construction. The Council will consider appropriating the \$140,000 after: a) facility planning is complete and the full cost of the renovation is known; b) the County, MCPS, and the Old Blair Auditorium Project resolve issues about management of the renovation project, operation of the facility, and parking for the facility; and c) the Old Blair High School Auditorium project raises the remaining \$410,000 required to match the State funding. MCPS has included funds for a feasibility study for the auditorium in its Facility Planning project (No. 966553). During the study, MCPS will work with the community to develop a new program of requirements for the auditorium.

### OTHER DISCLOSURES

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

# Public Arts Trust -- No. 729658

Category Culture and Recreation  
Subcategory Recreation  
Administering Agency Recreation  
Planning Area Countywide

Date Last Modified  
Required Adequate Public Facility  
Relocation Impact  
Status

March 18, 2009  
No  
None.  
On-going

## EXPENDITURE SCHEDULE (\$000)

Cost Element	Total	Thru FY08	Rem. FY08	Total 6 Years	FY09	FY10	FY11	FY12	FY13	FY14	Beyond 6 Years
Planning, Design, and Supervision	210	0	0	210	35	35	35	35	35	35	0
Land	0	0	0	0	0	0	0	0	0	0	0
Site Improvements and Utilities	0	0	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0	0
Other	764	0	189	575	105	50	105	105	105	105	0
<b>Total</b>	<b>974</b>	<b>0</b>	<b>189</b>	<b>785</b>	<b>140</b>	<b>85</b>	<b>140</b>	<b>140</b>	<b>140</b>	<b>140</b>	<b>0</b>

## FUNDING SCHEDULE (\$000)

Current Revenue: General	974	0	189	785	140	85	140	140	140	140	0
<b>Total</b>	<b>974</b>	<b>0</b>	<b>189</b>	<b>785</b>	<b>140</b>	<b>85</b>	<b>140</b>	<b>140</b>	<b>140</b>	<b>140</b>	<b>0</b>

### DESCRIPTION

Effective April 12, 1995, the County Council enacted legislation providing for the creation of a Public Arts Trust. The purpose of this program is to incorporate art into public facilities and sponsor privately-funded temporary or permanent displays of art on public property. As written, the County Chief Administrative Officer [CAO] administers the trust in consultation with the Arts and Humanities Council of Montgomery County (AHCMC), MCPS, Montgomery College, and the Montgomery County Parks Commission. The request for County funds for this project will be determined annually. The guidelines state that the annual request for the next fiscal year will be .05 percent of the total approved programmed capital expenditures for the current year Capital Improvements Program of the County Government, Public Schools, Montgomery College, and the Maryland-National Capital Park and Planning Commission. Each year, the County Council should consider appropriating this amount but may appropriate any amount.

### COST CHANGE

Reduce funding and expenditures for fiscal capacity.

### JUSTIFICATION

Bill 12-94, a revision to the Art in Public Architecture law, provides for the creation of a Public Arts Trust. The Public Arts Trust is administered by the County Chief Administrative Officer.

### FISCAL NOTE

The Public Arts Trust is implemented through the Department of Recreation via an outside contract with the AHCMC.

### OTHER DISCLOSURES

- \* Expenditures will continue indefinitely.

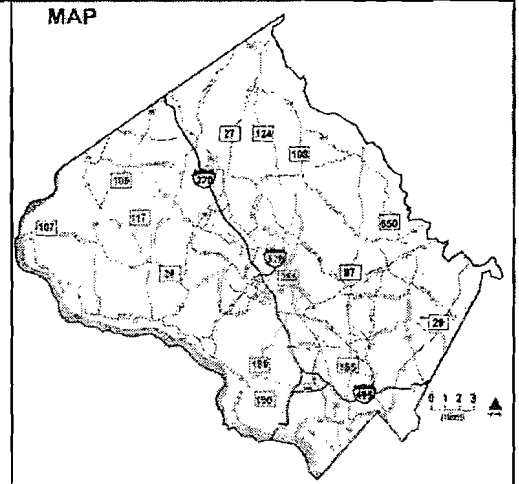
### APPROPRIATION AND EXPENDITURE DATA

Date First Appropriation	FY98	(\$000)
First Cost Estimate	FY10	974
Current Scope		
Last FY's Cost Estimate		1,114
Appropriation Request	FY10	85
Supplemental Appropriation Request		0
Transfer		0
Cumulative Appropriation		329
Expenditures / Encumbrances		238
Unencumbered Balance		91
Partial Closeout Thru	FY07	1,424
New Partial Closeout	FY08	85
Total Partial Closeout		1,509

### COORDINATION

Arts and Humanities Council of Montgomery County  
Montgomery County Public Schools  
Montgomery College  
M-NCPPC  
Department of General Services  
County Executive  
Chief Administrative Officer

### MAP



County Council

# Wheaton Community Recreation Center - Rafferty -- No. 720800

Category  
Subcategory  
Administering Agency  
Planning Area

Culture and Recreation  
Recreation  
General Services  
Kensington-Wheaton

Date Last Modified  
Required Adequate Public Facility  
Relocation Impact  
Status

May 12, 2009  
No  
None.  
Planning Stage

## EXPENDITURE SCHEDULE (\$000)

Cost Element	Total	Thru FY08	Rem. FY08	Total 6 Years	FY09	FY10	FY11	FY12	FY13	FY14	Beyond 6 Years
Planning, Design, and Supervision	420	0	420	0	0	0	0	0	0	0	0
Land	534	0	0	534	0	534	0	0	0	0	0
Site Improvements and Utilities	0	0	0	0	0	0	0	0	0	0	0
Construction	140	0	140	0	0	0	0	0	0	0	0
Other	0	0	0	0	0	0	0	0	0	0	0
<b>Total</b>	<b>1,094</b>	<b>0</b>	<b>560</b>	<b>534</b>	<b>0</b>	<b>534</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>

## FUNDING SCHEDULE (\$000)

G.O. Bonds	1,094	0	560	534	0	534	0	0	0	0	0
<b>Total</b>	<b>1,094</b>	<b>0</b>	<b>560</b>	<b>534</b>	<b>0</b>	<b>534</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>

### DESCRIPTION

This project provides for the design for the renovation and expansion of the current building. The Rafferty Center, a portion of the former Good Counsel High School, was designated for dedication for a public purpose as a part of a recent site development rezoning decision. The County has determined that it will provide additional recreation services to the Kensington - Wheaton communities by using the Rafferty center to create a second Community Recreation Center to be used in tandem with the existing Wheaton Recreation Center. The existing Wheaton Recreation Center is owned by M-NCPPC and operated by the County Recreation Department. Renovation and expansion of the Rafferty facility, along with future renovations of the existing center will provide, in two parts, a full service Community Recreation Center (of approximately 33,000 net square feet) consistent with the provisions of the Montgomery County Recreation Facility Development Plan, 2005 Update.

### COST CHANGE

Increase due to the addition of land costs to repay ALARF for the purchase of land associated with parking.

### JUSTIFICATION

The Department has operated the existing Wheaton Recreation Center, owned by the M-NCPPC, for many years. As early as 1997 this facility was designated for replacement with a larger full service facility, originally included in Facility Planning and Site Evaluation projects as the Kemp Mill (later Wheaton/Kemp Mill) Community Recreation Center. In the 2005 update to the Department's facility plan and in the FY07-12 CIP, a "Wheaton Area Recreation Facilities" study was included in the MCG Facility Planning Project #508768 for this purpose. The current concept includes site and structure, stabilization and design development for future renovation, remodeling, and expansion of the Wheaton Community Recreation Center - Rafferty to provide an additional recreation facility to complement the existing facility.

### OTHER

This project provides only for the design phase and land acquisition. Final construction costs will be determined during the design development phase. No funds may be expended until an agreement providing for the transfer of the property to the County has been executed.

### OTHER DISCLOSURES

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

### APPROPRIATION AND EXPENDITURE DATA

Date First Appropriation	FY	(\$000)
First Cost Estimate		
Current Scope	FY10	1,094
Last FY's Cost Estimate		560
Appropriation Request	FY10	534
Supplemental Appropriation Request		0
Transfer		0
Cumulative Appropriation		560
Expenditures / Encumbrances		5
Unencumbered Balance		555
Partial Closeout Thru	FY07	0
New Partial Closeout	FY08	0
Total Partial Closeout		0

### COORDINATION

Department of General Services  
Maryland National Capital Park and Planning  
Commission  
Department of Recreation  
Mid-County Regional Services Center

### MAP

See Map on Next Page

# White Oak Community Recreation Center -- No. 720101

Category  
Subcategory  
Administering Agency  
Planning Area

Culture and Recreation  
Recreation  
General Services  
Colesville-White Oak

Date Last Modified  
Required Adequate Public Facility  
Relocation Impact  
Status

April 15, 2009  
No  
None.  
Preliminary Design Stage

## EXPENDITURE SCHEDULE (\$000)

Cost Element	Total	Thru FY08	Rem. FY08	Total 6 Years	FY09	FY10	FY11	FY12	FY13	FY14	Beyond 6 Years
Planning, Design, and Supervision	3,142	416	567	2,159	1,129	279	383	368	0	0	0
Land	0	0	0	0	0	0	0	0	0	0	0
Site Improvements and Utilities	3,175	0	0	3,175	3,076	99	0	0	0	0	0
Construction	16,617	1	0	16,616	0	4,506	6,728	5,382	0	0	0
Other	1,396	7	0	1,389	0	0	0	1,389	0	0	0
<b>Total</b>	<b>24,330</b>	<b>424</b>	<b>567</b>	<b>23,339</b>	<b>4,205</b>	<b>4,884</b>	<b>7,111</b>	<b>7,139</b>	<b>0</b>	<b>0</b>	<b>0</b>

## FUNDING SCHEDULE (\$000)

G.O. Bonds	24,330	424	567	23,339	4,205	4,884	7,111	7,139	0	0	0
<b>Total</b>	<b>24,330</b>	<b>424</b>	<b>567</b>	<b>23,339</b>	<b>4,205</b>	<b>4,884</b>	<b>7,111</b>	<b>7,139</b>	<b>0</b>	<b>0</b>	<b>0</b>

## OPERATING BUDGET IMPACT (\$000)

Maintenance				572	0	0	0	114	229	229
Energy				255	0	0	0	51	102	102
Program-Staff				1,062	0	0	0	354	354	354
Program-Other				432	0	0	0	144	144	144
Offset Revenue				-141	0	0	0	-47	-47	-47
<b>Net Impact</b>				<b>2,180</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>616</b>	<b>782</b>	<b>782</b>
WorkYears					0.0	0.0	0.0	7.2	7.2	7.2

### DESCRIPTION

This project provides for the design and construction of a 33,000 net square foot community recreation center at 1700 April Lane in White Oak. This facility includes a gymnasium, exercise room, social hall, kitchen, senior/community lounge, arts/kiln room, game room, vending space, conference room, offices, lobby, restrooms, computer lab, multi-use athletic court, and storage space.

### JUSTIFICATION

This facility will serve the communities in the White Oak region included in Planning Areas 32 and 33. This region is a densely populated and ethnically diverse area with a variety of apartments, townhouses, and single-family neighborhoods that have no existing community recreation center facility. The center is projected to serve an area population of over 65,000 people.

The Department of Recreation Facility Development Plan (FY97-10) has identified the need for two community centers to serve this region. The July 1998 Park Recreation and Program Open Space Master Plan prepared by M-NCPPC recommended development of a facility to serve the Colesville-White Oak planning area. Project preliminary design was completed in the Facility Planning: MCG project in the FY00-01 timeframe, prior to the establishment of this stand-alone project.

### FISCAL NOTE

Project schedule amended to reflect current implementation plan.

### OTHER DISCLOSURES

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

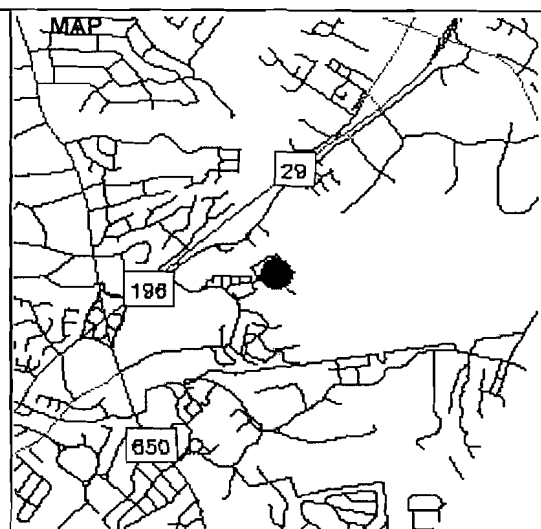
### APPROPRIATION AND EXPENDITURE DATA

Date First Appropriation	FY05	(\$000)
First Cost Estimate	FY07	17,971
Current Scope		
Last FY's Cost Estimate		24,330
Appropriation Request	FY10	482
Supplemental Appropriation Request		0
Transfer		0
Cumulative Appropriation		23,046
Expenditures / Encumbrances		1,369
Unencumbered Balance		21,677
Partial Closeout Thru	FY07	0
New Partial Closeout	FY08	0
Total Partial Closeout		0

### COORDINATION

Department of General Services  
Department of Recreation  
Mid-County Regional Services Center  
M-NCPPC  
PEPCO  
WSSC

Special Capital Projects Legislation [Bill No. 15-05] was adopted by Council June 28, 2005.



# Facility Planning: SM -- No. 809319

Category  
Subcategory  
Administering Agency  
Planning Area

Conservation of Natural Resources  
Stormwater Management  
Environmental Protection  
Countywide

Date Last Modified  
Required Adequate Public Facility  
Relocation Impact  
Status

May 11, 2009  
No  
None.  
On-going

## EXPENDITURE SCHEDULE (\$000)

Cost Element	Total	Thru FY08	Rem. FY08	Total 6 Years	FY09	FY10	FY11	FY12	FY13	FY14	Beyond 6 Years
Planning, Design, and Supervision	8,095	4,964	193	2,938	855	383	425	425	425	425	0
Land	0	0	0	0	0	0	0	0	0	0	0
Site Improvements and Utilities	0	0	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0	0
Other	42	42	0	0	0	0	0	0	0	0	0
<b>Total</b>	<b>8,137</b>	<b>5,006</b>	<b>193</b>	<b>2,938</b>	<b>855</b>	<b>383</b>	<b>425</b>	<b>425</b>	<b>425</b>	<b>425</b>	<b>*</b>

## FUNDING SCHEDULE (\$000)

Current Revenue: General	7,200	4,069	193	2,938	855	383	425	425	425	425	0
State Aid	140	140	0	0	0	0	0	0	0	0	0
Stormwater Management Waiver Fees	797	797	0	0	0	0	0	0	0	0	0
<b>Total</b>	<b>8,137</b>	<b>5,006</b>	<b>193</b>	<b>2,938</b>	<b>855</b>	<b>383</b>	<b>425</b>	<b>425</b>	<b>425</b>	<b>425</b>	<b>0</b>

## DESCRIPTION

This project provides funds for facility planning and feasibility studies to evaluate watershed conservation needs and identify remedial project alternatives for stormwater management, stormwater retrofit, low impact design (LID), and stream restoration projects. In addition, facility planning serves as a transition stage for a project. Selected projects vary in type including: preparation of watershed conservation plans assessing stream erosion and habitat; inventories of alternative stream restoration and retrofit projects; complementary non-structural measures to help mitigate degraded stream conditions in rural and developed watersheds; identification of potential flood problems and flood damage reduction measures; and hydrologic, hydraulic, and water quality monitoring and analyses as required to quantify impacts of watershed development and projects to be implemented. Facility planning is a decision-making process that investigates critical project elements such as: usage forecasts; economic, social, environmental, and historic impact analyses; public participation; potential non-County funding sources; and detailed project cost estimates. Facility planning represents planning and preliminary design and develops a program of requirements in advance of full programming of a project.

## COST CHANGE

Reduce funding and expenditures for fiscal capacity.

## JUSTIFICATION

Facility planning supports requirements for watershed assessments required in the County's National Pollutant Discharge Elimination System (NPDES) stormwater permit for municipal stormwater discharges and implements the Countywide Stream Protection Strategy (CSPS, 2003). There is a continuing need for the development of accurate cost estimates and an exploration of alternatives for proposed projects. This project establishes the facilities planning data and alternatives analyses needed to identify and set priorities for individual capital projects. Facility planning costs for projects which are ultimately included in stand-alone Project Description Forms (PDFs) are reflected here and not in the resulting individual project. Future individual CIP projects which result from facility planning will each reflect reduced planning and design costs.

The CSPS identified the condition of County watersheds and prioritized subwatersheds for protection and/or restoration. Facility planning studies are targeted based on the CSPS.

## OTHER

Ongoing projects are in the Muddy Branch, and Great Seneca Creek watersheds. Projects planned for FY09-10 include: Continuation of the Great Seneca Creek and Muddy Branch Feasibility studies; initiation of the Anacostia Watershed Restoration Plan, and an automated fixed monitoring station operation required by the National Pollutant Discharge Elimination System permit.

## OTHER DISCLOSURES

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

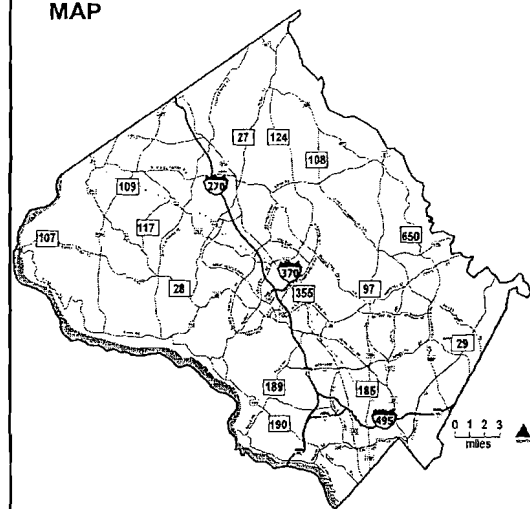
## APPROPRIATION AND EXPENDITURE DATA

Date First Appropriation	FY93	(\$000)
First Cost Estimate	FY10	8,137
Current Scope		
Last FY's Cost Estimate		8,179
Appropriation Request	FY10	383
Supplemental Appropriation Request		0
Transfer		0
Cumulative Appropriation		6,054
Expenditures / Encumbrances		5,553
Unencumbered Balance		501
Partial Closeout Thru	FY07	0
New Partial Closeout	FY08	0
Total Partial Closeout		0

## COORDINATION

Maryland-National Capital Park and Planning Commission  
U. S. Army Corps of Engineers  
Washington Suburban Sanitary Commission  
Department of Permitting Services  
Department of Transportation

## MAP





# Facility Planning: Storm Drains -- No. 508180

Category  
Subcategory  
Administering Agency  
Planning Area

Conservation of Natural Resources  
**Storm Drains**  
Transportation  
Countywide

Date Last Modified  
Required Adequate Public Facility  
Relocation Impact  
Status

March 18, 2009  
No  
None.  
On-going

## EXPENDITURE SCHEDULE (\$000)

Cost Element	Total	Thru FY08	Rem. FY08	Total 6 Years	FY09	FY10	FY11	FY12	FY13	FY14	Beyond 6 Years
Planning, Design, and Supervision	4,705	3,222	8	1,475	250	225	250	250	250	250	0
Land	119	119	0	0	0	0	0	0	0	0	0
Site Improvements and Utilities	0	0	0	0	0	0	0	0	0	0	0
Construction	32	32	0	0	0	0	0	0	0	0	0
Other	3	2	1	0	0	0	0	0	0	0	0
<b>Total</b>	<b>4,859</b>	<b>3,375</b>	<b>9</b>	<b>1,475</b>	<b>250</b>	<b>225</b>	<b>250</b>	<b>250</b>	<b>250</b>	<b>250</b>	<b>*</b>

## FUNDING SCHEDULE (\$000)

Current Revenue: General	4,758	3,274	9	1,475	250	225	250	250	250	250	0
G.O. Bonds	101	101	0	0	0	0	0	0	0	0	0
<b>Total</b>	<b>4,859</b>	<b>3,375</b>	<b>9</b>	<b>1,475</b>	<b>250</b>	<b>225</b>	<b>250</b>	<b>250</b>	<b>250</b>	<b>250</b>	<b>0</b>

### DESCRIPTION

This project provides for the investigation and analysis of various storm drainage assistance requests initiated by private citizens and public agencies. These requests are related to the design, construction, and operation of public drainage facilities where flooding and erosion occur. This project includes expenditures for the preliminary and final design and land acquisition for storm drain projects prior to inclusion in the Storm Drain General project, or as a stand-alone project in the CIP. Prior to its inclusion in the CIP, the Department of Transportation (DOT) will conduct a feasibility study to determine the general and specific features required for the project. Candidate projects currently are evaluated from the "Drainage Assistance Request" list. As part of the facility planning process, DOT considers citizen and public agency requests and undertakes a comprehensive analysis of storm drainage issues and problems being experienced in the County. This analysis is used to select areas where a comprehensive long-term plan for the remediation of a problem may be required. No construction activities are performed in this project. When a design is 35 percent complete, an evaluation is performed to determine if right-of-way is needed. Based on the need for right-of-way, the project may proceed to final design and the preparation of right-of-way plats under this project. The cost of right-of-way acquisition will be charged to the Advanced Land Acquisition Revolving Fund (ALARF). When designs are complete, projects with a construction cost under \$500,000 will be constructed in the Storm Drain General project. Projects with a construction cost over \$500,000 will be constructed in stand-alone projects.

### CAPACITY

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

### COST CHANGE

Reduce funding and expenditures for fiscal capacity in FY10.

### JUSTIFICATION

Evaluation, justification, and cost-benefit analysis are completed by DOT as necessary. In the case of participation projects, the preparation of drainage studies and preliminary plans will be prepared by the requestor's engineer and reviewed by DOT.

### OTHER

Before being added as a sub-project, concept studies are evaluated based on the following factors: public safety, damage to private property, frequency of event, damage to public right-of-way, environmental factors such as erosion, general public benefit, availability of right-of-way and 5:1 benefit cost ratio. In the case of public safety or severe damage to private property, the 5:1 benefit (damage prevented) cost ratio can be waived. Drainage assistance requests are evaluated on a continuing basis in response to public requests. DOT maintains a database of complaints.

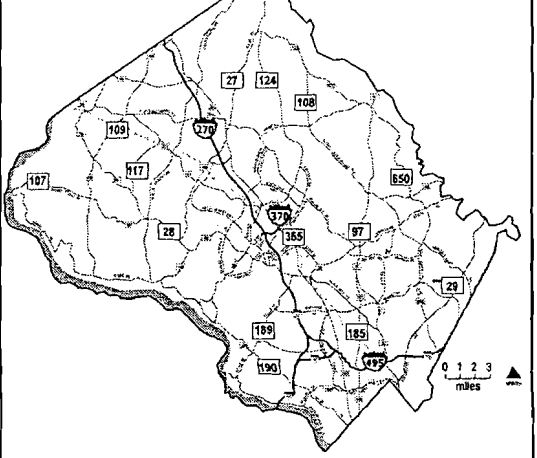
Construction Projects Completed: Brookville Rd., Thomlinson Ave., Snider Ln., Beech Ave., Aramat Dr.

Under Construction: Linden Ln., Eldrid Dr., Johnson Ave.

Candidate Projects for FY09 and FY10: Town of Glen Echo, Village of Chevy Chase, Whittier Blvd., Marymount Rd., Springloch Rd., Arrowood Dr.

### OTHER DISCLOSURES

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

APPROPRIATION AND EXPENDITURE DATA	COORDINATION	MAP												
<table> <tr> <td>Date First Appropriation</td><td>FY81</td><td>(\$000)</td></tr> <tr> <td>First Cost Estimate</td><td></td><td></td></tr> <tr> <td>Current Scope</td><td>FY10</td><td>4,859</td></tr> <tr> <td>Last FY's Cost Estimate</td><td></td><td>4,884</td></tr> </table>	Date First Appropriation	FY81	(\$000)	First Cost Estimate			Current Scope	FY10	4,859	Last FY's Cost Estimate		4,884	<p>Montgomery County Department of Environmental Protection Maryland-National Capital Park and Planning Commission Maryland Department of the Environment United States Army Corps of Engineers Montgomery County Department of Permitting Services Utility Companies Annual Sidewalk Program</p>	
Date First Appropriation	FY81	(\$000)												
First Cost Estimate														
Current Scope	FY10	4,859												
Last FY's Cost Estimate		4,884												
<table> <tr> <td>Appropriation Request</td><td>FY10</td><td>225</td></tr> <tr> <td>Supplemental Appropriation Request</td><td></td><td>0</td></tr> <tr> <td>Transfer</td><td></td><td>0</td></tr> </table>	Appropriation Request	FY10	225	Supplemental Appropriation Request		0	Transfer		0					
Appropriation Request	FY10	225												
Supplemental Appropriation Request		0												
Transfer		0												
<table> <tr> <td>Cumulative Appropriation</td><td></td><td>3,634</td></tr> <tr> <td>Expenditures / Encumbrances</td><td></td><td>3,414</td></tr> <tr> <td>Unencumbered Balance</td><td></td><td>220</td></tr> </table>	Cumulative Appropriation		3,634	Expenditures / Encumbrances		3,414	Unencumbered Balance		220					
Cumulative Appropriation		3,634												
Expenditures / Encumbrances		3,414												
Unencumbered Balance		220												
<table> <tr> <td>Partial Closeout Thru</td><td>FY07</td><td>0</td></tr> <tr> <td>New Partial Closeout</td><td>FY08</td><td>0</td></tr> <tr> <td>Total Partial Closeout</td><td></td><td>0</td></tr> </table>	Partial Closeout Thru	FY07	0	New Partial Closeout	FY08	0	Total Partial Closeout		0					
Partial Closeout Thru	FY07	0												
New Partial Closeout	FY08	0												
Total Partial Closeout		0												

# Ag Land Pres Easements -- No. 788911

Category  
Subcategory  
Administering Agency  
Planning Area

Conservation of Natural Resources  
Ag Land Preservation  
Economic Development  
Countywide

Date Last Modified  
Required Adequate Public Facility  
Relocation Impact  
Status

May 11, 2009  
No  
None.  
On-going

## EXPENDITURE SCHEDULE (\$000)

Cost Element	Total	Thru FY08	Rem. FY08	Total 6 Years	FY09	FY10	FY11	FY12	FY13	FY14	Beyond 6 Years
Planning, Design, and Supervision	2,573	0	0	2,573	280	432	445	458	472	486	0
Land	19,183	0	12,910	6,273	1,723	600	750	1,000	1,000	1,200	0
Site Improvements and Utilities	0	0	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0	0
Other	0	0	0	0	0	0	0	0	0	0	0
<b>Total</b>	<b>21,756</b>	<b>0</b>	<b>12,910</b>	<b>8,846</b>	<b>2,003</b>	<b>1,032</b>	<b>1,195</b>	<b>1,458</b>	<b>1,472</b>	<b>1,686</b>	<b>0</b>

## FUNDING SCHEDULE (\$000)

Agricultural Transfer Tax	16,415	0	10,142	6,273	1,723	600	750	1,000	1,000	1,200	0
Federal Aid	393	0	393	0	0	0	0	0	0	0	0
Investment Income	2,687	0	114	2,573	280	432	445	458	472	486	0
State Aid	2,261	0	2,261	0	0	0	0	0	0	0	0
<b>Total</b>	<b>21,756</b>	<b>0</b>	<b>12,910</b>	<b>8,846</b>	<b>2,003</b>	<b>1,032</b>	<b>1,195</b>	<b>1,458</b>	<b>1,472</b>	<b>1,686</b>	<b>0</b>

## DESCRIPTION

This project provides funds for the purchase of agricultural and conservation easements under the County Agricultural Land Preservation legislation, effective November 25, 2008, for local participation in Maryland's agricultural and conservation programs. The County Agricultural Easement Program (AEP) enables the County to purchase preservation easements on farmland in the agricultural zones and in other zones approved by the County Council to preserve farmland not already protected by Transferable Development Rights (TDRs) easements or State agricultural land preservation easements. The Maryland Agricultural Land Preservation Foundation (MALPF) enables the State to purchase preservation easements on farmland jointly by the County and State. The Rural Legacy Program (RLP) enables the State to purchase conservation easements to preserve large contiguous tracts of agricultural land. The sale of development rights easements are proposed voluntarily by the farmland owner. Project funding comes primarily from the Agricultural Land Transfer Tax, which is levied when farmland is sold and removed from agricultural status. Montgomery County is a State-certified county under the provisions of State legislation which enables the County to retain 75 percent of the taxes for local use. The County uses a portion of its share of the tax to provide matching funds for State easements. Beginning in FY2010, a new Building Lot Termination (BLT) program will be initiated that represents an enhanced farmland preservation program tool to further protect land where development rights have been retained in the Rural Density Transfer Zone (RDT). This program will use Agricultural Transfer Tax revenue to purchase the development rights and corresponding TDRs retained on these properties.

## COST CHANGE

Investment Income was increased to fund administrative expenses and additional agricultural initiatives carried out by the Agricultural Services Division.

## JUSTIFICATION

Annotated Code of Maryland 2-501 to 2-515, Maryland Agricultural Land Preservation Foundation; Annotated Code of Maryland 13-301 to 13-308, Agricultural Land Transfer Tax; and Montgomery County Code, Chapter 2B, Agricultural Land Preservation.

## OTHER

Appropriations are based upon a projection of Montgomery County's portion of the total amount of Agricultural Transfer Tax, which has become available since the last appropriation and State Rural Legacy Program grant funding. Appropriations to this project represent a commitment of Agricultural Land Transfer Tax funds and State Aid to purchase agricultural easements. The Agricultural Transfer Taxes are deposited into an investment income fund, the interest from which is used to fund direct administrative expenses (3.0 workyears), the purchase of easements, and other agricultural initiatives carried out by the Agricultural Services Division. The program permits the County to take title to the TDRs. These TDRs are an asset that the County may sell in the future, generating revenues for the Agricultural Land Preservation Fund. The County can use unexpended appropriations for this project to pay its share (40 percent) of the cost of easements purchased by the State. Since FY99, the County has received State RLP grant funds to purchase easements for the State through the County. The State allows County reimbursement of 3 percent for direct administrative costs such as appraisals, title searches, surveys and legal fees.

Given changes to the Federal Program, Federal Aid funds are no longer programmed in this project.

## FISCAL NOTE

Expenditures do not reflect additional, authorized payments made from the Agricultural Land Preservation Fund balance to increase financial incentives for landowners.

## OTHER DISCLOSURES

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

<h3>APPROPRIATION AND EXPENDITURE DATA</h3> <table> <tr> <td>Date First Appropriation</td><td>FY89</td><td>(\$000)</td></tr> <tr> <td>First Cost Estimate</td><td>FY10</td><td>21,756</td></tr> <tr> <td>Current Scope</td><td></td><td></td></tr> <tr> <td>Last FY's Cost Estimate</td><td></td><td>26,341</td></tr> <tr> <td>Appropriation Request</td><td>FY10</td><td>1,033</td></tr> <tr> <td>Supplemental Appropriation Request</td><td></td><td>0</td></tr> <tr> <td>Transfer</td><td></td><td>0</td></tr> <tr> <td>Cumulative Appropriation</td><td></td><td>14,912</td></tr> <tr> <td>Expenditures / Encumbrances</td><td></td><td>9,395</td></tr> <tr> <td>Unencumbered Balance</td><td></td><td>5,517</td></tr> <tr> <td>Partial Closeout Thru</td><td>FY07</td><td>44,416</td></tr> <tr> <td>New Partial Closeout</td><td>FY08</td><td>5,286</td></tr> <tr> <td>Total Partial Closeout</td><td></td><td>49,702</td></tr> </table>	Date First Appropriation	FY89	(\$000)	First Cost Estimate	FY10	21,756	Current Scope			Last FY's Cost Estimate		26,341	Appropriation Request	FY10	1,033	Supplemental Appropriation Request		0	Transfer		0	Cumulative Appropriation		14,912	Expenditures / Encumbrances		9,395	Unencumbered Balance		5,517	Partial Closeout Thru	FY07	44,416	New Partial Closeout	FY08	5,286	Total Partial Closeout		49,702	<h3>COORDINATION</h3> <p>State of Maryland Agricultural Land Preservation Foundation State of Maryland Department of Natural Resources Maryland-National Capital Park and Planning Commission Landowners</p>	<h3>MAP</h3>
Date First Appropriation	FY89	(\$000)																																							
First Cost Estimate	FY10	21,756																																							
Current Scope																																									
Last FY's Cost Estimate		26,341																																							
Appropriation Request	FY10	1,033																																							
Supplemental Appropriation Request		0																																							
Transfer		0																																							
Cumulative Appropriation		14,912																																							
Expenditures / Encumbrances		9,395																																							
Unencumbered Balance		5,517																																							
Partial Closeout Thru	FY07	44,416																																							
New Partial Closeout	FY08	5,286																																							
Total Partial Closeout		49,702																																							

# Burtonsville Community Revitalization -- No. 760900

Category  
Subcategory  
Administering Agency  
Planning Area

Community Development and Housing  
Community Development  
Housing & Community Affairs  
Fairland-Beltsville

Date Last Modified  
Required Adequate Public Facility  
Relocation Impact  
Status

March 18, 2009  
No  
None.  
Preliminary Design Stage

## EXPENDITURE SCHEDULE (\$000)

Cost Element	Total	Thru FY08	Rem. FY08	Total 6 Years	FY09	FY10	FY11	FY12	FY13	FY14	Beyond 6 Years
Planning, Design, and Supervision	220	0	0	220	100	120	0	0	0	0	0
Land	0	0	0	0	0	0	0	0	0	0	0
Site Improvements and Utilities	0	0	0	0	0	0	0	0	0	0	0
Construction	140	0	0	140	0	140	0	0	0	0	0
Other	100	0	0	100	0	100	0	0	0	0	0
<b>Total</b>	<b>460</b>	<b>0</b>	<b>0</b>	<b>460</b>	<b>100</b>	<b>360</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>

## FUNDING SCHEDULE (\$000)

Current Revenue: General	460	0	0	460	100	360	0	0	0	0	0
<b>Total</b>	<b>460</b>	<b>0</b>	<b>0</b>	<b>460</b>	<b>100</b>	<b>360</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>

### DESCRIPTION

This project provides for community revitalization in the Burtonsville area with primary focus on the commercial core. Project elements will mitigate the impact of transportation improvements to businesses in the Burtonsville commercial area. The objective is to support the existing small businesses and create new opportunities for private investment, as well as, create a "village center" by improving the visual appearance of the area along MD Rte 198 between Old Columbia Pike and Dino Drive.

### COST CHANGE

Reduce funding and expenditures for fiscal capacity.

### JUSTIFICATION

The project responds to concerns relating to changes in the community resulting from population increases and the road realignment of MD Rte 29 and the widening of MD Rte 198. The project will be coordinated with the construction of the Burtonsville Access Road.

### OTHER

Plans and Studies: M-NCPPC Fairland Master Plan in 1997; Burtonsville Market Study (2007); the Burtonsville Legacy Plan.

### OTHER DISCLOSURES

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

APPROPRIATION AND EXPENDITURE DATA	COORDINATION	MAP																																							
<table> <tr> <td>Date First Appropriation</td><td>FY09</td><td>(\$000)</td></tr> <tr> <td>First Cost Estimate</td><td></td><td></td></tr> <tr> <td>Current Scope</td><td>FY09</td><td>500</td></tr> <tr> <td>Last FY's Cost Estimate</td><td></td><td>500</td></tr> <tr> <td>Appropriation Request</td><td>FY10</td><td>360</td></tr> <tr> <td>Supplemental Appropriation Request</td><td></td><td>0</td></tr> <tr> <td>Transfer</td><td></td><td>0</td></tr> <tr> <td>Cumulative Appropriation</td><td></td><td>100</td></tr> <tr> <td>Expenditures / Encumbrances</td><td></td><td>0</td></tr> <tr> <td>Unencumbered Balance</td><td></td><td>100</td></tr> <tr> <td>Partial Closeout Thru</td><td>FY07</td><td>0</td></tr> <tr> <td>New Partial Closeout</td><td>FY08</td><td>0</td></tr> <tr> <td>Total Partial Closeout</td><td></td><td>0</td></tr> </table>	Date First Appropriation	FY09	(\$000)	First Cost Estimate			Current Scope	FY09	500	Last FY's Cost Estimate		500	Appropriation Request	FY10	360	Supplemental Appropriation Request		0	Transfer		0	Cumulative Appropriation		100	Expenditures / Encumbrances		0	Unencumbered Balance		100	Partial Closeout Thru	FY07	0	New Partial Closeout	FY08	0	Total Partial Closeout		0	<p>Department of Transportation Maryland State Highway Administration M-NCPPC Maryland Department of the Environment Department of Permitting Services</p>	<p>See Map on Next Page</p>
Date First Appropriation	FY09	(\$000)																																							
First Cost Estimate																																									
Current Scope	FY09	500																																							
Last FY's Cost Estimate		500																																							
Appropriation Request	FY10	360																																							
Supplemental Appropriation Request		0																																							
Transfer		0																																							
Cumulative Appropriation		100																																							
Expenditures / Encumbrances		0																																							
Unencumbered Balance		100																																							
Partial Closeout Thru	FY07	0																																							
New Partial Closeout	FY08	0																																							
Total Partial Closeout		0																																							

# Facility Planning: HCD -- No. 769375

Category  
Subcategory  
Administering Agency  
Planning Area

Community Development and Housing  
Community Development  
Housing & Community Affairs  
Countywide

Date Last Modified  
Required Adequate Public Facility  
Relocation Impact  
Status

March 18, 2009  
No  
None.  
On-going

## EXPENDITURE SCHEDULE (\$000)

Cost Element	Total	Thru FY08	Rem. FY08	Total 6 Years	FY09	FY10	FY11	FY12	FY13	FY14	Beyond 6 Years
Planning, Design, and Supervision	3,371	2,197	139	1,035	175	160	175	175	175	175	0
Land	0	0	0	0	0	0	0	0	0	0	0
Site Improvements and Utilities	0	0	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0	0
Other	0	0	0	0	0	0	0	0	0	0	0
<b>Total</b>	<b>3,371</b>	<b>2,197</b>	<b>139</b>	<b>1,035</b>	<b>175</b>	<b>160</b>	<b>175</b>	<b>175</b>	<b>175</b>	<b>175</b>	<b>*</b>

## FUNDING SCHEDULE (\$000)

Community Development Block Grant	871	570	1	300	50	50	50	50	50	50	0
Current Revenue: General	2,200	1,348	117	735	125	110	125	125	125	125	0
Current Revenue: Parking - Montgomery Hill	100	79	21	0	0	0	0	0	0	0	0
Federal Aid	200	200	0	0	0	0	0	0	0	0	0
<b>Total</b>	<b>3,371</b>	<b>2,197</b>	<b>139</b>	<b>1,035</b>	<b>175</b>	<b>160</b>	<b>175</b>	<b>175</b>	<b>175</b>	<b>175</b>	<b>0</b>

## DESCRIPTION

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

## COST CHANGE

Reduce funding and expenditures for fiscal capacity.

## JUSTIFICATION

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

## OTHER

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

## OTHER DISCLOSURES

- \* Expenditures will continue indefinitely.

## APPROPRIATION AND EXPENDITURE DATA

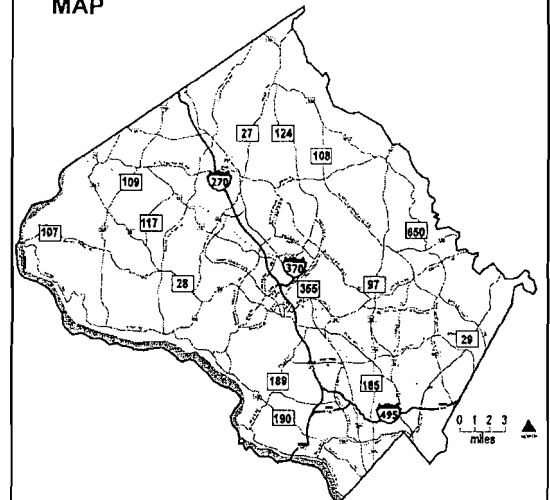
Date First Appropriation	FY96	(\$000)
First Cost Estimate	FY10	3,371
Current Scope		
Last FY's Cost Estimate		3,386
Appropriation Request	FY10	110
Supplemental Appropriation Request		0
Transfer		0
Cumulative Appropriation		2,562
Expenditures / Encumbrances		2,197
Unencumbered Balance		365
Partial Closeout Thru	FY07	0
New Partial Closeout	FY08	0
Total Partial Closeout		0

## COORDINATION

Planning Implementation Section, Office of the County Executive  
Office of Management and Budget  
M-NCPPC  
Department of Transportation  
Department of General Services  
Regional Services Centers  
Montgomery Hills Parking Lot District

FY09 - CDBG Appropriation: \$50,000  
FY10 - CDBG Appropriation: \$50,000

## MAP



# Long Branch Town Center Redevelopment -- No. 150700

Category  
Subcategory  
Administering Agency  
Planning Area

General Government  
Economic Development  
County Executive  
Silver Spring

Date Last Modified  
Required Adequate Public Facility  
Relocation Impact  
Status

March 16, 2009  
No  
None.  
Planning Stage

## EXPENDITURE SCHEDULE (\$000)

Cost Element	Total	Thru FY08	Rem. FY08	Total 6 Years	FY09	FY10	FY11	FY12	FY13	FY14	Beyond 6 Years
Planning, Design, and Supervision	300	0	0	300	0	0	0	0	300	0	0
Land	0	0	0	0	0	0	0	0	0	0	0
Site Improvements and Utilities	0	0	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0	0
Other	0	0	0	0	0	0	0	0	0	0	0
<b>Total</b>	<b>300</b>	<b>0</b>	<b>0</b>	<b>300</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>300</b>	<b>0</b>	<b>0</b>

## FUNDING SCHEDULE (\$000)

Current Revenue: General	300	0	0	300	0	0	0	0	300	0	0
<b>Total</b>	<b>300</b>	<b>0</b>	<b>0</b>	<b>300</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>300</b>	<b>0</b>	<b>0</b>

### DESCRIPTION

This project provides for the facility planning of public improvements necessary to support the redevelopment of the super block bounded by Arliss Street, Flower Avenue, and Piney Branch Road. This block is a poorly organized and under developed commercial area that was reviewed by an Urban Land Institute panel which recommended that this block be intersected by new streets and reoriented as a Town Center for the Long Branch community. Planning will include new streets, utilities, streetscaping, public amenities, and parking necessary for the redevelopment of this area as a higher density mixed-use Town Center with retail at street level and residential above. The infrastructure will be planned in partnership with the property owners and businesses in this super block with input from the surrounding Long Branch community. M-NCPPC will assist by developing land use regulations that will facilitate this redevelopment effort.

### JUSTIFICATION

The Long Branch Community is a very diverse, high density community with a large immigrant population. This community is underserved by the commercial center that is the focus of the community at the intersection of Flower Avenue and Piney Branch. The Long Branch community has been designated as a revitalization area by the County and has been designated as an Enterprise Zone by the State of Maryland. The objective of the redevelopment effort is to provide better services to the community and expand the availability of affordable housing. The effort to create a Town Center for Long Branch must be a public/private partnership to effectively accomplish these goals. This project was recommended by the Long Branch Task Force and is supported by the Silver Spring Citizens Advisory Board.

ULI Washington, "A Technical Assistance Panel Report, The Long Branch Community" and the Long Branch Task Force 3rd Annual Report, May 2005.

### OTHER

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

### FISCAL NOTE

Expenditures and funding were adjusted to reflect the current facility planning schedule.

APPROPRIATION AND EXPENDITURE DATA	COORDINATION	MAP																																							
<table> <tr> <td>Date First Appropriation</td><td>FY07</td><td>(\$000)</td></tr> <tr> <td>First Cost Estimate</td><td>FY07</td><td>300</td></tr> <tr> <td>Current Scope</td><td></td><td></td></tr> <tr> <td>Last FY's Cost Estimate</td><td></td><td>300</td></tr> <tr> <td>Appropriation Request</td><td>FY10</td><td>-300</td></tr> <tr> <td>Supplemental Appropriation Request</td><td></td><td>0</td></tr> <tr> <td>Transfer</td><td></td><td>0</td></tr> <tr> <td>Cumulative Appropriation</td><td></td><td>300</td></tr> <tr> <td>Expenditures / Encumbrances</td><td></td><td>0</td></tr> <tr> <td>Unencumbered Balance</td><td></td><td>300</td></tr> <tr> <td>Partial Closeout Thru</td><td>FY07</td><td>0</td></tr> <tr> <td>New Partial Closeout</td><td>FY08</td><td>0</td></tr> <tr> <td>Total Partial Closeout</td><td></td><td>0</td></tr> </table>	Date First Appropriation	FY07	(\$000)	First Cost Estimate	FY07	300	Current Scope			Last FY's Cost Estimate		300	Appropriation Request	FY10	-300	Supplemental Appropriation Request		0	Transfer		0	Cumulative Appropriation		300	Expenditures / Encumbrances		0	Unencumbered Balance		300	Partial Closeout Thru	FY07	0	New Partial Closeout	FY08	0	Total Partial Closeout		0	Department of Housing and Community Affairs Department of Transportation Department of Permitting Services M-NCPPC Long Branch Advisory Committee Maryland Transit Administration (MTA) Maryland State Highway Administration (MSHA) Department of General Services	See Map on Next Page
Date First Appropriation	FY07	(\$000)																																							
First Cost Estimate	FY07	300																																							
Current Scope																																									
Last FY's Cost Estimate		300																																							
Appropriation Request	FY10	-300																																							
Supplemental Appropriation Request		0																																							
Transfer		0																																							
Cumulative Appropriation		300																																							
Expenditures / Encumbrances		0																																							
Unencumbered Balance		300																																							
Partial Closeout Thru	FY07	0																																							
New Partial Closeout	FY08	0																																							
Total Partial Closeout		0																																							

**PART III: CAPITAL IMPROVEMENTS PROJECTS TO BE CLOSED OUT**

**The following capital projects are closed out effective July 1, 2009, and the appropriation for each project is decreased by the amount of that project's unencumbered balance.**

<b>Project #</b>	<b>Project Name</b>
500711	Clarksburg Area Road Rehab
500104	Clarksburg Road Bridge No. M-007B
509951	Damascus Park & Ride
500110	Ken Branch Storm Drain
500535	Ride On Fleet Expansion
509825	Stoneybrook Drive Over CSX #76
509950	Sweetbriar Parkway Storm Drain
500323	Transportation Management Center (TMC)

**PART IV: CAPITAL IMPROVEMENTS PROJECTS:  
PARTIAL CLOSE OUT**

**Partial close out of the following capital projects is effective July 1, 2009.**

<b>Project #</b>	<b>Project Name</b>	<b>Amount</b>
509325	ADA Compliance: Transportation	1,907,000
788911	Ag Land Pres Easements	5,286,000
507596	Annual Bikeway Program	901,000
506747	Annual Sidewalk Program	1,345,000
508728	Asbestos Abatement: MCG	154,000
509753	Bridge Renovation	470,000
507658	Bus Stop Improvements	1,858,000
507834	Energy Conservation: MCG	259,000
508113	Guardrail Projects	304,000
458756	HVAC/Elec Replacement: Fire Stns	110,000
508941	HVAC/Elec Replacement: MCG	1,080,000
507017	Intersection and Spot Improvements	2,009,000
807359	Misc Stream Valley Improvements	1,732,000
509523	Neighborhood Traffic Calming	259,000
508255	Pkg Beth Fac Renovations	1,906,000
508250	Pkg Sil Spg Fac Renovations	897,000
509709	Pkg Wheaton Fac Renovations	234,000
509514	Planned Lifecycle Asset Replacement: MCG	549,000
729658	Public Arts Trust	85,000
507310	Public Facilities Roads	-3,000
458429	Resurfacing: Fire Stations	543,000
508527	Resurfacing: Primary/Arterial	5,945,000
458629	Roof Replacement: Fire Stations	152,000
508331	Roof Replacement: MCG	1,405,000
508182	Sidewalk & Infrastructure Revitalization	5,678,000
508716	Silver Spring Traffic Improvements	78,000
808726	SM Retrofit: Countywide	2,271,000
507055	Streetlighting	840,000
508000	Subdivision Roads Participation	515,000
507154	Traffic Signals	2,759,000
509036	Transportation Improvements For Schools	97,000