

Resolution No:	<u>16-1364</u>
Introduced:	<u>May 27, 2010</u>
Adopted:	<u>May 27, 2010</u>

**COUNTY COUNCIL
FOR MONTGOMERY COUNTY, MARYLAND**

By: County Council

SUBJECT: Approval of the FY 2011-2016 Capital Improvements Program, and Approval of and Appropriation for the FY 2011 Capital Budget of the Montgomery County Government

Background

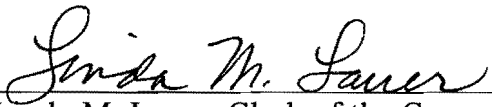
1. Section 302 of the County Charter requires the County Executive to send to the County Council by January 15 in each even-numbered calendar year a 6-year Capital Improvements Program (CIP), which the Executive did on January 15, 2010 for the 6-year period FY 2011-2016. Section 302 requires the affirmative vote of at least 5 Councilmembers to approve or modify the Executive's Recommended CIP. 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, 2010 for FY 2011.
3. As required by Section 304 of the Charter, the Council held public hearings on the Capital Budget for FY 2011 and on the Recommended CIP for FY 2011-2016 on February 16 and 17, 2010.

Action

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

1. For FY 2011, the Council approves the Capital Budget for the Montgomery County Government and appropriates the amounts by project, which are shown in part I.
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 2011-2016; and
 - c) to the extent that those appropriations are not expended or encumbered.
3. The Council approves the projects in the Executive's Recommended FY 2011 Capital Budget and CIP for Fiscal Years 2011-2016, with the exceptions which are attached in part II. These projects are approved as modified.
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.



Linda M. Lauer, Clerk of the Council

PART I: FY 2011 CAPITAL BUDGET FOR MONTGOMERY COUNTY GOVERNMENT

The appropriations for FY 2011 in this Part are made to implement the projects in the Capital Improvements Program for FY 2011-2016.

Project #	Project Name	FY11 Appropriation	Cumulative Appropriation	Total Appropriation
470302	3rd District Police Station	19,057,000	5,010,000	24,067,000
500705	401 Hungerford Drive Garage	4,630,000	732,000	5,362,000
470301	6th District Police Station	18,162,000	2,099,000	20,261,000
509325	ADA Compliance: Transportation	1,495,000	1,735,000	3,230,000
509399	Advanced Transportation Management System	1,581,000	40,443,000	42,024,000
760100	Affordable Housing Acquisition and Preservation*	15,000,000	52,500,000	67,500,000
788911	Ag Land Pres Easements	3,086,000	13,561,000	16,647,000
361107	Americans with Disabilities Act (ADA): Compliance	1,000,000	0	1,000,000
470400	Animal Shelter	7,172,000	13,154,000	20,326,000
507596	Annual Bikeway Program	552,000	525,000	1,077,000
506747	Annual Sidewalk Program	2,350,000	2,903,000	5,253,000
508728	Asbestos Abatement: MCG	100,000	155,000	255,000
501000	BRAC Bicycle and Pedestrian Facilities	4,650,000	750,000	5,400,000
500313	Bridge Preservation Program	934,000	4,801,000	5,735,000
509753	Bridge Renovation	1,400,000	939,000	2,339,000
500500	Burtonsville Access Road	-5,750,000	6,252,000	502,000
760900	Burtonsville Community Revitalization	945,000	460,000	1,405,000
507658	Bus Stop Improvements	2,000,000	2,413,000	4,413,000
450500	Cabin John Fire Station #30 Addition/Renovation	132,000	717,000	849,000
767820	CDBG Capital Appropriation	1,890,000	0	1,890,000
501105	Cedar Lane Bridge (M0074)	5,112,000	0	5,112,000
501115	Century Boulevard	12,743,000	0	12,743,000
450300	Clarksburg Fire Station	-1,040,000	4,992,000	3,952,000
500709	Colesville Depot	264,000	568,000	832,000
720601	Cost Sharing: MCG	4,400,000	8,203,000	12,603,000
421100	Criminal Justice Complex	4,528,000	0	4,528,000
500904	Dale Drive Sidewalk	470,000	4,900,000	5,370,000
501117	Dedicated but Unmaintained County Roads	100,000	0	100,000
641106	Dennis Avenue Health Center	1,952,000	0	1,952,000
421101	DOCR Staff Training Center	421,000	0	421,000
500901	East Gude Drive Westbound Bridge No. M-131-4	593,000	2,390,000	2,983,000
509923	Elevator Modernization	100,000	6,554,000	6,654,000

Project #	Project Name	FY11 Appropriation	Cumulative Appropriation	Total Appropriation
500918	Environmental Compliance: MCG	2,000,000	2,260,000	4,260,000
500933	Equipment Maintenance and Operations Center (EMOC)	92,438,000	36,743,000	129,181,000
500152	Facilities Site Selection: MCG	5,000	239,000	244,000
509132	Facility Planning: Bridges	629,000	10,228,000	10,857,000
769375	Facility Planning: HCD	113,000	2,772,000	2,885,000
508768	Facility Planning: MCG	284,000	7,391,000	7,675,000
509525	Facility Planning: Parking	115,000	2,973,000	3,088,000
809319	Facility Planning: SM	925,000	6,437,000	7,362,000
508180	Facility Planning: Storm Drains	225,000	3,763,000	3,988,000
509337	Facility Planning-Transportation	713,000	37,164,000	37,877,000
450305	Female Facility Upgrade	-1,221,000	2,833,000	1,612,000
509651	Fibernet	515,000	36,492,000	37,007,000
451000	Fire Station Alerting System Upgrades	-500,000	500,000	0
501118	Frederick Road Bike Path	702,000	0	702,000
361112	Fuel Management	1,362,000	0	1,362,000
710300	Gaithersburg Library Renovation	20,027,000	3,633,000	23,660,000
450702	Glen Echo Fire Station Renovation	9,000	949,000	958,000
450900	Glenmont FS 18 Replacement	330,000	1,331,000	1,661,000
501107	Goshen Road South	2,560,000	0	2,560,000
500506	Greentree Road Sidewalk	2,846,000	440,000	3,286,000
361105	Grey Courthouse Security	370,000	0	370,000
508113	Guardrail Projects	155,000	281,000	436,000
501108	Henderson Avenue Storm Drain & Roadway Improvement	2,270,000	0	2,270,000
640902	High School Wellness Center	-837,000	2,775,000	1,938,000
500338	Highway Noise Abatement	-908,000	3,815,000	2,907,000
458756	HVAC/Elec Replacement: Fire Stns	650,000	837,000	1,487,000
508941	HVAC/Elec Replacement: MCG	600,000	1,988,000	2,588,000
361102	Indoor Air Quality Improvement	501,000	0	501,000
507017	Intersection and Spot Improvements	1,160,000	2,092,000	3,252,000
100300	Judicial Center Annex	102,408,000	31,584,000	133,992,000
450903	Kensington (Aspen Hill) FS 25 Addition	145,000	1,445,000	1,590,000
760600	Long Branch Pedestrian Linkages	1,005,000	2,156,000	3,161,000
501100	Maple Avenue Storm Drain & Roadway Improvements	280,000	0	280,000
501104	MD 355 Sidewalk (Hyattstown)	714,000	0	714,000
501110	Metropolitan Branch Trail	1,780,000	0	1,780,000
807359	Misc Stream Valley Improvements	1,395,000	2,976,000	4,371,000

Project #	Project Name	FY11 Appropriation	Cumulative Appropriation	Total Appropriation
360902	Montgomery County Radio Shop Relocation	7,274,000	61,000	7,335,000
500714	Montgomery Mall Transit Center	1,269,000	50,000	1,319,000
720921	Neighborhood Recreation Center Construction	500,000	0	500,000
509523	Neighborhood Traffic Calming	310,000	484,000	794,000
720100	North Bethesda Community Recreation Center	-299,000	1,835,000	1,536,000
500723	Northern Damascus Park and Ride Lot	-176,000	860,000	684,000
710301	Olney Library Renovation and Addition	1,709,000	9,965,000	11,674,000
509948	Outfall Repairs	426,000	3,653,000	4,079,000
500920	Pedestrian Lighting Participation - MSHA Projects	20,000	800,000	820,000
500333	Pedestrian Safety Program	1,175,000	3,900,000	5,075,000
501106	Permanent Patching: Residential/Rural Roads	3,000,000	0	3,000,000
508255	Pkg Beth Fac Renovations	2,028,000	3,254,000	5,282,000
508250	Pkg Sil Spg Fac Renovations	13,493,000	12,297,000	25,790,000
509709	Pkg Wheaton Fac Renovations	112,000	596,000	708,000
509514	Planned Lifecycle Asset Replacement: MCG	450,000	865,000	1,315,000
720905	Plum Gar Neighborhood Recreation Center	6,459,000	975,000	7,434,000
420900	Pre-Release Center Kitchen Renovation and Addition	675,000	0	675,000
507310	Public Facilities Roads	-32,000	2,471,000	2,439,000
340901	Public Safety System Modernization	2,434,000	3,043,000	5,477,000
471102	Public Safety Training Academy (PSTA) Relocation	5,515,000	0	5,515,000
500910	Randolph Road from Rock Creek to Charles Road	-1,873,000	2,146,000	273,000
720917	Recreation Facility Modernization	100,000	100,000	200,000
500010	Redland Rd from Crabbs Branch Way - Baederwood La	555,000	5,588,000	6,143,000
500914	Residential and Rural Road Rehabilitation	4,100,000	2,897,000	6,997,000
500720	Resurfacing Park Roads and Bridge Improvements	350,000	2,410,000	2,760,000
509914	Resurfacing Parking Lots: MCG	525,000	3,905,000	4,430,000
500511	Resurfacing: Residential/Rural Roads	1,500,000	29,007,000	30,507,000
508527	Resurfacing: Primary/Arterial	6,500,000	10,916,000	17,416,000
500821	Ride On Bus Fleet	4,626,000	42,637,000	47,263,000
640400	School Based Health & Linkages to Learning Centers	2,570,000	5,549,000	8,119,000
720916	Scotland Neighborhood Recreation Center	5,742,000	825,000	6,567,000
500600	Shady Grove Access Bike Path	26,000	2,714,000	2,740,000
508182	Sidewalk & Infrastructure Revitalization	6,300,000	7,154,000	13,454,000
710302	Silver Spring Library	36,314,000	20,276,000	56,590,000
159281	Silver Spring Redevelopment Pgm	444,000	46,169,000	46,613,000
509974	Silver Spring Transit Center	4,883,000	90,713,000	95,596,000

Project #	Project Name	FY11 Appropriation	Cumulative Appropriation	Total Appropriation
800700	SM Facility Major Structural Repair	1,300,000	3,000,000	4,300,000
800900	SM Retrofit - Government Facilities	3,475,000	1,182,000	4,657,000
808726	SM Retrofit: Countywide	1,785,000	4,814,000	6,599,000
501109	Snouffer School Road	1,549,000	0	1,549,000
500722	State Transportation Participation	12,525,000	62,050,000	74,575,000
500320	Storm Drain General	1,600,000	6,359,000	7,959,000
500700	Street Tree Preservation	250,000	4,800,000	5,050,000
500512	Streetlight Enhancements-CBD/Town Center	250,000	1,470,000	1,720,000
507055	Streetlighting	750,000	1,613,000	2,363,000
508000	Subdivision Roads Participation	-965,000	6,542,000	5,577,000
150701	Technology Modernization -- MCG	11,462,000	64,209,000	75,671,000
500912	Thompson Road Connection	-281,000	425,000	144,000
500808	Town of Chevy Chase Storm Drain Improvements	690,000	1,800,000	2,490,000
500704	Traffic Signal System Modernization	7,231,000	9,894,000	17,125,000
507154	Traffic Signals	4,225,000	5,769,000	9,994,000
500534	Transit Park and Ride Lot Renovations	330,000	324,000	654,000
509036	Transportation Improvements For Schools	200,000	364,000	564,000
450504	Travilah Fire Station	8,733,000	5,889,000	14,622,000
150401	Wheaton Redevelopment Program	797,000	5,972,000	6,769,000
Total - Montgomery County Government		520,704,000	887,444,000	1,408,148,000

** In addition to the appropriation shown for this project, any actual revolving loan repayments received from the prior year are appropriated.*

Project #	Project Name	FY11 Appropriation
M-NCPPC Projects:		
998798	Acquisition: Non-Local Parks	-2,765,000
018710	Legacy Open Space	3,288,000
The County contribution to Acquisition: Non-Local Parks and Legacy Open Space includes:		
998798	Acquisition: Non Local Parks - County Current Revenue - General	135,000

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

1.	County G.O. Bonds	9,680,000
2.	County Current Revenue - General	1,898,000

PART II: REVISED PROJECTS

The projects described in this section were revised from, or were not included among, the projects as recommended by the County Executive in the County Executive's Recommended FY 2011 Capital Budget and Capital Improvements Program FY 2011-2016 of January 15, 2010. These projects are approved.

Indoor Air Quality Improvement -- No. 361102

Category
Subcategory
Administering Agency
Planning Area

General Government
County Offices and Other Improvements
General Services
Silver Spring

Date Last Modified
Required Adequate Public Facility
Relocation Impact
Status

March 16, 2010
No
None.
Planning Stage

EXPENDITURE SCHEDULE (\$000)

Cost Element	Total	Thru FY09	Est. FY10	Total 6 Years	FY11	FY12	FY13	FY14	FY15	FY16	Beyond 6 Years
Planning, Design, and Supervision	666	0	0	666	261	405	0	0	0	0	0
Land	0	0	0	0	0	0	0	0	0	0	0
Site Improvements and Utilities	0	0	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0	0
Other	0	0	0	0	0	0	0	0	0	0	0
Total	666	0	0	666	261	405	0	0	0	0	0

FUNDING SCHEDULE (\$000)

G.O. Bonds	666	0	0	666	261	405	0	0	0	0	0
Total	666	0	0	666	261	405	0	0	0	0	0

DESCRIPTION

This project provides funding for re-design and replacing the HVAC systems and other miscellaneous building (architectural) modifications in order to improve the indoor air quality (IAQ) at the Brookville Ride-On Bus Depot, Buildings D & E, which is located at 8710 Brookville Road, Silver Spring, Maryland.

ESTIMATED SCHEDULE

The design phase will commence during Fall of 2010 and is estimated to last fifteen months.

JUSTIFICATION

The existing HVAC systems are at the end of their service life and do not provide adequate ventilation to meet current American Society of Heating, Refrigerating and Air-Conditioning Engineers standards. The National Institute for Occupational Safety and Health recommends controlling diesel exposure at the lowest possible level. In August 2009, a consultant prepared an IAQ survey, inspection, and IAQ testing.

OTHER

Air quality in Building H was substantially completed in June 2008 in project #500303.

FISCAL NOTE

Total project cost is estimated to be \$6.3 million.

OTHER DISCLOSURES

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

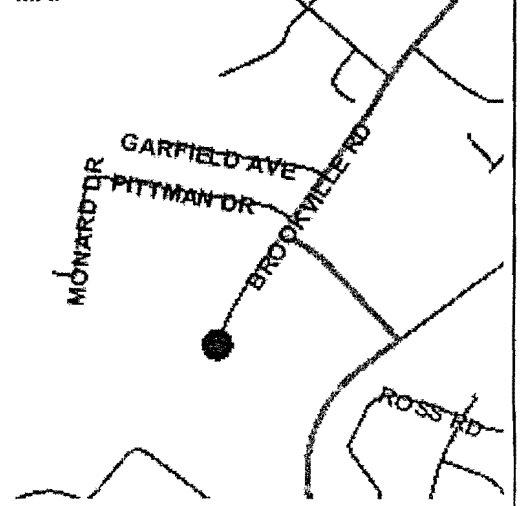
APPROPRIATION AND EXPENDITURE DATA

Date First Appropriation	FY11	(\$000)
First Cost Estimate	FY11	666
Current Scope		
Last FY's Cost Estimate		0
Appropriation Request	FY11	501
Appropriation Request Est.	FY12	165
Supplemental Appropriation Request		0
Transfer		0
Cumulative Appropriation		0
Expenditures / Encumbrances		0
Unencumbered Balance		0
Partial Closeout Thru	FY08	0
New Partial Closeout	FY09	0
Total Partial Closeout		0

COORDINATION

Department of Permitting Services
Department of General Services
Department of Technology Services
Division of Fleet Management Services
WSSC
PEPCO

MAP



Montgomery County Government Complex -- No. 360901

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

March 16, 2010
No
None.
Preliminary Design Stage

EXPENDITURE SCHEDULE (\$000)

Cost Element	Total	Thru FY09	Est. FY10	Total 6 Years	FY11	FY12	FY13	FY14	FY15	FY16	Beyond 6 Years
Planning, Design, and Supervision	4,614	463	3,151	1,000	500	500	0	0	0	0	0
Land	0	0	0	0	0	0	0	0	0	0	0
Site Improvements and Utilities	0	0	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0	0
Other	0	0	0	0	0	0	0	0	0	0	0
Total	4,614	463	3,151	1,000	500	500	0	0	0	0	0

FUNDING SCHEDULE (\$000)

G.O. Bonds	4,614	463	3,151	1,000	500	500	0	0	0	0	0
Total	4,614	463	3,151	1,000	500	500	0	0	0	0	0

DESCRIPTION

This project provides for the planning and design, to the end of the design development phase, of three components identified in the Government Core Facilities Optimization Master Plan Study: the new Council Office Building (COB), the COB garage addition, and a new pedestrian bridge. The Judicial Center Annex and Judicial Center renovation included in the Government Core Plan are being provided through CIP Project No. 100300, Judicial Center Annex. Other components of the Government Core Facilities Optimization Master Plan Study include the Executive Office Building, Red Brick Courthouse, Grey Courthouse, Grey Courthouse Annex, and Jury Parking Lot may be added to this project in future years.

The existing COB will be replaced by a new building that will be located adjacent to the Executive Office Building. The new COB will accommodate the existing COB occupants, projected COB occupant growth to year 2025, and approximately 77,000 gross square feet of additional space. The additional space will be used for consolidation of County departments currently located in leased facilities or the feasibility of relocating other County agencies will also be considered. The existing COB garage will be expanded by three floors to accommodate the parking requirements for the Judicial Center Annex and the new COB. The pedestrian bridge will cross Jefferson Street to connect the COB garage and the new COB, increasing pedestrian safety.

JUSTIFICATION

The Government Core Facilities Optimization Master Plan Study (funded under CIP Project No. 500721) analyzed short and long-term growth needs, speed and ease of implementation, cost effectiveness, creation of a suitable government complex, as well as improvement of government services and accessibility. The Government Core Facilities Optimization Master Plan Study recommended construction of a new COB, COB garage addition, and a Judicial Center Annex to meet the year 2025 growth requirements.

The Executive Office Building, COB, and COB garage are aged and in need of either renovation or major system replacement. There is also a need for space to consolidate government functions and provide future growth. Replacement and renovation of these facilities requires comprehensive planning and phasing.

Plans and Studies: Government Core Optimization Master Plan Study (February 2008, Matrix Settles/Staubach).

FISCAL NOTE

Shift \$500k in FY11 funding and expenditures to FY12. Construction cost estimates will be determined during the design development phase. The total estimated cost is between \$152 million and \$188 million, depending on whether a portion of the new COB is used solely for lease consolidation space or includes relocation of the other County agencies.

OTHER DISCLOSURES

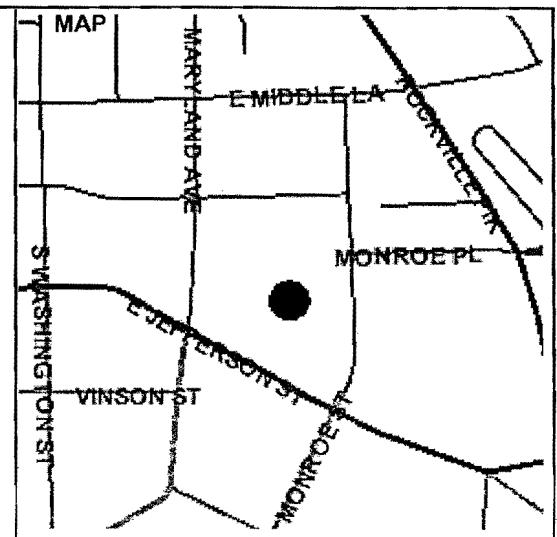
- A pedestrian impact analysis has been completed for this project.
- Land acquisition will be funded initially through ALARF, and then reimbursed by a future appropriation from this project. The total cost of this project will increase when land expenditures are programmed.

APPROPRIATION AND EXPENDITURE DATA

Date First Appropriation	FY09	(\$000)
First Cost Estimate		
Current Scope	FY09	4,614
Last FY's Cost Estimate		4,614
Appropriation Request	FY11	0
Appropriation Request Est.	FY12	0
Supplemental Appropriation Request		0
Transfer		0
Cumulative Appropriation		4,614
Expenditures / Encumbrances		2,581
Unencumbered Balance		2,033
Partial Closeout Thru	FY08	0
New Partial Closeout	FY09	0
Total Partial Closeout		0

COORDINATION

County Council
Office of Legislative Oversight
Office of the People's Counsel
Merit System Protection Board
Office of Zoning and Administrative Hearings
Board of Appeals
Department of Technology Services
Department of Housing and Community Affairs
Office of Consumer Protection
Ethics Commission
Department of Police
Department of General Services
City of Rockville
Maryland State Highway Administration



MCPS Food Distribution Facility Relocation -- No. 361111

Category
Subcategory
Administering Agency
Planning Area

General Government
County Offices and Other Improvements
General Services
Gaithersburg

Date Last Modified
Required Adequate Public Facility
Relocation Impact
Status

May 25, 2010
No
None.
Planning Stage

EXPENDITURE SCHEDULE (\$000)

Cost Element	Total	Thru FY09	Est. FY10	Total 6 Years	FY11	FY12	FY13	FY14	FY15	FY16	Beyond 6 Years
Planning, Design, and Supervision	3,209	0	0	3,209	1,931	995	283	0	0	0	0
Land	0	0	0	0	0	0	0	0	0	0	0
Site Improvements and Utilities	3,685	0	0	3,685	591	2,365	729	0	0	0	0
Construction	20,838	0	0	20,838	1,259	15,138	4,441	0	0	0	0
Other	1,447	0	0	1,447	0	329	1,118	0	0	0	0
Total	29,179	0	0	29,179	3,781	18,827	6,571	0	0	0	0

FUNDING SCHEDULE (\$000)

Interim Finance	29,179	0	0	29,179	3,781	18,827	6,571	0	0	0	0
Total	29,179	0	0	29,179	3,781	18,827	6,571	0	0	0	0

DESCRIPTION

This project is part of the Smart Growth Initiative and provides for design and construction of a new facility on the Webb Tract site on Snouffer School Road. The existing facility is located at the County Services Park on Crabbs Branch Way. The current MCPS Food Distribution Facility is about 58,000 square feet with 150 parking spaces for the staff and 8 loading docks. The new facility may include expansion space.

ESTIMATED SCHEDULE

The design phase will commence during the fall of 2010 and is expected to last twelve months, followed by approximately six months for bidding, with a construction period of approximately thirteen months. Master site planning for the entire Webb Tract will begin in April 2010 and is expected to last for six months.

JUSTIFICATION

In order to implement the County's Shady Grove Sector Plan which capitalizes on the existing investment in mass transit by creating a transit-oriented development community, the County Service Park at Crabbs Branch must be relocated. Relocation of the facilities at the County Service Park will enable the County to realize housing and transit-oriented development while also addressing unmet County facilities needs.

Plans and studies for this project include: "Projected Space Requirements for MCPS Division of Food and Nutrition Services (Delmar Architects, 2005 and 2008)"

OTHER

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

The PSTA and Multi-Agency Service Park (PDF No. 470907) appropriated \$46.546 million for the purchase of the Webb Tract and \$1.695 million for master site planning. Approximately one-half of this cost is required for the relocation of the MCPS Food Distribution Facility and MCPS and M-NCPPC Maintenance Facilities. Funds will not be appropriated until master site planning is complete.

FISCAL NOTE

The project provides for complete design and construction. Interim financing will be used for this effort in the short term, with permanent funding sources to include G.O. Bonds and Land Sale Proceeds. The cost estimate is based on construction of a facility that is the size of the current Food Distribution Facility and may be adjusted if the facility is modified to meet future needs.

OTHER DISCLOSURES

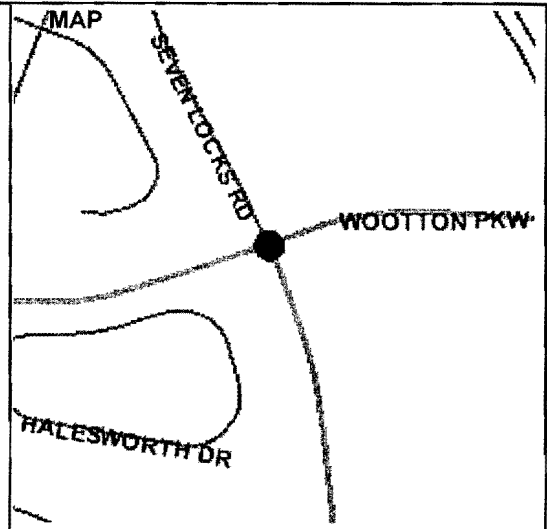
- A pedestrian impact analysis will be performed during design or is in progress.

APPROPRIATION AND EXPENDITURE DATA

Date First Appropriation		(\$000)
First Cost Estimate		
Current Scope	FY11	29,179
Last FY's Cost Estimate		0
Appropriation Request	FY11	0
Appropriation Request Est.	FY12	0
Supplemental Appropriation Request		0
Transfer		0
Cumulative Appropriation		0
Expenditures / Encumbrances		0
Unencumbered Balance		0
Partial Closeout Thru	FY08	0
New Partial Closeout	FY09	0
Total Partial Closeout		0

COORDINATION

Department of General Services
Montgomery County Public Schools
Department of Transportation
Maryland-National Capital Park and Planning Commission
Department of Permitting Services
Department of Finance
Department of Technology Services
Office of Management and Budget
Washington Suburban Sanitary Commission
Pepco
Upcounty Regional Services Center
Washington Gas



Old Blair Auditorium Reuse -- No. 361113

Category
Subcategory
Administering Agency
Planning Area

General Government
Other General Government
General Services
Silver Spring

Date Last Modified
Required Adequate Public Facility
Relocation Impact
Status

May 21, 2010
No
None.
Planning Stage

EXPENDITURE SCHEDULE (\$000)

Cost Element	Total	Thru FY09	Est. FY10	Total 6 Years	FY11	FY12	FY13	FY14	FY15	FY16	Beyond 6 Years
Planning, Design, and Supervision	1,700	0	0	1,450	0	1,200	0	0	0	250	250
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	5,186	0	0	2,593	0	0	0	0	0	2,593	2,593
Other	750	0	0	0	0	0	0	0	0	0	750
Total	7,636	0	0	4,043	0	1,200	0	0	0	2,843	3,593

FUNDING SCHEDULE (\$000)

Contributions	600	0	0	600	0	600	0	0	0	0	0
G.O. Bonds	7,036	0	0	3,443	0	600	0	0	0	2,843	3,593
Total	7,636	0	0	4,043	0	1,200	0	0	0	2,843	3,593

DESCRIPTION

This project is to renovate the Elizabeth Stickley Auditorium in the former Old Blair High School located at 313 Wayne Avenue, at the corner of Wayne Avenue and Dale Drive in Silver Spring, Maryland. This facility currently houses the Silver Spring International Middle School and the Sligo Creek Elementary School. The project will create an auditorium with seating capacity for approximately 750, and four multi-purpose classrooms. The project will also upgrade all mechanical and theatrical systems in the auditorium as well as meet ADA and other code requirements. The renovated auditorium space will provide opportunities for multiple uses, including Montgomery County Public Schools (MCPS) use by the schools currently housed in the Old Blair High School facility. Community use will be coordinated through the Community Use of Public Facilities (CUPF) according to the policies of the Interagency Coordinating Board (ICB).

JUSTIFICATION

The total project amount is \$7,636,000. These are estimates based on the feasibility study option 3 provided by the MCPS Feasibility Committee presented at the joint Education and Health and Human Services Committee on October 22nd, 2009.

MCPS presented four options to both the Committees to renovate the 15,000 square feet, Old Blair Auditorium. Four options were considered by the MCPS workgroup. The MCPS Feasibility Committee concluded that Options 3, and 4 had similar merit and were preferred to the other alternatives. Option 3 was selected based on seating, inclusion of the ADA elevator, and cost factors.

FISCAL NOTE

The Old Blair Auditorium Project, Inc. (a private, non-profit organization) received State bond bill funding of \$600,000 for the renovation of the Old Blair High School auditorium. In FY06-07 the County provided \$190,000 as a partial match for the State funds with \$50,000 in current revenue for DPWT to develop a program of requirements and cost estimate for the project, and bond funded expenditure of \$140,000 to pay for part of the construction. These funds were budgeted in the MCG: Cost Sharing project (No. 720601). In FY09, the Council approved \$25,000 in the MCPS: Facility Planning project for MCPS to conduct a feasibility study for the auditorium renovation. MCPS worked with community stakeholders to develop a new program of requirements for the auditorium that reflected multi-purpose school and community use. MCPS will manage the planning and construction of the renovation, working with the County DGS, and will also be responsible for ongoing maintenance and operations of the auditorium. A MOU between Old Blair Auditorium Project Inc, MCPS and DGS will be required specifying project management and fiscal terms. CUPF will reimburse MCPS for operating costs associated with community use.

The County GO Bonds in FY12 consists of \$140,000 previously programmed GO Bonds in Cost Sharing Project no. 720601, that have already counted against Spending Affordability Guidelines in FY06-07 and \$460,000 of new GO Bonds. These funds totaling \$600,000 constitute the County's match of the State bond bill funding to the Old Blair Auditorium Project, Inc. The source of contributions is from Old Blair Auditorium Project, Inc.'s bond bill receipt.

OTHER DISCLOSURES

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

APPROPRIATION AND EXPENDITURE DATA				COORDINATION		MAP
Date First Appropriation		(\$000)		Montgomery County Public Schools (MCPS)		
First Cost Estimate				Department of General Services (DGS)		
Current Scope	FY11	7,636		Community Use of Public Facilities (CUPF)		
Last FY's Cost Estimate		0		State of Maryland		
Appropriation Request	FY11	0		Old Blair Auditorium Project, Inc.		
Appropriation Request Est.	FY12	1,200				
Supplemental Appropriation Request		0				
Transfer		0				
Cumulative Appropriation		0				
Expenditures / Encumbrances		0				
Unencumbered Balance		0				
Partial Closeout Thru	FY08	0				
New Partial Closeout	FY09	0				
Total Partial Closeout		0				

Fibernet -- No. 509651

Category General Government
Subcategory Technology Services
Administering Agency Technology Services
Planning Area Countywide

Date Last Modified
Required Adequate Public Facility
Relocation Impact
Status

May 14, 2010
No
None.
On-going

EXPENDITURE SCHEDULE (\$000)

Cost Element	Total	Thru FY09	Est. FY10	Total 6 Years	FY11	FY12	FY13	FY14	FY15	FY16	Beyond 6 Years
Planning, Design, and Supervision	2,420	1,814	206	400	200	200	0	0	0	0	0
Land	4	4	0	0	0	0	0	0	0	0	0
Site Improvements and Utilities	12,011	11,881	0	130	65	65	0	0	0	0	0
Construction	4,543	41	1,811	2,691	250	2,441	0	0	0	0	0
Other	20,735	20,735	0	0	0	0	0	0	0	0	0
Total	39,713	34,475	2,017	3,221	515	2,706	0	0	0	0	0

FUNDING SCHEDULE (\$000)

Cable TV	28,627	23,964	1,442	3,221	515	2,706	0	0	0	0	0
Contributions	86	86	0	0	0	0	0	0	0	0	0
G.O. Bonds	8,900	8,325	575	0	0	0	0	0	0	0	0
PAYGO	2,100	2,100	0	0	0	0	0	0	0	0	0
Total	39,713	34,475	2,017	3,221	515	2,706	0	0	0	0	0

DESCRIPTION

This project provides for the planning, design, and installation of a Countywide fiber optic cable-based communication network with the capacity to support voice, data, and video transmissions among Montgomery County Government (MCG), Montgomery County Public Schools (MCPS), Montgomery College (MC), Maryland National Capital Park and Planning Commission (M-NCPPC), Housing Opportunities Commission (HOC) and Washington Suburban Sanitary Commission (WSSC) facilities. FiberNet is also the communications backbone for the Public Safety Radio and Public Safety Mobile Data Systems (collectively, PSCS), and future technology implementations. Fibernet has an estimated useful life of at least 20 years. Upgrades and replacements to electronic components in the core and at user sites will be required periodically.

COST CHANGE

Reduce FY11 expenditures and funding by \$1.5M. Expenditures and funding for years FY13 through FY16 have yet to be determined and the future needs will be re-evaluated periodically.

JUSTIFICATION

FiberNet is a critical infrastructure asset serving every agency, the fiber plant for Asynchronous Transfer Mode Systems (ATMS), and the dedicated and redundant communications links for the PSCS/800 MHz system. As of September 1, 2009, 289 user sites are on-net and receiving critical services from FiberNet. In FY07, the Department of Technology Services (DTS) completed the re-engineering of FiberNet (now referred to as FiberNet II) to directly support Ethernet connections. This provides a core network that is technologically newer, faster and less expensive on a per-site basis. The Interagency Technology Policy Coordination Committee (ITPCC) focus during the first three years of the CIP is adding the remaining MCPS elementary schools to FiberNet. DTS, in cooperation with ITPCC and its Information Technology Advisory Group (ITAG) workgroup, continues to refine the master implementation schedule. MCG, MCPS, MC, M-NCPPC, HOC and WSSC will require substantially increased communication services and bandwidth among their facilities. The County will provide fiber optic services to those facilities for which leased telecommunications services cannot meet current or projected demand as cost effectively as FiberNet. Studies include: Fibernet Master Plan; RAM Comm. Mar 1995; Fibernet Eval. Rpt., TRW, Sept 1997; Fibernet Proj. Cost Est., ARINC, Apr 1998; Fibernet Proj. Cost-Benefit Analysis, ARINC, Oct 1998; Fibernet Strategic Plan, PrimeNet, Jun 2002; Fibernet Strategic Direction, ITAG, Nov 2003; Fibernet service level agreement, Jan 2005.

OTHER

DTS is responsible for project management, network operations, and maintenance of electronics; Department of Transportation (DOT) for installation and maintenance of the fiber optic cable. Comcast, at DTS's direction, also provides fiber used in Fibernet. Sites installed to date include MCG departments/offices, PSCS sites, MC campuses, MCPS high schools/middle schools/administrative facilities, M-NCPPC sites, HOC sites and WSSC sites including the headquarters building in Prince Georges County. The municipalities of Takoma Park, Gaithersburg and Rockville are on FiberNet as well as several cultural centers including American Film Institute (AFI), Strathmore, the Convention Center and Black Rock. Sites have been, and will continue to be, installed in a priority order based on the expected cost savings/avoidance; current and future connectivity needs; and availability of fiber optic cable to an area. Approximately \$3 million is necessary to build out the cable plant to support ATMS field devices, and is not reflected in the expenditures and funding displayed in the FY11-16 CIP. This need will be captured in the future in accordance with fiscal capacity and project schedules.

FISCAL NOTE

Fibernet maintenance is supported by a grant from the franchise agreement with the County's cable service provider. The original grant amount of \$1.2 million/yr is increased by the CPI each year. For this reason the Operating Budget Impact is \$0.

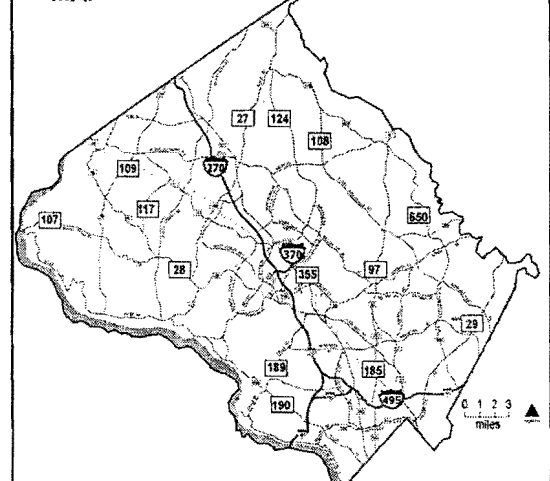
APPROPRIATION AND EXPENDITURE DATA

Date First Appropriation	FY96	(\$000)
First Cost Estimate		
Current Scope	FY11	39,713
Last FY's Cost Estimate		42,557
Appropriation Request	FY11	515
Appropriation Request Est.	FY12	2,706
Supplemental Appropriation Request		0
Transfer		0
Cumulative Appropriation		36,492
Expenditures / Encumbrances		35,066
Unencumbered Balance		1,426
Partial Closeout Thru	FY08	0
New Partial Closeout	FY09	0
Total Partial Closeout		0

COORDINATION

Department of Technology Services
Department of Transportation
Advanced Transportation Management System Project
Montgomery County Public Schools
M-NCPPC
Montgomery College
HOC
WSSC
Comcast
Public Safety Radio System
Information Technology Policy Coordination Committee (ITPCC)
ITPCC CIO Subcommittee
Interagency Technology Advisory Group (ITAG)

MAP



Public Safety System Modernization -- No. 340901

Category
Subcategory
Administering Agency
Planning Area

General Government
County Offices and Other Improvements
County Executive
Countywide

Date Last Modified
Required Adequate Public Facility
Relocation Impact
Status

May 25, 2010
No
None.
On-going

EXPENDITURE SCHEDULE (\$000)

Cost Element	Total	Thru FY09	Est. FY10	Total 6 Years	FY11	FY12	FY13	FY14	FY15	FY16	Beyond 6 Years
Planning, Design, and Supervision	3,266	0	0	3,266	925	945	895	501	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	3,264	0	0	3,264	125	725	1,345	1,069	0	0	0
Other	48,333	2,947	96	45,290	1,384	12,454	17,104	8,301	6,047	0	0
Total	54,863	2,947	96	51,820	2,434	14,124	19,344	9,871	6,047	0	0

FUNDING SCHEDULE (\$000)

Federal Aid	3,343	2,947	96	300	300	0	0	0	0	0	0
G.O. Bonds	3,840	0	0	3,840	200	800	1,420	1,420	0	0	0
Short-Term Financing	47,680	0	0	47,680	1,934	13,324	17,924	8,451	6,047	0	0
Total	54,863	2,947	96	51,820	2,434	14,124	19,344	9,871	6,047	0	0

OPERATING BUDGET IMPACT (\$000)

Maintenance				2,408	48	0	680	500	680	500	
Net Impact				2,408	48	0	680	500	680	500	

DESCRIPTION

This project will provide for phased upgrades and modernization of computer aided dispatch (CAD) and voice radio systems used primarily by the County's public safety first responder agencies including Police, Fire and Rescue, Sheriff, Corrections and Rehabilitation and Emergency Management and Homeland Security. The modernization will include replacement of the current CAD system, replacement of mobile and portable radios, and voice radio communications infrastructure. The initial phase includes the CAD replacement, station alerting system replacement and the acquisition of the P-25 standard radio devices. A subsequent phase would include the replacement of the radio infrastructure, estimated at approximately \$50M. The current project includes \$1.7M for planning and design of the radio infrastructure replacement.

The previously approved Fire Station Alerting System Upgrades project (#451000) was transferred to this project in order to coordinate the upgrades with the new CAD system. The alerting system upgrades will modernize the fire station alerting systems 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.

As voice, data and video are beginning to converge to a single platform, this project will provide a pathway to a modern public safety support infrastructure that will enable the County to leverage technology advances and provides efficient and reliable systems for first responders. This project will follow the methodologies and strategies presented in the Public Safety Systems Modernization (PSSM) plan completed in July 2009.

COST CHANGE

Increase due to inclusion of additional upgrades and modernization of computer aided dispatch (CAD), replacement of mobile and portable radios, planning for replacement of voice radio infrastructure, addition of Fire Station Alerting project, and the addition of expenditures and funding for M-NCPPC radios.

JUSTIFICATION

The Public Safety Systems require modernization. The CAD system is reaching the end of useful life and does not meet the County's current operational requirements, impacting the response time of first responders to 9-1-1 calls. The CAD Roadmap Study, completed in March 2009, recommended replacement of the system to address existing shortcomings and prepare for the next generation 9-1-1 systems. Manufacturer's support for the voice radio system has begun to be phased out December 31, 2009. Beyond that date the manufacturer will only continue to provide system support on an "as available" basis, but will not guarantee the availability of parts or technical resources.

The CAD modernization will initiate with a detailed planning phase that will include the use of industry experts to assist in both business process analysis and developing detailed business and technical requirements for the new CAD system. Utilizing external consultants for this process will allow the County to incorporate lessons learned and best practices from other jurisdictions.

The fire station alerting system upgrades were identified as a need under Section 5 of the MCFRS Master Plan (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

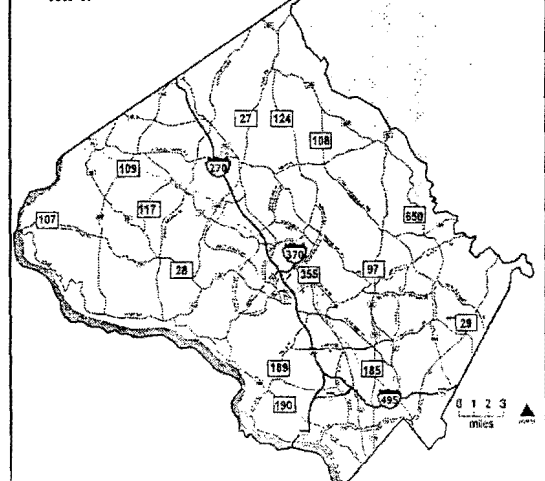
APPROPRIATION AND EXPENDITURE DATA

Date First Appropriation	FY09	(\$000)
First Cost Estimate		
Current Scope	FY11	54,863
Last FY's Cost Estimate		6,883
Appropriation Request	FY11	2,434
Appropriation Request Est.	FY12	14,124
Supplemental Appropriation Request		0
Transfer		0
Cumulative Appropriation		3,043
Expenditures / Encumbrances		2,947
Unencumbered Balance		96
Partial Closeout Thru	FY08	0
New Partial Closeout	FY09	0
Total Partial Closeout		0

COORDINATION

Public Safety Steering Group
Department of Technology Services
Department of Police
Montgomery County Fire and Rescue Service
Sheriff's Office
Department of Correction and Rehabilitation
Office of Emergency Management and Homeland Security
Department of Transportation
Department of Liquor Control
Montgomery County Public Schools (MCPS)
Maryland-National Park and Planning Commission (M-NCPPC) Park Police
Washington Metropolitan Area Transit Authority (WMATA)

MAP



Public Safety System Modernization -- No. 340901 (continued)

seamless functioning of the alerting systems within each fire station. A preliminary survey by DTS of existing conditions at all stations revealed system wide concerns, including inadequate spare parts inventory and lack of available maintenance support for alerting systems.

As more of the County's regional partners migrate to newer voice technologies, it will affect interoperable voice communications. To ensure that the County maintains reliable and effective Public Safety (voice radio) communications for the operations of its first responders and to sustain communications interoperability for seamless mutual aid among its regional partners, the County needs to commence planning and implementation of a program to upgrade and modernize its portable and mobile radio units and subsequently the communications infrastructure.

OTHER

CONDITIONS:

FY11 funds appropriated for this project must be used as follows: not more than:

- " \$300,000 for planning for public safety radio infrastructure replacement
- " \$550,000 for planning for CAD replacement
- " \$1.384 million for the purchase of P-25 compliant radios
- " \$75,000 for planning and \$125,000 for construction for station alerting

The CAD procurement request must reflect the County's interest in maintaining the station alerting functionality at the current level or better through the CAD system.

Funds appropriated for this project must not be used to purchase or implement the replacement CAD system or radio infrastructure until the Executive provides the Council with a detailed proposal and accurate cost estimates for the total project scope.

Funds for P-25 compliant radios in this project include funds to purchase a total of 203 radios to be used by the Park Police and 150 radios to be used by other M-NCPPC staff on a schedule agreed to by the County and M-NCPPC. Before the County may issue radios to Park Police or M-NCPPC staff, the County and M-NCPPC must sign a Memorandum of Understanding regarding the ownership, management, operation, and maintenance of the radios.

OTHER:

The RFP for the CAD replacement will include replacement of the following systems: CAD, mapping, and the existing Law Enforcement Records Management System (RMS), and Field Reporting Systems. In addition, replacement of the following systems will be considered for inclusion in the CAD replacement RFP: Fire Station Alerting, ProQA, False Alarm Reduction Section (FARS), Paging, and Fire House records management.

Coordination with participating departments/agencies and regional partners will continue throughout the project.

FISCAL NOTE

Funding in FY09 includes Urban Area Security Initiative (UASI) grant funding of \$2.055 million and Fire Act grant funding of \$988,000. Funding in FY11 includes Urban Area Security Initiative (UASI) grant funding of \$300,000.

Estimated costs for the elements to be funded in the current phase of the project are: CAD replacement \$23.34M; purchase of interoperable radios \$26.3M; Station Alerting system \$3.489M; planning for radio infrastructure replacement \$1.7M.

Cabin John Fire Station #30 Addition/Renovation -- No. 450500

Category
Subcategory
Administering Agency
Planning Area

Public Safety
Fire/Rescue Service
General Services
Cabin John

Date Last Modified
Required Adequate Public Facility
Relocation Impact
Status

May 05, 2010
No
None.
Preliminary Design Stage

EXPENDITURE SCHEDULE (\$000)

Cost Element	Total	Thru FY09	Est. FY10	Total 6 Years	FY11	FY12	FY13	FY14	FY15	FY16	Beyond 6 Years
Planning, Design, and Supervision	1,331	0	109	1,222	412	358	239	213	0	0	0
Land	0	0	0	0	0	0	0	0	0	0	0
Site Improvements and Utilities	707	0	0	707	0	296	228	183	0	0	0
Construction	4,474	0	0	4,474	0	840	2,189	1,445	0	0	0
Other	880	0	0	880	0	79	364	437	0	0	0
Total	7,392	0	109	7,283	412	1,573	3,020	2,278	0	0	0

FUNDING SCHEDULE (\$000)

G.O. Bonds	7,392	0	109	7,283	412	1,573	3,020	2,278	0	0	0
Total	7,392	0	109	7,283	412	1,573	3,020	2,278	0	0	0

OPERATING BUDGET IMPACT (\$000)

Energy				-10	0	0	0	0	-5	-5
Net Impact				-10	0	0	0	0	-5	-5

DESCRIPTION

This project provides for the major renovation of 8,485 gross square feet of living and administrative areas, minor renovation to existing apparatus bays, and an addition of 500 gsf for boat storage at 9404 Falls Road. The major renovation and modernization of the living and support areas will provide the functional space requirements for the day room, dining, fitness, dormitory, female facilities, administrative offices, training, storage, and other support rooms. The renovation also includes a replacement to all mechanical, electrical, life safety, and the building infrastructure. Minor renovations to the existing apparatus bays must be performed for the station to comply with current code and life safety requirements. This includes the installation of sprinklers, alarms, vehicle exhaust, and other life safety items. The new addition includes storage space for rescue boats and other water rescue gear and equipment.

ESTIMATED SCHEDULE

The design phase will commence during winter 2010 and is estimated to last nineteen months, followed by approximately six months for bidding with a construction period of approximately twenty months.

COST CHANGE

The cost change is due to the addition of the construction phase cost.

JUSTIFICATION

Cabin John Park Fire Station #30 was built in 1970. The station is one of the smallest in the County. In April 2001, the Station Location and Resource Allocation Work Group reaffirmed the need for a fire/rescue station located on or in the immediate vicinity of the current station. 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.

FISCAL NOTE

The project provides for the design and construction phases. Debt service for this project will be financed with Consolidated Fire Tax District Funds.

CONDITIONS

Funds appropriated for this project must be used for project design only. No funds appropriated for this project may be used for construction costs until the Council receives a signed Memorandum of Understanding between the County and the Cabin John Park Volunteer Fire Department which addresses the terms for construction, financing, ownership, and operation of the station.

OTHER DISCLOSURES

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

APPROPRIATION AND EXPENDITURE DATA <table border="1"> <tr> <td>Date First Appropriation</td><td>FY05</td><td>(\$000)</td></tr> <tr> <td>First Cost Estimate</td><td></td><td></td></tr> <tr> <td>Current Scope</td><td>FY11</td><td>7,392</td></tr> <tr> <td>Last FY's Cost Estimate</td><td></td><td>717</td></tr> <tr> <td>Appropriation Request</td><td>FY11</td><td>132</td></tr> <tr> <td>Appropriation Request Est.</td><td>FY12</td><td>5,340</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>717</td></tr> <tr> <td>Expenditures / Encumbrances</td><td></td><td>2</td></tr> <tr> <td>Unencumbered Balance</td><td></td><td>715</td></tr> <tr> <td>Partial Closeout Thru</td><td>FY08</td><td>0</td></tr> <tr> <td>New Partial Closeout</td><td>FY09</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			Current Scope	FY11	7,392	Last FY's Cost Estimate		717	Appropriation Request	FY11	132	Appropriation Request Est.	FY12	5,340	Supplemental Appropriation Request		0	Transfer		0	Cumulative Appropriation		717	Expenditures / Encumbrances		2	Unencumbered Balance		715	Partial Closeout Thru	FY08	0	New Partial Closeout	FY09	0	Total Partial Closeout		0	COORDINATION Montgomery County Fire and Rescue Service Cabin John Park Volunteer Fire Department Department of General Services Department of Permitting Services Department of Technology Services Office of the County Attorney M-NCPPC WSSC Bethesda/Chevy Chase Regional Services Center	MAP
Date First Appropriation	FY05	(\$000)																																										
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Cumulative Appropriation		717																																										
Expenditures / Encumbrances		2																																										
Unencumbered Balance		715																																										
Partial Closeout Thru	FY08	0																																										
New Partial Closeout	FY09	0																																										
Total Partial Closeout		0																																										

FS Emergency Power System Upgrade -- No. 450700

Category
Subcategory
Administering Agency
Planning Area

Public Safety
Fire/Rescue Service
General Services
Countywide

Date Last Modified
Required Adequate Public Facility
Relocation Impact
Status

May 17, 2010
No
None.
On-going

EXPENDITURE SCHEDULE (\$000)

Cost Element	Total	Thru FY09	Est. FY10	Total 6 Years	FY11	FY12	FY13	FY14	FY15	FY16	Beyond 6 Years
Planning, Design, and Supervision	2,623	612	247	810	135	135	135	135	135	135	954
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	10,427	602	1,789	3,690	615	615	615	615	615	615	4,346
Other	0	0	0	0	0	0	0	0	0	0	0
Total	13,050	1,214	2,036	4,500	750	750	750	750	750	750	5,300

FUNDING SCHEDULE (\$000)

Current Revenue: General	8	8	0	0	0	0	0	0	0	0	0
G.O. Bonds	13,042	1,206	2,036	4,500	750	750	750	750	750	750	5,300
Total	13,050	1,214	2,036	4,500	750	750	750	750	750	750	5,300

OPERATING BUDGET IMPACT (\$000)

Maintenance				6	1	1	1	1	1	1	
Energy				6	1	1	1	1	1	1	
Net Impact				12	2	2	2	2	2	2	

DESCRIPTION

This project involves installation of emergency generators in 30 fire and rescue facilities. Installation of emergency generators are for the following fire stations: Bethesda #6, Bethesda #20, Bethesda #26, Bethesda/Chevy Chase Rescue #R1, Burtonsville #15, Cabin John #10, Cabin John #30, Chevy Chase #7, Damascus #13, Gaithersburg #8, Gaithersburg #28, Germantown #29, Hillandale #12, Hillandale #24, Hyattstown #9 & 9A, Kensington #5, Kensington #18, Kensington #21, Kensington #25, Laytonsville #17, Rockville #3, Rockville #23, Rockville #31 & 31A, Rockville #33, Sandy Spring #4, Sandy Spring #40, Silver Spring #16, Silver Spring #19, Upper Montgomery #14, and Wheaton Rescue Squad #R2.

This project will provide continuous operation of emergency equipment, HVAC, emergency lighting, security system, and fire alarm. All installations will be managed by the Department of General Services.

CAPACITY

Countywide Fire/Rescue stations

COST CHANGE

The increase in cost is due to addition of projects in FY13-FY16 and Beyond 6 Years, offset by adjustments for fiscal capacity.

JUSTIFICATION

The emergency power backup systems are essential for full facility operation in the event of power failure and especially during a large scale disaster situation. Each fire station requires full power support emergency operations, shelter for professional emergency responders, and essential disaster management operations. Most of the listed facilities are not equipped to meet operational needs during a long-term power outage. Careful evaluation resulted in the determination that most fire stations need to upgrade the size of their systems, while others need to reconstruct their emergency power electrical systems. This project allows facilities to continuously function at a normal power level during long-term power outages.

Assessment study was prepared on December 22, 2004 by Montgomery County Fire and Rescue Service.

OTHER

Nine fire station projects will be completed through FY10. Twelve fire station projects are planned for FY11 through FY16. Nine fire station projects are planned for beyond the FY11-16 CIP.

FISCAL NOTE

Debt service for this project will be financed with consolidated fire tax district funds.

If a fire station is renovated prior to the implementation of this project it will be eliminated from the schedule.

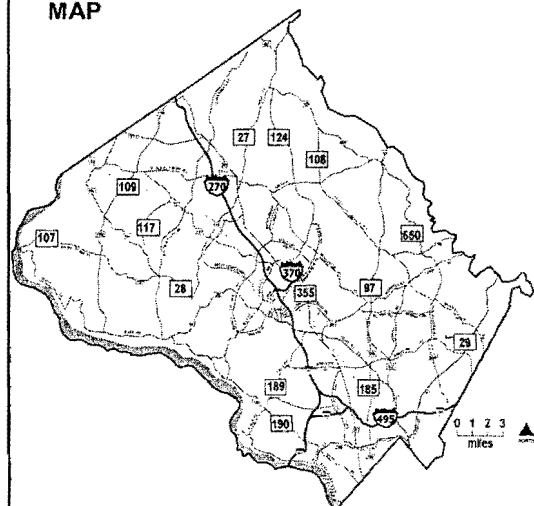
APPROPRIATION AND EXPENDITURE DATA

Date First Appropriation	FY07	(\$000)
First Cost Estimate		
Current Scope	FY11	13,050
Last FY's Cost Estimate		6,000
Appropriation Request	FY11	0
Appropriation Request Est.	FY12	750
Supplemental Appropriation Request		0
Transfer		0
Cumulative Appropriation		4,000
Expenditures / Encumbrances		1,423
Unencumbered Balance		2,577
Partial Closeout Thru	FY08	0
New Partial Closeout	FY09	0
Total Partial Closeout		0

COORDINATION

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

MAP



Fire Stations: Life Safety Systems -- No. 450302

Category
Subcategory
Administering Agency
Planning Area

Public Safety
Fire/Rescue Service
General Services
Countywide

Date Last Modified
Required Adequate Public Facility
Relocation Impact
Status

May 17, 2010
No
None.
On-going

EXPENDITURE SCHEDULE (\$000)

Cost Element	Total	Thru FY09	Est. FY10	Total 6 Years	FY11	FY12	FY13	FY14	FY15	FY16	Beyond 6 Years
Planning, Design, and Supervision	2,015	175	459	600	100	100	100	100	100	100	781
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	4,662	17	1,606	1,320	220	220	220	220	220	220	1,719
Other	0	0	0	0	0	0	0	0	0	0	0
Total	6,677	192	2,065	1,920	320	320	320	320	320	320	2,500

FUNDING SCHEDULE (\$000)

G.O. Bonds	6,677	192	2,065	1,920	320	320	320	320	320	320	2,500
Total	6,677	192	2,065	1,920	320	320	320	320	320	320	2,500

DESCRIPTION

This project provides funding for the design and construction of modern life safety systems to protect fire/rescue stations and their occupants in the event of fire emergencies. Implementation of this project will help to minimize the dangers to life from fire, including smoke and fumes. The scope of the project encompasses fire alarms with voice capabilities, sprinkler activation for fire suppression, fire and smoke detection flow and tamper switches, and smoke control systems.

CAPACITY

Countywide Fire and Rescue stations.

COST CHANGE

The increase in cost is due to addition of projects in FY15, FY16, and Beyond 6 Years, offset by adjustments for fiscal capacity.

JUSTIFICATION

Numerous fire/rescue stations are in need of modern, basic life safety systems. In many older fire/rescue stations, there are no fire alarms or sprinklers. In case of fire, there could be significant exposure to loss of life and property. Several fire and rescue stations do not meet codes and have outdated fire alarm systems for which spare parts are no longer available and which can no longer be kept in reliable operation. Many of these fire/rescue stations were built years ago, and thus, were grandfathered under the fire code since the occupancy category has not changed. The outdated systems need to be replaced and updated to provide improved protection and comply with current codes.

OTHER

Seven fire station projects will be completed through FY10. Twelve fire station projects are planned for FY11 thru FY16. Seven fire station projects are planned for beyond the FY11-16 CIP.

FISCAL NOTE

Debt service for this project will be financed with Consolidated Fire Tax District Funds.

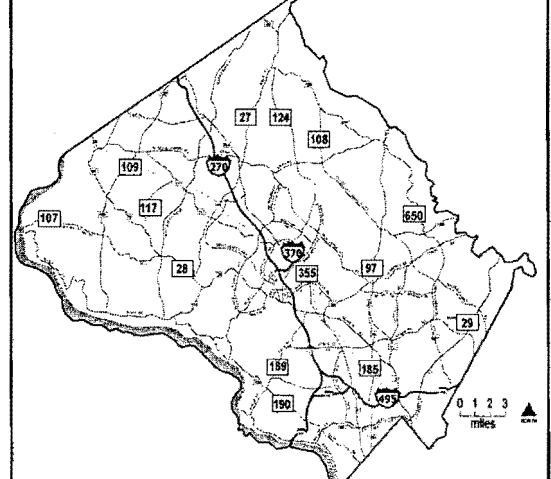
APPROPRIATION AND EXPENDITURE DATA

Date First Appropriation	FY03	(\$000)
First Cost Estimate		
Current Scope	FY11	6,677
Last FY's Cost Estimate		3,697
Appropriation Request	FY11	0
Appropriation Request Est.	FY12	320
Supplemental Appropriation Request		0
Transfer		0
Cumulative Appropriation		2,577
Expenditures / Encumbrances		276
Unencumbered Balance		2,301
Partial Closeout Thru	FY08	0
New Partial Closeout	FY09	0
Total Partial Closeout		0

COORDINATION

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

MAP



HVAC/Elec Replacement: Fire Stns -- No. 458756

Category
Subcategory
Administering Agency
Planning Area

Public Safety
Fire/Rescue Service
General Services
Countywide

Date Last Modified
Required Adequate Public Facility
Relocation Impact
Status

May 17, 2010
No
None.
On-going

EXPENDITURE SCHEDULE (\$000)

Cost Element	Total	Thru FY09	Est. FY10	Total 6 Years	FY11	FY12	FY13	FY14	FY15	FY16	Beyond 6 Years
Planning, Design, and Supervision	3,404	0	0	1,154	127	127	225	225	225	225	2,250
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	14,833	0	837	4,746	523	523	925	925	925	925	9,250
Other	0	0	0	0	0	0	0	0	0	0	0
Total	18,237	0	837	5,900	650	650	1,150	1,150	1,150	1,150	11,500

FUNDING SCHEDULE (\$000)

G.O. Bonds	18,237	0	837	5,900	650	650	1,150	1,150	1,150	1,150	11,500
Total	18,237	0	837	5,900	650	650	1,150	1,150	1,150	1,150	11,500

DESCRIPTION

This project provides funding for the replacement and renovation of heating, ventilation, and air-conditioning (HVAC) and electrical systems that are in poor and deteriorating condition at various fire stations.

COST CHANGE

The increase in cost is due to the addition of projects in FY11-16 and Beyond 6 Years.

JUSTIFICATION

The replacement and repair of HVAC systems at fire stations reduces the need for expensive emergency repairs and increases energy efficiency. The design of the HVAC system is unique in each facility; therefore, the scope and cost for each station varies. Current candidate projects were identified through a HVAC and electrical systems condition assessment study for fifteen fire stations in June 2007. The study recommends that HVAC and electrical systems at 15 fire stations be renovated.

OTHER

Four fire station projects are planned for FY11 through FY16. Ten fire station projects are planned for beyond the FY11-16 CIP.

FISCAL NOTE

Debt service for this project will be financed with Consolidated Fire Tax District Funds.

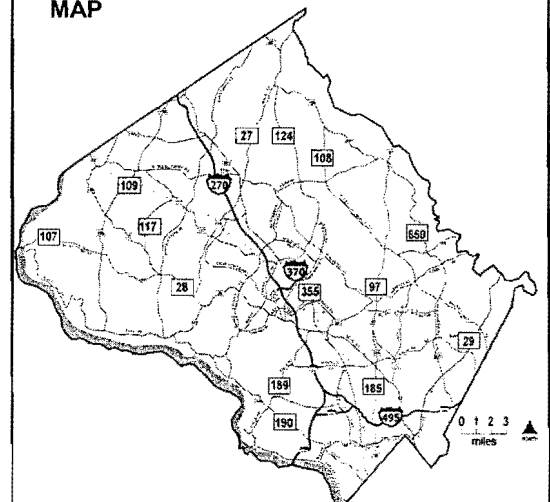
APPROPRIATION AND EXPENDITURE DATA

Date First Appropriation	FY87	(\$000)
First Cost Estimate	FY11	18,237
Current Scope		
Last FY's Cost Estimate		1,273
Appropriation Request	FY11	650
Appropriation Request Est.	FY12	650
Supplemental Appropriation Request		0
Transfer		0
Cumulative Appropriation		837
Expenditures / Encumbrances		270
Unencumbered Balance		567
Partial Closeout Thru	FY08	3,610
New Partial Closeout	FY09	436
Total Partial Closeout		4,046

COORDINATION

Montgomery County Fire and Rescue Service
Local Volunteer Fire and Rescue Departments
Department General Services,
Division of Building Design & Construction
Department of Permitting

MAP



Rockville Fire Station 3 Renovation -- No. 450105

Category
Subcategory
Administering Agency
Planning Area

Public Safety
Fire/Rescue Service
General Services
Rockville

Date Last Modified
Required Adequate Public Facility
Relocation Impact
Status

May 18, 2010
No
None.
On-going

EXPENDITURE SCHEDULE (\$000)

Cost Element	Total	Thru FY09	Est. FY10	Total 6 Years	FY11	FY12	FY13	FY14	FY15	FY16	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	500	0	0	500	0	0	500	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0	0
Other	0	0	0	0	0	0	0	0	0	0	0
Total	500	0	0	500	0	0	500	0	0	0	0

FUNDING SCHEDULE (\$000)

Fire Consolidated	500	0	0	500	0	0	500	0	0	0	0
Total	500	0	0	500	0	0	500	0	0	0	0

DESCRIPTION

This project provides partial funding for the renovation and enhancement of Rockville Fire Station 3, which was constructed in 1965. The scope of work includes: structural repairs; ADA accessibility improvements; an addition to increase living and bunk space; maintenance bay reconfiguration and conversion to locker area; and improvements in kitchen, living area, administrative area, and bunk rooms. Other facility repairs include replacement of the existing roof and paved parking lot surface. The enhanced station will be built on the existing Station 3 site.

JUSTIFICATION

The present facility does not comply with current building or ADA code requirements for fire suppression sprinklers, HVAC and electrical systems, personnel living quarters, and work space. The consulting structural engineer recommended that a complete renovation to the existing facility would be more cost effective in the long-run than multi-year partial repairs. Architectural plans have been submitted and approved by the Rockville Volunteer Fire Department (RVFD) Board of Directors.

OTHER

The total project cost is expected to be \$5,478,000. This PDF reflects a one-time County contribution of \$500,000 for this project. The remaining expenditures will be mostly funded with non-tax funds provided by the Rockville Volunteer Fire Department (RVFD). Partial funding may also be provided through the State of Maryland Senator William H. Amoss Fire, Rescue, and Ambulance fund. The RVFD developed cost estimates for this project through an independent cost estimator. The RVFD will be the contract manager for this project.

FISCAL NOTE

Expenditures and funding were shifted to FY13 to reflect the current implementation plan.

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></td><td></td></tr> <tr> <td>Current Scope</td><td>FY01</td><td>500</td></tr> <tr> <td>Last FY's Cost Estimate</td><td></td><td>500</td></tr> <tr> <td> </td><td></td><td></td></tr> <tr> <td>Appropriation Request</td><td>FY11</td><td>0</td></tr> <tr> <td>Appropriation Request Est.</td><td>FY12</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>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> </td><td></td><td></td></tr> <tr> <td>Partial Closeout Thru</td><td>FY08</td><td>0</td></tr> <tr> <td>New Partial Closeout</td><td>FY09</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	FY01	500	Last FY's Cost Estimate		500				Appropriation Request	FY11	0	Appropriation Request Est.	FY12	0	Supplemental Appropriation Request		0	Transfer		0				Cumulative Appropriation		0	Expenditures / Encumbrances		0	Unencumbered Balance		0				Partial Closeout Thru	FY08	0	New Partial Closeout	FY09	0	Total Partial Closeout		0	<p>City of Rockville Fire and Rescue Commission Montgomery County Fire and Rescue Service Department of General Services, Division of Capital Development Rockville Volunteer Fire Department</p>	<p>See Map on Next Page</p>
Date First Appropriation	FY01	(\$000)																																																			
First Cost Estimate																																																					
Current Scope	FY01	500																																																			
Last FY's Cost Estimate		500																																																			
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Appropriation Request Est.	FY12	0																																																			
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Cumulative Appropriation		0																																																			
Expenditures / Encumbrances		0																																																			
Unencumbered Balance		0																																																			
Partial Closeout Thru	FY08	0																																																			
New Partial Closeout	FY09	0																																																			
Total Partial Closeout		0																																																			

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

April 01, 2010
No
None.
On-going

EXPENDITURE SCHEDULE (\$000)

Cost Element	Total	Thru FY09	Est. FY10	Total 6 Years	FY11	FY12	FY13	FY14	FY15	FY16	Beyond 6 Years
Planning, Design, and Supervision	285	0	9	276	46	46	46	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	2,151	0	315	1,836	306	306	306	306	306	306	0
Other	0	0	0	0	0	0	0	0	0	0	0
Total	2,436	0	324	2,112	352	352	352	352	352	352	*

FUNDING SCHEDULE (\$000)

G.O. Bonds	2,436	0	324	2,112	352	352	352	352	352	352	0
Total	2,436	0	324	2,112	352	352	352	352	352	352	0

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 Montgomery County Fire and Rescue Service and are consistent with the roof condition survey and facility assessment information to establish priorities.

COST CHANGE

The increase is due to the addition of FY15 and FY16 expenditures offset by adjustments for fiscal capacity.

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

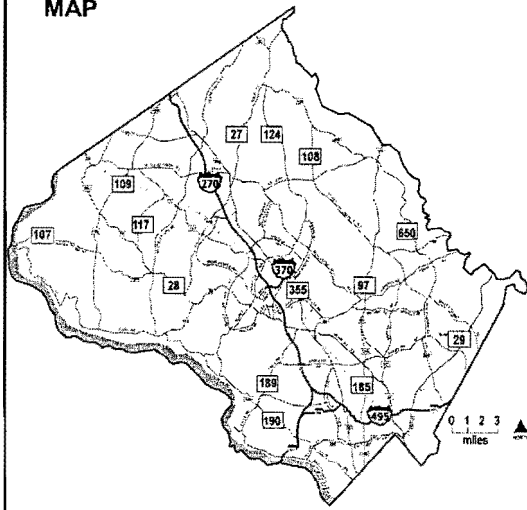
The following is the planned schedule for roof replacement projects: Kensington #21; Silver Spring #19; Bethesda #6; Damascus #13; Hillandale #12; Rockville #31; Hillandale #24; Burtonsville #15; and Cabin John #10.

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	COORDINATION	MAP												
<table> <tr> <td>Date First Appropriation</td><td>FY85</td><td>(\$000)</td></tr> <tr> <td>First Cost Estimate</td><td>FY11</td><td>2,436</td></tr> <tr> <td>Current Scope</td><td></td><td></td></tr> <tr> <td>Last FY's Cost Estimate</td><td></td><td>2,789</td></tr> </table>	Date First Appropriation	FY85	(\$000)	First Cost Estimate	FY11	2,436	Current Scope			Last FY's Cost Estimate		2,789	<p>Montgomery County Fire and Rescue Service Local Volunteer Fire and Rescue Departments Department of General Services</p>	
Date First Appropriation	FY85	(\$000)												
First Cost Estimate	FY11	2,436												
Current Scope														
Last FY's Cost Estimate		2,789												
<table> <tr> <td>Appropriation Request</td><td>FY11</td><td>0</td></tr> <tr> <td>Appropriation Request Est.</td><td>FY12</td><td>74</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	FY11	0	Appropriation Request Est.	FY12	74	Supplemental Appropriation Request		0	Transfer		0		
Appropriation Request	FY11	0												
Appropriation Request Est.	FY12	74												
Supplemental Appropriation Request		0												
Transfer		0												
<table> <tr> <td>Cumulative Appropriation</td><td></td><td>954</td></tr> <tr> <td>Expenditures / Encumbrances</td><td></td><td>252</td></tr> <tr> <td>Unencumbered Balance</td><td></td><td>702</td></tr> </table>	Cumulative Appropriation		954	Expenditures / Encumbrances		252	Unencumbered Balance		702					
Cumulative Appropriation		954												
Expenditures / Encumbrances		252												
Unencumbered Balance		702												
<table> <tr> <td>Partial Closeout Thru</td><td>FY08</td><td>2,500</td></tr> <tr> <td>New Partial Closeout</td><td>FY09</td><td>457</td></tr> <tr> <td>Total Partial Closeout</td><td></td><td>2,957</td></tr> </table>	Partial Closeout Thru	FY08	2,500	New Partial Closeout	FY09	457	Total Partial Closeout		2,957					
Partial Closeout Thru	FY08	2,500												
New Partial Closeout	FY09	457												
Total Partial Closeout		2,957												

County Council

Judicial Center Annex -- No. 100300

Category
Subcategory
Administering Agency
Planning Area

Public Safety
Other Public Safety
General Services
Rockville

Date Last Modified
Required Adequate Public Facility
Relocation Impact
Status

May 20, 2010
No
None.
Final Design Stage

EXPENDITURE SCHEDULE (\$000)

Cost Element	Total	Thru FY09	Est. FY10	Total 6 Years	FY11	FY12	FY13	FY14	FY15	FY16	Beyond 6 Years
Planning, Design, and Supervision	18,160	4,497	7,318	6,345	675	967	1,405	1,405	757	1,136	0
Land	0	0	0	0	0	0	0	0	0	0	0
Site Improvements and Utilities	5,502	0	0	5,502	2,658	840	434	770	800	0	0
Construction	112,680	12	7,847	104,821	10,517	18,028	27,161	26,825	10,051	12,239	0
Other	3,491	9	100	3,382	200	165	0	0	2,392	625	0
Total	139,833	4,518	15,265	120,050	14,050	20,000	29,000	29,000	14,000	14,000	0

FUNDING SCHEDULE (\$000)

Current Revenue: General	330	330	0	0	0	0	0	0	0	0	0
G.O. Bonds	133,383	4,188	15,265	113,930	14,050	20,000	29,000	29,000	14,000	7,880	0
Recordation Tax Premium	6,120	0	0	6,120	0	0	0	0	0	6,120	0
Total	139,833	4,518	15,265	120,050	14,050	20,000	29,000	29,000	14,000	14,000	0

OPERATING BUDGET IMPACT (\$000)

Maintenance				3,455	0	0	266	1,063	1,063	1,063	
Energy				3,038	0	0	227	937	937	937	
Program-Staff				767	0	0	59	236	236	236	
Program-Other				594	0	0	69	175	175	175	
Net Impact				7,854	0	0	621	2,411	2,411	2,411	

DESCRIPTION

This project provides for the planning, design, and construction of a Montgomery County Judicial Center Annex, the Montgomery County Judicial Center HVAC renovation, and other needed renovations to Montgomery County Judicial Center at 50 Monroe Street, Rockville, Maryland. Associated requirements for items such as phasing, parking, and security will also be funded through this project.

ESTIMATED SCHEDULE

Construction will begin in winter 2010 and be completed in summer 2015.

JUSTIFICATION

There are currently 21 Circuit Court Judges. The Judicial Center's 17 courtrooms are all assigned. Four Circuit Court Judges are assigned to other courthouses; three Juvenile Division Judges are housed in the Grey Courthouse and one in the historic Red Brick Courthouse. There are no remaining courtroom spaces available in any of the three courthouses leaving no room for new Circuit Court judicial positions. The October 2003 needs assessment completed by URS projected that to handle the projected number of court filings, 28 judicial positions would be needed in 2015; 31 in 2020; and 34 in 2025. A projection was also made regarding the staff needed to support these positions in the Circuit Court administrative, Clerk of the Court, Register of Wills, State's Attorney, and Sheriff's offices.

The following studies have been completed as a part of this project: Judicial Center Annex Project Report (URS/ Fentress - 2003), Courtroom Utilization Study (URS/Fentress - 2003), Planning Drawings for Phases 1 and 2 of a Judicial Center Annex (URS - 2003). The project has also been included in studies completed for the Rockville Core Plan. Courtrooms are designed to meet National Center for State Court standards.

OTHER

The Executive Branch provided the Council's Public Safety Committee with a progress briefing on the revised program of requirements validation, design of the HVAC renovations, and design development of the Annex. The Judicial Center Annex will be constructed with 10 new courtrooms, 4 of which replace the existing courtrooms in the Grey Courthouse and Red Brick Courthouse.

This project was first included in the Capital Improvements Program in FY03. It was assumed that the annex could be designed to meet long-term needs and then built in two phases to reduce short-term costs. Later studies by Department of Public Works and Transportation determined that two-phase construction of the annex presents significant issues in terms of construction complexity and total project costs.

Planning and design development for other County buildings in the Rockville Core as identified in the Government Core Facilities Optimization Master Plan Study are funded through Project No. 360901, Montgomery County Government Center Complex.

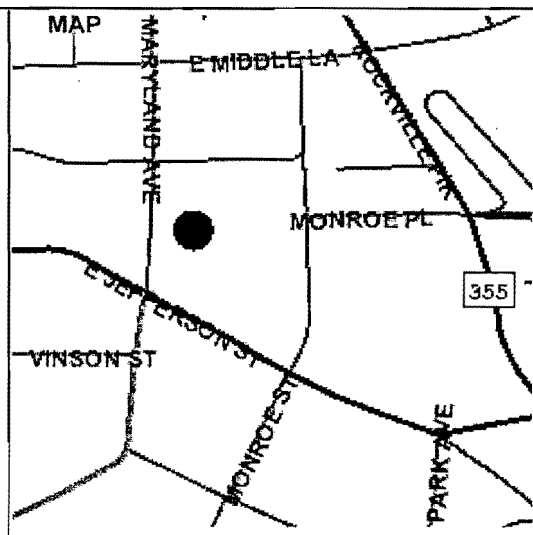
APPROPRIATION AND EXPENDITURE DATA

Date First Appropriation	FY03	(\$000)
First Cost Estimate		
Current Scope	FY09	139,833
Last FY's Cost Estimate		139,833
Appropriation Request	FY11	102,408
Appropriation Request Est.	FY12	921
Supplemental Appropriation Request		0
Transfer		0
Cumulative Appropriation		31,584
Expenditures / Encumbrances		14,307
Unencumbered Balance		17,277
Partial Closeout Thru	FY08	0
New Partial Closeout	FY09	0
Total Partial Closeout		0

COORDINATION

Circuit Court
Sheriff's Office
State Attorney's Office
Register of Wills
Clerk of the Circuit Court
Department of General Services
Department of Technology Services
County Council
Criminal Justice Coordinating Commission
City of Rockville
BETHESDA CHEVY CHASE REGIONAL SERVICE CENTER

Special Capital Projects Legislation [Bill No. 23-06] was adopted by Council June 13, 2006.



Judicial Center Annex -- No. 100300 (continued)

An architect was selected in 2007.

FISCAL NOTE

Replace Current Revenue funding in FY10 with GO Bonds.

OTHER DISCLOSURES

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

Public Safety Headquarters -- No. 470906

Category
Subcategory
Administering Agency
Planning Area

Public Safety
Other Public Safety
General Services
Gaithersburg Vicinity

Date Last Modified
Required Adequate Public Facility
Relocation Impact
Status

May 25, 2010
No
None.
Final Design Stage

EXPENDITURE SCHEDULE (\$000)

Cost Element	Total	Thru FY09	Est. FY10	Total 6 Years	FY11	FY12	FY13	FY14	FY15	FY16	Beyond 6 Years
Planning, Design, and Supervision	2,450	0	1,870	580	439	141	0	0	0	0	0
Land	76,340	0	0	76,340	0	0	0	76,340	0	0	0
Site Improvements and Utilities	667	0	629	38	38	0	0	0	0	0	0
Construction	24,252	0	11,035	13,217	13,217	0	0	0	0	0	0
Other	3,731	0	996	2,735	2,735	0	0	0	0	0	0
Total	107,440	0	14,530	92,910	16,429	141	0	76,340	0	0	0

FUNDING SCHEDULE (\$000)

G.O. Bonds	107,440	0	1,043	53,675	974	0	0	0	26,340	26,361	52,722
Interim Finance	0	0	13,487	39,235	15,455	141	0	76,340	-26,340	-26,361	-52,722
Total	107,440	0	14,530	92,910	16,429	141	0	76,340	0	0	0

OPERATING BUDGET IMPACT (\$000)

Maintenance				8,482	0	942	1,885	1,885	1,885	1,885
Energy				5,747	0	639	1,277	1,277	1,277	1,277
Net Impact				14,229	0	1,581	3,162	3,162	3,162	3,162

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 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.

ESTIMATED SCHEDULE

The design phase commenced during the summer of 2009 and is expected to last nine months, followed by approximately six months for bidding, with a construction period of approximately nine months.

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 leased 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

APPROPRIATION AND EXPENDITURE DATA

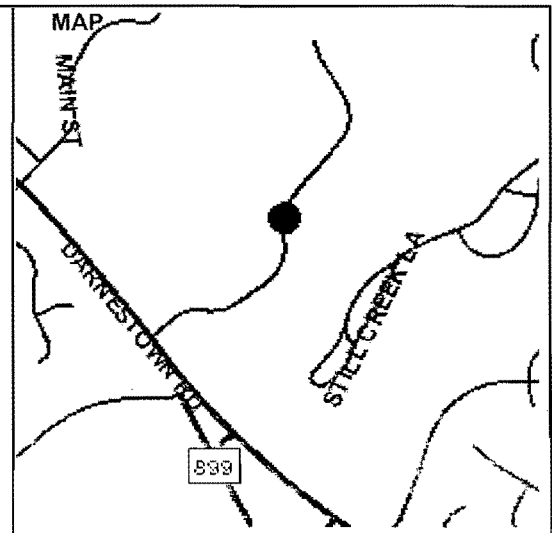
Date First Appropriation	FY09	(\$000)
First Cost Estimate	FY09	107,440
Current Scope		
Last FY's Cost Estimate		107,440
Appropriation Request	FY11	0
Appropriation Request Est.	FY12	0
Supplemental Appropriation Request		0
Transfer		0
Cumulative Appropriation		31,100
Expenditures / Encumbrances		588
Unencumbered Balance		30,512
Partial Closeout Thru	FY08	0
New Partial Closeout	FY09	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
Upcounty Regional Services Center
Pepco
Washington Gas

Special Capital Projects Legislation [Bill No. 14-09] was adopted by Council May, 13, 2009.

MAP



Public Safety Headquarters -- No. 470906 (continued)

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 a 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.

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.

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.

The Executive must forward a copy of the Program of Requirements for the programmatic uses of the GE Tech Park Building when it is approved.

FISCAL NOTE

The County has entered 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.

Funding and expenditures have been adjusted to reflect updated implementation schedule.

OTHER DISCLOSURES

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

Public Safety Training Academy (PSTA) Relocation -- No. 471102

Category
Subcategory
Administering Agency
Planning Area

Public Safety
Other Public Safety
General Services
Gaithersburg

Date Last Modified
Required Adequate Public Facility
Relocation Impact
Status

May 12, 2010
No
None.
Planning Stage

EXPENDITURE SCHEDULE (\$000)

Cost Element	Total	Thru FY09	Est. FY10	Total 6 Years	FY11	FY12	FY13	FY14	FY15	FY16	Beyond 6 Years
Planning, Design, and Supervision	5,515	0	0	5,515	4,224	1,291	0	0	0	0	0
Land	0	0	0	0	0	0	0	0	0	0	0
Site Improvements and Utilities	0	0	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0	0
Other	0	0	0	0	0	0	0	0	0	0	0
Total	5,515	0	0	5,515	4,224	1,291	0	0	0	0	0

FUNDING SCHEDULE (\$000)

Interim Finance	5,515	0	0	5,515	4,224	1,291	0	0	0	0	0
Total	5,515	0	0	5,515	4,224	1,291	0	0	0	0	0

DESCRIPTION

This project is part of the County Executive's comprehensive Smart Growth Initiative and provides for the planning and design of the relocation of the Public Safety Training Academy (PSTA) from its current location at the intersection of Great Seneca Highway and Darnestown Road to a site on Snouffer School Road known as the Webb Tract. The PSTA is the primary training facility for the Department of Police and Montgomery County Fire Rescue Service. The project includes: an academic building with various classrooms and training rooms, an EMT paramedics training facility, a simulation area, a student study center, a gymnasium, an indoor firing skills training range, office spaces, locker rooms, a graphics and video development area, a canine support facility, an Emergency Vehicle Operation Center (EVOC), driver training classes and simulation rooms, a driver training skid pan, a driver training skills pad, a driver training speed track, a fire safety training building, and staff and visitor parking. A future phase may include the addition of a lecture hall.

ESTIMATED SCHEDULE

The design phase will commence during the summer of 2010 and is expected to last twelve months.

JUSTIFICATION

The PSTA was completed in 1973. Since then, the training needs of user agencies have changed significantly. As a result, there is a need for reconfiguration and expansion of the PSTA to meet current needs. The County needs better preparation for first responders, and the current facility is not adequate. Given the current status of the academic building, its aged systems, and site constraints that do not allow for reconfiguration of functions that will allow the County to meet current and future training standards and requirements, in the long term, it is prudent to relocate this program to a new location, and allow Montgomery County to pursue future smart growth opportunities at the old PSTA site.

Relocation of the PSTA will promote medical research economic development and prepare Montgomery County for future smart growth possibilities.

Plans and studies for this project include: "Program of Requirements for Montgomery County Public Safety Training Academy" August 27, 1998; 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 the County Council," April 29, 2008 (based on Staubach Reports); "Montgomery County Smart Growth Initiative Update to County Council," September 23, 2008.

OTHER

The public safety memorial will be located in the new Public Safety Headquarters site at 100 Edison Park Drive in Gaithersburg.

The PSTA and Multi-Agency Service Park (PDF No. 470907) appropriated \$46.546 million for the purchase of the Webb Tract and \$1.695 million for master site planning. Approximately one-half of this cost is required for the relocation of the PSTA. Costs for any improvements to Snouffer School Road that may be required because of the PSTA relocation may be funded through CIP projects included in the Transportation portion of the CIP. Current estimated cost of the relocated PSTA is \$109 million for planning, design, construction, and land costs. Cost estimates will be revised when the design phase is completed.

FISCAL NOTE

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

OTHER DISCLOSURES

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

APPROPRIATION AND EXPENDITURE DATA			COORDINATION		MAP
Date First Appropriation	FY11	(\$000)	Department of General Services		
First Cost Estimate			Department of Police		
Current Scope	FY11	5,515	Montgomery County Fire and Rescue Service		
Last FY's Cost Estimate		0	Maryland-National Capital Park and Planning Commission		
Appropriation Request	FY11	5,515	Department of Permitting Services		
Appropriation Request Est.	FY12	0	Department of Finance		
Supplemental Appropriation Request		0	Department of Technology Services		
Transfer		0	Office of Management and Budget		
Cumulative Appropriation		0	Washington Suburban Sanitary Commission		
Expenditures / Encumbrances		0	Pepco		
Unencumbered Balance		0	Washington Gas		
Partial Closeout Thru	FY08	0	Upcounty Regional Services Center		
New Partial Closeout	FY09	0			
Total Partial Closeout		0			

5th District Police Station -- No. 470900

Category
Subcategory
Administering Agency
Planning Area

Public Safety
Police
General Services
Germantown

Date Last Modified
Required Adequate Public Facility
Relocation Impact
Status

May 17, 2010
No
None.
Planning Stage

EXPENDITURE SCHEDULE (\$000)

Cost Element	Total	Thru FY09	Est. FY10	Total 6 Years	FY11	FY12	FY13	FY14	FY15	FY16	Beyond 6 Years
Planning, Design, and Supervision	2,901	0	0	2,901	0	0	777	1,464	660	0	0
Land	0	0	0	0	0	0	0	0	0	0	0
Site Improvements and Utilities	0	0	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0	0
Other	0	0	0	0	0	0	0	0	0	0	0
Total	2,901	0	0	2,901	0	0	777	1,464	660	0	0

FUNDING SCHEDULE (\$000)

G.O. Bonds	2,901	0	0	2,901	0	0	777	1,464	660	0	0
Total	2,901	0	0	2,901	0	0	777	1,464	660	0	0

DESCRIPTION

This project, located at 2000 Aircraft Drive, Germantown, provides for planning and design for the renovation of the 22,081 gross square feet existing 5th District Police Station Facility and the addition of 12,618 gross square feet, to serve Germantown and vicinity. The District Station is a 24-hour, 7 day per week operation and provides support for the patrol beat teams. The District Station is the command center for the satellite facilities within the police district. The District Station will accommodate more than 200 department staff personnel and volunteers.

ESTIMATED SCHEDULE

The design phase will commence during Fall 2012 and is estimated to last 18 months.

JUSTIFICATION

The County population is expected to increase to 1,000,000 by 2010. The 5th District Police staff has outgrown the current space. Many daily functions are impaired due to space constraints and the age of the facility. Renovation of the 5th District Police Station will alleviate overcrowding.

OTHER

The project provides for only the design phase. Final construction costs will be determined during the design development stage. The planning and design for the project to renovate and add to the 5th District Police station should work to implement the vision of the Sector Plan for the Germantown Employment Area, an amendment to the Germantown Master Plan, which calls for mixed use development on the block where the police and fire station are located. The Sector Plan specifies that the mixed-use development should not impede the operation of the police and fire station properties.

FISCAL NOTE

Total project cost including construction has been estimated to be \$20,207,000.

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	FY09	2,901
Current Scope		
Last FY's Cost Estimate		2,901

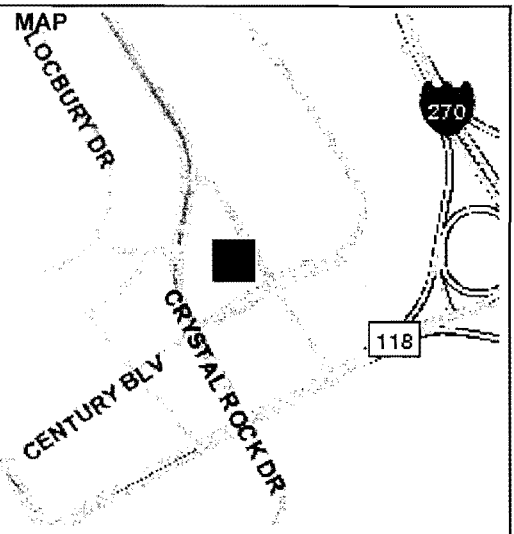
Appropriation Request	FY11	0
Appropriation Request Est.	FY12	0
Supplemental Appropriation Request		0
Transfer		0

Cumulative Appropriation	0
Expenditures / Encumbrances	0
Unencumbered Balance	0

Partial Closeout Thru	FY08	0
New Partial Closeout	FY09	0
Total Partial Closeout		0

COORDINATION

Department of General Services
Department of Permitting Services
Department of Technology Services
Upcounty Regional Services Center
Local Law Enforcement Agencies
Upcounty Regional Services
Maryland-National Capital Park and Planning Commission
WSSC
Peppo
Washington Gas



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

Category
Subcategory
Administering Agency
Planning Area

Transportation
Bridges
Transportation
Shady Grove Vicinity

Date Last Modified
Required Adequate Public Facility
Relocation Impact
Status

May 21, 2010
Yes
None.
Under Construction

EXPENDITURE SCHEDULE (\$000)

Cost Element	Total	Thru FY09	Est. FY10	Total 6 Years	FY11	FY12	FY13	FY14	FY15	FY16	Beyond 6 Years
Planning, Design, and Supervision	937	6	286	645	281	364	0	0	0	0	0
Land	0	0	0	0	0	0	0	0	0	0	0
Site Improvements and Utilities	110	0	32	78	33	45	0	0	0	0	0
Construction	1,936	0	415	1,521	558	963	0	0	0	0	0
Other	0	0	0	0	0	0	0	0	0	0	0
Total	2,983	6	733	2,244	872	1,372	0	0	0	0	0

FUNDING SCHEDULE (\$000)

Federal Aid	1,826	0	365	1,461	567	894	0	0	0	0	0
G.O. Bonds	1,157	6	368	783	305	478	0	0	0	0	0
Total	2,983	6	733	2,244	872	1,372	0	0	0	0	0

DESCRIPTION

This project provides for the rehabilitation of the existing East Gude Drive westbound bridge over CSX Railroad and Washington Metropolitan Area Transit Authority (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, concrete deck replacement, 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.

ESTIMATED SCHEDULE

Design is estimated to be completed in Spring 2010, construction duration is estimated to be 16 months.

COST CHANGE

Increase in construction cost due to the addition of a full deck replacement scope change and 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. This bridge is considered to be structurally deficient. 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 has changed from partial deck replacement to complete deck replacement of all four spans. After further design review, it was determined that replacing the deck in all four spans now, will prevent the necessity of returning in ten years with another contract for deck rehabilitation. Maryland State Highway Administration (MSHA) agrees with the scope change. 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)		
First Cost Estimate	FY11	2,983	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 Utility Companies CSX Transportation Washington Metropolitan Area Transit Authority Facility Planning: Bridges	See Map on Next Page
Last FY's Cost Estimate		2,390		
Appropriation Request	FY11	593		
Appropriation Request Est.	FY12	0		
Supplemental Appropriation Request		0		
Transfer		0		
Cumulative Appropriation		2,390		
Expenditures / Encumbrances		310		
Unencumbered Balance		2,080		
Partial Closeout Thru	FY08	0		
New Partial Closeout	FY09	0		
Total Partial Closeout		0		

Colesville Depot -- No. 500709

Category
Subcategory
Administering Agency
Planning Area

Transportation
Highway Maintenance
General Services
Aspen Hill

Date Last Modified
Required Adequate Public Facility
Relocation Impact
Status

May 21, 2010
No
None.
Preliminary Design Stage

EXPENDITURE SCHEDULE (\$000)

Cost Element	Total	Thru FY09	Est. FY10	Total 6 Years	FY11	FY12	FY13	FY14	FY15	FY16	Beyond 6 Years
Planning, Design, and Supervision	1,927	0	568	1,359	164	100	645	250	200	0	0
Land	0	0	0	0	0	0	0	0	0	0	0
Site Improvements and Utilities	70	0	0	70	0	0	0	70	0	0	0
Construction	7,293	0	0	7,293	0	0	855	4,011	2,427	0	0
Other	1,124	0	0	1,124	0	0	500	0	624	0	0
Total	10,414	0	568	9,846	164	100	2,000	4,331	3,251	0	0

FUNDING SCHEDULE (\$000)

G.O. Bonds	10,414	0	568	9,846	164	100	2,000	4,331	3,251	0	0
Total	10,414	0	568	9,846	164	100	2,000	4,331	3,251	0	0

OPERATING BUDGET IMPACT (\$000)

Energy				-6	0	0	0	0	-3	-3
Net Impact				-6	0	0	0	0	-3	-3

DESCRIPTION

This project provides for the planning and design of an expanded Colesville Depot, currently operated by the Department of Transportation for the purpose of providing road maintenance for the southeastern portion of the County. The Depot site includes 11.5 acres of open land that adjoin Colesville Park and Paint Branch Park at 14335 Cape May Road. Major components of the project include: new outdoor storage canopy for maintenance vehicles, improved stormwater management, expansion of service bays, upgrade and relocation of offices, expansion of crew room, new bunk room, roof replacement, upgrade of existing rest rooms, repainting of all interior walls, replacement of ceiling tiles, re-pointing of masonry, refinishing of exterior surfaces and windows, and upgrading mechanical, electrical, communications and security systems.

ESTIMATED SCHEDULE

The design phase will be complete by the end of 2011, permitting and bidding will take approximately eight months, followed by the construction period of approximately sixteen months.

COST CHANGE

Increase due to addition of construction funds.

JUSTIFICATION

The Colesville Depot, built in 1982, includes a series of 22-year old structures that have experienced significant demands resulting from increasing maintenance operations for new roadway infrastructure in this portion of the County. The Depot building is comprised of a one-story structure of approximately 7,300 square feet. The general areas of the interior spaces of the building are worn by years of use and require architectural improvements. The main building roof requires replacement. The vehicle maintenance bays are insufficient to service the majority of vehicles that are maintained within them. Existing salt and sand domars are in poor structural condition.

OTHER

This project is located in the Paint Branch Special Protection Area.

FISCAL NOTE

Replacement of the salt storage structure is being funded by Environmental compliance CIP # 500918.

OTHER DISCLOSURES

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

APPROPRIATION AND EXPENDITURE DATA

Date First Appropriation	FY10	(\$000)
First Cost Estimate		
Current Scope	FY11	10,414
Last FY's Cost Estimate		568
Appropriation Request	FY11	264
Appropriation Request Est.	FY12	0
Supplemental Appropriation Request		0
Transfer		0
Cumulative Appropriation		568
Expenditures / Encumbrances		409
Unencumbered Balance		159
Partial Closeout Thru	FY08	0
New Partial Closeout	FY09	0
Total Partial Closeout		0

COORDINATION

Department of Transportation (DOT)
Department of General Services (DGS)
Department of Technology Services (DTS)
Department of Permitting Services (DPS)
Maryland-National Capital Park and Planning
Commission (M-NCPPC)

MAP



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

May 24, 2010
No
None.
On-going

EXPENDITURE SCHEDULE (\$000)

Cost Element	Total	Thru FY09	Est. FY10	Total 6 Years	FY11	FY12	FY13	FY14	FY15	FY16	Beyond 6 Years
Planning, Design, and Supervision	7,937	0	1,637	6,300	975	1,125	1,050	1,050	1,050	1,050	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	44,979	0	9,279	35,700	5,525	6,375	5,950	5,950	5,950	5,950	0
Other	0	0	0	0	0	0	0	0	0	0	0
Total	52,916	0	10,916	42,000	6,500	7,500	7,000	7,000	7,000	7,000	*

FUNDING SCHEDULE (\$000)

G.O. Bonds	52,916	0	10,916	42,000	6,500	7,500	7,000	7,000	7,000	7,000	0
Total	52,916	0	10,916	42,000	6,500	7,500	7,000	7,000	7,000	7,000	0

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

Increase due to addition of FY15-16 to this ongoing level of effort project. FY11 expenditures of two million accelerated by FY10 supplemental request; FY11-16 reduction due to reallocation of 2 million in FY11, 1 million in FY12, and 1.5 million per year in FY13-14 from this project to Permanent Patching/Residential/Rural Roads CIP# 501106.

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.

In FY09, the Department of Transportation instituted a contemporary pavement management system. This system provides for systematic physical condition surveys. The physical condition surveys note the type, level, and extent of primary/arterial pavement deterioration combined with average daily traffic and other usage characteristics. This information is used to calculate specific pavement ratings; types of repair strategies needed, and associated repair costs, as well as the overall Pavement Condition Index (PCI) of the entire primary/arterial network. The system also provides for budget optimization and recommending annual budgets for a systematic approach to maintaining a healthy primary/arterial pavement inventory.

OTHER

One aspect of this project will focus on improving pedestrian mobility by creating a safer walking environment, utilizing selected engineering technologies, and ensuring Americans with Disabilities Act (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 ADA standards.

OTHER DISCLOSURES

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

<h3>APPROPRIATION AND EXPENDITURE DATA</h3> <table> <tr> <td>Date First Appropriation</td><td>FY85</td><td>(\$000)</td></tr> <tr> <td>First Cost Estimate</td><td></td><td></td></tr> <tr> <td>Current Scope</td><td>FY11</td><td>52,916</td></tr> <tr> <td>Last FY's Cost Estimate</td><td></td><td>50,368</td></tr> <tr> <td>Appropriation Request</td><td>FY11</td><td>6,500</td></tr> <tr> <td>Appropriation Request Est.</td><td>FY12</td><td>7,500</td></tr> <tr> <td>Supplemental Appropriation Request</td><td></td><td>2,000</td></tr> <tr> <td>Transfer</td><td></td><td>0</td></tr> <tr> <td>Cumulative Appropriation</td><td></td><td>8,916</td></tr> <tr> <td>Expenditures / Encumbrances</td><td></td><td>7,000</td></tr> <tr> <td>Unencumbered Balance</td><td></td><td>1,916</td></tr> <tr> <td>Partial Closeout Thru</td><td>FY08</td><td>55,545</td></tr> <tr> <td>New Partial Closeout</td><td>FY09</td><td>7,451</td></tr> <tr> <td>Total Partial Closeout</td><td></td><td>62,996</td></tr> </table>	Date First Appropriation	FY85	(\$000)	First Cost Estimate			Current Scope	FY11	52,916	Last FY's Cost Estimate		50,368	Appropriation Request	FY11	6,500	Appropriation Request Est.	FY12	7,500	Supplemental Appropriation Request		2,000	Transfer		0	Cumulative Appropriation		8,916	Expenditures / Encumbrances		7,000	Unencumbered Balance		1,916	Partial Closeout Thru	FY08	55,545	New Partial Closeout	FY09	7,451	Total Partial Closeout		62,996	<h3>COORDINATION</h3> <p>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</p>	<h3>MAP</h3>
Date First Appropriation	FY85	(\$000)																																										
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New Partial Closeout	FY09	7,451																																										
Total Partial Closeout		62,996																																										

Resurfacing: Residential/Rural Roads -- No. 500511

Category
Subcategory
Administering Agency
Planning Area

Transportation
Highway Maintenance
Transportation
Countywide

Date Last Modified
Required Adequate Public Facility
Relocation Impact
Status

May 21, 2010
No
None.
On-going

EXPENDITURE SCHEDULE (\$000)

Cost Element	Total	Thru FY09	Est. FY10	Total 6 Years	FY11	FY12	FY13	FY14	FY15	FY16	Beyond 6 Years
Planning, Design, and Supervision	5,410	37	2,405	2,968	225	230	263	750	750	750	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	43,381	12,940	13,625	16,816	1,275	1,304	1,487	4,250	4,250	4,250	0
Other	0	0	0	0	0	0	0	0	0	0	0
Total	48,791	12,977	16,030	19,784	1,500	1,534	1,750	5,000	5,000	5,000	*

FUNDING SCHEDULE (\$000)

Current Revenue: General	309	309	0	0	0	0	0	0	0	0	0
G.O. Bonds	46,865	11,051	16,030	19,784	1,500	1,534	1,750	5,000	5,000	5,000	0
PAYGO	1,617	1,617	0	0	0	0	0	0	0	0	0
Total	48,791	12,977	16,030	19,784	1,500	1,534	1,750	5,000	5,000	5,000	0

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 3,940 lane miles of rural and residential roads. 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.

COST CHANGE

Increase due to addition of FY15-16 to this ongoing level of effort project less reallocation of one million per year (FY11-14) from this project to Permanent Patching: Residential/Rural Roads CIP# 501106. Accelerated \$6.7 million from FY11-16 into FY10.

JUSTIFICATION

In FY09, the Department of Transportation instituted a contemporary pavement management system. This system provides for systematic physical condition surveys. The physical condition surveys note the type, level, and extent of residential pavement deterioration combined with average daily traffic and other usage characteristics. This information is used to calculate specific pavement ratings; types of repair strategies needed, and associated repair costs, as well as the overall Pavement Condition Index (PCI) of the entire residential network. The system also provides for budget optimization and recommending annual budgets for a systematic approach to maintaining a healthy residential pavement inventory.

The latest survey indicated that 2,271 lane miles of roadway (fifty-five percent) require significant levels of rehabilitation.

Physical condition inspections of residential pavements will occur on a 2-year cycle.

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.

FISCAL NOTE

FY10 Supplemental: FY11 expenditures of three million accelerated by FY10 supplemental request; addition of second FY10 supplemental of \$6.7 million. Replace Current Revenue funding in FY10 with GO Bonds.

OTHER DISCLOSURES

- * Expenditures will continue indefinitely.

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></td><td></td></tr> <tr> <td>Current Scope</td><td>FY11</td><td>48,791</td></tr> <tr> <td>Last FY's Cost Estimate</td><td></td><td>46,291</td></tr> <tr> <td>Appropriation Request</td><td>FY11</td><td>1,500</td></tr> <tr> <td>Appropriation Request Est.</td><td>FY12</td><td>1,534</td></tr> <tr> <td>Supplemental Appropriation Request</td><td></td><td>6,716</td></tr> <tr> <td>Transfer</td><td></td><td>0</td></tr> <tr> <td>Cumulative Appropriation</td><td></td><td>22,291</td></tr> <tr> <td>Expenditures / Encumbrances</td><td></td><td>16,786</td></tr> <tr> <td>Unencumbered Balance</td><td></td><td>5,505</td></tr> <tr> <td>Partial Closeout Thru</td><td>FY08</td><td>0</td></tr> <tr> <td>New Partial Closeout</td><td>FY09</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			Current Scope	FY11	48,791	Last FY's Cost Estimate		46,291	Appropriation Request	FY11	1,500	Appropriation Request Est.	FY12	1,534	Supplemental Appropriation Request		6,716	Transfer		0	Cumulative Appropriation		22,291	Expenditures / Encumbrances		16,786	Unencumbered Balance		5,505	Partial Closeout Thru	FY08	0	New Partial Closeout	FY09	0	Total Partial Closeout		0	<p>Washington Suburban Sanitary Commission Washington Gas Light Company PEPCO Cable TV Verizon United States Post Office</p>	
Date First Appropriation	FY05	(\$000)																																										
First Cost Estimate																																												
Current Scope	FY11	48,791																																										
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Partial Closeout Thru	FY08	0																																										
New Partial Closeout	FY09	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

May 11, 2010
No
None.
On-going

EXPENDITURE SCHEDULE (\$000)

Cost Element	Total	Thru FY09	Est. FY10	Total 6 Years	FY11	FY12	FY13	FY14	FY15	FY16	Beyond 6 Years
Planning, Design, and Supervision	7,347	0	1,677	5,670	945	945	945	945	945	945	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	37,607	0	5,477	32,130	5,355	5,355	5,355	5,355	5,355	5,355	0
Other	0	0	0	0	0	0	0	0	0	0	0
Total	44,954	0	7,154	37,800	6,300	6,300	6,300	6,300	6,300	6,300	*

FUNDING SCHEDULE (\$000)

Contributions	4,354	0	1,354	3,000	500	500	500	500	500	500	0
G.O. Bonds	40,600	0	5,800	34,800	5,800	5,800	5,800	5,800	5,800	5,800	0
Total	44,954	0	7,154	37,800	6,300	6,300	6,300	6,300	6,300	6,300	0

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 Americans with Disabilities Act (ADA) compliance.

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

COST CHANGE

Increase due to addition of FY15-16 to this ongoing level of effort project.

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 2008, "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 DOT, Maryland State Highway Administration (MSHA), Manual on Uniform Traffic Control Devices (MUTCD), American Association of State Highway and Transportation Officials (AASHTO), and ADA standards.

FISCAL NOTE

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.

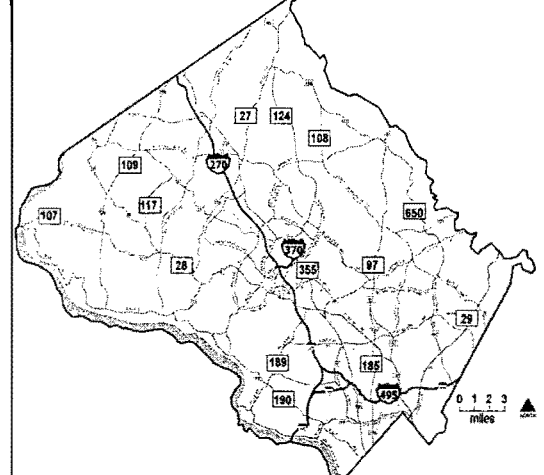
APPROPRIATION AND EXPENDITURE DATA

Date First Appropriation	FY81	(\$000)
First Cost Estimate		
Current Scope	FY11	44,954
Last FY's Cost Estimate		37,743
Appropriation Request	FY11	6,300
Appropriation Request Est.	FY12	6,300
Supplemental Appropriation Request		0
Transfer		0
Cumulative Appropriation		7,154
Expenditures / Encumbrances		5,462
Unencumbered Balance		1,692
Partial Closeout Thru	FY08	76,445
New Partial Closeout	FY09	5,389
Total Partial Closeout		81,834

COORDINATION

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

MAP



#

Bus Stop Improvements -- No. 507658 (continued)

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.

Equipment Maintenance and Operations Center (EMOC) -- No. 500933

Category Transportation
Subcategory Mass Transit
Administering Agency General Services
Planning Area Gaithersburg

Date Last Modified
Required Adequate Public Facility
Relocation Impact
Status

May 17, 2010
No
None.
Preliminary Design Stage

EXPENDITURE SCHEDULE (\$000)

Cost Element	Total	Thru FY09	Est. FY10	Total 6 Years	FY11	FY12	FY13	FY14	FY15	FY16	Beyond 6 Years
Planning, Design, and Supervision	10,228	279	6,307	3,642	2,267	1,375	0	0	0	0	0
Land	30,000	0	30,000	0	0	0	0	0	0	0	0
Site Improvements and Utilities	13,025	0	0	13,025	12,111	914	0	0	0	0	0
Construction	78,727	0	0	78,727	38,617	40,110	0	0	0	0	0
Other	2,430	0	0	2,430	0	2,430	0	0	0	0	0
Total	134,410	279	36,307	97,824	52,995	44,829	0	0	0	0	0

FUNDING SCHEDULE (\$000)

G.O. Bonds	6,743	279	6,307	157	157	0	0	0	0	0	0
Interim Finance	127,667	0	30,000	97,667	52,838	44,829	0	0	0	0	0
Total	134,410	279	36,307	97,824	52,995	44,829	0	0	0	0	0

OPERATING BUDGET IMPACT (\$000)

Maintenance				10,852	0	0	2,713	2,713	2,713	2,713
Energy				7,352	0	0	1,838	1,838	1,838	1,838
Net Impact				18,204	0	0	4,551	4,551	4,551	4,551

DESCRIPTION

This project is part of the Smart Growth Initiative Program and provides for land, planning and design and construction of a new Equipment and Maintenance Operations Center (EMOC) to support a doubling of transit ridership by 2020, transit, highway maintenance and fleet operations. Major components of the project are: administrative buildings for Transit Services, Fleet Management, and Highway Services; bus parking for 200 buses; bus service lanes; a bus wash facility; a fare collection area; bus service maintenance bays; a parts room; a heavy equipment storage shed; a soil/gravel storage area; highway service bays; a CNG fast-fill station; and employee parking. The current facility is located in the County Service Park on Crabbs Branch Way. The new facility will be built at sites known as Casey 6 & 7 located at 16624 and 17000 Crabbs Branch Way.

The Day Laborer facility located on the west side of Crabbs Branch way in the County Service Park will be co-located on this site.

ESTIMATED SCHEDULE

The design phase commenced in the fall of 2009 and is expected to last fourteen months, followed by approximately six months for bidding, with a construction period of approximately sixteen months.

COST CHANGE

Project cost has increased by \$97.7 million to \$134.4 million due to the addition of full construction costs for the facility.

JUSTIFICATION

Currently, EMOC has insufficient capacity to house and maintain its existing buses as well as the projected growth in transit and in highway and fleet services. EMOC design must begin as soon as possible in order to meet bus expansion plans. The Shady Grove Sector Plan has identified county owned properties on the east and west side of Crabbs Branch Way including the EMOC facilities, for future transit oriented development. In order to implement the Sector Plan, these facilities need to be relocated. This requires relocation of the current EMOC.

Plans and studies for this project include: 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

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

Approximately 5 acres of land will be acquired from Roberts Oxygen with ALARF, which will be reimbursed by the project at a later time.

FISCAL NOTE

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. Approximately 5 acres will be acquired from Roberts Oxygen with ALARF, which will be reimbursed by the project at a later time.

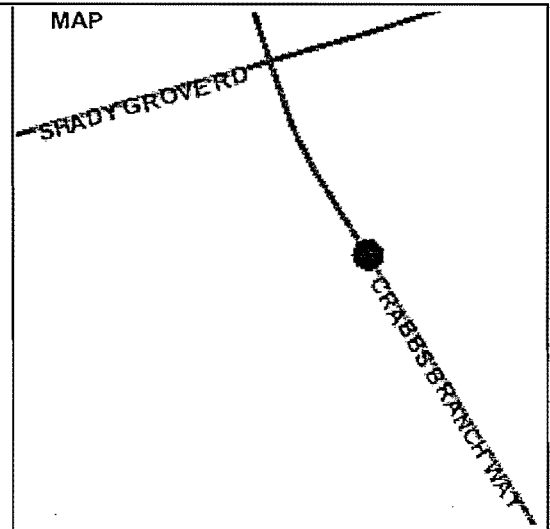
APPROPRIATION AND EXPENDITURE DATA

Date First Appropriation	FY09	(\$000)
First Cost Estimate	FY11	134,410
Current Scope		
Last FY's Cost Estimate		36,743
Appropriation Request	FY11	92,438
Appropriation Request Est.	FY12	5,229
Supplemental Appropriation Request		0
Transfer		0
Cumulative Appropriation		36,743
Expenditures / Encumbrances		977
Unencumbered Balance		35,766
Partial Closeout Thru	FY08	0
New Partial Closeout	FY09	0
Total Partial Closeout		0

COORDINATION

Department of General Services
Department of Transportation
Maryland-National Capital Park and Planning Commission
Department of Permitting Services
Department of Finance
Department of Technology Services
Office of Management and Budget
Washington Suburban Sanitary Commission
Pepco
Upcounty Regional Services Center
Washington Gas

MAP



Equipment Maintenance and Operations Center (EMOC) -- No. 500933 (continued)

OTHER DISCLOSURES

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

MCPS & M-NCPPC Maintenance Facilities Relocation -- No. 361109

Category
Subcategory
Administering Agency
Planning Area

Transportation
Mass Transit
General Services
Gaithersburg

Date Last Modified
Required Adequate Public Facility
Relocation Impact
Status

May 25, 2010
No
None.
Planning Stage

EXPENDITURE SCHEDULE (\$000)

Cost Element	Total	Thru FY09	Est. FY10	Total 6 Years	FY11	FY12	FY13	FY14	FY15	FY16	Beyond 6 Years
Planning, Design, and Supervision	4,447	0	0	4,447	2,577	1,870	0	0	0	0	0
Land	0	0	0	0	0	0	0	0	0	0	0
Site Improvements and Utilities	0	0	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0	0
Other	0	0	0	0	0	0	0	0	0	0	0
Total	4,447	0	0	4,447	2,577	1,870	0	0	0	0	0

FUNDING SCHEDULE (\$000)

Interim Finance	4,447	0	0	4,447	2,577	1,870	0	0	0	0	0
Total	4,447	0	0	4,447	2,577	1,870	0	0	0	0	0

DESCRIPTION

This project is part of the County Executive's comprehensive Smart Growth Initiative and provides for the planning and design of the relocation of the Montgomery County Public Schools and Maryland-National Park and Planning Maintenance facilities from the County Service Park on Crabbs Branch Way to a site located on Snouffer School Road known as the Webb Tract.

ESTIMATED SCHEDULE

The design phase will commence during the fall of 2010 and is expected to last fifteen months. Master site planning for the Webb Tract will begin in April 2010 and is expected to last for six months.

JUSTIFICATION

In order to implement the County's Shady Grove Sector Plan which would capitalize on the existing investment in mass transit by creating a transit-oriented development community, the County Service Park must be relocated. Relocation of the facilities at the County Service Park will enable the County to realize both the transit-oriented development intended for the area and address unmet needs.

The County is faced with aging facilities that require extensive investment of funds to meet our needs. With the age of some of the facilities, the extent of the required investment must be weighed against the long-term ability of the facilities to satisfy current and future County needs.

Plans and studies for this project include: 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. "Projected Space Requirements for MCPS Division of Maintenance (Delmar Architects, 2005 and 2008)"

OTHER

The PSTA and Multi-Agency Service Park (PDF No. 470907) appropriated \$46.546 million for the purchase of the Webb Tract and \$1.695 million for master site planning. Approximately one-half of this cost is required for the relocation of the MCPS Food Distribution Facility and MCPS and M-NCPPC Maintenance Facilities.

FISCAL NOTE

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

OTHER DISCLOSURES

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

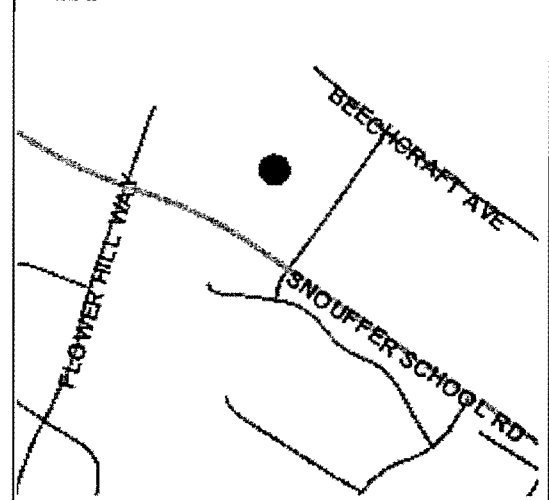
APPROPRIATION AND EXPENDITURE DATA

Date First Appropriation	(\$000)
First Cost Estimate	
Current Scope	FY11 4,447
Last FY's Cost Estimate	0
Appropriation Request	FY11 0
Appropriation Request Est.	FY12 0
Supplemental Appropriation Request	0
Transfer	0
Cumulative Appropriation	0
Expenditures / Encumbrances	0
Unencumbered Balance	0
Partial Closeout Thru	FY08 0
New Partial Closeout	FY09 0
Total Partial Closeout	0

COORDINATION

Department of General Services
Department of Transportation
Montgomery County Public Schools
Maryland-National Capital Park and Planning Commission
Department of Permitting Services
Department of Finance
Department of Technology Services
Office of Management and Budget
Washington Suburban Sanitary Commission
Pepco
Upcounty Regional Services Center
Washington Gas

MAP



Northern Damascus Park and Ride Lot -- No. 500723

Category
Subcategory
Administering Agency
Planning Area

Transportation
Mass Transit
Transportation
Damascus

Date Last Modified
Required Adequate Public Facility
Relocation Impact
Status

May 18, 2010
No
None.
Final Design Stage

EXPENDITURE SCHEDULE (\$000)

Cost Element	Total	Thru FY09	Est. FY10	Total 6 Years	FY11	FY12	FY13	FY14	FY15	FY16	Beyond 6 Years
Planning, Design, and Supervision	683	317	366	0	0	0	0	0	0	0	0
Land	1	1	0	0	0	0	0	0	0	0	0
Site Improvements and Utilities	0	0	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0	0
Other	0	0	0	0	0	0	0	0	0	0	0
Total	684	318	366	0	0	0	0	0	0	0	0

FUNDING SCHEDULE (\$000)

G.O. Bonds	684	318	366	0	0	0	0	0	0	0	0
Total	684	318	366	0	0	0	0	0	0	0	0

DESCRIPTION

This project provides for the design and construction of a northern Damascus Park and Ride Lot. The lot will be located on the northern side of Ridge Road (MD 27), near the proposed intersection of MD 27 and Woodfield Road Extended (the current intersection of MD 27 and Faith Lane). The lot will include 200 parking spaces, one bus shelter equipped with real time information and conduit for power and communications, pedestrian facilities, lighting, landscaping, and stormwater management facilities.

CAPACITY

Two hundred parking spaces will be provided.

COST CHANGE

Construction phase of project has been eliminated.

JUSTIFICATION

The park and ride lot is needed to encourage transit use and other forms of ride sharing in the MD 27 corridor.

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.

Delete

<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></td><td></td></tr> <tr> <td>Current Scope</td><td>FY11</td><td>684</td></tr> <tr> <td>Last FY's Cost Estimate</td><td></td><td>860</td></tr> <tr> <td>Appropriation Request</td><td>FY11</td><td>-176</td></tr> <tr> <td>Appropriation Request Est.</td><td>FY12</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>860</td></tr> <tr> <td>Expenditures / Encumbrances</td><td></td><td>644</td></tr> <tr> <td>Unencumbered Balance</td><td></td><td>216</td></tr> <tr> <td>Partial Closeout Thru</td><td>FY08</td><td>0</td></tr> <tr> <td>New Partial Closeout</td><td>FY09</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	FY11	684	Last FY's Cost Estimate		860	Appropriation Request	FY11	-176	Appropriation Request Est.	FY12	0	Supplemental Appropriation Request		0	Transfer		0	Cumulative Appropriation		860	Expenditures / Encumbrances		644	Unencumbered Balance		216	Partial Closeout Thru	FY08	0	New Partial Closeout	FY09	0	Total Partial Closeout		0	<h3>COORDINATION</h3> <p>Maryland-National Capital Park and Planning Commission Maryland State Highway Administration Woodfield Road Extended Project #500151 Department of Permitting Services Washington Suburban Sanitary Commission Allegheny Power Verizon</p>	<h3>MAP</h3>
Date First Appropriation	FY07	(\$000)																																										
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Expenditures / Encumbrances		644																																										
Unencumbered Balance		216																																										
Partial Closeout Thru	FY08	0																																										
New Partial Closeout	FY09	0																																										
Total Partial Closeout		0																																										

Silver Spring Transit Center -- No. 509974

Category
Subcategory
Administering Agency
Planning Area

Transportation
Mass Transit
General Services
Silver Spring

Date Last Modified
Required Adequate Public Facility
Relocation Impact
Status

March 16, 2010
No
None.
Under Construction

EXPENDITURE SCHEDULE (\$000)

Cost Element	Total	Thru FY09	Est. FY10	Total 6 Years	FY11	FY12	FY13	FY14	FY15	FY16	Beyond 6 Years
Planning, Design, and Supervision	14,087	8,073	3,288	2,726	2,345	381	0	0	0	0	0
Land	166	8	10	148	148	0	0	0	0	0	0
Site Improvements and Utilities	11,674	108	9,716	1,850	1,850	0	0	0	0	0	0
Construction	62,384	8,918	14,979	38,487	32,217	6,270	0	0	0	0	0
Other	7,285	118	4,834	2,333	2,333	0	0	0	0	0	0
Total	95,596	17,225	32,827	45,544	38,893	6,651	0	0	0	0	0

FUNDING SCHEDULE (\$000)

Federal Aid	49,496	12,034	22,000	15,462	15,462	0	0	0	0	0	0
G.O. Bonds	23,216	2	5,012	18,202	11,551	6,651	0	0	0	0	0
Impact Tax	1,802	0	1,802	0	0	0	0	0	0	0	0
Land Sale	7,000	3,080	3,920	0	0	0	0	0	0	0	0
Mass Transit Fund	93	0	93	0	0	0	0	0	0	0	0
State Aid	13,989	2,109	0	11,880	11,880	0	0	0	0	0	0
Total	95,596	17,225	32,827	45,544	38,893	6,651	0	0	0	0	0

DESCRIPTION

This project replaces the existing 30 year old Silver Spring transit facility with a new 3-story, multi-modal transit center that serves as a vital part of the Silver Spring revitalization initiative. Phase I of this project, completed by the State, relocated the MARC facility near the transit center. In phase II, the eight acre site will be jointly developed to accommodate a transit center, an urban park, and private development. The transit center consists of a pedestrian friendly complex supporting rail (Metrorail and MARC), bus traffic (Ride On and Metrobus, inter-city and various shuttles), and automobile traffic (taxis and kiss-and-ride). The current design allows coordinated and integrated transit-oriented private development adjacent to the transit center. Major features include increasing bus capacity by approximately 50 percent (from 23 bus bays to 32), a 3,500 square foot inter-city bus facility, extensive provisions for safe pedestrian and vehicle movement in a weather protected structure. The project also includes a realignment of Colesville Road, a new traffic light at the transit center entrance, connections to MARC platforms, and enhancement of hiker/biker trails. The design allows sufficient space for the future Purple Line transit system and for an interim hiker/biker trail that will be reconstructed as a permanent hiker/biker trail when the Purple Line transit facility is built in the reserved area. The transit center will be accessible from all sides and on all three levels. The project includes Intelligent Transportation System (ITS) improvements including new signage and infrastructure to accommodate future Automatic Vehicle Locator (AVL) systems, real time bus schedule information, centralized bus dispatch, operational controls, and centralized traffic controls. The project will be constructed in two stages: stage one started Fall 2006 and included road work and relocation of bus stops, stage two is the construction of the new transit center and began Fall 2008.

ESTIMATED SCHEDULE

The project is under construction. The estimated completion date of the transit center is June 2011. The Gene Lynch Urban Park and decommissioning of the interim operating site (IOS) will be completed in FY12.

COST CHANGE

The cost changes are due to the requirement for an additional stormwater management facility, hazardous materials found at the site, interim operating site (IOS) construction requirements, additional construction management services due to complexities of the project, additional inspection and testing needs due to the Department of Permitting Services' statement of special inspections program, additional construction contingencies, and increased administrative costs for the IOS and the transit center due to the extension of the construction contract.

JUSTIFICATION

With over 1,250 bus movements per day, the Silver Spring transit center has the highest bus volume in the Washington metro system. The Silver Spring transit center is a major contributor to the vitality of Silver Spring. There are various existing transit modes at this location although they are poorly organized. Patrons are exposed to inclement weather conditions and interconnectivity between various modes of transportation is poor. There is no provision for future growth and future transit modes. The current facility accommodates approximately 57,000 patrons daily, which is expected to increase by 70 percent to 97,000 by year 2024. The project enhancements will be an urban park and connections to hiker/biker trails. The benefits will be improved pedestrian circulation and safety in a covered facility, and reduced pedestrian conflicts with vehicle movements. All associated trails will be enhanced and new signage will be installed. This project will complement the completed facility of the relocated MARC station and the bridge over CSX and Metro track.

FISCAL NOTE

The full cost of this project has increased to \$98,188,000. Federal and State aid in the amount of \$2,592,000 for State of Maryland expenses for planning and

APPROPRIATION AND EXPENDITURE DATA	COORDINATION	MAP												
<table> <tr> <td>Date First Appropriation</td><td>FY99</td><td>(\$000)</td></tr> <tr> <td>First Cost Estimate</td><td>FY11</td><td>95,596</td></tr> <tr> <td>Current Scope</td><td></td><td></td></tr> <tr> <td>Last FY's Cost Estimate</td><td></td><td>90,713</td></tr> </table>	Date First Appropriation	FY99	(\$000)	First Cost Estimate	FY11	95,596	Current Scope			Last FY's Cost Estimate		90,713	CSX Railroad Federal Transit Administration Intersection Improvement Project Maryland Transit Administration State Highway Administration Maryland-National Capital Park and Planning Commission Department of Permitting Services WMATA Department of Transportation Department of General Services Department of Technology Services Silver Spring Regional Services Center Department of Police WSSC PEPCO	See Map on Next Page
Date First Appropriation	FY99	(\$000)												
First Cost Estimate	FY11	95,596												
Current Scope														
Last FY's Cost Estimate		90,713												
<table> <tr> <td>Appropriation Request</td><td>FY11</td><td>4,883</td></tr> <tr> <td>Appropriation Request Est.</td><td>FY12</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>	Appropriation Request	FY11	4,883	Appropriation Request Est.	FY12	0	Supplemental Appropriation Request		0	Transfer		0		
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Supplemental Appropriation Request		0												
Transfer		0												
<table> <tr> <td>Cumulative Appropriation</td><td></td><td>90,713</td></tr> <tr> <td>Expenditures / Encumbrances</td><td></td><td>83,086</td></tr> <tr> <td>Unencumbered Balance</td><td></td><td>7,627</td></tr> </table>	Cumulative Appropriation		90,713	Expenditures / Encumbrances		83,086	Unencumbered Balance		7,627					
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Partial Closeout Thru	FY08	0												
New Partial Closeout	FY09	0												
Total Partial Closeout		0												

Silver Spring Transit Center -- No. 509974 (continued)

supervision is not reflected in the expenditure and funding schedules.

In FY10, switch \$1,091,000 in Impact Taxes to GO Bonds

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.

Bethesda Lot 31 Parking Garage -- No. 500932

Category
Subcategory
Administering Agency
Planning Area

Transportation
Parking
Transportation
Bethesda-Chevy Chase

Date Last Modified
Required Adequate Public Facility
Relocation Impact
Status

May 17, 2010
Yes
None.
Final Design Stage

EXPENDITURE SCHEDULE (\$000)

Cost Element	Total	Thru FY09	Est. FY10	Total 6 Years	FY11	FY12	FY13	FY14	FY15	FY16	Beyond 6 Years
Planning, Design, and Supervision	3,452	18	1,055	2,379	732	732	732	183	0	0	0
Land	0	0	0	0	0	0	0	0	0	0	0
Site Improvements and Utilities	4,000	0	1,750	2,250	2,250	0	0	0	0	0	0
Construction	76,530	0	0	76,530	10,974	29,136	29,136	7,284	0	0	0
Other	4,837	3	0	4,834	1,360	1,737	1,737	0	0	0	0
Total	88,819	21	2,805	85,993	15,316	31,605	31,605	7,467	0	0	0

FUNDING SCHEDULE (\$000)

Contributions	4,186	0	0	4,186	4,186	0	0	0	0	0	0
Current Revenue: Parking - Bethesda	7,652	21	2,805	4,826	0	0	0	4,826	0	0	0
Land Sale - Bethesda PLD	35,500	0	0	35,500	0	1,254	31,605	2,641	0	0	0
Revenue Bonds	41,481	0	0	41,481	11,130	30,351	0	0	0	0	0
Total	88,819	21	2,805	85,993	15,316	31,605	31,605	7,467	0	0	0

OPERATING BUDGET IMPACT (\$000)

Maintenance				522	0	0	0	174	174	174
Energy				471	0	0	0	157	157	157
Program-Other				1,338	0	0	0	446	446	446
Offset Revenue				-2,925	0	0	0	-975	-975	-975
Net Impact				-594	0	0	0	-198	-198	-198

DESCRIPTION

This project provides for the construction of a new, underground public parking garage under the land currently used as two County public parking lots and a portion of Woodmont Avenue in Bethesda. Design and construction will be performed by a private development partner selected through a competitive Request for Proposal process. The public parking garage will include approximately 1,100 County owned and operated spaces. A mixed use development (all privately funded and owned) will be built on top of the garage with 250 residential units and 40,000 square feet of retail space.

CAPACITY

The garage will consist of 1,100 County operated spaces with the private developer building and owning an additional 300 spaces.

ESTIMATED SCHEDULE

In accordance with the current General Development Agreement, construction will begin in FY11 and the new garage will open in FY14.

JUSTIFICATION

Parking demand analysis performed by the Parking Operations program, and separately by M-NCPPC, recommended the addition of up to 1,300 public parking spaces in the Bethesda sector to support probable development allowed under Sector Plan guidelines. Additionally, the M-NCPPC Adopted Sector Plan calls for construction of public parking in underground garages with mixed use residential, retail, and commercial space above.

Parking Demand Studies: Desman Associates 1996, updated 2000, 2003, and 2005.

Master Plan: Bethesda CBD Sector Plan July 1994

OTHER

Part of Woodmont Avenue south of Bethesda Avenue will be closed for a period during construction. Every effort will be made so that this temporary road closure does not coincide with the temporary closure of Elm Street during construction of the Bethesda Metro Station South Entrance project.

FISCAL NOTE

The project schedule is based on the executed General Development Agreement. The Developer has indicated the scheduled may need to be delayed based on the ability to fund the project in the current worldwide credit market. Negotiations regarding this issue are ongoing.

\$4,186,000 reimbursement from Verizon in FY11.

OTHER DISCLOSURES

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

APPROPRIATION AND EXPENDITURE DATA

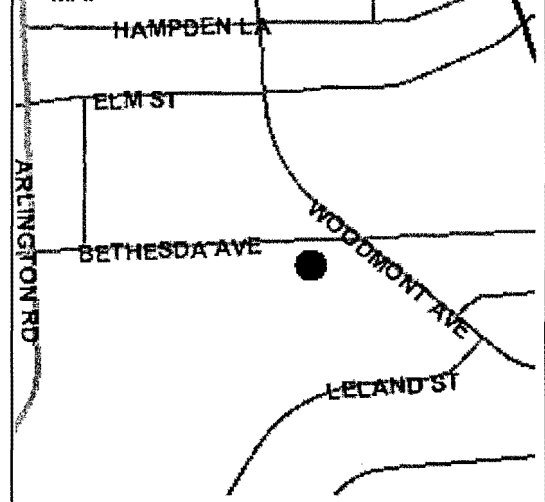
Date First Appropriation	FY09	(\$000)
First Cost Estimate		
Current Scope	FY09	88,819
Last FY's Cost Estimate		88,819
Appropriation Request	FY11	0
Appropriation Request Est.	FY12	0
Supplemental Appropriation Request		0
Transfer		0
Cumulative Appropriation		88,819
Expenditures / Encumbrances		73
Unencumbered Balance		88,746
Partial Closeout Thru	FY08	0
New Partial Closeout	FY09	0
Total Partial Closeout		0

COORDINATION

M-NCPPC
Bethesda Urban District
Bethesda-Chevy Chase Regional Services Center
Verizon
PN Hoffman/Stonebridge Associates
Department of General Services
Bethesda Metro Station South Entrance project

Special Capital Projects Legislation [Bill No. 20-08] was adopted by Council June 10, 2008.

MAP



Pkg Beth Fac Renovations -- No. 508255

Category
Subcategory
Administering Agency
Planning Area

Transportation
Parking
Transportation
Bethesda-Chevy Chase

Date Last Modified
Required Adequate Public Facility
Relocation Impact
Status

March 19, 2010
No
None.
On-going

EXPENDITURE SCHEDULE (\$000)

Cost Element	Total	Thru FY09	Est. FY10	Total 6 Years	FY11	FY12	FY13	FY14	FY15	FY16	Beyond 6 Years
Planning, Design, and Supervision	836	0	0	836	405	131	75	75	75	75	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	6,651	0	2,804	3,847	1,623	524	425	425	425	425	0
Other	450	0	450	0	0	0	0	0	0	0	0
Total	7,937	0	3,254	4,683	2,028	655	500	500	500	500	*

FUNDING SCHEDULE (\$000)

Current Revenue: Parking - Bethesda	7,937	0	3,254	4,683	2,028	655	500	500	500	500	0
Total	7,937	0	3,254	4,683	2,028	655	500	500	500	500	0

DESCRIPTION

This project provides for the renovation of or improvements to Bethesda parking facilities. This is a continuing program of contractual improvements or renovations, with changing priorities depending upon the type of deterioration and corrections required, that will protect or improve the physical infrastructure to assure safe and reliable parking facilities and to preserve the County's investment. The scope of this project will vary depending on the results of studies conducted under the Facility Planning: Parking project. Included are annual consultant services, if required, to provide investigation, analysis, recommended repair methods, contract documents, inspection, and testing.

COST CHANGE

Increase due to additional drainage, plumbing, fire protection, painting, concrete, electrical and mechanical work, back-up generator replacement, and condition surveys at various garages and lots during FY11 and FY12; also, addition of FY15 and FY16 to this ongoing project.

JUSTIFICATION

Staff inspection and condition surveys by County inspectors and consultants indicate that facilities in the Bethesda Parking Lot District are in need of rehabilitation and repair work. Not performing this restoration work within the time and scope specified may result in serious structural integrity problems to the subject parking facilities as well as possible public safety hazards.

OTHER DISCLOSURES

- * Expenditures will continue indefinitely.

APPROPRIATION AND EXPENDITURE DATA	COORDINATION Facility Planning: Parking	MAP																																																			
<table border="1" style="width: 100%;"> <tr> <td>Date First Appropriation</td><td>FY83</td><td>(\$000)</td></tr> <tr> <td>First Cost Estimate</td><td>FY11</td><td>7,937</td></tr> <tr> <td>Current Scope</td><td></td><td></td></tr> <tr> <td>Last FY's Cost Estimate</td><td></td><td>8,062</td></tr> <tr> <td> </td><td> </td><td> </td></tr> <tr> <td>Appropriation Request</td><td>FY11</td><td>2,028</td></tr> <tr> <td>Appropriation Request Est.</td><td>FY12</td><td>655</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>3,254</td></tr> <tr> <td>Expenditures / Encumbrances</td><td></td><td>2,068</td></tr> <tr> <td>Unencumbered Balance</td><td></td><td>1,186</td></tr> <tr> <td> </td><td> </td><td> </td></tr> <tr> <td>Partial Closeout Thru</td><td>FY08</td><td>18,421</td></tr> <tr> <td>New Partial Closeout</td><td>FY09</td><td>2,808</td></tr> <tr> <td>Total Partial Closeout</td><td></td><td>21,229</td></tr> </table>	Date First Appropriation	FY83	(\$000)	First Cost Estimate	FY11	7,937	Current Scope			Last FY's Cost Estimate		8,062				Appropriation Request	FY11	2,028	Appropriation Request Est.	FY12	655	Supplemental Appropriation Request		0	Transfer		0				Cumulative Appropriation		3,254	Expenditures / Encumbrances		2,068	Unencumbered Balance		1,186				Partial Closeout Thru	FY08	18,421	New Partial Closeout	FY09	2,808	Total Partial Closeout		21,229		See Map on Next Page
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Pkg Sil Spg Fac Renovations -- No. 508250

Category
Subcategory
Administering Agency
Planning Area

Transportation
Parking
Transportation
Silver Spring

Date Last Modified
Required Adequate Public Facility
Relocation Impact
Status

March 23, 2010
No
None.
On-going

EXPENDITURE SCHEDULE (\$000)

Cost Element	Total	Thru FY09	Est. FY10	Total 6 Years	FY11	FY12	FY13	FY14	FY15	FY16	Beyond 6 Years
Planning, Design, and Supervision	4,718	0	2,168	2,550	425	425	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	32,982	0	10,129	22,853	8,185	5,928	2,185	2,185	2,185	2,185	0
Other	0	0	0	0	0	0	0	0	0	0	0
Total	37,700	0	12,297	25,403	8,610	6,353	2,610	2,610	2,610	2,610	*

FUNDING SCHEDULE (\$000)

Current Revenue: Parking - Silver Spring	24,817	0	12,297	12,520	610	1,470	2,610	2,610	2,610	2,610	0
Revenue Bonds	12,883	0	0	12,883	8,000	4,883	0	0	0	0	0
Total	37,700	0	12,297	25,403	8,610	6,353	2,610	2,610	2,610	2,610	0

DESCRIPTION

This project provides for the renovation of, or improvements to, Silver Spring parking facilities. This is a continuing program of contractual improvements or restorations, with changing priorities depending on the type of deterioration and corrections required. The future scope of this project may vary depending on the results of studies conducted under the Facility Planning: Parking project. The project will protect or improve the physical infrastructure to assure continuation of safe and reliable parking facilities. Included are annual consultant services, if required, to provide investigation, analysis, recommended repair methods, contract documents, inspection, and testing.

COST CHANGE

Increase due to replacement of concrete decks on Garage 21 (located at 1000 Spring Street) in FY11 and FY12; also, addition of FY15 and FY16 to this ongoing project.

JUSTIFICATION

Staff inspection and condition surveys by County inspectors and consultants indicate that facilities at the Silver Spring Parking Lot District are in need of rehabilitation and repair work. Not performing this restoration work within the time and scope specified may result in serious structural integrity problems to the subject parking facilities as well as possible public safety hazards.

Analysis of deteriorated concrete in Garage 5, in 2006 by SKA Engineers recommended selective deck replacement. The 2005 analysis performed by SKA recommended that Garage 21 have its concrete decks replaced.

OTHER

Garage 21 will be closed for renovations from approximately the third quarter of FY10 to the beginning of the first quarter in FY12. Capacity exists to handle parkers in Garage 2, (8700 Cameron Street) located less than a block away.

FISCAL NOTE

Due to the lack of available resources in the Silver Spring Parking Lot District, this project received \$2,116,000 in General Fund Transfers in FY00 and FY01, of which \$1,500,000 has been repaid.

OTHER DISCLOSURES

- * Expenditures will continue indefinitely.

APPROPRIATION AND EXPENDITURE DATA	COORDINATION Facility Planning: Parking	MAP																																										
<table> <tr> <td>Date First Appropriation</td><td>FY83</td><td>(\$000)</td></tr> <tr> <td>First Cost Estimate</td><td></td><td></td></tr> <tr> <td>Current Scope</td><td>FY11</td><td>37,700</td></tr> <tr> <td>Last FY's Cost Estimate</td><td></td><td>24,860</td></tr> <tr> <td>Appropriation Request</td><td>FY11</td><td>13,493</td></tr> <tr> <td>Appropriation Request Est.</td><td>FY12</td><td>1,470</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>12,297</td></tr> <tr> <td>Expenditures / Encumbrances</td><td></td><td>3,216</td></tr> <tr> <td>Unencumbered Balance</td><td></td><td>9,081</td></tr> <tr> <td>Partial Closeout Thru</td><td>FY08</td><td>22,464</td></tr> <tr> <td>New Partial Closeout</td><td>FY09</td><td>2,123</td></tr> <tr> <td>Total Partial Closeout</td><td></td><td>24,587</td></tr> </table>	Date First Appropriation	FY83	(\$000)	First Cost Estimate			Current Scope	FY11	37,700	Last FY's Cost Estimate		24,860	Appropriation Request	FY11	13,493	Appropriation Request Est.	FY12	1,470	Supplemental Appropriation Request		0	Transfer		0	Cumulative Appropriation		12,297	Expenditures / Encumbrances		3,216	Unencumbered Balance		9,081	Partial Closeout Thru	FY08	22,464	New Partial Closeout	FY09	2,123	Total Partial Closeout		24,587		See Map on Next Page
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Silver Spring Lot 3 Parking Garage -- No. 501111

Category
Subcategory
Administering Agency
Planning Area

Transportation
Parking
Transportation
Shady Grove Vicinity

Date Last Modified
Required Adequate Public Facility
Relocation Impact
Status

March 24, 2010
No
None.
Preliminary Design Stage

EXPENDITURE SCHEDULE (\$000)

Cost Element	Total	Thru FY09	Est. FY10	Total 6 Years	FY11	FY12	FY13	FY14	FY15	FY16	Beyond 6 Years
Planning, Design, and Supervision	240	0	0	240	0	90	120	30	0	0	0
Land	0	0	0	0	0	0	0	0	0	0	0
Site Improvements and Utilities	0	0	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0	0
Other	0	0	0	0	0	0	0	0	0	0	0
Total	240	0	0	240	0	90	120	30	0	0	0

FUNDING SCHEDULE (\$000)

Current Revenue: Parking - Silver Spring	240	0	0	240	0	90	120	30	0	0	0
Total	240	0	0	240	0	90	120	30	0	0	0

DESCRIPTION

This project provides for an underground, 152 space, public parking garage on the current site of Public Parking Lot #3, located at 8206 Fenton Street in Silver Spring. The underground, public parking garage will be designed and constructed by a private development partner the County selected through a competitive Request for Proposal (RFP) process. The County has completed a General Development Agreement (GDA) that obligates the developer to construct the parking garage and title it to the County as a condominium on a turn key basis in exchange for fee simple title to the County land. The only costs to the County are estimated to involve review of the garage design and construction inspection to ensure the facility is constructed in accordance with County standards. The private development has received Project Plan approval from the Planning Board. The specific mix of uses and numbers of private parking spaces to be constructed are currently being determined within the Site Plan approval process.

CAPACITY

The underground, public parking garage will consist of 152 County owned and operated public parking spaces.

ESTIMATED SCHEDULE

Construction of the County garage is planned to begin in October 2011 and last approximately 24 months.

JUSTIFICATION

Public Parking Lot #3 is being redeveloped in accordance with the Silver Spring Sector Plan. Based on analysis conducted by the Department of Transportation's Division of Parking Management, the underground, public parking garage is appropriately sized to meet the needs of the planned private redevelopment project and the current parking needs of the service area. Mandatory referral to Maryland-National Capital Park and Planning Commission (M-NCPPC) for the County's underground, public parking garage has been completed.

FISCAL NOTE

The County has completed a General Development Agreement (GDA) that obligates the developer to construct the parking garage and title it to the County as a condominium on a turn key basis in exchange for fee simple title to the County land. The only costs to the County are estimated to involve review of the garage design and construction inspection to ensure the facility is constructed in accordance with County standards.

OTHER DISCLOSURES

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

APPROPRIATION AND EXPENDITURE DATA		
Date First Appropriation	FY11	(\$000)
First Cost Estimate		
Current Scope	FY11	240
Last FY's Cost Estimate		0
Appropriation Request	FY11	0
Appropriation Request Est.	FY12	90
Supplemental Appropriation Request		0
Transfer		0
Cumulative Appropriation		0
Expenditures / Encumbrances		0
Unencumbered Balance		0
Partial Closeout Thru	FY08	0
New Partial Closeout	FY09	0
Total Partial Closeout		0

COORDINATION

Annual Bikeway Program -- No. 507596

Category
Subcategory
Administering Agency
Planning Area

Transportation
Pedestrian Facilities/Bikeways
Transportation
Countywide

Date Last Modified
Required Adequate Public Facility
Relocation Impact
Status

April 26, 2010
No
None.
On-going

EXPENDITURE SCHEDULE (\$000)

Cost Element	Total	Thru FY09	Est. FY10	Total 6 Years	FY11	FY12	FY13	FY14	FY15	FY16	Beyond 6 Years
Planning, Design, and Supervision	2,151	0	0	2,151	471	302	192	332	427	427	0
Land	93	0	53	40	0	0	10	10	10	10	0
Site Improvements and Utilities	237	0	69	168	28	28	28	28	28	28	0
Construction	1,268	0	327	941	51	220	320	180	85	85	0
Other	78	0	78	0	0	0	0	0	0	0	0
Total	3,827	0	527	3,300	550	550	550	550	550	550	*

FUNDING SCHEDULE (\$000)

Contributions	G.O. Bonds	State Aid	Total
0	3,820	7	3,827
0	520	7	527
0	3,300	0	3,300
0	550	0	550
0	550	0	550
0	550	0	550
0	550	0	550
0	550	0	550
0	550	0	550
0	550	0	550
0	550	0	550

DESCRIPTION

This project plans, designs, and constructs bikeways, trails, and directional route signs throughout the County. The purpose of this project is to develop the bikeway network specified by master plans and those requested by the community to provide access to commuter rail, mass transit, major employment centers, recreational and educational facilities, and other major attractions. Types of bikeways include shared use paths, designated lanes, and signed shared routes along existing roads. This program will construct bikeway facilities that will cost less than \$300,000 each.

COST CHANGE

Cost increase due to the addition of FY15 and FY16 to this ongoing project offset by other adjustments to fiscal capacity.

JUSTIFICATION

There is a continuing and increasing need to develop a viable and effective bikeway and trail network throughout the County to increase bicyclist safety and mobility, provide an alternative to the use of automobiles, reduce traffic congestion, reduce air pollution, conserve energy, enhance quality of life, provide recreational opportunities, and encourage healthy life styles.

This project implements the bikeways recommended in local area master plans; in the 2005 Countywide Bikeways Functional Master Plan and those identified by individuals, communities, the Montgomery County Bicycle Action Group, or bikeway segments and connectors necessitated by the subdivision process. Projects identified by individuals and communities will be used as an ongoing project guide which will be implemented in accordance with the funds available in each fiscal year.

OTHER

Subprojects for FY11 and FY12:

FY11: A series of bikeway resurfacing projects to be coordinated with Highway Services Work.

FY12: Emory Lane, from Holly Ridge Road to Muncaster Mill Road; Grosvenor Lane Intersection (MD 355-Beach Drive); Bethesda trolley Trailhead (Montgomery Lane-Beech Avenue); and a series for bikeway resurfacing projects to be coordinated with Highway Services work.

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.

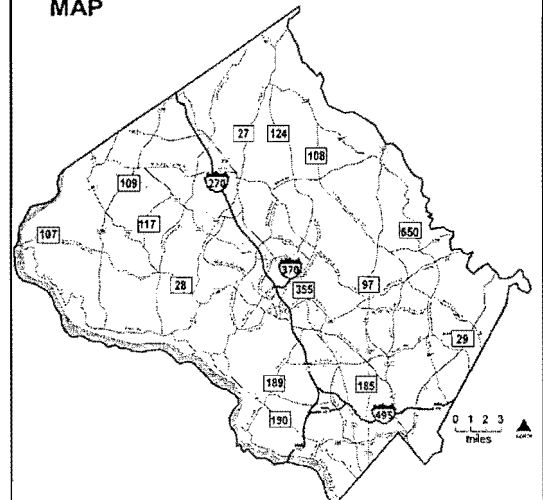
APPROPRIATION AND EXPENDITURE DATA

Date First Appropriation	FY75	(\$000)
First Cost Estimate		
Current Scope	FY11	3,827
Last FY's Cost Estimate		3,052
Appropriation Request	FY11	552
Appropriation Request Est.	FY12	550
Supplemental Appropriation Request		0
Transfer		0
Cumulative Appropriation		525
Expenditures / Encumbrances		334
Unencumbered Balance		191
Partial Closeout Thru	FY08	5,508
New Partial Closeout	FY09	325
Total Partial Closeout		5,833

COORDINATION

Maryland State Highway Administration
M-NCPPC Hard Surface Trail Design and Construction
M-NCPPC Hard Surface Trail Renovation
Department of Transportation
Department of Police
Washington Metropolitan Area Transit Authority
Maryland Mass Transit Authority
Silver Spring Regional Transportation Advisory Board
Montgomery County Bicycle Action Group
Coalition for the Capital Crescent Trail
Montgomery Bicycle Advocates

MAP



BRAC Bicycle and Pedestrian Facilities -- No. 501000

Category
Subcategory
Administering Agency
Planning Area

Transportation
Pedestrian Facilities/Bikeways
Transportation
Bethesda-Chevy Chase

Date Last Modified
Required Adequate Public Facility
Relocation Impact
Status

May 21, 2010
No
None.
Planning Stage

EXPENDITURE SCHEDULE (\$000)

Cost Element	Total	Thru FY09	Est. FY10	Total 6 Years	FY11	FY12	FY13	FY14	FY15	FY16	Beyond 6 Years
Planning, Design, and Supervision	1,280	0	750	530	375	155	0	0	0	0	0
Land	625	0	0	625	450	175	0	0	0	0	0
Site Improvements and Utilities	390	0	0	390	183	207	0	0	0	0	0
Construction	3,105	0	0	3,105	1,349	1,756	0	0	0	0	0
Other	0	0	0	0	0	0	0	0	0	0	0
Total	5,400	0	750	4,650	2,357	2,293	0	0	0	0	0

FUNDING SCHEDULE (\$000)

Federal Aid	750	0	750	0	0	0	0	0	0	0	0
G.O. Bonds	4,650	0	0	4,650	2,357	2,293	0	0	0	0	0
Total	5,400	0	750	4,650	2,357	2,293	0	0	0	0	0

OPERATING BUDGET IMPACT (\$000)

Maintenance				20	0	0	5	5	5	5	
Energy				20	0	0	5	5	5	5	
Net Impact				40	0	0	10	10	10	10	

DESCRIPTION

This project provides for the planning, design, and construction of a bikeway network and addition of pedestrian facilities surrounding the National Naval Medical Center (NNMC) in Bethesda, Maryland due to Base Realignment and Closure (BRAC). This project will enhance connectivity by providing a smooth transition to the transportation pedestrian and bicycle network, preliminary engineering for the facilities, and a signing bicycling plan within adjacent neighborhoods. In addition, a review of the site and local master plans for impacts to pedestrians, bicycles, and the requirements of the ADA (Americans with Disabilities Act of 1991) is being performed and addressed by this project. It will include provisions to provide additional safe pedestrian/bicycle facilities, such as master planned bike paths, sidewalks, signing, pavement markings, lighting, bus stop pads, minor landscaping, and other pertinent issues to ensure pedestrian and bicycle safety.

The final scope of work will be coordinated with local communities and property owners before final design and construction plans are developed for the following components:

1. East and West Cedar Lane Bike Path SR-54 [Old Georgetown Road to Beach Drive] - The off road bike path for the north side of East Cedar Lane begins at Wisconsin Avenue (MD 355) and ties to an existing path, which continues to Beach Drive. The off-road bike path for the south side of West Cedar Lane begins at Old Georgetown Road (MD 187) and continues to Wisconsin Avenue (MD 355).
2. Battery Lane Area Pedestrian and Bicycle Improvements [Battery Park-MD 355] and Glenbrook Parkway Pedestrian/Bicycle Safety Improvements [MD 355 to Jones Bridge Road] - Both projects will provide improved safety on existing sidewalks and bike paths with provisions for sidewalk repairs, lighting and improved directional signing.
3. Wisconsin Avenue (MD 355) SP-62 [East Cedar Lane to Jones Bridge Road] - This project provides an off-road bike path along the east side, as a relocation or expansion of the existing sidewalk.
4. Jones Bridge Road BL-9 [MD 355 to Naval Uniformed Services University of the Health Sciences Entrance at 4301 Jones Bridge Road] - This project provides 5-foot wide bike lanes along the north and south side of Jones Bridge Road or an off road bike path.

ESTIMATED SCHEDULE

Planning and design will start in the summer of 2009 and construction will commence in the summer of 2010, and be completed by September 2011.

COST CHANGE

Cost increase due to the addition of land, site improvements, and construction costs.

JUSTIFICATION

The 2005 BRAC recommendations moved to establish the new Walter Reed National Military Medical Center (WRNMMC) to be a tri-service military medical center located on the Bethesda, Maryland campus of the present National Naval Medical Center (NNMC) by September 2011. Specific changes at the realigned Bethesda campus will include construction and renovation of approximately 2,400,000 square feet of clinical hospital and administrative space where approximately 2,200 additional medical and administrative personnel from the Army and Air Force will join the staff. The additional jobs created and medical services provided will have an impact on the transportation infrastructure. Federal money has been granted to the County to plan and study priority alternative transportation mode improvements and safe pedestrian, and bicycle facilities for citizens residing in surrounding urban neighborhoods, and persons commuting

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>FY11</td><td>5,400</td></tr> <tr> <td>Current Scope</td><td></td><td></td></tr> <tr> <td>Last FY's Cost Estimate</td><td></td><td>0</td></tr> </table>	Date First Appropriation	FY10	(\$000)	First Cost Estimate	FY11	5,400	Current Scope			Last FY's Cost Estimate		0	Bethesda Chevy Chase Regional Services Center (BCC) Bethesda Urban Partnership Montgomery Bicycle Action Group (MCBAG) Montgomery Bike (MOBIKE) Maryland-National Capital Park and Planning Commission Maryland State Highway Administration Bethesda CBD Streetscaping Maryland Mass Transit Administration Washington Metropolitan Transit Authority (WMATA) Base Realignment & Closure (BRAC) Office of Economic Adjustment (OEA) North Bethesda Transportation Management District (NBTMD) National Institutes of Health (NIH) National Naval Medical Center (NNMC)	See Map on Next Page
Date First Appropriation	FY10	(\$000)												
First Cost Estimate	FY11	5,400												
Current Scope														
Last FY's Cost Estimate		0												
<table> <tr> <td>Appropriation Request</td><td>FY11</td><td>4,650</td></tr> <tr> <td>Appropriation Request Est.</td><td>FY12</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>	Appropriation Request	FY11	4,650	Appropriation Request Est.	FY12	0	Supplemental Appropriation Request		0	Transfer		0		
Appropriation Request	FY11	4,650												
Appropriation Request Est.	FY12	0												
Supplemental Appropriation Request		0												
Transfer		0												
<table> <tr> <td>Cumulative Appropriation</td><td></td><td>750</td></tr> <tr> <td>Expenditures / Encumbrances</td><td></td><td>2</td></tr> <tr> <td>Unencumbered Balance</td><td></td><td>748</td></tr> </table>	Cumulative Appropriation		750	Expenditures / Encumbrances		2	Unencumbered Balance		748					
Cumulative Appropriation		750												
Expenditures / Encumbrances		2												
Unencumbered Balance		748												
<table> <tr> <td>Partial Closeout Thru</td><td>FY08</td><td>0</td></tr> <tr> <td>New Partial Closeout</td><td>FY09</td><td>0</td></tr> <tr> <td>Total Partial Closeout</td><td></td><td>0</td></tr> </table>	Partial Closeout Thru	FY08	0	New Partial Closeout	FY09	0	Total Partial Closeout		0					
Partial Closeout Thru	FY08	0												
New Partial Closeout	FY09	0												
Total Partial Closeout		0												

BRAC Bicycle and Pedestrian Facilities -- No. 501000 (continued)

to the site.

FISCAL NOTE

The County's funding match requirement of \$92,740 for the Federal Grant will be met by contributions from existing County staff whose personnel costs are already appropriated in the FY10 Operating Budget. The FY10 special appropriation request is in accordance with the Office of Economic Adjustment (OEA) Department of Defense Community Planning Assistance Funds Grant Agreement (Bethesda NNMC Federal Identifier RA0625-09-03) with the County on behalf of the Department of Defense.

OTHER DISCLOSURES

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

Frederick Road Bike Path -- No. 501118

Category
Subcategory
Administering Agency
Planning Area

Transportation
Pedestrian Facilities/Bikeways
Transportation
Germantown

Date Last Modified
Required Adequate Public Facility
Relocation Impact
Status

March 30, 2010
No
None.
Final Design Stage

EXPENDITURE SCHEDULE (\$000)

Cost Element	Total	Thru FY09	Est. FY10	Total 6 Years	FY11	FY12	FY13	FY14	FY15	FY16	Beyond 6 Years
Planning, Design, and Supervision	702	0	0	702	350	352	0	0	0	0	0
Land	0	0	0	0	0	0	0	0	0	0	0
Site Improvements and Utilities	0	0	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0	0
Other	0	0	0	0	0	0	0	0	0	0	0
Total	702	0	0	702	350	352	0	0	0	0	0

FUNDING SCHEDULE (\$000)

G.O. Bonds	702	0	0	702	350	352	0	0	0	0	0
Total	702	0	0	702	350	352	0	0	0	0	0

DESCRIPTION

This project provides for the design of new 8-foot wide hiker-biker path along the west side of Frederick Road (MD 355) between Stringtown Road and Brink Road, a distance of approximately 2.5 miles. The project would replace about 0.9 miles of sidewalk segments in order to provide a continuous route serving two schools, two parks, and a church along its route. The project includes streetlights and street trees.

ESTIMATED SCHEDULE

The design is to be completed in the spring of 2012.

JUSTIFICATION

This project would provide the first bike path connection between Clarksburg and north Germantown.

FISCAL NOTE

The estimated cost of the project, including design, land acquisition, site improvements, utility relocation, and construction, is in the range of \$2.0-\$2.4 million. Funds for this project were originally programmed in Public Facilities Roads No. 507310.

OTHER DISCLOSURES

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

APPROPRIATION AND EXPENDITURE DATA

Date First Appropriation	FY11	(\$000)
First Cost Estimate	FY11	702
Current Scope		
Last FY's Cost Estimate		0

Appropriation Request	FY11	702
Appropriation Request Est.	FY12	0
Supplemental Appropriation Request		0
Transfer		0

Cumulative Appropriation		0
Expenditures / Encumbrances		0
Unencumbered Balance		0

Partial Closeout Thru	FY08	0
New Partial Closeout	FY09	0
Total Partial Closeout		0

COORDINATION

Maryland State Highway Administration
Maryland-National Capital Park and Planning
Commission

MAP

See Map on Next Page

Greentree Road Sidewalk -- No. 500506

Category
Subcategory
Administering Agency
Planning Area

Transportation
Pedestrian Facilities/Bikeways
Transportation
Bethesda-Chevy Chase

Date Last Modified
Required Adequate Public Facility
Relocation Impact
Status

March 15, 2010
No
None.
Final Design Stage

EXPENDITURE SCHEDULE (\$000)

Cost Element	Total	Thru FY09	Est. FY10	Total 6 Years	FY11	FY12	FY13	FY14	FY15	FY16	Beyond 6 Years
Planning, Design, and Supervision	471	80	139	252	52	200	0	0	0	0	0
Land	220	0	70	150	150	0	0	0	0	0	0
Site Improvements and Utilities	311	0	0	311	311	0	0	0	0	0	0
Construction	2,484	0	0	2,484	253	2,231	0	0	0	0	0
Other	0	0	0	0	0	0	0	0	0	0	0
Total	3,486	80	209	3,197	766	2,431	0	0	0	0	0

FUNDING SCHEDULE (\$000)

G.O. Bonds	3,486	80	209	3,197	766	2,431	0	0	0	0	0
Total	3,486	80	209	3,197	766	2,431	0	0	0	0	0

OPERATING BUDGET IMPACT (\$000)

Maintenance				24	0	0	6	6	6	6
Energy				24	0	0	6	6	6	6
Net Impact				48	0	0	12	12	12	12

DESCRIPTION

This project provides approximately 6,400 linear feet of five-foot wide concrete sidewalk along the north side of Greentree Road, curb and gutter, residential sidewalk ramps, and expansion of existing drainage system from Old Georgetown Road (MD 187) to Fernwood Road. The proposed sidewalk will provide access to public transportation on Old Georgetown Road, a church and a nursing home on Greentree Road, National Institute of Health (NIH), Suburban Hospital, Bradley Hills Elementary School, Wyngate Elementary School, North Bethesda Middle School, The Woods Academy, Aylawn Park, Fernwood Park, McCrills Gardens, and Bradley Park.

ESTIMATED SCHEDULE

Design is estimated to be complete in the winter of 2011 and construction is estimated to start in the summer of 2011, and take approximately 12 months to complete.

COST CHANGE

Cost increase due to construction cost escalation.

JUSTIFICATION

Property owners have contacted the Department of Transportation to request a sidewalk to eliminate the unsafe condition of pedestrians walking along the edge of the road to access NIH and businesses on Old Georgetown Road. This road is a primary traffic connector from Old Georgetown Road to the developed areas west of Old Georgetown Road and has a number of side street connections with Bradley Boulevard. The sidewalk will provide a needed safe path for pedestrians in the community and the storm drain system is needed to accommodate the curb and gutter constructed as part of the sidewalk. The storm drain system will also improve the drainage along Greentree Road, particularly along the older, narrower segment, which lacks adequate drainage.

Montgomery County Department of Transportation, "Greentree Road Sidewalk, Phase 1 - Facility Planning Study, Needs And Purpose Statement", dated July 7, 2003.

OTHER DISCLOSURES

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

APPROPRIATION AND EXPENDITURE DATA			COORDINATION	MAP
Date First Appropriation	FY09	(\$000)	Maryland-National Capital Park and Planning Commission	See Map on Next Page
First Cost Estimate			Department of Transportation	
Current Scope	FY09	3,256	Department of Permitting Services	
Last FY's Cost Estimate		3,256	Facility Planning: Transportation	
			Washington Suburban Sanitary Commission	
			Washington Gas	
			PEPCO	
			Verizon	
Appropriation Request	FY11	2,846		
Appropriation Request Est.	FY12	200		
Supplemental Appropriation Request		0		
Transfer		0		
Cumulative Appropriation		440		
Expenditures / Encumbrances		98		
Unencumbered Balance		342		
Partial Closeout Thru	FY08	0		
New Partial Closeout	FY09	0		
Total Partial Closeout		0		

County Council

MacArthur Blvd Bikeway Improvements -- No. 500718

Category
Subcategory
Administering Agency
Planning Area

Transportation
Pedestrian Facilities/Bikeways
Transportation
Potomac-Travilah

Date Last Modified
Required Adequate Public Facility
Relocation Impact
Status

May 24, 2010
No
None.
Preliminary Design Stage

EXPENDITURE SCHEDULE (\$000)

Cost Element	Total	Thru FY09	Est. FY10	Total 6 Years	FY11	FY12	FY13	FY14	FY15	FY16	Beyond 6 Years
Planning, Design, and Supervision	1,830	431	109	1,290	498	392	400	0	0	0	0
Land	213	1	6	206	0	206	0	0	0	0	0
Site Improvements and Utilities	222	0	0	222	0	0	222	0	0	0	0
Construction	6,445	0	0	6,445	0	2,245	4,200	0	0	0	0
Other	0	0	0	0	0	0	0	0	0	0	0
Total	8,710	432	115	8,163	498	2,843	4,822	0	0	0	0

FUNDING SCHEDULE (\$000)

G.O. Bonds	8,710	432	115	8,163	498	2,843	4,822	0	0	0	0
Total	8,710	432	115	8,163	498	2,843	4,822	0	0	0	0

OPERATING BUDGET IMPACT (\$000)

Maintenance				42	0	0	0	14	14	14
Energy				42	0	0	0	14	14	14
Net Impact				84	0	0	0	28	28	28

DESCRIPTION

This project is to provide bikeway improvements along 13,800 feet of MacArthur Boulevard, from I-495 to Oberlin Avenue. To encourage alternate modes of travel and enhance pedestrian safety, the pavement will be widened to provide 2 to 3 foot shoulders to accommodate the needs of on-road commuter and experienced bicyclists. The existing shared-use path will be upgraded to current standards to promote usage and enhance safety for all users. This project will also provide for spot improvements to MacArthur Boulevard to enhance safety for pedestrians, cyclists and motorists.

ESTIMATED SCHEDULE

The design phase is to be completed in the fall of 2010. Construction will start in the summer of 2012 and is expected to be completed within 18 months.

JUSTIFICATION

This project will improve safety and accessibility for pedestrians and bicyclists of all experience levels and enhances connectivity with other bikeways in the vicinity. In addition, spot improvements will improve deficiencies and immediate safety on MacArthur Boulevard.

The Department of Transportation (DOT) prepared a Transportation Facility Planning Study document entitled "MacArthur Boulevard Bike path/Lane Improvements-Project Prospectus" in February 2004, which is consistent with the October 2004 Potomac Subregion Master Plan and the 1978 Master Plan Bikeways.

OTHER

Preliminary design costs were funded under the Facility Planning: Transportation (No. 509337).

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>8,710</td></tr> <tr> <td>Last FY's Cost Estimate</td><td></td><td>8,710</td></tr> </table>	Date First Appropriation	FY07	(\$000)	First Cost Estimate			Current Scope	FY09	8,710	Last FY's Cost Estimate		8,710	United States Army Corps of Engineers Maryland-National Capital Park and Planning Commission National Park Service Department of Permitting Services Utility Companies Town of Glen Echo Facility Planning: Transportation	See Map on Next Page
Date First Appropriation	FY07	(\$000)												
First Cost Estimate														
Current Scope	FY09	8,710												
Last FY's Cost Estimate		8,710												
<table> <tr> <td>Appropriation Request</td><td>FY11</td><td>0</td></tr> <tr> <td>Appropriation Request Est.</td><td>FY12</td><td>7,110</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	FY11	0	Appropriation Request Est.	FY12	7,110	Supplemental Appropriation Request		0	Transfer		0		
Appropriation Request	FY11	0												
Appropriation Request Est.	FY12	7,110												
Supplemental Appropriation Request		0												
Transfer		0												
<table> <tr> <td>Cumulative Appropriation</td><td></td><td>1,600</td></tr> <tr> <td>Expenditures / Encumbrances</td><td></td><td>518</td></tr> <tr> <td>Unencumbered Balance</td><td></td><td>1,082</td></tr> </table>	Cumulative Appropriation		1,600	Expenditures / Encumbrances		518	Unencumbered Balance		1,082					
Cumulative Appropriation		1,600												
Expenditures / Encumbrances		518												
Unencumbered Balance		1,082												
<table> <tr> <td>Partial Closeout Thru</td><td>FY08</td><td>0</td></tr> <tr> <td>New Partial Closeout</td><td>FY09</td><td>0</td></tr> <tr> <td>Total Partial Closeout</td><td></td><td>0</td></tr> </table>	Partial Closeout Thru	FY08	0	New Partial Closeout	FY09	0	Total Partial Closeout		0					
Partial Closeout Thru	FY08	0												
New Partial Closeout	FY09	0												
Total Partial Closeout		0												

MD 355 Sidewalk (Hyattstown) -- No. 501104

Category
Subcategory
Administering Agency
Planning Area

Transportation
Pedestrian Facilities/Bikeways
Transportation
Clarksburg

Date Last Modified
Required Adequate Public Facility
Relocation Impact
Status

March 17, 2010
No
None.
Preliminary Design Stage

EXPENDITURE SCHEDULE (\$000)

Cost Element	Total	Thru FY09	Est. FY10	Total 6 Years	FY11	FY12	FY13	FY14	FY15	FY16	Beyond 6 Years
Planning, Design, and Supervision	624	0	0	624	295	329	0	0	0	0	0
Land	0	0	0	0	0	0	0	0	0	0	0
Site Improvements and Utilities	90	0	0	90	90	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0	0
Other	0	0	0	0	0	0	0	0	0	0	0
Total	714	0	0	714	385	329	0	0	0	0	0

FUNDING SCHEDULE (\$000)

G.O. Bonds	714	0	0	714	385	329	0	0	0	0	0
Total	714	0	0	714	385	329	0	0	0	0	0

DESCRIPTION

This project provides funding for the rehabilitation of existing sidewalk and the final design for ½ mile section of continuous sidewalk along both sides of MD 355 between Hyattstown Mill Road and the Montgomery/Frederick County line. The sidewalk will connect Hyattstown Historical District to the Little Bennett Regional Park and provide safe pedestrian access to transit stops, retail stores, and residences adjacent to the roadway. It requires significant coordination with the Maryland Historical Trust (MHT), Maryland-National Park and Planning Commission's (M-NCPPC) Office of the Historic Preservation, the local businesses and the property owners/residents.

ESTIMATED SCHEDULE

Design for continuous sidewalk along MD 355 (Hyattstown Mill Rd-County Line) to begin Fall 2010 and expected to take 21 months.

JUSTIFICATION

The sidewalk provides a safe and more direct pedestrian access to neighborhood, retail stores, civic space, and transit stops within the Hyattstown Historical District. This project will also provide to the community a direct link between the town and the Little Bennett Regional Park. The 1994 Clarksburg Master Plan and Hyattstown Special Study Area encourages the installation of sidewalk along the MD 355 (Frederick Road) within the town. The existing sidewalk has deteriorated and needs immediate improvements.

There is an October 2003 MD 355 (Frederick Road) Sidewalk Feasibility Study prepared by the Maryland State Highway Administration (SHA). A review of impacts to pedestrians, bicyclists and the requirements of the ADA (Americans with Disabilities Act of 1991) is being performed and addressed by this project.

The Clarksburg Master Plan & Hyattstown Special Study Area, Approved and Adopted in June 1994 recommends that, as part of the preservation of the historic district of Hyattstown, sidewalks be installed along Frederick Road, "where topography allows, as long as the sidewalks are informal and meandering" (page 82). The Master Plan also recommends the installation of lighting and street furniture, the creation of community gateways at both ends of the study limits, and planting of street trees in an informal pattern.

OTHER

The project scope and schedule are new for FY 2011. The current project costs are based on a preliminary construction cost estimate for the rehabilitation of the existing sidewalk. Construction costs for the new sidewalk will be added upon completion of design. Preliminary design was performed in the Facility Planning Transportation project (509337).

OTHER DISCLOSURES

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

APPROPRIATION AND EXPENDITURE DATA			COORDINATION	MAP
Date First Appropriation	FY11	(\$000)	Maryland Departement of the Environment Montgomery County Department of Permitting Services	See Map on Next Page
First Cost Estimate			Maryland-National Capital Park and Planning Commission	
Current Scope	FY11	714	Maryland State Highway Administration	
Last FY's Cost Estimate		0	Maryland Historical Trust	
Appropriation Request	FY11	714	Utility Companies	
Appropriation Request Est.	FY12	0	Upcounty Regional Service Center	
Supplemental Appropriation Request		0	Facility Planning: Transportation - No. 509337	
Transfer		0		
Cumulative Appropriation		0		
Expenditures / Encumbrances		0		
Unencumbered Balance		0		
Partial Closeout Thru	FY08	0		
New Partial Closeout	FY09	0		
Total Partial Closeout		0		

Metropolitan Branch Trail -- No. 501110

Category
Subcategory
Administering Agency
Planning Area

Transportation
Pedestrian Facilities/Bikeways
Transportation
Silver Spring

Date Last Modified
Required Adequate Public Facility
Relocation Impact
Status

May 12, 2010
No
None.
Preliminary Design Stage

EXPENDITURE SCHEDULE (\$000)

Cost Element	Total	Thru FY09	Est. FY10	Total 6 Years	FY11	FY12	FY13	FY14	FY15	FY16	Beyond 6 Years
Planning, Design, and Supervision	2,520	0	0	2,520	915	625	240	100	250	390	0
Land	4,450	0	0	4,450	0	0	1,000	3,000	450	0	0
Site Improvements and Utilities	570	0	0	570	0	0	0	0	290	280	0
Construction	4,600	0	0	4,600	0	0	0	0	1,500	3,100	0
Other	0	0	0	0	0	0	0	0	0	0	0
Total	12,140	0	0	12,140	915	625	1,240	3,100	2,490	3,770	0

FUNDING SCHEDULE (\$000)

G.O. Bonds	9,810	0	0	9,810	915	625	1,240	3,100	2,490	1,440	0
Impact Tax	2,330	0	0	2,330	0	0	0	0	0	2,330	0
Total	12,140	0	0	12,140	915	625	1,240	3,100	2,490	3,770	0

DESCRIPTION

This project provides for completing preliminary engineering and final engineering necessary to obtain CSX and WMATA approvals for the 0.62 mile segment of this trail in Montgomery County between the end of the existing trail in Takoma Park and the Silver Spring Transit Center. This project also includes the land acquisition, site improvements, utility relocations and construction of the project from the Silver Spring Transit Center to and including a new pedestrian bridge over Georgia Avenue (Phase I). The trail will be designed 8 - 10 feet in width. The design will include: the new bridge over Georgia Avenue, a grade separated crossing of Burlington Avenue, the narrowing of Selim Road and the design for the construction of new and the reconstruction of existing retaining walls.

ESTIMATED SCHEDULE

Preliminary engineering and final engineering are to be completed in the spring of 2012 for Phase I and 2013 for Phase 2. Rights-of-way acquisition and coordination with property owners, including external agencies, are anticipated to take three years.

JUSTIFICATION

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

OTHER

The initial design for this project is under Facility Planning Transportation (No. 509337).

FISCAL NOTE

Federal Transportation Enhancement Funds will be pursued after property acquisition is complete. Expenditure schedule reflects fiscal capacity.

OTHER DISCLOSURES

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

APPROPRIATION AND EXPENDITURE DATA			COORDINATION	MAP
Date First Appropriation	FY11	(\$000)	Washington Metropolitan Area Transit Authority	See Map on Next Page
First Cost Estimate			CSX-Transportation	
Current Scope	FY11	12,140	Maryland State Highway Administration	
Last FY's Cost Estimate		0	Montgomery College	
			Maryland Historical Trust	
Appropriation Request	FY11	1,780	Purple Line Project	
Appropriation Request Est.	FY12	0	Maryland-National Capital Park and Planning Commission	
Supplemental Appropriation Request		0	Montgomery County Department of Health and Human Services	
Transfer		0		
Cumulative Appropriation		0		
Expenditures / Encumbrances		0		
Unencumbered Balance		0		
Partial Closeout Thru	FY08	0		
New Partial Closeout	FY09	0		
Total Partial Closeout		0		

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 21, 2010
Yes
None.
Preliminary Design Stage

EXPENDITURE SCHEDULE (\$000)

Cost Element	Total	Thru FY09	Est. FY10	Total 6 Years	FY11	FY12	FY13	FY14	FY15	FY16	Beyond 6 Years
Planning, Design, and Supervision	2,032	96	83	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	0	665	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
Total	10,049	96	104	7,249	513	385	310	1,250	2,591	2,200	2,600

FUNDING SCHEDULE (\$000)

G.O. Bonds	10,049	96	104	7,249	513	385	310	1,250	2,591	2,200	2,600
Total	10,049	96	104	7,249	513	385	310	1,250	2,591	2,200	2,600

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.

ESTIMATED SCHEDULE

Survey and utility designation started in the fall of 2009 and is expected to conclude in the summer of 2010. Utility relocation design to commence in the fall of 2010 and to conclude by the summer of 2012. Streetscape design to commence in the summer of 2012 and to conclude by summer 2013. Utility relocations to start the fall of 2013 and to conclude by spring of 2014. Construction of the first of three segments will start in 2013 and each segment will take approximately 12 months to complete.

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

Installation of electrical conduit for future use by the electrical power company and installation of conduit will necessitate the relocation of existing underground utilities. PDF will be revisited when relocation design has been completed.

This work will be completed in two stages. Stage 1, expected to be completed in FY14, 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 commence in FY16 and finish beyond the six-year period, will complete the streetscaping work in these three segments.

OTHER DISCLOSURES

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

APPROPRIATION AND EXPENDITURE DATA			COORDINATION	MAP
Date First Appropriation	FY01	(\$000)	Maryland-National Capital Park and Planning Commission	See Map on Next Page
First Cost Estimate			Montgomery County Public Schools	
Current Scope	FY09	10,049	Department of Permitting Services	
Last FY's Cost Estimate		10,049	Maryland State Highway Administration	
			Utility Companies	
			Bethesda-Chevy Chase Regional Services Center	
Appropriation Request	FY11	0		
Appropriation Request Est.	FY12	0		
Supplemental Appropriation Request		0		
Transfer		0		
Cumulative Appropriation		1,098		
Expenditures / Encumbrances		509		
Unencumbered Balance		589		
Partial Closeout Thru	FY08	0		
New Partial Closeout	FY09	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 12, 2010
No
None.
Final Design Stage

EXPENDITURE SCHEDULE (\$000)

Cost Element	Total	Thru FY09	Est. FY10	Total 6 Years	FY11	FY12	FY13	FY14	FY15	FY16	Beyond 6 Years
Planning, Design, and Supervision	888	416	0	223	0	0	0	0	0	223	249
Land	3,316	74	0	0	0	0	0	0	0	0	3,242
Site Improvements and Utilities	12	12	0	0	0	0	0	0	0	0	0
Construction	3,733	0	0	1,032	0	0	0	0	0	1,032	2,701
Other	0	0	0	0	0	0	0	0	0	0	0
Total	7,949	502	0	1,255	0	0	0	0	0	1,255	6,192

FUNDING SCHEDULE (\$000)

G.O. Bonds	7,917	502	0	1,223	0	0	0	0	0	1,223	6,192
Intergovernmental	32	0	0	32	0	0	0	0	0	32	0
Total	7,949	502	0	1,255	0	0	0	0	0	1,255	6,192

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 street lighting.

CAPACITY

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

ESTIMATED SCHEDULE

Project delayed to allow for coordination with the Maryland State Highway Administration (MSHA) and their plans for modifications to MD 198.

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 Final Design.

FISCAL NOTE

Intergovernmental revenue represents Washington Suburban Sanitary Commissions (WSSC) share of water and sewer relocation costs. Remaining appropriation removed until project is ready to move forward.

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></td><td></td></tr> <tr> <td>Current Scope</td><td>FY09</td><td>7,949</td></tr> <tr> <td>Last FY's Cost Estimate</td><td></td><td>7,949</td></tr> <tr> <td>Appropriation Request</td><td>FY11</td><td>-5,750</td></tr> <tr> <td>Appropriation Request Est.</td><td>FY12</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>538</td></tr> <tr> <td>Unencumbered Balance</td><td></td><td>5,714</td></tr> <tr> <td>Partial Closeout Thru</td><td>FY08</td><td>0</td></tr> <tr> <td>New Partial Closeout</td><td>FY09</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			Current Scope	FY09	7,949	Last FY's Cost Estimate		7,949	Appropriation Request	FY11	-5,750	Appropriation Request Est.	FY12	0	Supplemental Appropriation Request		0	Transfer		0	Cumulative Appropriation		6,252	Expenditures / Encumbrances		538	Unencumbered Balance		5,714	Partial Closeout Thru	FY08	0	New Partial Closeout	FY09	0	Total Partial Closeout		0	<p>Maryland-National Capital Park and Planning Commission</p> <p>Maryland State Highway Administration (MSHA)</p> <p>Montgomery County Public Schools</p> <p>Facility Planning: Transportation</p> <p>Department of Public Libraries</p> <p>Department of Transportation</p> <p>Department Technology Services</p> <p>Department of Permitting Services</p> <p>Washington Suburban Sanitary Commission</p> <p>Washington Gas</p> <p>Pepco</p> <p>Verizon</p> <p>Developer</p>	<p>See Map on Next Page</p>
Date First Appropriation	FY05	(\$000)																																										
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Current Scope	FY09	7,949																																										
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Partial Closeout Thru	FY08	0																																										
New Partial Closeout	FY09	0																																										
Total Partial Closeout		0																																										

Century Boulevard -- No. 501115

Category
Subcategory
Administering Agency
Planning Area

Transportation
Roads
Transportation
Germantown

Date Last Modified
Required Adequate Public Facility
Relocation Impact
Status

May 21, 2010
No
None.
Final Design Stage

EXPENDITURE SCHEDULE (\$000)

Cost Element	Total	Thru FY09	Est. FY10	Total 6 Years	FY11	FY12	FY13	FY14	FY15	FY16	Beyond 6 Years
Planning, Design, and Supervision	1,013	0	0	1,013	181	263	569	0	0	0	0
Land	837	0	0	837	837	0	0	0	0	0	0
Site Improvements and Utilities	530	0	0	530	40	0	490	0	0	0	0
Construction	10,932	0	0	10,932	0	4,966	5,966	0	0	0	0
Other	0	0	0	0	0	0	0	0	0	0	0
Total	13,312	0	0	13,312	1,058	5,229	7,025	0	0	0	0

FUNDING SCHEDULE (\$000)

Contributions	4,000	0	0	4,000	0	0	4,000	0	0	0	0
G.O. Bonds	9,312	0	0	9,312	1,058	5,229	3,025	0	0	0	0
Total	13,312	0	0	13,312	1,058	5,229	7,025	0	0	0	0

OPERATING BUDGET IMPACT (\$000)

Maintenance				42	0	0	0	14	14	14
Energy				42	0	0	0	14	14	14
Net Impact				84	0	0	0	28	28	28

DESCRIPTION

This project provides for the design, utilities and construction of a new four lane divided, closed section roadway from its current terminus south of Oxbridge Tract to its intersection with future Dorsey Mill Road a distance of approximately 2,565 feet. The project has been coordinated to accommodate the Corridor Cities Transitway within its right-of-way. The new road will be constructed below Father Hurley Boulevard at the existing bridge crossing. This project will also provide construction of a new arch culvert at the existing stream crossing with 5-foot concrete sidewalk along the east side and 8-foot bike way along west side of the road.

ESTIMATED SCHEDULE

The design phase is to be completed in the Spring of 2010 (FY10). Right-of-way is expected by the Spring of 2011(FY11). Construction to start in the Summer of 2011(FY12) and is expected to be completed within 24 months.

JUSTIFICATION

This project will provide a vital link in the Germantown area. The new roadway segment provides the necessary link to the future Dorsey Mill Road overpass over I-270, thus providing a connection to Clarksburg without using I-270. This link would create a connection between economic centers on the east and west side of I-270. The linkage to Dorsey Mill Road also establishes a roadway alternative to congested north-south roadways such as I-270 and MD355. In addition, The Corridor City Transitway (CCT) will operate within the right-of-way of Century Boulevard.

OTHER

This project was initially funded under County's Subdivision Road Participation Program and now is a stand alone project for FY11 fiscal year.

FISCAL NOTE

Terms and conditions regarding Contributions from the developer will be specified within the MOU between the County and the developer. Developer land fronting this project will be dedicated.

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>FY11</td><td>(\$000)</td></tr> <tr> <td>First Cost Estimate</td><td>FY11</td><td>13,312</td></tr> <tr> <td>Current Scope</td><td></td><td></td></tr> <tr> <td>Last FY's Cost Estimate</td><td></td><td>0</td></tr> </table>	Date First Appropriation	FY11	(\$000)	First Cost Estimate	FY11	13,312	Current Scope			Last FY's Cost Estimate		0	Maryland Transit Authority (Corridor Cities Transitway) Developers Maryland State Highway Administration Maryland Department of the Environment Maryland-National Capital Park and Planning Commission Department of Permitting Services Washington Suburban Sanitary Commission Allegheny Power Washington Gas Light Company Verizon Annual Bikeway Program	<div style="text-align: center; padding-top: 100px;">See Map on Next Page</div>									
Date First Appropriation	FY11	(\$000)																					
First Cost Estimate	FY11	13,312																					
Current Scope																							
Last FY's Cost Estimate		0																					
<table> <tr> <td>Appropriation Request</td><td>FY11</td><td>12,743</td></tr> <tr> <td>Appropriation Request Est.</td><td>FY12</td><td>569</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> </table>	Appropriation Request	FY11	12,743	Appropriation Request Est.	FY12	569	Supplemental Appropriation Request		0	Transfer		0	Cumulative Appropriation		0	Expenditures / Encumbrances		0	Unencumbered Balance		0		
Appropriation Request	FY11	12,743																					
Appropriation Request Est.	FY12	569																					
Supplemental Appropriation Request		0																					
Transfer		0																					
Cumulative Appropriation		0																					
Expenditures / Encumbrances		0																					
Unencumbered Balance		0																					
<table> <tr> <td>Partial Closeout Thru</td><td>FY08</td><td>0</td></tr> <tr> <td>New Partial Closeout</td><td>FY09</td><td>0</td></tr> <tr> <td>Total Partial Closeout</td><td></td><td>0</td></tr> </table>	Partial Closeout Thru	FY08	0	New Partial Closeout	FY09	0	Total Partial Closeout		0														
Partial Closeout Thru	FY08	0																					
New Partial Closeout	FY09	0																					
Total Partial Closeout		0																					

Chapman Avenue Extended -- No. 500719

Category Transportation
Subcategory Roads
Administering Agency Transportation
Planning Area North Bethesda-Garrett Park

Date Last Modified
Required Adequate Public Facility
Relocation Impact
Status

May 17, 2010
No
Yes.
Final Design Stage

EXPENDITURE SCHEDULE (\$000)

Cost Element	Total	Thru FY09	Est. FY10	Total 6 Years	FY11	FY12	FY13	FY14	FY15	FY16	Beyond 6 Years
Planning, Design, and Supervision	1,200	295	62	843	283	79	200	281	0	0	0
Land	7,350	71	5,199	2,080	1,162	918	0	0	0	0	0
Site Improvements and Utilities	1,527	9	238	1,280	300	900	33	47	0	0	0
Construction	2,851	0	0	2,851	0	0	1,190	1,661	0	0	0
Other	0	0	0	0	0	0	0	0	0	0	0
Total	12,928	375	5,499	7,054	1,745	1,897	1,423	1,989	0	0	0

FUNDING SCHEDULE (\$000)

G.O. Bonds	7,478	375	5,499	1,604	922	682	0	0	0	0	0
Impact Tax	5,386	0	0	5,386	823	1,215	1,423	1,925	0	0	0
Intergovernmental	64	0	0	64	0	0	0	64	0	0	0
Total	12,928	375	5,499	7,054	1,745	1,897	1,423	1,989	0	0	0

OPERATING BUDGET IMPACT (\$000)

Maintenance				6	0	0	0	0	3	3
Energy				6	0	0	0	0	3	3
Net Impact				12	0	0	0	0	6	6

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 underground.

ESTIMATED SCHEDULE

Final design to be completed in the spring of 2010, right-of way acquisition to be completed in the winter of 2010, utility relocations to be completed by winter 2012, and construction should begin in the winter of 2013 and last approximately 12 months.

COST CHANGE

Cost increase due to construction cost escalation, higher material costs for traffic signals, streetlights, and higher utility costs.

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 this area. 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.

OTHER

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

FISCAL NOTE

Intergovernmental funding included a WSSC contribution based on the Memorandum of Understanding between DOT and WSSC dated November 30, 1984.

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>FY08</td><td>12,192</td></tr> <tr> <td>Current Scope</td><td></td><td></td></tr> <tr> <td>Last FY's Cost Estimate</td><td></td><td>12,192</td></tr> </table>	Date First Appropriation	FY07	(\$000)	First Cost Estimate	FY08	12,192	Current Scope			Last FY's Cost Estimate		12,192	Maryland State Highway Administration Maryland-National Capital Park and Planning Commission Department of Permitting Services PEPCO Verizon Washington Gas Washington Suburban Sanitary Commission	See Map on Next Page
Date First Appropriation	FY07	(\$000)												
First Cost Estimate	FY08	12,192												
Current Scope														
Last FY's Cost Estimate		12,192												
<table> <tr> <td>Appropriation Request</td><td>FY11</td><td>0</td></tr> <tr> <td>Appropriation Request Est.</td><td>FY12</td><td>4,663</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	FY11	0	Appropriation Request Est.	FY12	4,663	Supplemental Appropriation Request		0	Transfer		0		
Appropriation Request	FY11	0												
Appropriation Request Est.	FY12	4,663												
Supplemental Appropriation Request		0												
Transfer		0												
<table> <tr> <td>Cumulative Appropriation</td><td></td><td>8,265</td></tr> <tr> <td>Expenditures / Encumbrances</td><td></td><td>474</td></tr> <tr> <td>Unencumbered Balance</td><td></td><td>7,791</td></tr> </table>	Cumulative Appropriation		8,265	Expenditures / Encumbrances		474	Unencumbered Balance		7,791					
Cumulative Appropriation		8,265												
Expenditures / Encumbrances		474												
Unencumbered Balance		7,791												
<table> <tr> <td>Partial Closeout Thru</td><td>FY08</td><td>0</td></tr> <tr> <td>New Partial Closeout</td><td>FY09</td><td>0</td></tr> <tr> <td>Total Partial Closeout</td><td></td><td>0</td></tr> </table>	Partial Closeout Thru	FY08	0	New Partial Closeout	FY09	0	Total Partial Closeout		0					
Partial Closeout Thru	FY08	0												
New Partial Closeout	FY09	0												
Total Partial Closeout		0												

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, 2010
No
None.
On-going

EXPENDITURE SCHEDULE (\$000)

Cost Element	Total	Thru FY09	Est. FY10	Total 6 Years	FY11	FY12	FY13	FY14	FY15	FY16	Beyond 6 Years
Planning, Design, and Supervision	55,986	31,490	3,450	21,046	1,901	2,025	4,600	5,570	3,330	3,620	0
Land	359	359	0	0	0	0	0	0	0	0	0
Site Improvements and Utilities	128	128	0	0	0	0	0	0	0	0	0
Construction	54	54	0	0	0	0	0	0	0	0	0
Other	49	49	0	0	0	0	0	0	0	0	0
Total	56,576	32,080	3,450	21,046	1,901	2,025	4,600	5,570	3,330	3,620	*

FUNDING SCHEDULE (\$000)

Contributions	4	4	0	0	0	0	0	0	0	0	0
Current Revenue: General	45,946	29,206	692	16,048	1,241	1,536	3,323	3,988	2,700	3,260	0
Impact Tax	1,553	184	430	939	660	279	0	0	0	0	0
Intergovernmental	785	764	21	0	0	0	0	0	0	0	0
Land Sale	1,849	21	1,828	0	0	0	0	0	0	0	0
Mass Transit Fund	4,705	1,826	479	2,400	0	210	560	640	630	360	0
Recordation Tax Premium	1,659	0	0	1,659	0	0	717	942	0	0	0
State Aid	75	75	0	0	0	0	0	0	0	0	0
Total	56,576	32,080	3,450	21,046	1,901	2,025	4,600	5,570	3,330	3,620	0

DESCRIPTION

This project provides for planning and preliminary engineering design for new and reconstructed highway projects, pedestrian facilities, bike facilities, and mass transit projects under consideration for inclusion in the 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, Infrastructure, Energy, and Environment (T&E) Committee of the County Council reviews the work and determines if the project has the merits to advance to Phase II of facility planning, preliminary (35 percent level of completion) engineering design. In preliminary engineering design, construction plans are developed showing 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

Cost increase due to adjustments to schedules and estimates, higher consultant costs, and the addition of FY15 and FY16 to this ongoing project, which were offset by other adjustments to fiscal capacity.

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; Master Plan of Highways; and Maryland-National Capital Park and Planning Commission (M-NCPPC) Transportation Policy Report. The sidewalk and bikeway projects in Facility Planning specifically address pedestrian needs.

OTHER

As part of the Midcounty Highway Study, one option to be evaluated is a 4-lane parkway with a narrow median, a 40 mph design speed, a prohibition of heavy trucks, 11-foot wide travel lanes, and other parkway features.

FISCAL NOTE

Starting in FY01, Mass Transit Funds provide for mass transit related candidate projects. Replace current revenue with land sale proceeds in FY10. Impact tax will continue to be applied to qualifying projects. Appropriation adjustment reflects fiscal capacity. Expenditures and project schedule to be amended.

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.

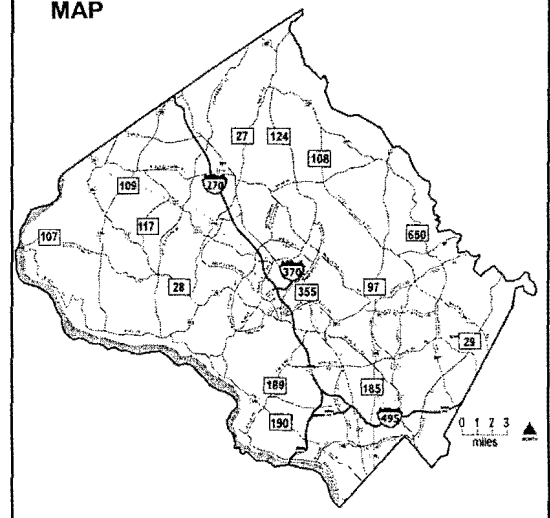
APPROPRIATION AND EXPENDITURE DATA

Date First Appropriation	FY93	(\$000)
First Cost Estimate	FY11	56,786
Current Scope		
Last FY's Cost Estimate		48,519
Appropriation Request	FY11	713
Appropriation Request Est.	FY12	3,006
Supplemental Appropriation Request		0
Transfer		0
Cumulative Appropriation		37,164
Expenditures / Encumbrances		36,103
Unencumbered Balance		1,061
Partial Closeout Thru	FY08	0
New Partial Closeout	FY09	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
FY11-16 PDF Project List

Studies Underway or to Start in FY11-12:

Road/Bridge Projects

Dorsey Mill Road Extended and Bridge (over I-270)
 East Gude Drive Widening (Crabbs Branch Way – MD28)
 Midcounty Hwy Extended (Mont. Village Ave – MD27)
 Observation Dr (Waters Discovery La – 1/4 mi. S. Stringtown Rd)
 Roberts Tavern Road/MD355 Bypass
 Seminary Road Intersection

Sidewalk/Bikeway Projects

Bradley Boulevard Bikeway (Wilson La – Goldsboro Rd)
 Jones Mill Rd Bikelanes (Stoneybrook Rd – MD410)
 MacArthur Blvd Bikeway Improvements Segment 3 (Oberlin Ave – DC Line)
 Oak Drive/MD27 Sidewalk
 Seven Locks Road Sidewalk/Bikeway (Montrose Rd – Bradley Blvd)

Mass Transit Projects

Lakeforest Transit Center Modernization
 Upcounty Park-and-Ride Expansion

Candidate Studies to Start in FY13-16:

Road/Bridge Projects

Arlington Road Widening (Wilson La – Bradley Blvd)
 Oakmont Avenue Improvement (Shady Grove Rd – Railroad St)

Sidewalk/Bikeway Projects

Dale Drive Sidewalk (MD97 – US29)
 Falls Road Sidewalk-West Side (River Rd – Dunster Rd)
 Flower Ave Sidewalk (Piney Branch Rd – Carroll Ave)
 Franklin Avenue Sidewalk (US29 – MD193)
 Goldsboro Road Bikeway (MacArthur Blvd – River Rd)
 Good Hope Rd/Bonifant Rd Bike Facilities (Briggs Chaney Rd – Layhill Rd)
 MacArthur Blvd Bikeway Improvements Segment 1 (Stable La – I-495)
 Midcounty Hwy BW/SW (Woodfield Rd – Shady Grove Rd)
 NIH Circulation & North Bethesda Trail Extension
 Sixteenth Street Sidewalk (Lyttonsville Rd – Spring St)
 Strathmore Ave Sidewalk (Stillwater Ave – Garrett Park)
 Tuckerman Lane Sidewalk (Gainsborough Rd – Old Georgetown Rd)

Mass Transit Projects

Clarksburg Transit Center
 Germantown Transit Center Expansion
 Hillandale Bus Layover
 Milestone Transit Center Expansion
 New Transit Center/Park-and-Ride

Other Candidate Studies Proposed after FY16:

Road/Bridge Projects

N/A

Sidewalk/Bikeway Projects

Dufief Mill Sidewalk (MD28 – Travilah Rd)
 Fairland Road Sidewalk (Randolph Rd – Old Columbia Pike)
 MD355 Sidewalk (Hyattstown Mill Rd – MC Line)

Mass Transit Projects

Olney Longwood Park-and-Ride
 University Boulevard BRT

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 24, 2010
No
None.
Under Construction

EXPENDITURE SCHEDULE (\$000)

Cost Element	Total	Thru FY09	Est. FY10	Total 6 Years	FY11	FY12	FY13	FY14	FY15	FY16	Beyond 6 Years
Planning, Design, and Supervision	2,794	1,424	662	708	358	350	0	0	0	0	0
Land	1,078	485	493	100	100	0	0	0	0	0	0
Site Improvements and Utilities	2,234	1	141	2,092	1,092	1,000	0	0	0	0	0
Construction	16,063	53	6,640	9,370	5,698	3,672	0	0	0	0	0
Other	0	0	0	0	0	0	0	0	0	0	0
Total	22,169	1,963	7,936	12,270	7,248	5,022	0	0	0	0	0

FUNDING SCHEDULE (\$000)

G.O. Bonds	19,830	1,881	5,688	12,261	7,239	5,022	0	0	0	0	0
Impact Tax	2,330	82	2,248	0	0	0	0	0	0	0	0
Intergovernmental	9	0	0	9	9	0	0	0	0	0	0
Total	22,169	1,963	7,936	12,270	7,248	5,022	0	0	0	0	0

OPERATING BUDGET IMPACT (\$000)

Maintenance				116	0	0	29	29	29	29	
Energy				116	0	0	29	29	29	29	
Net Impact				232	0	0	58	58	58	58	

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-foot wide bikeway along the west side, and a 5-foot 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.

ESTIMATED SCHEDULE

Construction will start during spring 2010 and should be completed approximately 18 months later.

JUSTIFICATION

This project is recommended in the Germantown Master Plan as a major divided highway within a 120- foot 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

Intergovernmental revenue represents Washington Suburban Sanitary Commission's (WSSC) share of water and sewer relocation costs.

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		22,169
Appropriation Request	FY11	0
Appropriation Request Est.	FY12	0
Supplemental Appropriation Request		0
Transfer		0
Cumulative Appropriation		22,169
Expenditures / Encumbrances		19,144
Unencumbered Balance		3,025
Partial Closeout Thru	FY08	0
New Partial Closeout	FY09	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

Goshen Road South -- No. 501107

Category Transportation
Subcategory Roads
Administering Agency Transportation
Planning Area Gaithersburg Vicinity

Date Last Modified
Required Adequate Public Facility
Relocation Impact
Status

May 21, 2010
No
None.
Preliminary Design Stage

EXPENDITURE SCHEDULE (\$000)

Cost Element	Total	Thru FY09	Est. FY10	Total 6 Years	FY11	FY12	FY13	FY14	FY15	FY16	Beyond 6 Years
Planning, Design, and Supervision	10,490	0	0	4,770	500	2,060	2,000	110	50	50	5,720
Land	15,660	0	0	12,000	0	0	0	4,000	4,000	4,000	3,660
Site Improvements and Utilities	18,500	0	0	0	0	0	0	0	0	0	18,500
Construction	78,960	0	0	0	0	0	0	0	0	0	78,960
Other	0	0	0	0	0	0	0	0	0	0	0
Total	123,610	0	0	16,770	500	2,060	2,000	4,110	4,050	4,050	106,840

FUNDING SCHEDULE (\$000)

G.O. Bonds	118,485	0	0	16,770	500	2,060	2,000	4,110	4,050	4,050	101,715
Intergovernmental	5,125	0	0	0	0	0	0	0	0	0	5,125
Total	123,610	0	0	16,770	500	2,060	2,000	4,110	4,050	4,050	106,840

DESCRIPTION

This project provides for the design of roadway improvements along Goshen Road from south of Girard Street to 1000 feet North of Warfield Road, a distance of approximately 3.5 miles. The improvements will widen Goshen Road from the existing 2-lane open section to a 4-lane divided, closed section roadway using 12-foot inside lanes, 11-foot outside lanes, 18-foot median, and 5-foot on-road bike lanes. A five foot concrete sidewalk and an 8-foot bituminous hiker/biker path along the east and west side of the road, respectively, are also proposed along with storm drain improvements, street lighting and landscaping. The project also entails construction of approximately 6000 linear feet of retaining wall.

CAPACITY

The Average Daily Traffic (ADT) on Goshen Road for the year 2025 is forecasted to be about 26,000.

ESTIMATED SCHEDULE

Final design for entire length of project to commence in FY11 and conclude in the fall of 2014. Property acquisition to start in the summer of 2013 and take approximately 36 months to complete. Utility relocations to start in the summer of 2016, and construction to begin in the summer of 2017 and be completed in late 2019 to early 2020.

JUSTIFICATION

This project is needed to reduce existing and future congestion and improve pedestrian and vehicular safety. Based on projected traffic volumes (year 2025), all intersections along Goshen Road will operate at an unacceptable level-of-service if the road remains in its current condition. The proposed project will provide congestion relief and create improved roadway network efficiency, provide for alternate modes of transportation, and will significantly improve pedestrian safety by constructing a sidewalk and a hiker/biker path.

The Gaithersburg Vicinity Master Plan (January 1985; Amended May 1988; Amended July 1990) identifies Goshen Road as a major highway slated for improvement to 4/6 lanes.

OTHER

The project scope and schedule are new for FY 11. A more accurate cost estimate will be prepared upon completion of Final Design.

FISCAL NOTE

Intergovernmental revenue is from the Washington Suburban Sanitary Commission (WSSC) for its agreed share of water and sewer relocation costs.

OTHER DISCLOSURES

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

APPROPRIATION AND EXPENDITURE DATA			COORDINATION	MAP
Date First Appropriation	FY11	(\$000)	Maryland-National Capital Park and Planning Commission (MNCPPC)	See Map on Next Page
First Cost Estimate			Maryland State Highway Administration (MSHA)	
Current Scope	FY11	123,610	Utility Companies	
Last FY's Cost Estimate		0	Department of Permitting Services	
			City of Gaithersburg	
			Facility Planning Transportation- No. 509337	
Appropriation Request	FY11	2,560		
Appropriation Request Est.	FY12	2,000		
Supplemental Appropriation Request		0		
Transfer		0		
Cumulative Appropriation		0		
Expenditures / Encumbrances		0		
Unencumbered Balance		0		
Partial Closeout Thru	FY08	0		
New Partial Closeout	FY09	0		
Total Partial Closeout		0		

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

April 12, 2010
No
None.
On-going

EXPENDITURE SCHEDULE (\$000)

Cost Element	Total	Thru FY09	Est. FY10	Total 6 Years	FY11	FY12	FY13	FY14	FY15	FY16	Beyond 6 Years
Planning, Design, and Supervision	1,152	687	265	200	200	0	0	0	0	0	0
Land	12	12	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	1,736	1,736	0	0	0	0	0	0	0	0	0
Other	7	7	0	0	0	0	0	0	0	0	0
Total	2,907	2,442	265	200	200	0	0	0	0	0	0

FUNDING SCHEDULE (\$000)

G.O. Bonds	2,907	2,442	265	200	200	0	0	0	0	0	0
Total	2,907	2,442	265	200	200	0	0	0	0	0	0

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.

COST CHANGE

Cost decrease due to pending implementation plan for new policy. Construction funds to be programmed when policy is approved and candidate projects are evaluated.

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.

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	FY11	2,907
Last FY's Cost Estimate		15,117

Appropriation Request	FY11	-908
Appropriation Request Est.	FY12	0
Supplemental Appropriation Request		0
Transfer		0

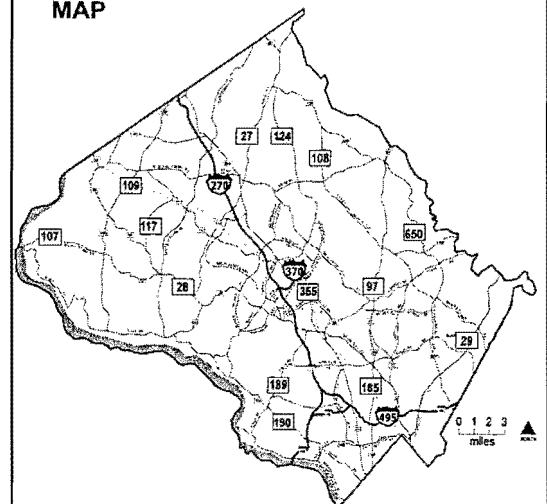
Cumulative Appropriation	3,815
Expenditures / Encumbrances	2,914
Unencumbered Balance	901

Partial Closeout Thru	FY08	0
New Partial Closeout	FY09	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 21, 2010
No
Yes.
Final Design Stage

EXPENDITURE SCHEDULE (\$000)

Cost Element	Total	Thru FY09	Est. FY10	Total 6 Years	FY11	FY12	FY13	FY14	FY15	FY16	Beyond 6 Years
Planning, Design, and Supervision	9,033	829	1,004	7,200	800	800	1,000	1,000	1,600	2,000	0
Land	12,453	1,973	1,600	8,880	1,890	3,990	3,000	0	0	0	0
Site Improvements and Utilities	2,700	0	0	2,700	0	0	0	0	2,700	0	0
Construction	95,309	9	0	95,300	0	0	22,300	28,800	26,200	18,000	0
Other	0	0	0	0	0	0	0	0	0	0	0
Total	119,495	2,811	2,604	114,080	2,690	4,790	26,300	29,800	30,500	20,000	0

FUNDING SCHEDULE (\$000)

EDAET	504	0	504	0	0	0	0	0	0	0	0
G.O. Bonds	98,693	2,811	2,100	93,782	2,180	1,354	22,773	26,645	20,860	19,970	0
Impact Tax	14,618	0	0	14,618	510	3,436	3,527	3,155	3,990	0	0
Intergovernmental	30	0	0	30	0	0	0	0	0	30	0
Recordation Tax Premium	5,650	0	0	5,650	0	0	0	0	5,650	0	0
Total	119,495	2,811	2,604	114,080	2,690	4,790	26,300	29,800	30,500	20,000	0

DESCRIPTION

This project provides for a new four-lane divided parkway as recommended in the North Bethesda/Garrett Park and Aspen Hill Master Plans. The roadway will 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 the eastern limit of the MD355/Montrose interchange on the west and the intersection of Veirs Mill Road and Parkland Road on the east. The project includes a bridge over CSX, a grade-separated interchange with Parklawn Drive, and a tie-in to 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.

ESTIMATED SCHEDULE

Design and right-of-way acquisition phase is expected to be complete in the spring of 2012 followed by a construction period of approximately 3 1/2 years.

COST CHANGE

Cost increase due the incorporation of the segment between MD 355/Montrose interchange and Parklawn Drive, as well as more detailed design and construction cost escalation.

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

\$9 million for the design of the segment between MD 355/Motrose interchange and Parklawn Drive is in the State Transportation Participation project. Intergovernmental revenue represents Washington Suburban Sanitary Commission's (WSSC) share of the water and sewer relocation costs.

OTHER DISCLOSURES

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

APPROPRIATION AND EXPENDITURE DATA

Date First Appropriation	FY07	(\$000)
First Cost Estimate		
Current Scope	FY11	119,495
Last FY's Cost Estimate		51,300
Appropriation Request	FY11	0
Appropriation Request Est.	FY12	3,591
Supplemental Appropriation Request		0
Transfer		0
Cumulative Appropriation		9,304
Expenditures / Encumbrances		3,704
Unencumbered Balance		5,600
Partial Closeout Thru	FY08	0
New Partial Closeout	FY09	0
Total Partial Closeout		0

COORDINATION

Department of Fire and Rescue Services
Department of Transportation
Department of Permitting Services
Maryland-National Capital Park and Planning Commission
Maryland State Highway Administration
Maryland Department of Environment
Washington Suburban Sanitary Commission
Washington Gas
PEPCO
Verizon
State Transportation Participation Project No. 500722
Special Capital Projects Legislation [Bill No. 16-08] was adopted by Council June 10, 2008.

MAP

See Map on Next Page

Public Facilities Roads -- No. 507310

Category
Subcategory
Administering Agency
Planning Area

Transportation
Roads
Transportation
Countywide

Date Last Modified
Required Adequate Public Facility
Relocation Impact
Status

May 17, 2010
No
None.
On-going

EXPENDITURE SCHEDULE (\$000)

Cost Element	Total	Thru FY09	Est. FY10	Total 6 Years	FY11	FY12	FY13	FY14	FY15	FY16	Beyond 6 Years
Planning, Design, and Supervision	244	0	0	244	0	0	61	61	61	61	0
Land	417	0	393	24	0	0	6	6	6	6	0
Site Improvements and Utilities	699	0	475	224	0	0	56	56	56	56	0
Construction	2,279	0	1,571	708	0	0	177	177	177	177	0
Other	0	0	0	0	0	0	0	0	0	0	0
Total	3,639	0	2,439	1,200	0	0	300	300	300	300	*

FUNDING SCHEDULE (\$000)

G.O. Bonds	3,639	0	2,439	1,200	0	0	300	300	300	300	0
Total	3,639	0	2,439	1,200	0	0	300	300	300	300	0

OPERATING BUDGET IMPACT (\$000)

Maintenance				34	5	5	6	6	6	6	
Energy				28	4	4	5	5	5	5	
Net Impact				62	9	9	11	11	11	11	

DESCRIPTION

This project provides funds to reimburse developers for street construction abutting County schools, Maryland-National Capital Park and Planning Commission (M-NCPPC) parks, or other County facilities. The County historically reimburses the developer for one-half of the cost of streets abutting parks, schools, and other County facilities.

COST CHANGE

Decrease due to the transfer of funds to the Frederick Road Bike Path Project No. 501118.

OTHER

Individual Subproject Expenditure Schedule:

PROJECT	FY10	FY11	FY12	STATUS
Subprojects in Clarksburg Area	\$ 2439	\$ 0	\$ 0	Planning Stage
TOTAL	\$ 2439	\$ 0	\$ 0	

FISCAL NOTE

Appropriation will be requested when reimbursements are applied for by the developer.

OTHER DISCLOSURES

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

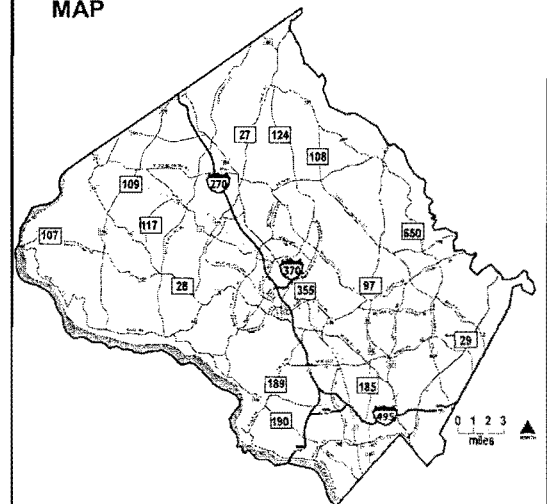
APPROPRIATION AND EXPENDITURE DATA

Date First Appropriation	FY73	(\$000)
First Cost Estimate	FY11	3,639
Current Scope		
Last FY's Cost Estimate		4,341
Appropriation Request	FY11	-32
Appropriation Request Est.	FY12	0
Supplemental Appropriation Request		0
Transfer		0
Cumulative Appropriation		2,471
Expenditures / Encumbrances		168
Unencumbered Balance		2,303
Partial Closeout Thru	FY08	10,242
New Partial Closeout	FY09	70
Total Partial Closeout		10,312

COORDINATION

Developers
Improved (Safe) Access to Schools
Intersection Improvement Projects
Montgomery County Public Schools
Maryland-National Capital Park and Planning Commission
Transportation Improvements for Schools

MAP



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

March 16, 2010
No
None.
Final Design Stage

EXPENDITURE SCHEDULE (\$000)

Cost Element	Total	Thru FY09	Est. FY10	Total 6 Years	FY11	FY12	FY13	FY14	FY15	FY16	Beyond 6 Years
Planning, Design, and Supervision	589	40	184	0	0	0	0	0	0	0	365
Land	448	29	20	0	0	0	0	0	0	0	399
Site Improvements and Utilities	97	0	0	0	0	0	0	0	0	0	97
Construction	4,983	0	0	0	0	0	0	0	0	0	4,983
Other	0	0	0	0	0	0	0	0	0	0	0
Total	6,117	69	204	0	0	0	0	0	0	0	5,844

FUNDING SCHEDULE (\$000)

G.O. Bonds	5,878	69	204	0	0	0	0	0	0	0	5,605
Intergovernmental	239	0	0	0	0	0	0	0	0	0	239
Total	6,117	69	204	0	0	0	0	0	0	0	5,844

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.

ESTIMATED SCHEDULE

Project on hold to allow for the evaluation of need based on the preliminary data collected indicating a significant decrease in speed and accident rates since the installation of speed cameras within the project limits.

JUSTIFICATION

Studies conducted by the Traffic Engineering/Operations Division of the Department of Transportation (DOT) indicated that traffic accident rates were significantly higher than the 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

Intergovernmental revenue represents Washington Suburban Sanitary Commission's (WSSC) share of the water and sewer utility relocation costs.

OTHER DISCLOSURES

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

APPROPRIATION AND EXPENDITURE DATA

Date First Appropriation	FY09	(\$000)
First Cost Estimate	FY09	2,146
Current Scope		
Last FY's Cost Estimate		2,146
Appropriation Request	FY11	-1,873
Appropriation Request Est.	FY12	0
Supplemental Appropriation Request		0
Transfer		0
Cumulative Appropriation		2,146
Expenditures / Encumbrances		72
Unencumbered Balance		2,074
Partial Closeout Thru	FY08	0
New Partial Closeout	FY09	0
Total Partial Closeout		0

COORDINATION

Maryland National Capital Park and Planning Commission
Maryland Department of the Environment
Department of Permitting Services
Facility Planning : Transportation
Utility Companies

MAP

See Map on Next Page

Snouffer School Road -- No. 501109

Category **Transportation**
 Subcategory **Roads**
 Administering Agency **Transportation**
 Planning Area **Gaithersburg Vicinity**

Date Last Modified
 Required Adequate Public Facility
 Relocation Impact
 Status

May 21, 2010
No
None.
Preliminary Design Stage

EXPENDITURE SCHEDULE (\$000)

Cost Element	Total	Thru FY09	Est. FY10	Total 6 Years	FY11	FY12	FY13	FY14	FY15	FY16	Beyond 6 Years
Planning, Design, and Supervision	2,344	0	0	2,344	935	614	100	128	251	316	0
Land	2,380	0	0	2,380	0	1,500	880	0	0	0	0
Site Improvements and Utilities	2,686	0	0	2,686	0	0	900	1,000	786	0	0
Construction	16,300	0	0	16,300	0	0	0	4,614	5,823	5,863	0
Other	0	0	0	0	0	0	0	0	0	0	0
Total	23,710	0	0	23,710	935	2,114	1,880	5,742	6,860	6,179	0

FUNDING SCHEDULE (\$000)

G.O. Bonds	22,960	0	0	22,960	935	2,114	1,880	5,742	6,860	5,429	0
Intergovernmental	750	0	0	750	0	0	0	0	0	750	0
Total	23,710	0	0	23,710	935	2,114	1,880	5,742	6,860	6,179	0

DESCRIPTION

This project provides for the design, land acquisition, and construction of 5,850 linear feet of roadway widening along Snouffer School Road between Woodfield Road (MD124) and Centerway Road. The roadway typical section consists of two through lanes in each direction, a continuous center turn lane and 5-foot bike lanes in each direction with an 8-foot bikepath on the north side and a 5-foot sidewalk on the south side within a 90' right-of-way. The typical section was previously approved by the Council's Transportation, Infrastructure, Energy and Environment Committee. The project will require approximately 1.44 acres of land acquisition and will include street lights, storm drainage, stormwater management, and landscaping. Utility relocations include water, sewer, gas, and approximately 66 PEPCO poles.

The County's Smart Growth Initiative site at the Webb Tract includes the Montgomery County Public Schools (MCPS) Food Distribution Facility and the Public Safety Training Academy relocation. The adjacent segment of Snouffer School Road between Centerway and Goshen Road will be improved based on the traffic needs of the Webb Tract development. A new project will be added for this segment upon completion of the traffic study.

CAPACITY

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

ESTIMATED SCHEDULE

Final design to be completed in the summer of 2012, land acquisition anticipated to be complete in the winter of 2012, utility relocations anticipated to be complete in the spring of 2014, and construction will begin in the spring of 2014 and take approximately 24 months.

JUSTIFICATION

The Airpark Project Area of the Gaithersburg Vicinity Planning Area of the county is experiencing rapid growth with plans for new offices, shops, residential communities, and restaurants. The Snouffer School Road improvements project is needed to meet traffic and pedestrian demands of existing and future land uses. This project meets the recommendations of the area Master Plans, enhances regional connectivity, and follows the continuity of adjacent developer improvements. It will improve traffic flow by providing continuous roadway cross section and standard lane widths and encourage alternative means of mobility through proposed bicycle and pedestrian facilities. The Department of Transportation (DOT) completed the facility planning - Phase I study in FY06. Facility planning - Phase II was completed in FY08 in the Facility Planning Transportation Project (No. 509337).

OTHER

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

FISCAL NOTE

Intergovernmental revenues represent the Washington Suburban Sanitary Commission's (WSSC) share of the water and sewer relocation costs.

OTHER DISCLOSURES

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

APPROPRIATION AND EXPENDITURE DATA			COORDINATION	MAP
Date First Appropriation	FY11	(\$000)	Washington Suburban Sanitary Commission Department of Permitting Services PEPCO Verizon Washington Gas Department of General Services	See Map on Next Page
First Cost Estimate	FY11	23,710		
Current Scope	FY11	23,710		
Last FY's Cost Estimate		0		
Appropriation Request	FY11	1,549		
Appropriation Request Est.	FY12	1,500		
Supplemental Appropriation Request		0		
Transfer		0		
Cumulative Appropriation		0		
Expenditures / Encumbrances		0		
Unencumbered Balance		0		
Partial Closeout Thru	FY08	0		
New Partial Closeout	FY09	0		
Total Partial Closeout		0		

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 17, 2010
Yes
None.
On-going

EXPENDITURE SCHEDULE (\$000)

Cost Element	Total	Thru FY09	Est. FY10	Total 6 Years	FY11	FY12	FY13	FY14	FY15	FY16	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	11,248	11,248	0	0	0	0	0	0	0	0	0
Other	74,227	10,639	14,138	42,569	12,350	14,249	10,225	2,673	2,953	119	6,881
Total	85,475	21,887	14,138	42,569	12,350	14,249	10,225	2,673	2,953	119	6,881

FUNDING SCHEDULE (\$000)

G.O. Bonds	5,881	0	1,000	0	0	0	0	0	0	0	4,881
Impact Tax	100	0	100	0	0	0	0	0	0	0	0
Revenue Bonds: Liquor Fund	65,031	21,887	13,038	30,106	10,854	3,282	10,225	2,673	2,953	119	0
State Aid	14,463	0	0	12,463	1,496	10,967	0	0	0	0	2,000
Total	85,475	21,887	14,138	42,569	12,350	14,249	10,225	2,673	2,953	119	6,881

DESCRIPTION

This project provides for the County's participation for the funding of State and Washington Metropolitan Area Transit Authority (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 Veirs 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, and planning for the Olney Transit Center (\$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 several locations on State Roads; and \$350,000 for planning a transportation project intended to improve access to mass transit facilities, mobility and pedestrian and bicycle safety in the vicinity of the Medical Center Metro Station.

FISCAL NOTE

\$2,000,000 of State Aid programmed in FY11 has been moved to the Traffic System Signal Modernization project (No. 500704) with repayment to this project in FY17.

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.

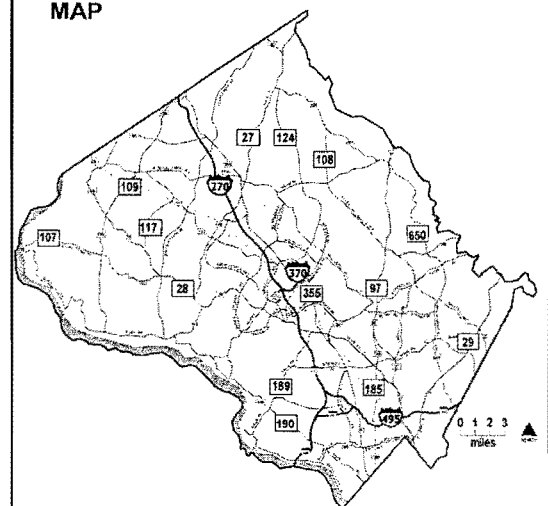
APPROPRIATION AND EXPENDITURE DATA

Date First Appropriation	FY07	(\$000)
First Cost Estimate	FY11	85,475
Current Scope		
Last FY's Cost Estimate		104,494
Appropriation Request	FY11	12,525
Appropriation Request Est.	FY12	10,900
Supplemental Appropriation Request		0
Transfer		0
Cumulative Appropriation		62,050
Expenditures / Encumbrances		31,226
Unencumbered Balance		30,824
Partial Closeout Thru	FY08	0
New Partial Closeout	FY09	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



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

May 18, 2010
Yes
None.
On-going

EXPENDITURE SCHEDULE (\$000)

Cost Element	Total	Thru FY09	Est. FY10	Total 6 Years	FY11	FY12	FY13	FY14	FY15	FY16	Beyond 6 Years
Planning, Design, and Supervision	803	0	0	803	240	203	90	90	90	90	0
Land	2,125	0	0	2,125	730	1,339	14	14	14	14	0
Site Improvements and Utilities	722	0	254	468	116	208	36	36	36	36	0
Construction	3,390	0	144	3,246	775	1,371	275	275	275	275	0
Other	0	0	0	0	0	0	0	0	0	0	0
Total	7,040	0	398	6,642	1,861	3,121	415	415	415	415	*

FUNDING SCHEDULE (\$000)

Contributions	500	0	0	500	0	500	0	0	0	0	0
G.O. Bonds	6,505	0	363	6,142	1,861	2,621	415	415	415	415	0
Intergovernmental	35	0	35	0	0	0	0	0	0	0	0
Total	7,040	0	398	6,642	1,861	3,121	415	415	415	415	0

OPERATING BUDGET IMPACT (\$000)

Maintenance				60	8	8	8	12	12	12	
Energy				60	8	8	8	12	12	12	
Net Impact				120	16	16	16	24	24	24	

DESCRIPTION

This project provides for the 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

Cost decrease due to the removal of funds relating to Century Boulevard and the deletion of the grade separated greentrails at Foreman Boulevard and at Snowden Farm Parkway. The Maryland-National Capital Park and Planning Commission (M-NCPPC) revised the scope of these projects to at-grade crossings and County participation is no longer needed.

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

See individual sub-project expenditure schedule below.

SUBPROJECT	FY10	FY11	FY12	STATUS
Clarksburg - MD355 to Snowden	\$ 228	\$ 566	\$ 1756	Final design stage
Clarksburg Towncenter Connector	\$ 170	\$ 880	\$ 950	Preliminary design stage
To Be Determined	\$ 0	\$ 415	\$ 415	Ongoing
Totals	\$ 398	\$ 1861	\$ 3121	

FISCAL NOTE

The Developer is to contribute \$500,000 to the construction of the Clarksburg Town Center Connector Road and appropriation will be requested when the MOU is signed.

OTHER DISCLOSURES

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

APPROPRIATION AND EXPENDITURE DATA

Date First Appropriation	FY80	(\$000)
First Cost Estimate	FY11	7,040
Current Scope		
Last FY's Cost Estimate		13,220

Appropriation Request	FY11	-965
Appropriation Request Est.	FY12	0
Supplemental Appropriation Request		0
Transfer		0

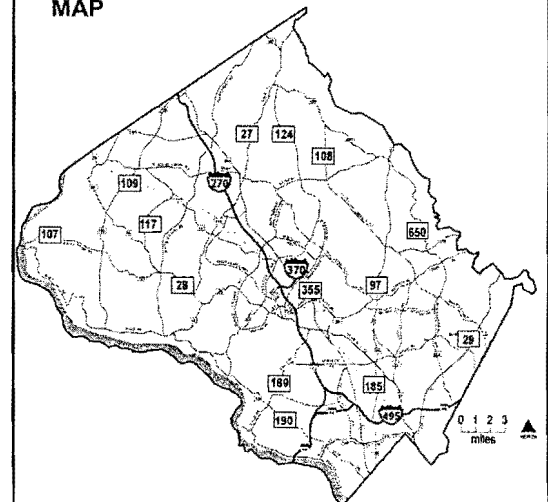
Cumulative Appropriation		6,542
Expenditures / Encumbrances		318
Unencumbered Balance		6,224

Partial Closeout Thru	FY08	11,735
New Partial Closeout	FY09	1,118
Total Partial Closeout		12,853

COORDINATION

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

MAP



Thompson Road Connection -- No. 500912

Category
Subcategory
Administering Agency
Planning Area

Transportation
Roads
Transportation
Cloverly-Norwood

Date Last Modified
Required Adequate Public Facility
Relocation Impact
Status

May 21, 2010
No
None.
Final Design Stage

EXPENDITURE SCHEDULE (\$000)

Cost Element	Total	Thru FY09	Est. FY10	Total 6 Years	FY11	FY12	FY13	FY14	FY15	FY16	Beyond 6 Years
Planning, Design, and Supervision	143	34	92	17	0	0	17	0	0	0	0
Land	8	0	8	0	0	0	0	0	0	0	0
Site Improvements and Utilities	72	0	10	62	0	0	62	0	0	0	0
Construction	277	0	0	277	0	0	277	0	0	0	0
Other	0	0	0	0	0	0	0	0	0	0	0
Total	500	34	110	356	0	0	356	0	0	0	0

FUNDING SCHEDULE (\$000)

G.O. Bonds	500	34	110	356	0	0	356	0	0	0	0
Total	500	34	110	356	0	0	356	0	0	0	0

OPERATING BUDGET IMPACT (\$000)

Maintenance				3	0	0	0	1	1	1
Energy				3	0	0	0	1	1	1
Net Impact				6	0	0	0	2	2	2

DESCRIPTION

This project provides funds for the final design and construction of a 300-foot section of Rainbow Drive from its current terminus to an intersection with Thompson Road. The project proposes a two-lane, open-section, primary roadway with pavement 24-foot wide and a 5-foot wide concrete sidewalk along the south side. The existing right-of-way width along most of the length is 70 feet. Streetlights, storm drainage, stormwater management, and landscaping with street trees are also included as part of this project.

ESTIMATED SCHEDULE

Design is estimated to be complete in the winter of 2011. Construction will begin in the summer of 2012 for a period of four months.

COST CHANGE

Cost increase due to higher construction costs associated with Special Protection Area permitting requirements.

JUSTIFICATION

This project will provide a connection for area residents and Briggs Chaney Middle School to Thompson Road as well as provide additional access for emergency responders to the Middle School and residents along Rainbow Drive. The Cloverly Master Plan, adopted in July 1997, recommends retaining the planned connection of Rainbow Drive to Thompson Road from the 1981 Eastern Montgomery County Master Plan. Facility Planning for this project was completed in FY08 in the Facility Planning: Transportation project.

OTHER

Project construction schedule is delayed partially due to Special Protection Area permitting requirements. Council Resolution No. 13-981 places three conditions that must be met before this connection is constructed: 1. The connection project, whenever it is programmed, must be designed and budgeted to include traffic calming devices, such as circle(s) and traffic hump(s). 2. The connection is not to occur sooner than when Norbeck Road Extended project is open to traffic. 3. The connection is not to occur prior to completion of a County-initiated study of cut-through traffic on the primary and secondary residential street system within the areas bounded by Spencerville, Peach Orchard, Briggs Chaney, and Good Hope Roads including Rainbow Drive and Thompson Road, and implementation of the measures identified to address cut-through traffic. All these conditions have been met.

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>425</td></tr> <tr> <td>Last FY's Cost Estimate</td><td></td><td>425</td></tr> </table>	Date First Appropriation	FY09	(\$000)	First Cost Estimate			Current Scope	FY09	425	Last FY's Cost Estimate		425	Montgomery County Public Schools Briggs Chaney Middle School Maryland National Capital Park and Planning Commission PEPCO Verizon Montgomery County Department of Permitting Services Washington Gas and Light Washington Suburban Sanitary Commission Department of Environmental Protection Facility Planning: Transportation	See Map on Next Page
Date First Appropriation	FY09	(\$000)												
First Cost Estimate														
Current Scope	FY09	425												
Last FY's Cost Estimate		425												
<table> <tr> <td>Appropriation Request</td><td>FY11</td><td>-281</td></tr> <tr> <td>Appropriation Request Est.</td><td>FY12</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>	Appropriation Request	FY11	-281	Appropriation Request Est.	FY12	0	Supplemental Appropriation Request		0	Transfer		0		
Appropriation Request	FY11	-281												
Appropriation Request Est.	FY12	0												
Supplemental Appropriation Request		0												
Transfer		0												
<table> <tr> <td>Cumulative Appropriation</td><td></td><td>425</td></tr> <tr> <td>Expenditures / Encumbrances</td><td></td><td>51</td></tr> <tr> <td>Unencumbered Balance</td><td></td><td>374</td></tr> </table>	Cumulative Appropriation		425	Expenditures / Encumbrances		51	Unencumbered Balance		374					
Cumulative Appropriation		425												
Expenditures / Encumbrances		51												
Unencumbered Balance		374												
<table> <tr> <td>Partial Closeout Thru</td><td>FY08</td><td>0</td></tr> <tr> <td>New Partial Closeout</td><td>FY09</td><td>0</td></tr> <tr> <td>Total Partial Closeout</td><td></td><td>0</td></tr> </table>	Partial Closeout Thru	FY08	0	New Partial Closeout	FY09	0	Total Partial Closeout		0					
Partial Closeout Thru	FY08	0												
New Partial Closeout	FY09	0												
Total Partial Closeout		0												

Wapakoneta Road Improvements -- No. 501101

Category Transportation
Subcategory Roads
Administering Agency Transportation
Planning Area Bethesda-Chevy Chase

Date Last Modified
Required Adequate Public Facility
Relocation Impact
Status

May 22, 2010
No
None.
Preliminary Design Stage

EXPENDITURE SCHEDULE (\$000)

Cost Element	Total	Thru FY09	Est. FY10	Total 6 Years	FY11	FY12	FY13	FY14	FY15	FY16	Beyond 6 Years
Planning, Design, and Supervision	350	0	0	350	0	0	215	30	105	0	0
Land	350	0	0	350	0	0	0	350	0	0	0
Site Improvements and Utilities	10	0	0	10	0	0	0	0	10	0	0
Construction	715	0	0	715	0	0	0	0	715	0	0
Other	0	0	0	0	0	0	0	0	0	0	0
Total	1,425	0	0	1,425	0	0	215	380	830	0	0

FUNDING SCHEDULE (\$000)

G.O. Bonds	1,395	0	0	1,395	0	0	215	380	800	0	0
Intergovernmental	30	0	0	30	0	0	0	0	30	0	0
Total	1,425	0	0	1,425	0	0	215	380	830	0	0

OPERATING BUDGET IMPACT (\$000)

Maintenance				1	0	0	0	0	0	1
Net Impact				1	0	0	0	0	0	1

DESCRIPTION

This project provides for reconstruction of full-depth pavement and construction of storm drain improvements along Wapakoneta Road from Namakagan Road to Waihonding Road (approximate length of 900 linear feet). The specific improvements will include reconstruction and resurfacing of the roadway, curb and gutters within a 24-foot roadway section, storm drain system (inlets and drain pipes), and bio-retention facilities. Storm drain improvements will extend beyond properties along Wapakoneta Road. Wapakoneta Road south of Namakagan Road has curb and gutters, a storm drain system, and a reconstructed pavement.

ESTIMATED SCHEDULE

Design is expected to commence in the summer of 2012 and to conclude in the fall of 2013. Property acquisition to commence in the fall of 2013 and to conclude by fall 2014. Construction is expected to start by the winter of 2014 and be completed by summer of 2015.

JUSTIFICATION

A number of the properties experience severe flooding of their dwellings during rain storms; the lack of a drainage system or roadside ditches also causes erosion of shoulders and inundation of the roadway in this older community. The residents of this segment of Wapakoneta Road have submitted a petition requesting installation of curb and gutters, storm drain improvements, and reconstruction of the road. This project is to alleviate erosion of road shoulders and inundation of the roadways and private properties along the west side of the street. The installation of the proposed storm drain improvements will be followed by the reconstruction/resurfacing of the pavement section. The project would benefit all 22 residences in this part of Wapakoneta Road.

A review of impacts of pedestrians, bicycles and ADA (Americans with Disabilities Act of 1991) is being performed and addressed by this project. Traffic signals, streetlights, crosswalks, bus stops, ADA ramps, bikeways, and other pertinent issues are being considered in the design of the project to ensure pedestrian safety.

OTHER

Intergovernmental represents WSSC's share of utility relocation costs.

OTHER DISCLOSURES

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

APPROPRIATION AND EXPENDITURE DATA			
Date First Appropriation		(\$000)	
First Cost Estimate			
Current Scope	FY11	1,425	
Last FY's Cost Estimate		0	
Appropriation Request	FY11	0	
Appropriation Request Est.	FY12	0	
Supplemental Appropriation Request		0	
Transfer		0	
Cumulative Appropriation		0	
Expenditures / Encumbrances		0	
Unencumbered Balance		0	
Partial Closeout Thru	FY08	0	
New Partial Closeout	FY09	0	
Total Partial Closeout		0	

COORDINATION	
Maryland-National Capital Park and Planning Commission	
Department of Transportation	
Department of Permitting Services	
Washington Suburban Sanitary Commission	
Washington Gas	
Pepco	
Verizon	

MAP
See Map on Next Page

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

May 11, 2010
No
None.
On-going

EXPENDITURE SCHEDULE (\$000)

Cost Element	Total	Thru FY09	Est. FY10	Total 6 Years	FY11	FY12	FY13	FY14	FY15	FY16	Beyond 6 Years
Planning, Design, and Supervision	7,797	6,762	21	1,014	169	169	169	169	169	169	0
Land	1	1	0	0	0	0	0	0	0	0	0
Site Improvements and Utilities	34,929	23,972	2,971	7,986	1,331	1,331	1,331	1,331	1,331	1,331	0
Construction	53	53	0	0	0	0	0	0	0	0	0
Other	7,094	6,394	0	700	350	350	0	0	0	0	0
Total	49,874	37,182	2,992	9,700	1,850	1,850	1,500	1,500	1,500	1,500	*

FUNDING SCHEDULE (\$000)

Cable TV	2,241	2,241	0	0	0	0	0	0	0	0	0
Contributions	95	95	0	0	0	0	0	0	0	0	0
Current Revenue: General	17,814	7,814	1,000	9,000	1,500	1,500	1,500	1,500	1,500	1,500	0
Federal Aid	2,968	2,769	199	0	0	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	6,064	0	0	0	0	0	0	0	0	0
PAYGO	2,226	2,226	0	0	0	0	0	0	0	0	0
State Aid	9,570	7,077	1,793	700	350	350	0	0	0	0	0
Transportation Improvement Credit	500	500	0	0	0	0	0	0	0	0	0
Total	49,874	37,182	2,992	9,700	1,850	1,850	1,500	1,500	1,500	1,500	0

OPERATING BUDGET IMPACT (\$000)

Maintenance				825	75	100	125	150	175	200
Energy				165	15	20	25	30	35	40
Program-Staff				750	50	100	100	150	150	200
Program-Other				54	6	6	9	9	12	12
Net Impact				1,794	146	226	259	339	372	452
WorkYears					1.0	2.0	2.0	3.0	3.0	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 July 2009. One aspect of this project will focus on improving pedestrian walkability by creating a safer walking environment, utilizing selected technologies and ensuring Americans with Disabilities Act (ADA) compliance.

COST CHANGE

Increase due to State grant of \$700,000, that will fund the communication infrastructure, web application, and deployment of the Signs of the Times/Information Kiosks and the addition of FY15-16 to this ongoing level of effort project, offset by other adjustments for fiscal capacity. The \$269,000 Federal Earmark was recalled by Congress, requiring a reduction in expenditures and appropriation for FY08-09.

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 the Ride-On 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.

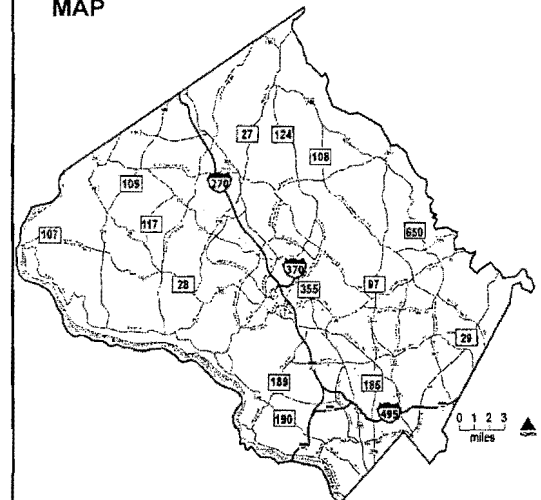
APPROPRIATION AND EXPENDITURE DATA

Date First Appropriation	FY93	(\$000)
First Cost Estimate	FY11	49,874
Current Scope		
Last FY's Cost Estimate		46,443
Appropriation Request	FY11	1,581
Appropriation Request Est.	FY12	1,850
Supplemental Appropriation Request		0
Transfer		0
Cumulative Appropriation		40,443
Expenditures / Encumbrances		39,058
Unencumbered Balance		1,385
Partial Closeout Thru	FY08	0
New Partial Closeout	FY09	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 Department of Transportation
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



Advanced Transportation Management System -- No. 509399 (continued)

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.

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 21, 2010
No
None.
On-going

EXPENDITURE SCHEDULE (\$000)

Cost Element	Total	Thru FY09	Est. FY10	Total 6 Years	FY11	FY12	FY13	FY14	FY15	FY16	Beyond 6 Years
Planning, Design, and Supervision	1,500	0	0	1,500	250	250	250	250	250	250	0
Land	378	0	318	60	10	10	10	10	10	10	0
Site Improvements and Utilities	1,200	0	0	1,200	200	200	200	200	200	200	0
Construction	5,974	0	1,774	4,200	700	700	700	700	700	700	0
Other	0	0	0	0	0	0	0	0	0	0	0
Total	9,052	0	2,092	6,960	1,160	1,160	1,160	1,160	1,160	1,160	*

FUNDING SCHEDULE (\$000)

Current Revenue: General	2,500	0	0	2,500	0	500	500	500	500	500	0
G.O. Bonds	6,529	0	2,069	4,460	1,160	660	660	660	660	660	0
Intergovernmental	23	0	23	0	0	0	0	0	0	0	0
Total	9,052	0	2,092	6,960	1,160	1,160	1,160	1,160	1,160	1,160	0

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 FY15-16 to this ongoing level of effort project.

JUSTIFICATION

Ongoing studies conducted by the Traffic Engineering and Operations Division indicate that many corridors and intersections need modifications implemented to calm traffic while improving capacity and/or vehicular and pedestrian safety.

OTHER

Projects completed in FY08-09: Arcola Avenue, Warfield Road and Plum Creek Road, Connecticut Avenue from Grand Pre to Bel Pre, Oakview Drive at New Hampshire Avenue, Bonifant Street and Georgia Avenue, Ridge Road and Oak Drive, South Glen Road & Falls Road, Briggs Chaney Road & Good Hope Road, Shady Grove Road & Darnestown Road, undesignated - several small scale projects also completed.

Projects currently under construction/recently completed: McArthur Boulevard at Wilson - Summer 2009, Calverton Boulevard from Cherry Hill to Prince Georges County Line - Summer 2009, Seven Locks Road at Montrose Road - Fall 2009, Bou Avenue at Chapman Avenue - Summer 2009, and Lockwood Drive between Heather Hollow Circle and Stewart Lane - Summer 2009.

To be constructed in FY10 and beyond: East Gude Drive & Southlawn Lane, Randolph Road - Rock Creek to Dewey (design only), Mid County Highway at Washington Grove, Research Boulevard at Shady Grove Road, Wightman Road at Montgomery Village Avenue, Dale Drive - between US 29 and Wayne, Lockwood Drive - from just east of Silver Spring Transit Center to April Lane, Cedar/Summit - between Saul and Knowles, Sam Eig at Diamondback, Norbeck at Bauer Road, Riffle Ford Road at Darnestown Road, Longdraft Road at Great Seneca Highway, and several small undesignated subprojects.

On-hold: Viers Mill Elementary School access improvements.

FISCAL NOTE

Expenditures include \$500,000 per year (\$250,000 in FY11) for corridor & intersection modifications in support of strategy No. 4 of the County Executive's Pedestrian Safety Initiative.

OTHER DISCLOSURES

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

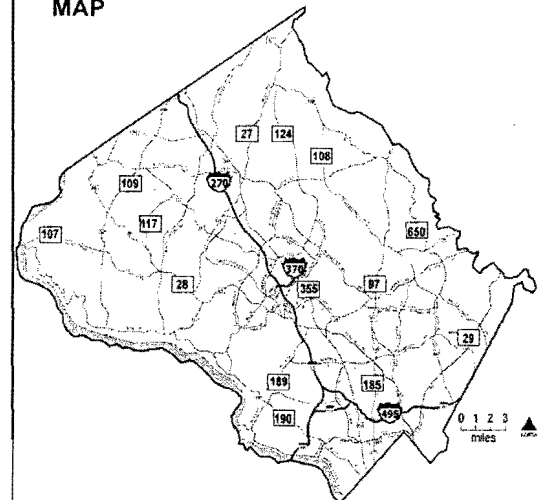
APPROPRIATION AND EXPENDITURE DATA

Date First Appropriation	FY70	(\$000)
First Cost Estimate	FY11	9,052
Current Scope		
Last FY's Cost Estimate		7,799
Appropriation Request	FY11	1,160
Appropriation Request Est.	FY12	1,160
Supplemental Appropriation Request		0
Transfer		0
Cumulative Appropriation		2,092
Expenditures / Encumbrances		584
Unencumbered Balance		1,508
Partial Closeout Thru	FY08	34,802
New Partial Closeout	FY09	1,067
Total Partial Closeout		35,869

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



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 21, 2010
No
None.
On-going

EXPENDITURE SCHEDULE (\$000)

Cost Element	Total	Thru FY09	Est. FY10	Total 6 Years	FY11	FY12	FY13	FY14	FY15	FY16	Beyond 6 Years
Planning, Design, and Supervision	159	0	0	159	0	159	0	0	0	0	0
Land	7	0	7	0	0	0	0	0	0	0	0
Site Improvements and Utilities	297	0	0	297	0	297	0	0	0	0	0
Construction	1,852	0	0	1,852	0	1,852	0	0	0	0	0
Other	0	0	0	0	0	0	0	0	0	0	0
Total	2,315	0	7	2,308	0	2,308	0	0	0	0	*

FUNDING SCHEDULE (\$000)

G.O. Bonds	2,315	0	7	2,308	0	2,308	0	0	0	0	0
Total	2,315	0	7	2,308	0	2,308	0	0	0	0	0

OPERATING BUDGET IMPACT (\$000)

Maintenance				5	0	1	1	1	1	1	
Net Impact				5	0	1	1	1	1	1	

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 both sides of the west leg of Dale Drive.

ESTIMATED SCHEDULE

Design is estimated to be completed in the Winter 2010. Construction is expected to start the summer of 2011 and be completed by the summer of 2012.

COST CHANGE

Cost change due solely to partial capitalization of FY09 expenditures.

JUSTIFICATION

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

FISCAL NOTE

Project schedule is amended to reflect current implementation plan.

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>FY87</td><td>(\$000)</td></tr> <tr> <td>First Cost Estimate</td><td></td><td></td></tr> <tr> <td>Current Scope</td><td>FY11</td><td>2,315</td></tr> <tr> <td>Last FY's Cost Estimate</td><td></td><td>2,545</td></tr> </table>	Date First Appropriation	FY87	(\$000)	First Cost Estimate			Current Scope	FY11	2,315	Last FY's Cost Estimate		2,545	Developers Department of Permitting Services Facility Planning-Transportation Maryland-National Capital Park and Planning Commission Maryland State Highway Administration Silver Spring Redevelopment Project Citizen's Advisory Board	See Map on Next Page
Date First Appropriation	FY87	(\$000)												
First Cost Estimate														
Current Scope	FY11	2,315												
Last FY's Cost Estimate		2,545												
<table> <tr> <td>Appropriation Request</td><td>FY11</td><td>0</td></tr> <tr> <td>Appropriation Request Est.</td><td>FY12</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>	Appropriation Request	FY11	0	Appropriation Request Est.	FY12	0	Supplemental Appropriation Request		0	Transfer		0		
Appropriation Request	FY11	0												
Appropriation Request Est.	FY12	0												
Supplemental Appropriation Request		0												
Transfer		0												
<table> <tr> <td>Cumulative Appropriation</td><td></td><td>2,315</td></tr> <tr> <td>Expenditures / Encumbrances</td><td></td><td>38</td></tr> <tr> <td>Unencumbered Balance</td><td></td><td>2,277</td></tr> </table>	Cumulative Appropriation		2,315	Expenditures / Encumbrances		38	Unencumbered Balance		2,277					
Cumulative Appropriation		2,315												
Expenditures / Encumbrances		38												
Unencumbered Balance		2,277												
<table> <tr> <td>Partial Closeout Thru</td><td>FY08</td><td>4,443</td></tr> <tr> <td>New Partial Closeout</td><td>FY09</td><td>230</td></tr> <tr> <td>Total Partial Closeout</td><td></td><td>4,673</td></tr> </table>	Partial Closeout Thru	FY08	4,443	New Partial Closeout	FY09	230	Total Partial Closeout		4,673					
Partial Closeout Thru	FY08	4,443												
New Partial Closeout	FY09	230												
Total Partial Closeout		4,673												

Streetlight Enhancements-CBD/Town Center -- No. 500512

Category
Subcategory
Administering Agency
Planning Area

Transportation
Traffic Improvements
Transportation
Countywide

Date Last Modified
Required Adequate Public Facility
Relocation Impact
Status

February 20, 2010
No
None.
On-going

EXPENDITURE SCHEDULE (\$000)

Cost Element	Total	Thru FY09	Est. FY10	Total 6 Years	FY11	FY12	FY13	FY14	FY15	FY16	Beyond 6 Years
Planning, Design, and Supervision	583	166	117	300	50	50	50	50	50	50	0
Land	0	0	0	0	0	0	0	0	0	0	0
Site Improvements and Utilities	2,387	621	566	1,200	200	200	200	200	200	200	0
Construction	0	0	0	0	0	0	0	0	0	0	0
Other	0	0	0	0	0	0	0	0	0	0	0
Total	2,970	787	683	1,500	250	250	250	250	250	250	*

FUNDING SCHEDULE (\$000)

G.O. Bonds	2,535	671	364	1,500	250	250	250	250	250	250	0
Urban District - Bethesda	435	116	319	0	0	0	0	0	0	0	0
Total	2,970	787	683	1,500	250	250	250	250	250	250	0

OPERATING BUDGET IMPACT (\$000)

Maintenance				63	3	6	9	12	15	18
Energy				210	10	20	30	40	50	60
Net Impact				273	13	26	39	52	65	78

DESCRIPTION

This project provides for the evaluation and enhancement of streetlighting within and around Central Business Districts (CBD) and town centers where current lighting does not meet minimum Illuminating Engineering Society of North America (IESNA) standards. This project will fill in streetlighting; standardize streetlighting types; and replace sodium vapor lighting.

COST CHANGE

Increase due to addition of FY15-16 to this ongoing level of effort project.

JUSTIFICATION

This project is needed to provide visibility and safety improvements in areas where there is a high concentration of pedestrians, bicyclists, and vehicles. Streetlighting to promote pedestrian safety is one of the items requested each year by the Citizens' Advisory Boards (CABs).

OTHER

Streetlighting in CBDs and town centers will also support the Montgomery County Planning Board (MCPB) priorities for County-wide pedestrian safety improvements and area specific lighting enhancements.

Projects include:

Bethesda CBD - Completed Summer 2007

Long Branch (commercial area) - construction in process; estimated completion date FY10

Fenton Street (Colesville to Cameron) - Upgrades by a developer, removed from schedule

Wheaton CBD - FY10 & FY11

Langley Park - FY11 & FY12

Odenhal Ave - FY12 & FY13

Damascus Town Center - FY13-15

Glenmont Metro Area- FY15 & FY16

Future projects pending beyond FY16

Olney Town Center

Bethesda CBD

OTHER DISCLOSURES

- * Expenditures will continue indefinitely.

APPROPRIATION AND EXPENDITURE DATA

Date First Appropriation	FY05	(\$000)
First Cost Estimate		
Current Scope	FY11	2,970
Last FY's Cost Estimate		2,470

Appropriation Request	FY11	250
Appropriation Request Est.	FY12	250
Supplemental Appropriation Request		0
Transfer		0

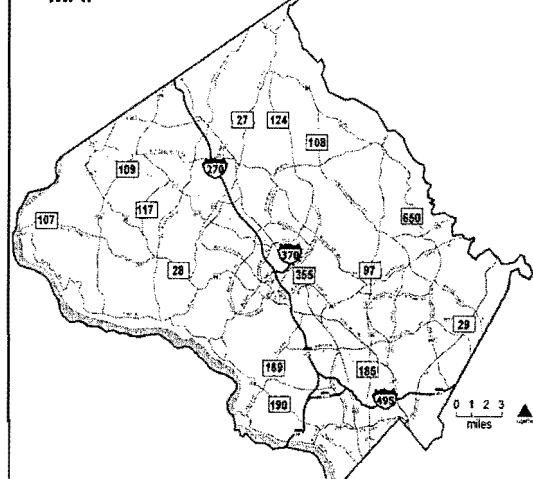
Cumulative Appropriation	1,470
Expenditures / Encumbrances	1,035
Unencumbered Balance	435

Partial Closeout Thru	FY08	0
New Partial Closeout	FY09	0
Total Partial Closeout		0

COORDINATION

Potomac Electric Power Company
Baltimore Gas and Electric Company
Allegheny Power
Montgomery County Police Department
Community Associations
Urban Districts
Citizens' Advisory Boards
Maryland-National Capital Park and Planning Commission

MAP



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

May 14, 2010
No
None.
On-going

EXPENDITURE SCHEDULE (\$000)

Cost Element	Total	Thru FY09	Est. FY10	Total 6 Years	FY11	FY12	FY13	FY14	FY15	FY16	Beyond 6 Years
Planning, Design, and Supervision	459	2	98	359	46	289	24	0	0	0	0
Land	0	0	0	0	0	0	0	0	0	0	0
Site Improvements and Utilities	57	0	57	0	0	0	0	0	0	0	0
Construction	3,995	0	650	3,345	0	721	1,358	1,072	194	0	0
Other	175	0	25	150	0	50	50	50	0	0	0
Total	4,686	2	830	3,854	46	1,060	1,432	1,122	194	0	0

FUNDING SCHEDULE (\$000)

Current Revenue: General	90	0	60	30	30	0	0	0	0	0	0
G.O. Bonds	4,596	2	770	3,824	16	1,060	1,432	1,122	194	0	0
Total	4,686	2	830	3,854	46	1,060	1,432	1,122	194	0	0

OPERATING BUDGET IMPACT (\$000)

Program-Staff				432	0	0	0	144	144	144
Program-Other				4,680	0	0	0	1,560	1,560	1,560
Net Impact				5,112	0	0	0	1,704	1,704	1,704
WorkYears					0.0	0.0	0.0	2.0	2.0	2.0

DESCRIPTION

This project provides for the placement of High School Wellness Centers (HSWC) at public schools. High School Wellness Centers provide health, mental health, and social services, as well as family support/youth development which attempts to address the needs of youth and to build their skills and strengths to be more successful in all sectors of their lives. Services are further targeted to meet the specific needs of the school. This project 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. MCPS 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.

ESTIMATED SCHEDULE

Northwood High School High School Wellness Center opened in January 2010 (FY10). Design for Gaithersburg High School began in FY10 and Watkins Mill High School will begin in FY12. Construction for Gaithersburg High School is scheduled to begin in FY12, Watkins Mill High School in FY13, and Wheaton High School in FY14.

COST CHANGE

Increase due to the addition of construction costs for Gaithersburg, Watkins Mill, and Wheaton High Schools.

JUSTIFICATION

This project is recommended by the SBWCPG, the DHHS, and 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

Construction cost for Northwood High School Wellness Center came in under bid and some of the savings have been reprogrammed for a full scope Gaithersburg High School Wellness Center. In FY11, \$30,000 in current revenue funds will be used for a Wheaton feasibility study.

APPROPRIATION AND EXPENDITURE DATA			COORDINATION		MAP
Date First Appropriation	FY09	(\$000)	Department of Health and Human Services		
First Cost Estimate			Department of General Services		
Current Scope	FY11	4,686	Montgomery County Public Schools		
Last FY's Cost Estimate		3,213			
Appropriation Request	FY11	-837			
Appropriation Request Est.	FY12	204			
Supplemental Appropriation Request		0			
Transfer		0			
Cumulative Appropriation		2,775			
Expenditures / Encumbrances		2			
Unencumbered Balance		2,773			
Partial Closeout Thru	FY08	0			
New Partial Closeout	FY09	0			
Total Partial Closeout		0			

Olney Library Renovation and Addition -- No. 710301

Category
Subcategory
Administering Agency
Planning Area

Culture and Recreation
Libraries
General Services
Olney

Date Last Modified
Required Adequate Public Facility
Relocation Impact
Status

May 21, 2010
No
None
Final Design Stage

EXPENDITURE SCHEDULE (\$000)

Cost Element	Total	Thru FY09	Est. FY10	Total 6 Years	FY11	FY12	FY13	FY14	FY15	FY16	Beyond 6 Years
Planning, Design, and Supervision	1,685	170	800	715	333	382	0	0	0	0	0
Land	0	0	0	0	0	0	0	0	0	0	0
Site Improvements and Utilities	1,355	0	0	1,355	1,136	219	0	0	0	0	0
Construction	8,209	0	0	8,209	2,837	5,372	0	0	0	0	0
Other	1,660	0	0	1,660	665	995	0	0	0	0	0
Total	12,909	170	800	11,939	4,971	6,968	0	0	0	0	0

FUNDING SCHEDULE (\$000)

Current Revenue: General	250	0	0	250	0	250	0	0	0	0	0
G.O. Bonds	12,659	170	800	11,689	4,971	6,718	0	0	0	0	0
Total	12,909	170	800	11,939	4,971	6,968	0	0	0	0	0

OPERATING BUDGET IMPACT (\$000)

Maintenance				432	0	48	96	96	96	96	
Energy				310	0	34	69	69	69	69	
Net Impact				742	0	82	165	165	165	165	

DESCRIPTION

The project provides for a 5,000 square foot addition and full interior renovation of the existing interior space to the Olney Library, 3500 Olney-Laytonsville Road, Olney, Maryland. The renovation and addition include HVAC replacement, updating all building systems according to applicable building and energy codes, replacement of the building's storefront and windows, related pedestrian safety and walkway improvements, and exterior lighting and stormwater management improvements.

ESTIMATED SCHEDULE

The project is currently in the design development phase. Design completion is scheduled for June 2010, followed by six months for bidding, with a construction period of approximately eighteen months.

COST CHANGE

Cost increase is due to the addition of the book and media collection.

JUSTIFICATION

The Department of Public Libraries' Strategic Facilities Plan identified the Olney Library for renovation in 2002, 20 years after it opened to the public. The Olney community has grown considerably since the construction of this 16,825 square foot facility in 1981. The library circulates approximately 525,000 items per year and has about 425,000 visits by the public each year. The library is in need of additional space to continue to provide a full range of public library services, such as, reference information, an increasingly popular adult circulation, enrichment and children's programs, supplemental school curriculum materials, a homework center, linkage to the internet, and other resources. The existing facility is in need of space re-arrangement, functional, mechanical, safety, and building code modifications.

OTHER

Special Capital Projects Legislation will be proposed by the County Executive. Traffic studies may require signalization across MD 108. Signalization cost is not included; if necessary, would be funded by the State.

FISCAL NOTE

Project schedule amended to reflect current implementation plan.

OTHER DISCLOSURES

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

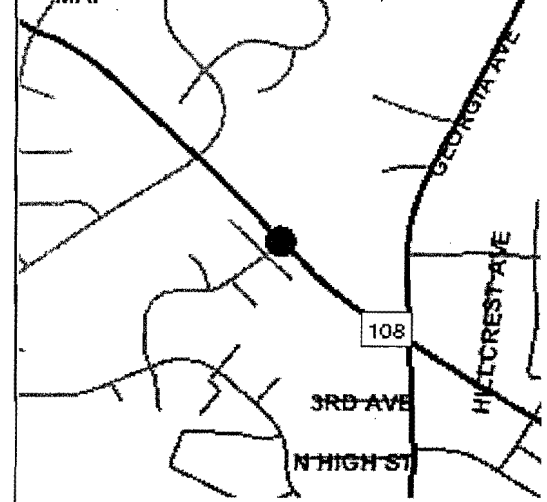
APPROPRIATION AND EXPENDITURE DATA

Date First Appropriation	FY07	(\$000)
First Cost Estimate		
Current Scope	FY11	12,909
Last FY's Cost Estimate		12,659
Appropriation Request	FY11	1,709
Appropriation Request Est.	FY12	1,235
Supplemental Appropriation Request		0
Transfer		0
Cumulative Appropriation		9,965
Expenditures / Encumbrances		524
Unencumbered Balance		9,441
Partial Closeout Thru	FY08	0
New Partial Closeout	FY09	0
Total Partial Closeout		0

COORDINATION

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

MAP



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 24, 2010
No
None.
On-going

EXPENDITURE SCHEDULE (\$000)

Cost Element	Total	Thru FY09	Est. FY10	Total 6 Years	FY11	FY12	FY13	FY14	FY15	FY16	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	12,603	3,171	5,032	4,400	4,400	0	0	0	0	0	0
Total	12,603	3,171	5,032	4,400	4,400	0	0	0	0	0	0

FUNDING SCHEDULE (\$000)

Contributions	150	0	0	150	150	0	0	0	0	0	0
Current Revenue: General	4,603	3,171	1,182	250	250	0	0	0	0	0	0
Long-Term Financing	3,850	0	3,850	0	0	0	0	0	0	0	0
State Aid	4,000	0	0	4,000	4,000	0	0	0	0	0	0
Total	12,603	3,171	5,032	4,400	4,400	0	0	0	0	0	0

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

Increase due to the County's participation in Ivymount School, Inc., Girl Scout Council of the Nation's Capital, Jewish Foundation for Group Homes, Inc., and State Aid for the music venue in Silver Spring. Old Blair Auditorium Project, Inc., in FY06-07 the County provided \$190,000 as a partial match for the State funds with \$50,000 in current revenue for DPWT to develop a program of requirements and cost estimate for the project, and bond funded expenditure of \$140,000 to pay for part of the construction. These funds were budgeted in the MCG: Cost Sharing project (No. 720601). In FY11, the funds are transferred to new CIP project Old Blair Auditorium Reuse project (No. 361113).

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

Economic Development:

The State approved \$4,000,000 in State Aid for the music venue in Silver Spring. The County's required match is \$4,000,000 and \$3,850,000 is currently programmed. The Venue Operator has agreed to purchase certain furniture, fixtures, and equipment for the project; \$150,000 of which will be used as the required County match. An agreement between the development partners and the County has been executed. The project is currently in the design phase. Necessary land-use approvals will be sought, after which time the project will move into the construction phase.

Grants:

For FY11, County participation is anticipated for the following projects:

Girl Scout Council of the Nation's Capital: \$100,000

Jewish Foundation for Group Homes, Inc.: \$50,000

Ivymount School, Inc.: \$100,000

For FY10, County participation was for the following projects:

Aunt Hattie's Place, Inc.: \$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

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

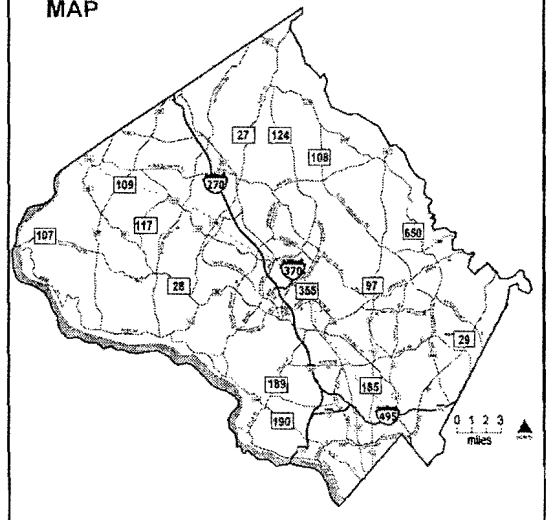
APPROPRIATION AND EXPENDITURE DATA

Date First Appropriation	FY06	(\$000)
First Cost Estimate	FY11	12,603
Current Scope		
Last FY's Cost Estimate		8,343
Appropriation Request	FY11	4,400
Appropriation Request Est.	FY12	0
Supplemental Appropriation Request		0
Transfer		0
Cumulative Appropriation		8,203
Expenditures / Encumbrances		4,145
Unencumbered Balance		4,058
Partial Closeout Thru	FY08	0
New Partial Closeout	FY09	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)

For FY09, County participation was for the following projects:

Aunt Hattie's Place, Inc.: \$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.

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.

Public Arts Trust -- No. 729658

Category
Subcategory
Administering Agency
Planning Area

Culture and Recreation
Recreation
Recreation
Countywide

Date Last Modified
Required Adequate Public Facility
Relocation Impact
Status

May 18, 2010
No
None.
On-going

EXPENDITURE SCHEDULE (\$000)

Cost Element	Total	Thru FY09	Est. FY10	Total 6 Years	FY11	FY12	FY13	FY14	FY15	FY16	Beyond 6 Years
Planning, Design, and Supervision	200	0	0	200	0	0	50	50	50	50	0
Land	0	0	0	0	0	0	0	0	0	0	0
Site Improvements and Utilities	0	0	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0	0
Other	613	0	253	360	0	0	90	90	90	90	0
Total	813	0	253	560	0	0	140	140	140	140	*

FUNDING SCHEDULE (\$000)

Current Revenue: General	813	0	253	560	0	0	140	140	140	140	0
Total	813	0	253	560	0	0	140	140	140	140	0

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), Montgomery County Public Schools, 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 in FY10 by \$40,000 and delete funding for FY11 and FY12. Add funding in FY15 and FY16 to this ongoing project.

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. The PDF reflects a reduction in FY10 expenditures and funding for fiscal capacity.

OTHER DISCLOSURES

- * Expenditures will continue indefinitely.

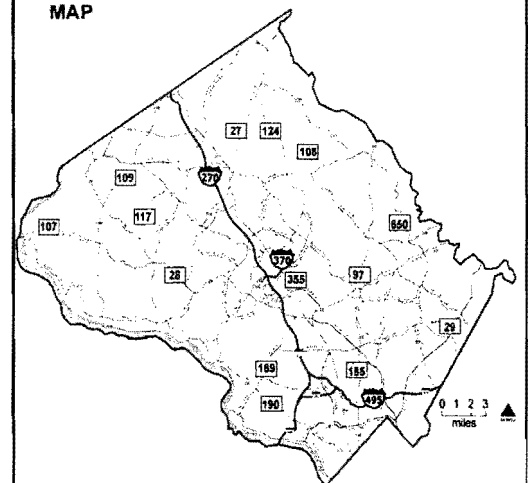
APPROPRIATION AND EXPENDITURE DATA

Date First Appropriation	FY96	(\$000)
First Cost Estimate		
Current Scope	FY11	813
Last FY's Cost Estimate		934
Appropriation Request	FY11	0
Appropriation Request Est.	FY12	0
Supplemental Appropriation Request		0
Transfer		0
Cumulative Appropriation		253
Expenditures / Encumbrances		202
Unencumbered Balance		51
Partial Closeout Thru	FY08	1,509
New Partial Closeout	FY09	121
Total Partial Closeout		1,630

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



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 20, 2010
No
None.
On-going

EXPENDITURE SCHEDULE (\$000)

Cost Element	Total	Thru FY09	Est. FY10	Total 6 Years	FY11	FY12	FY13	FY14	FY15	FY16	Beyond 6 Years
Planning, Design, and Supervision	3,498	0	376	3,122	486	499	513	527	541	556	0
Land	22,336	0	13,186	9,150	2,600	2,750	850	950	1,000	1,000	0
Site Improvements and Utilities	0	0	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0	0
Other	0	0	0	0	0	0	0	0	0	0	0
Total	25,834	0	13,562	12,272	3,086	3,249	1,363	1,477	1,541	1,556	0

FUNDING SCHEDULE (\$000)

Agricultural Transfer Tax	10,568	0	5,418	5,150	600	750	850	950	1,000	1,000	0
Federal Aid	393	0	393	0	0	0	0	0	0	0	0
G.O. Bonds	4,000	0	0	4,000	2,000	2,000	0	0	0	0	0
Investment Income	3,613	0	491	3,122	486	499	513	527	541	556	0
M-NCPPC Contributions	5,000	0	5,000	0	0	0	0	0	0	0	0
State Aid	2,260	0	2,260	0	0	0	0	0	0	0	0
Total	25,834	0	13,562	12,272	3,086	3,249	1,363	1,477	1,541	1,556	0

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 FY10, 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

Due to the addition of GO Bonds in FY11 and FY12 for the purchase of agricultural easements. Agricultural Transfer Tax collection and related expenditures were reduced to reflect the slowing economy. Investment Income was increased in FY11 through FY16 for operating expenses relating to the Cooperative Extension Program.

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

FY11 estimated Investment Income expenditure before partial closeout adjustments is \$486,000 and is made up of \$374,000: 1 workyear Business Development Specialist III, 1 workyear Business Development Specialist I, 1 workyear MLS Manager II; \$30,000 - Deer Donation Program; \$10,000 - Montgomery Weed Control Program; and \$72,000 for Cooperative Extension Partnership.

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

APPROPRIATION AND EXPENDITURE DATA			COORDINATION		MAP
Date First Appropriation	FY89	(\$000)	State of Maryland Agricultural Land Preservation Foundation		
First Cost Estimate	FY11	21,588	State of Maryland Department of Natural Resources		
Current Scope			Maryland-National Capital Park and Planning Commission		
Last FY's Cost Estimate		26,756	Landowners		
Appropriation Request	FY11	3,086			
Appropriation Request Est.	FY12	3,249			
Supplemental Appropriation Request		5,000			
Transfer		0			
Cumulative Appropriation		8,561			
Expenditures / Encumbrances		2,696			
Unencumbered Balance		5,865			
Partial Closeout Thru	FY08	49,702			
New Partial Closeout	FY09	7,383			
Total Partial Closeout		57,085			

County Council

Ag Land Pres Easements -- No. 788911 (continued)

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, 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 three 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.

Affordable Housing Acquisition and Preservation -- No. 760100

Category
Subcategory
Administering Agency
Planning Area

Community Development and Housing
Housing
Housing & Community Affairs
Countywide

Date Last Modified
Required Adequate Public Facility
Relocation Impact
Status

May 17, 2010
No
None.
On-going

EXPENDITURE SCHEDULE (\$000)

Cost Element	Total	Thru FY09	Est. FY10	Total 6 Years	FY11	FY12	FY13	FY14	FY15	FY16	Beyond 6 Years
Planning, Design, and Supervision	0	0	0	0	0	0	0	0	0	0	0
Land	92,500	18,567	33,933	40,000	15,000	25,000	0	0	0	0	0
Site Improvements and Utilities	0	0	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0	0
Other	0	0	0	0	0	0	0	0	0	0	0
Total	92,500	18,567	33,933	40,000	15,000	25,000	0	0	0	0	0

FUNDING SCHEDULE (\$000)

HIF Revolving Program	90,000	16,067	33,933	40,000	15,000	25,000	0	0	0	0	0
Montgomery Housing Initiative Fund	2,500	2,500	0	0	0	0	0	0	0	0	0
Total	92,500	18,567	33,933	40,000	15,000	25,000	0	0	0	0	0

DESCRIPTION

This project provides funding for acquisition and/or renovation of properties for the purpose of preserving or increasing the county's affordable housing inventory. The county may purchase properties or assist not-for-profit, tenant, or for-profit entities, or HOC with bridge financing to purchase and renovate properties. The monies may be used to purchase properties that are offered to the county under the Right of First Refusal law or otherwise available for purchase. A portion of the units in these properties must serve households with incomes that are at or below incomes eligible for the Moderately Priced Dwelling Unit (MPDU) program. A priority should be given to rental housing.

COST CHANGE

The issuance of \$15 million of debt in FY11 and \$25 million in FY12 provides continued high level of support for the Housing Initiative Fund (HIF) Property Acquisition Revolving Program created in FY09.

JUSTIFICATION

To implement Section 25B, Housing Policy, and Section 53A, Tenant Displacement, of the Montgomery County Code.

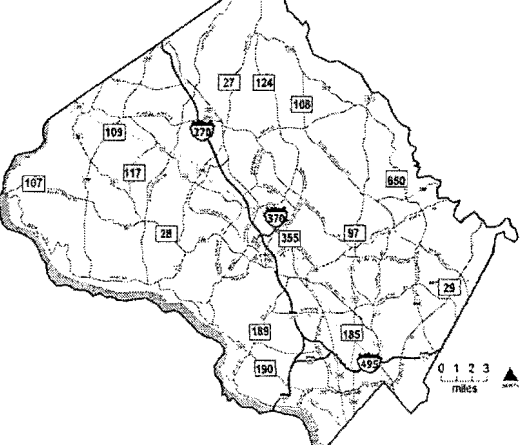
Opportunities to purchase property come up with little notice and cannot be planned in advance. Once the properties are acquired by the County, the properties may be transferred to a nonprofit housing organization or other entity that will agree to renovate and keep rents affordable.

OTHER

Resale or control period restriction to ensure long term affordability should be a part of projects funded with these monies.

FISCAL NOTE

Debt service will be financed by the Montgomery Housing Initiative Fund. In addition to the appropriation show below, this PDF assumes that any actual revolving loan repayments received from the prior year will be appropriated in the following year. Current estimates are \$2.2 million in repayment revenues in FY10 and \$3.6 million in repayment revenues in FY11.

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>FY11</td><td>92,500</td></tr> <tr> <td>Current Scope</td><td></td><td></td></tr> <tr> <td>Last FY's Cost Estimate</td><td></td><td>52,500</td></tr> </table>	Date First Appropriation	FY01	(\$000)	First Cost Estimate	FY11	92,500	Current Scope			Last FY's Cost Estimate		52,500	Housing Opportunities Commission (HOC) Nonprofit housing providers Tenant Associations	
Date First Appropriation	FY01	(\$000)												
First Cost Estimate	FY11	92,500												
Current Scope														
Last FY's Cost Estimate		52,500												
<table> <tr> <td>Appropriation Request</td><td>FY11</td><td>15,000</td></tr> <tr> <td>Appropriation Request Est.</td><td>FY12</td><td>25,000</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	FY11	15,000	Appropriation Request Est.	FY12	25,000	Supplemental Appropriation Request		0	Transfer		0		
Appropriation Request	FY11	15,000												
Appropriation Request Est.	FY12	25,000												
Supplemental Appropriation Request		0												
Transfer		0												
<table> <tr> <td>Cumulative Appropriation</td><td></td><td>52,500</td></tr> <tr> <td>Expenditures / Encumbrances</td><td></td><td>19,622</td></tr> <tr> <td>Unencumbered Balance</td><td></td><td>32,878</td></tr> </table>	Cumulative Appropriation		52,500	Expenditures / Encumbrances		19,622	Unencumbered Balance		32,878					
Cumulative Appropriation		52,500												
Expenditures / Encumbrances		19,622												
Unencumbered Balance		32,878												
<table> <tr> <td>Partial Closeout Thru</td><td>FY08</td><td>0</td></tr> <tr> <td>New Partial Closeout</td><td>FY09</td><td>0</td></tr> <tr> <td>Total Partial Closeout</td><td></td><td>0</td></tr> </table>	Partial Closeout Thru	FY08	0	New Partial Closeout	FY09	0	Total Partial Closeout		0					
Partial Closeout Thru	FY08	0												
New Partial Closeout	FY09	0												
Total Partial Closeout		0												

Long Branch Pedestrian Linkages -- No. 760600

Category	Community Development and Housing	Date Last Modified	May 24, 2010
Subcategory	Community Development	Required Adequate Public Facility	No
Administering Agency	Housing & Community Affairs	Relocation Impact	None.
Planning Area	Silver Spring	Status	On-going

EXPENDITURE SCHEDULE (\$000)

Cost Element	Total	Thru FY09	Est. FY10	Total 6 Years	FY11	FY12	FY13	FY14	FY15	FY16	Beyond 6 Years
Planning, Design, and Supervision	1,291	1,051	120	120	120	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	2,740	86	899	1,755	1,755	0	0	0	0	0	0
Other	0	0	0	0	0	0	0	0	0	0	0
Total	4,031	1,137	1,019	1,875	1,875	0	0	0	0	0	0

FUNDING SCHEDULE (\$000)

Community Development Block Grant	2,828	982	976	870	870	0	0	0	0	0	0
Federal Aid	1,203	155	43	1,005	1,005	0	0	0	0	0	0
Total	4,031	1,137	1,019	1,875	1,875	0	0	0	0	0	0

DESCRIPTION

This project will provide for a series of linkages in the Long Branch community that will connect the high-density residential areas with the Village Center and other key activity/service centers such as the Long Branch Library, playground, and Long Branch Community Center through signage and enhanced streetscaping. The objective is to support the vitality of the businesses in the commercial area and create new opportunities for private investment; to improve visual appearance of the main streets, Piney Branch Road between University Boulevard West and Flower Avenue, and Flower Avenue between Piney Branch Road and Arliss Street; to improve vehicular, bike, and pedestrian accessibility and circulation between the existing public facilities; to establish a more pedestrian-friendly environment throughout the Village core; and to stabilize, protect, and enhance existing streamside areas and nature paths in the Village Center. This project will be closely coordinated with all activities undertaken in connection with the recommendation of the Urban Land Institute's Technical Assistance Panel Report titled "The Long Branch Community", dated February, 2005. The scope has been refined and funding for implementation of this project is identified.

ESTIMATED SCHEDULE

Two elements of this project are currently in progress. The Long Branch Bridge and Trail will be advertised for construction bids in late spring 2010 and will be constructed in FY11 with a public art component. The Arliss streetscape improvements will be completed in FY11.

COST CHANGE

Increase is due to redesign of the Long Branch Bridge and Trail to meet ADA standards as required by the State Highway Administration, and the addition of construction costs for the bridge and trail.

JUSTIFICATION

This is one of the oldest, most densely populated, and most diverse areas of Montgomery County and it suffers from higher than average poverty, older housing stock, changing population and increased youth and pedestrian injury issues. Based on the assessment of the Long Branch Task Force, improvements in this area are a critical part of the overall action plan to upgrade the quality of life in the Long Branch area.

Additional plans and studies: Long Branch Village Center: Urban Design Concept, prepared by Johnson, Mirmiran & Thompson, Baltimore; East Silver Spring Master Plan; Urban Land Institute's Technical Assistance Panel Report titled "The Long Branch Community", dated February, 2005.

OTHER

The Department is working closely with DEP on clean-up (removing trash and invasive species) in the Long Branch Stream Valley from Piney Branch Road north for approximately 200 linear feet. Also, in coordination with DEP and the Parks Department of M-NCPPC, the Department will try to correct some of the erosion and re-plant the area with native species.

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 Transportation and Highway Officials (AASHTO), and Americans with Disabilities Act (ADA) standards. Pedestrian safety will be considered during design.

FISCAL NOTE

This project includes approximately \$2.4 million for design and construction of the Long Branch Bridge and Trail, \$750,000 for Arliss streetscape improvements from Flower Avenue to Gariand Avenue, \$611,000 for staff costs from FY06-11, \$240,000 for contingency, and \$30,000 for a Long Branch Pedestrian Linkage Concept.

APPROPRIATION AND EXPENDITURE DATA

Date First Appropriation	FY06	(\$000)
First Cost Estimate		
Current Scope	FY11	4,031
Last FY's Cost Estimate		3,026
Appropriation Request	FY11	1,005
Appropriation Request Est.	FY12	0
Supplemental Appropriation Request		0
Transfer		0
Cumulative Appropriation		2,156
Expenditures / Encumbrances		1,200
Unencumbered Balance		956
Partial Closeout Thru	FY08	0
New Partial Closeout	FY09	0
Total Partial Closeout		0

COORDINATION

Department of Transportation
Department of Permitting Services
Department of Recreation
Department of Public Libraries
Utility Companies
M-NCPPC
Maryland State Highway Administration
Department of Environmental Protection

FY11 - CDBG Appropriation: \$870,000
FY12 - CDBG Appropriation: \$0

MAP

See Map on Next Page

Long Branch Pedestrian Linkages -- No. 760600 (continued)

Federal aid includes Federal Economic Development Initiative (EDI) funding of \$461,000, and a Federal Surface Transportation Projects grant of \$742,000 which is administered by the State Highway Administration. Funds from the Federal Surface Transportation Projects grant must not be expended until the County and the State Highway Administration sign a Memorandum of Understanding regarding the use of the grant funds.

OTHER DISCLOSURES

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

PART III: CAPITAL IMPROVEMENTS PROJECTS TO BE CLOSED OUT

The following capital projects are closed out effective July 1, 2010, and the appropriation for each project is decreased by the amount of that project's unencumbered balance.

Project #	Project Name
470703	1st District Police Station
470702	2nd District Police Station
340301	AECC-Alternate Emergency Communications Center
500931	Air Pollution Control System Upgrade
500007	Christopher Ave and Midcounty at Mont. Village Ave
500321	CNG Fueling Stations
729901	Damascus Community Rec. Center
500433	Equipment and Maintenance Operations Center (EMOC)
509521	Falls Road Bike Path
509952	Germantown Transit Center
500721	Government Core Facilities Study
508712	Gude Landfill Closure
809810	Montclair Manor Flood Mitigation
429006	Montgomery County Correctional Facility
760703	Montgomery Hills Pedestrian Linkages
500324	Pkg Beth Woodmont Corner Garage (11) Restoration
349657	Public Safety Mobile Data Sys.
509957	Shady Grove Metro Garage
459902	Silver Spring Sta 1 Replacement/ Police Substation
760400	South Silver Spring Pedestrian Linkages
500513	U.S. 29 Sidewalks - West Side
710503	Wheaton Library Renovation

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

Partial close out of the following capital projects is effective July 1, 2010.

Project #	Project Name	Amount
509325	ADA Compliance: Transportation	1,512,000
788911	Ag Land Pres Easements	7,383,000
507596	Annual Bikeway Program	325,000
506747	Annual Sidewalk Program	1,158,000
508728	Asbestos Abatement: MCG	101,000
509753	Bridge Renovation	663,000
507658	Bus Stop Improvements	1,825,000
507834	Energy Conservation: MCG	44,000
508113	Guardrail Projects	130,000
458756	HVAC/Elec Replacement: Fire Stns	436,000
508941	HVAC/Elec Replacement: MCG	701,000
507017	Intersection and Spot Improvements	1,067,000
807359	Misc Stream Valley Improvements	593,000
509523	Neighborhood Traffic Calming	187,000
508255	Pkg Beth Fac Renovations	2,808,000
508250	Pkg Sil Spg Fac Renovations	2,123,000
509709	Pkg Wheaton Fac Renovations	69,000
509514	Planned Lifecycle Asset Replacement: MCG	150,000
729658	Public Arts Trust	121,000
507310	Public Facilities Roads	70,000
458429	Resurfacing: Fire Stations	191,000
508527	Resurfacing: Primary/Arterial	7,451,000
458629	Roof Replacement: Fire Stations	457,000
508331	Roof Replacement: MCG	1,336,000
508182	Sidewalk & Infrastructure Revitalization	5,389,000
508716	Silver Spring Traffic Improvements	230,000
808726	SM Retrofit: Countywide	623,000
507055	Streetlighting	723,000
508000	Subdivision Roads Participation	1,118,000
507154	Traffic Signals	3,021,000
509036	Transportation Improvements For Schools	345,000