

#1 - County Government CIP amendments and Capital Budget: this resolution requires 6 affirmative votes.

Resolution No.:	19-863
Introduced:	May 27, 2021
Adopted:	May 27, 2021

**COUNTY COUNCIL
FOR MONTGOMERY COUNTY, MARYLAND**

By: County Council

SUBJECT: Approval of Amendments to the Approved FY 2021-2026 Capital Improvements Program, and Approval of and Appropriation for the FY 2022 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, 2020 for the 6-year period FY 2021-2026. Section 302 requires the affirmative vote of at least 5 Councilmembers to approve or modify the Executive's Recommended CIP. On May 21, 2020, the Council approved a CIP for FY 2021-2026 in Resolution 19-463. 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, 2021 for FY 2022. The Executive also sent recommended amendments to the Approved CIP for FY 2021-2026.
3. On March 15, April 12, and April 22, 2021 the Executive sent to the Council additional recommended amendments to the Approved CIP for FY 2021-2026 and associated FY 2022 Capital Budget recommendations for County Government projects.
4. As required by Section 304 of the Charter, notices of public hearings were given, and public hearings were held by the Council.

Action

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

1. For FY 2022, the Council approves the Capital Budget for the Montgomery County Government and appropriates the amounts by project, which are shown in part I. The amounts reflected in the column labeled "FY22 Appropriation" represents the change from FY 2021 in total appropriation for a specific project; the total appropriation as of FY 2022 is reflected in the column labeled "Total Appropriation". The expenditure of funds for each item in the Capital Budget must comply with all restrictions and requirements under the Approved CIP, as amended by this resolution.

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 2021-2026; and
 - c) to the extent that those appropriations are not expended or encumbered.
3. The County appropriation for Acquisition: Non-Local Parks and Legacy Open Space includes:

P998798 <u>Acquisition Non-Local Parks</u> – County Current Revenue General	\$200,000
P018710 <u>Legacy Open Space</u> – County Current Revenue General	\$200,000
P018710 <u>Legacy Open Space</u> – County G.O. Bonds	\$1,928,000
(\$100,000 of G.O. Bonds appropriation is for Personnel Costs)	

The County will contribute the following amounts for non-local park projects:

County G.O. Bonds	\$9,793,000
County Current Revenue-General	\$3,513,000

4. The Council approves those projects shown in Part II as amendments to the Approved FY 2021-2026 CIP.
5. The Council approves the close out of the projects in Part III.
6. The Council approves the ten percent transferability basis for the level of effort projects in Part IV.
7. For FY 2022, when the County Government decides that it will apply for a grant or respond to a granting agency on how it would spend a formula-awarded grant, the Chief Administrative Officer or his designee must notify the Council Administrator in writing of the name and purpose of the grant, the amount being requested or the formula-driven award amount, the name of the agency the application is directed to, the term of the grant, and the name of the department or departments that seek to receive the grant award. This requirement applies when any of the following conditions are met:
 - the application is for a new grant of more than \$200,000 or formula-driven award of more than \$200,000 for a new program; or,
 - the grant or award would require the appropriation of new tax-supported funds in the current or any future fiscal year; or,
 - the grant application or proposal to spend formula-driven funds will create a new position in County Government.

Upon request, the Chief Administrative Officer or his designee must send a copy of the grant application or description of the proposed use of a formula-driven award to the Council Administrator within 3 working days after submitting it to the funding agency.

8. In FY 2022 this resolution appropriates \$22 million to the Affordable Housing Acquisition and Preservation project (P760100). In addition, the Council appropriates any loan repayments associated with the Affordable Housing Acquisition and Preservation project that are received in FY 2020 or FY 2021 to this CIP project to be used for affordable housing. The Council also approves amending the FY 2021 expenditure and funding schedule to reflect additional loan repayments.

9. If a sign recognizing the contribution of any Federal, State, or local government or agency is displayed at any project for which funds are appropriated in this resolution, as a condition of spending those funds each sign must also expressly recognize the contribution of the County and the County's taxpayers.
10. As authorized by County Code Section 27-62A(f), the Office of Management and Budget need not analyze the feasibility of providing child care facilities in the following capital projects:

Facility Planning Parking: Bethesda
Facility Planning Parking: Silver Spring
Facility Planning Parking: Wheaton
County Facility Refresh Project (Non-library)
Damascus Depot Improvements
North County Transit Depot
Alternate Emergency Communications Center
Hillandale Volunteer Fire Station #24 Renovation/Replacement (Colesville)
Montgomery Village Fire Station #39
Emergency Homeless Shelter
Full Upgrade of Existing Recycling Center Complex

For the following projects the assessment of feasibility of providing child care will be conducted once the facility planning results in a clearer understanding of the intended project scope:

Poolesville Services Co-Location Study
4th District Police Station (Wheaton-Glenmont)

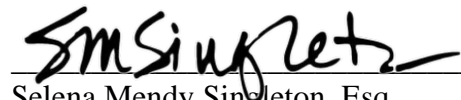
11. As authorized by County Code Section 25B-7(e), the Office of Management and Budget need not analyze the feasibility of including a significant amount of affordable housing in the following capital projects

Facility Planning Parking: Bethesda
Facility Planning Parking: Silver Spring
Facility Planning Parking: Wheaton
County Facility Refresh Project (Non-library)
Damascus Depot Improvements
North County Transit Depot
Alternate Emergency Communications Center
Hillandale Volunteer Fire Station #24 Renovation/Replacement (Colesville)
Emergency Homeless Shelter
Full Upgrade of Existing Recycling Center Complex

For the following projects the assessment of feasibility of providing affordable housing will be conducted once the facility planning results in a clearer understanding of the intended project scope:

Poolesville Services Co-Location Study
4th District Police Station (Wheaton-Glenmont)

This is a correct copy of Council action.

A handwritten signature in black ink, appearing to read "Sm Singleton", written over a horizontal line.

Selena Mendy Singleton, Esq.
Clerk of the Council

**PART I: FY22 Capital Budget for
Montgomery County Government**

The appropriations for FY22 in this Part are made to implement the projects in the Capital Improvements Program for FY21 - FY26.

Project Name (Project Number)	FY22 Appropriation	Cumulative Appropriation	Total Appropriation
AltaGas-WGL Merger Fund (P362106)	1,176,000	4,530,000	5,706,000
Americans with Disabilities Act (ADA): Compliance (P361107)	4,500,000	35,500,000	40,000,000
Asbestos Abatement: MCG (P508728)	120,000	834,000	954,000
Building Envelope Repair (P361501)	1,550,000	9,365,000	10,915,000
Elevator Modernization (P509923)	1,000,000	16,554,000	17,554,000
Energy Conservation: MCG (P507834)	150,000	2,681,000	2,831,000
Energy Systems Modernization (P361302)	10,300,000	91,400,000	101,700,000
Environmental Compliance: MCG (P500918)	1,400,000	17,503,000	18,903,000
EOB HVAC Renovation (P361103)	(1,600,000)	2,000,000	400,000
Exelon-Pepco Merger Fund (P362105)	1,942,000	1,971,000	3,913,000
Facilities Site Selection: MCG (P500152)	25,000	420,000	445,000
Facility Planning: MCG (P508768)	260,000	9,956,000	10,216,000
HVAC/Elec Replacement: MCG (P508941)	2,950,000	15,981,000	18,931,000
Life Safety Systems: MCG (P509970)	625,000	12,487,000	13,112,000
Planned Lifecycle Asset Replacement: MCG (P509514)	2,550,000	14,951,000	17,501,000
Public Safety System Modernization (P340901)	468,000	113,026,000	113,494,000
Red Brick Courthouse Structural Repairs (P500727)	(1,761,000)	2,351,000	590,000
Resurfacing Parking Lots: MCG (P509914)	650,000	10,805,000	11,455,000
Roof Replacement: MCG (P508331)	2,240,000	21,054,000	23,294,000
Marriott International Headquarters and Hotel Project (P361703)	5,500,000	16,500,000	22,000,000
White Flint Redevelopment Program (P151200)	229,000	3,841,000	4,070,000
White Oak Science Gateway Redevelopment Project (P361701)	(1,000,000)	47,960,000	46,960,000
ABS Retail Store Refresh (P852101)	1,267,000	1,785,000	3,052,000
FiberNet (P509651)	3,592,000	72,019,000	75,611,000
ultraMontgomery (P341700)	680,000	3,844,000	4,524,000
Montgomery County Detention Center Partial Demolition and Renovation (P422102)	232,000	4,559,000	4,791,000
Apparatus Replacement Program (P451504)	8,424,000	57,152,000	65,576,000
Clarksburg Fire Station (P450300)	1,016,000	33,451,000	34,467,000
FS Emergency Power System Upgrade (P450700)	(303,000)	7,550,000	7,247,000
Glen Echo Fire Station Renovation (P450702)	(202,000)	202,000	0
Heart Monitor/Defibrillator Replacement (P452201)	710,000	0	710,000
HVAC/Elec Replacement: Fire Stns (P458756)	1,150,000	9,527,000	10,677,000
Resurfacing: Fire Stations (P458429)	300,000	2,329,000	2,629,000
Roof Replacement: Fire Stations (P458629)	416,000	3,265,000	3,681,000

**PART I: FY22 Capital Budget for
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Project Name (Project Number)	FY22 Appropriation	Cumulative Appropriation	Total Appropriation
2nd District Police Station (P471200)	(900,000)	6,871,000	5,971,000
Public Safety Communications Center, Phase II, Electrical Distribution and HVAC Upgrade (P472102)	1,622,000	0	1,622,000
Bridge Design (P509132)	1,711,000	21,629,000	23,340,000
Dennis Ave Bridge M-0194 Replacement (P501701)	5,155,000	455,000	5,610,000
Elmhirst Parkway Bridge (Bridge No. M-0353) (P501420)	(110,000)	2,251,000	2,141,000
Glen Road Bridge (P502102)	3,530,000	10,000	3,540,000
Permanent Patching: Residential/Rural Roads (P501106)	3,150,000	40,142,000	43,292,000
Residential and Rural Road Rehabilitation (P500914)	8,100,000	71,997,000	80,097,000
Resurfacing Park Roads and Bridge Improvements (P500720)	600,000	8,460,000	9,060,000
Resurfacing: Primary/Arterial (P508527)	7,750,000	49,740,000	57,490,000
Resurfacing: Residential/Rural Roads (P500511)	10,591,000	162,286,000	172,877,000
Sidewalk and Curb Replacement (P508182)	5,000,000	43,751,000	48,751,000
Street Tree Preservation (P500700)	3,100,000	33,900,000	37,000,000
Boyd's Transit Center (P501915)	886,000	1,320,000	2,206,000
Burtonsville Park and Ride Improvements (P502203)	500,000	0	500,000
Bus Priority Program - Minor Projects (P502204)	1,250,000	0	1,250,000
Bus Rapid Transit: MD 355 (P502005)	10,000,000	5,000,000	15,000,000
Bus Rapid Transit: System Development (P501318)	4,500,000	18,875,000	23,375,000
Bus Rapid Transit: US 29-Phase 2 (P502201)	250,000	0	250,000
Bus Rapid Transit: Veirs Mill Road (P501913)	4,500,000	3,000,000	7,500,000
Bus Stop Improvements (P507658)	400,000	5,116,000	5,516,000
Great Seneca Science Corridor Transit Improvements (P502202)	11,100,000	0	11,100,000
Intelligent Transit System (P501801)	500,000	14,572,000	15,072,000
Purple Line (P501603)	5,000,000	33,612,000	38,612,000
Ride On Bus Fleet (P500821)	13,304,000	207,520,000	220,824,000
Facility Planning Parking: Bethesda Parking Lot District (P501313)	90,000	810,000	900,000
ADA Compliance: Transportation (P509325)	1,300,000	8,012,000	9,312,000
Bicycle-Pedestrian Priority Area Improvements (P501532)	1,366,000	9,906,000	11,272,000
Bicycle-Pedestrian Priority Area Improvements - Purple Line (P502004)	922,000	250,000	1,172,000
Bicycle-Pedestrian Priority Area Improvements - Veirs Mill/Randolph (P502003)	336,000	495,000	831,000
Bicycle-Pedestrian Priority Area Improvements - Wheaton CBD (P502002)	384,000	2,421,000	2,805,000

**PART I: FY22 Capital Budget for
Montgomery County Government**

The appropriations for FY22 in this Part are made to implement the projects in the Capital Improvements Program for FY21 - FY26.

Project Name (Project Number)	FY22 Appropriation	Cumulative Appropriation	Total Appropriation
Bikeway Program Minor Projects (P507596)	1,970,000	8,011,000	9,981,000
Fenton Street Cycletrack (P502001)	355,000	1,819,000	2,174,000
Good Hope Road Shared Use Path (P501902)	2,883,000	1,847,000	4,730,000
Life Sciences Center Loop Trail (P501742)	655,000	775,000	1,430,000
MacArthur Blvd Bikeway Improvements (P500718)	358,000	9,844,000	10,202,000
Sidewalk Program Minor Projects (P506747)	2,914,000	18,720,000	21,634,000
Transportation Improvements For Schools (P509036)	209,000	1,725,000	1,934,000
Advance Reforestation (P500112)	(32,000)	1,141,000	1,109,000
Burtonsville Access Road (P500500)	705,000	522,000	1,227,000
County Service Park Infrastructure Improvements (P501317)	25,000	1,464,000	1,489,000
Facility Planning-Transportation (P509337)	3,165,000	55,342,000	58,507,000
Highway Noise Abatement (P500338)	(51,000)	2,936,000	2,885,000
Observation Drive Extended (P501507)	4,894,000	0	4,894,000
Public Facilities Roads (P507310)	100,000	1,471,000	1,571,000
Advanced Transportation Management System (P509399)	1,208,000	57,975,000	59,183,000
Guardrail Projects (P508113)	315,000	2,238,000	2,553,000
Intersection and Spot Improvements (P507017)	2,000,000	12,916,000	14,916,000
Neighborhood Traffic Calming (P509523)	310,000	2,321,000	2,631,000
Pedestrian Safety Program (P500333)	3,700,000	23,662,000	27,362,000
Streetlight Enhancements-CBD/Town Center (P500512)	250,000	4,180,000	4,430,000
Streetlighting (P507055)	1,370,000	22,182,000	23,552,000
Traffic Signal System Modernization (P500704)	938,000	42,752,000	43,690,000
Traffic Signals (P507154)	5,335,000	37,448,000	42,783,000
White Flint Traffic Analysis and Mitigation (P501202)	81,000	1,328,000	1,409,000
Child Care Renovations (P601901)	2,793,000	3,677,000	6,470,000
School Based Health & Linkages to Learning Centers (P640400)	509,000	11,999,000	12,508,000
21st Century Library Enhancements Level Of Effort (P711503)	1,082,000	5,261,000	6,343,000
Library Refurbishment Level of Effort (P711502)	3,304,000	15,952,000	19,256,000
Wheaton Library and Community Recreation Center (P361202)	(1,000,000)	69,859,000	68,859,000
Cost Sharing: MCG (P720601)	1,103,000	35,422,000	36,525,000
Kennedy Shriver Aquatic Center Building Envelope Improvement (P721503)	18,954,000	8,236,000	27,190,000
KID Museum (P721903)	(997,000)	1,000,000	3,000
Martin Luther King, Jr. Indoor Swim Center Renovation (P721902)	1,419,000	12,053,000	13,472,000

**PART I: FY22 Capital Budget for
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The appropriations for FY22 in this Part are made to implement the projects in the Capital Improvements Program for FY21 - FY26.

Project Name (Project Number)	FY22 Appropriation	Cumulative Appropriation	Total Appropriation
Public Arts Trust (P729658)	299,000	1,549,000	1,848,000
Recreation Facilities Refurbishment (P722105)	2,000,000	0	2,000,000
Shared Agency Booking System Replacement (P722001)	(677,000)	1,377,000	700,000
South County Regional Recreation and Aquatic Center (P721701)	1,015,000	71,057,000	72,072,000
Swimming Pools Slide Replacement (P722101)	1,002,000	0	1,002,000
Ag Land Pres Easements (P788911)	545,000	12,600,000	13,145,000
Facility Planning: Storm Drains (P508180)	320,000	6,684,000	7,004,000
Storm Drain Culvert Replacement (P501470)	1,700,000	11,500,000	13,200,000
Facility Planning: Stormwater Management (P809319)	940,000	15,315,000	16,255,000
Misc Stream Valley Improvements (P807359)	(2,582,000)	28,093,000	25,511,000
Stormwater Management Facility Major Structural Repair (P800700)	2,820,000	30,061,000	32,881,000
Stormwater Management Retrofit: Countywide (P808726)	2,700,000	96,634,000	99,334,000
Wheaton Regional Dam Flooding Mitigation (P801710)	2,580,000	2,950,000	5,530,000
Countywide Facade Easement Program (P762102)	422,000	114,000	536,000
Facility Planning: HCD (P769375)	(665,000)	4,070,000	3,405,000
Affordable Housing Acquisition and Preservation (P760100)*	22,000,000	248,236,000	270,236,000
Affordable Housing Opportunity Fund (P762101)	6,000,000	8,000,000	14,000,000
Full Upgrade of Existing Recycling Center Complex (P802201)	11,900,000	0	11,900,000
Gude Landfill Remediation (P801801)	10,955,000	9,900,000	20,855,000
Transfer Station Fire Detection and Suppression System (P802101)	1,300,000	4,700,000	6,000,000
Total - Montgomery County Government	281,841,000	2,428,672,000	2,710,513,000

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

PART II: Amended Projects

Project Number	Project Name
P361107	Americans with Disabilities Act (ADA): Compliance
P361701	White Oak Science Gateway Redevelopment Project
P341700	ultraMontgomery
P451504	Apparatus Replacement Program
P450700	FS Emergency Power System Upgrade
P452201	Heart Monitor/Defibrillator Replacement
P451502	White Flint Fire Station 23
P508527	Resurfacing: Primary/Arterial
P500511	Resurfacing: Residential/Rural Roads
P508182	Sidewalk and Curb Replacement
P500929	Bethesda Metro Station South Entrance
P502203	Burtonsville Park and Ride Improvements
P502204	Bus Priority Program - Minor Projects
P502005	Bus Rapid Transit: MD 355
P501318	Bus Rapid Transit: System Development
P502201	Bus Rapid Transit: US 29-Phase 2
P501913	Bus Rapid Transit: Veirs Mill Road
P502202	Great Seneca Science Corridor Transit Improvements
P501603	Purple Line
P500821	Ride On Bus Fleet
P502107	Ride On Bus Route Restructuring Study
P501914	White Flint Metro Station Northern Entrance
P501313	Facility Planning Parking: Bethesda Parking Lot District
P501314	Facility Planning Parking: Silver Spring Parking Lot District
P501312	Facility Planning Parking: Wheaton Parking Lot District
P508255	Parking Bethesda Facility Renovations
P508250	Parking Silver Spring Facility Renovations
P509709	Parking Wheaton Facility Renovations
P507596	Bikeway Program Minor Projects
P501733	Bradley Boulevard (MD 191) Improvements
P501316	Capital Crescent Trail
P501911	Forest Glen Passageway
P501917	Goldsboro Road Sidewalk and Bikeway
P509975	Silver Spring Green Trail
P501404	MCG Reconciliation PDF
P501507	Observation Drive Extended
P509399	Advanced Transportation Management System
P500333	Pedestrian Safety Program
P500704	Traffic Signal System Modernization

PART II: Amended Projects

Project Number	Project Name
P640400	School Based Health & Linkages to Learning Centers
P711704	Noyes Library for Young Children Rehabilitation and Renovation
P720601	Cost Sharing: MCG
P721503	Kennedy Shriver Aquatic Center Building Envelope Improvement
P721903	KID Museum
P721902	Martin Luther King, Jr. Indoor Swim Center Renovation
P722001	Shared Agency Booking System Replacement
P762102	Countywide Facade Easement Program
P769375	Facility Planning: HCD
P762101	Affordable Housing Opportunity Fund
P802201	Full Upgrade of Existing Recycling Center Complex



Americans with Disabilities Act (ADA): Compliance

(P361107)

Category	General Government	Date Last Modified	03/11/21
SubCategory	County Offices and Other Improvements	Administering Agency	General Services
Planning Area	Countywide	Status	Ongoing

	Total	Thru FY20	Rem FY20	Total 6 Years	FY 21	FY 22	FY 23	FY 24	FY 25	FY 26	Beyond 6 Years
EXPENDITURE SCHEDULE (\$000s)											
Planning, Design and Supervision	15,417	11,117	100	4,200	700	700	700	700	700	700	-
Site Improvements and Utilities	22,788	6,254	5,134	11,400	1,900	1,900	1,400	1,400	2,400	2,400	-
Construction	18,668	5,535	2,033	11,100	1,850	1,850	1,350	1,350	2,350	2,350	-
Other	1,127	735	92	300	50	50	50	50	50	50	-
TOTAL EXPENDITURES	58,000	23,641	7,359	27,000	4,500	4,500	3,500	3,500	5,500	5,500	-

FUNDING SCHEDULE (\$000s)											
Current Revenue: General	3,235	-	235	3,000	500	500	500	500	500	500	-
G.O. Bonds	39,424	8,300	7,124	24,000	4,000	4,000	3,000	3,000	5,000	5,000	-
PAYGO	11,364	11,364	-	-	-	-	-	-	-	-	-
Recordation Tax Premium (MCG)	3,977	3,977	-	-	-	-	-	-	-	-	-
TOTAL FUNDING SOURCES	58,000	23,641	7,359	27,000	4,500	4,500	3,500	3,500	5,500	5,500	-

APPROPRIATION AND EXPENDITURE DATA (\$000s)			
Appropriation FY 22 Request	4,500	Year First Appropriation	FY11
Cumulative Appropriation	35,500	Last FY's Cost Estimate	58,000
Expenditure / Encumbrances	29,038		
Unencumbered Balance	6,462		

PROJECT DESCRIPTION

This program provides for an on-going comprehensive effort to ensure that County buildings and other facilities are built and maintained in compliance with Title II of the Americans with Disabilities Act (ADA) and the ADA 2010 Standards for Accessible Design. This program includes both the correction of deficiencies identified by the United States Department of Justice (DOJ) during its proactive Project Civic Access (PCA) assessment of County facilities, an assessment by the County of all County government buildings and facilities not included in the PCA assessment, and remediation of any deficiencies identified by those assessments. The program also includes policy development, advanced technical training for County architects and engineers to ensure that ADA compliance and accessibility are incorporated throughout the County's planning, staff training, design, and construction process in order to ensure that County facilities are fully compliant with Title II of the ADA. In September 2010 revised Title II ADA regulations, including the 2010 Standards, were issued by DOJ. The new 2010 Standards include revisions to the 1991 ADA Accessibility Guideline (ADAAG) standards and supplemental standards for features not addressed in the 1991 ADAAG including pools, recreation facilities, ball fields, locker rooms, exercise rooms, picnic areas, golf courses, playgrounds and residential housing. The Title II ADA regulations require jurisdictions to proactively address the supplemental standards by bringing all features addressed in the supplemental standards into compliance with the 2010 Standards.

ESTIMATED SCHEDULE

FY21: 14705 Avery Rd., Germantown Outdoor Pool, MLK Outdoor Pool, Pre-Release Center - Phase II (Residential), 401 Hungerford Dr., Coffield Community Center.

FY22: Olney Aquatic Center, Executive Office Building - Phase II, Montgomery County Conference Center, Clara Barton Community Center, Holiday Park Community Center - Phase II, Pre-Release Center - Phase III (Courtyard).

PROJECT JUSTIFICATION

Montgomery County was selected by DOJ for a Project Civic Access review in 2006. Project Civic Access is a proactive, ongoing initiative of the Disability Rights Section (DRS) of the DOJ Civil Rights Division to ensure ADA compliance in local and state governments throughout the country. DOJ has completed reviews and signed settlement agreements with over 150 jurisdictions to date. DOJ has inspected approximately 112 County government buildings and facilities. In addition, they have inspected polling places, ballfields, golf courses, and local parks. Montgomery County signed a legally binding settlement agreement to address the findings in August 2011. M-NCPPC was a co-signer of the Agreement. The Agreement requires the County to remediate all problems identified by DOJ within a negotiated timeline and to survey all remaining buildings, facilities, and programs not surveyed by DOJ. Programs and facilities must be surveyed within a three-year time frame, with approximately 80 completed each year. Prior to FY20, the County was required to send a report of its findings to DOJ each year with a proposed remediation plan and timeline.

FISCAL NOTE

Funding switch in FY18 for \$2,800,000 between Current Revenue: General and GO Bonds (Bond Premium).

DISCLOSURES

Expenditures will continue indefinitely.

COORDINATION

United States Department of Justice, Department of Health and Human Services, Department of Transportation, County Attorney's Office, Montgomery County Public Schools, Revenue Authority, Maryland-National Capital Park and Planning Commission, Department of General Services, and Montgomery County Public Schools.



White Oak Science Gateway Redevelopment Project

(P361701)

Category	General Government	Date Last Modified	05/21/21
SubCategory	Economic Development	Administering Agency	General Services
Planning Area	Colesville-White Oak and Vicinity	Status	Ongoing

	Total	Thru FY20	Rem FY20	Total 6 Years	FY 21	FY 22	FY 23	FY 24	FY 25	FY 26	Beyond 6 Years
EXPENDITURE SCHEDULE (\$000s)											
Planning, Design and Supervision	2,021	1,092	129	800	200	200	200	200	-	-	-
Site Improvements and Utilities	4,779	4,042	737	-	-	-	-	-	-	-	-
Construction	40,000	-	-	22,500	-	800	500	5,000	5,000	11,200	17,500
Other	160	11	149	-	-	-	-	-	-	-	-
TOTAL EXPENDITURES	46,960	5,145	1,015	23,300	200	1,000	700	5,200	5,000	11,200	17,500

FUNDING SCHEDULE (\$000s)											
Current Revenue: General	160	-	160	-	-	-	-	-	-	-	-
G.O. Bonds	42,653	998	855	23,300	200	1,000	700	5,200	5,000	11,200	17,500
PAYGO	4,147	4,147	-	-	-	-	-	-	-	-	-
TOTAL FUNDING SOURCES	46,960	5,145	1,015	23,300	200	1,000	700	5,200	5,000	11,200	17,500

APPROPRIATION AND EXPENDITURE DATA (\$000s)			
Appropriation FY 22 Request	(1,000)	Year First Appropriation	FY17
Cumulative Appropriation	47,960	Last FY's Cost Estimate	47,960
Expenditure / Encumbrances	5,341		
Unencumbered Balance	42,619		

PROJECT DESCRIPTION

This program provides for the planning and development coordination activities by the County necessary to implement the redevelopment of the 110-acre previously County-owned parcel on Industrial Parkway in White Oak (Site II). The site will be redeveloped in conjunction with the adjacent 170-acre parcel in a public-private partnership as one, comprehensive and coordinated 280-acre bioscience-focused mixed-use community per the approved White Oak Science Gateway (WOSG) Master Plan. The project includes \$40 million to assist with the funding needed to construct master-planned roads A-106, B-5 and improvements to FDA Boulevard. Additionally, funds for demolition of existing structures and site clearing activities, as well as costs for County staff to coordinate multiple activities, are included in the project.

LOCATION

Silver Spring, Maryland

ESTIMATED SCHEDULE

The County completed demolition of the existing structures and site clearing activities. The County's development partner presented a development schedule to Council in July 2019. Construction schedule is delayed based on project progress to date.

COST CHANGE

Cost decrease due to savings as recognized in the FY21 savings plan.

PROJECT JUSTIFICATION

In 2014, the Montgomery County Council approved the new White Oak Science Gateway Master Plan. The Plan establishes a vision for transforming what has been an industrial area into a denser, mixed-use commercial and residential center in which people can walk to work, shops, and transit. The County's initiative includes using both previously County-owned property (Site II) and privately-owned property as a public-private partnership and leveraging existing relationships with the adjacent Food and Drug Administration (FDA) campus to advance development activities in the Master Plan. Specialized services are required for the complex land assemblage and disposition actions associated with implementation of Stage I development requirements. Staff time and services are required to manage and coordinate efforts to develop detailed staging plans, manage demolition and clean-up activities, design infrastructure, and to negotiate transactions with development partners. The proposed 280-acre development is large-scale, long-term and transformational. It will be a catalyst for desired revitalization and redevelopment in the White Oak sector area and elsewhere in the Eastern portion of Montgomery County. The project will create job opportunities throughout White Oak and the Eastern portion of Montgomery County and will expand the tax base.

FISCAL NOTE

In FY17, a supplemental appropriation for \$47.2M in G.O. Bonds was approved for this project. Project schedule has been adjusted to reflect implementation schedule.

COORDINATION

Department of Transportation, Department of Finance, Office of Management and Budget, Department of Housing and Community Affairs, Department of Permitting Services, Maryland Department of the Environment, and M-NCPPC



ultraMontgomery

(P341700)

Category	General Government	Date Last Modified	03/30/21
SubCategory	Technology Services	Administering Agency	Technology Services
Planning Area	Countywide	Status	Preliminary Design Stage

Total	Thru FY20	Rem FY20	Total 6 Years	FY 21	FY 22	FY 23	FY 24	FY 25	FY 26	Beyond 6 Years
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EXPENDITURE SCHEDULE (\$000s)

Planning, Design and Supervision	866	343	-	513	159	134	70	50	50	50	-
Construction	6,388	222	-	6,166	2,569	1,097	610	630	630	630	-
TOTAL EXPENDITURES	7,244	565	-	6,679	2,728	1,231	680	680	680	680	-

FUNDING SCHEDULE (\$000s)

Current Revenue: Cable TV	7,244	565	-	6,679	2,728	1,231	680	680	680	680	-
TOTAL FUNDING SOURCES	7,244	565	-	6,679	2,728	1,231	680	680	680	680	-

APPROPRIATION AND EXPENDITURE DATA (\$000s)

Appropriation FY 22 Request	680	Year First Appropriation	FY16
Cumulative Appropriation	3,844	Last FY's Cost Estimate	7,244
Expenditure / Encumbrances	889		
Unencumbered Balance	2,955		

PROJECT DESCRIPTION

The ultraMontgomery CIP provides for capital funding to support Montgomery County's economic development program and digital equity initiatives. Like economic development, internet service accessibility and affordability are critical factors in addressing equity disparities. The Department of Technology Services (DTS) Office of Broadband Programs has re-directed the strategic goals of ultraMontgomery to better address equity-based initiatives in underserved neighborhoods and areas where service does not exist or residents are unable to afford service. Funding will support planning, design, and construction of: (1) completion of the Great Seneca Fiber Hwy to provide shortest distance, low latency connection between Great Seneca and Ashburn, Virginia data centers; (2) completion of phase 2 of the East County Fiber Hwy to provide regional interconnections north-south between White Oak and Howard County and east-west between Burtonsville and WSSC in Laurel; (3) MoCoNet Digital Equity in Affordable Housing projects to expand use of County broadband infrastructure to close the digital equity gap through the provision of free or low cost, reliable and robust residential Internet services and devices at affordable housing and rural properties throughout the County; (4) expanding rural broadband grant opportunities and exploring a pilot project with Starlink SpaceX satellite internet solutions to make robust broadband available (100 Mbps + download speeds) to unserved properties in the Agricultural Reserve who are interested in participating; (5) Public WiFi and Advanced Wireless Conduit Networks to provide conduit and fiber to support public WiFi and wireline and wireless broadband networks in commercial and community gathering areas of Montgomery County; (6) Innovation Testbeds to spur development and expansion of traffic, transit, and pedestrian sensors, Internet of Things (IoT), advanced robotic, and cybersecurity IoT applications and innovation in Montgomery County; (7) Purple Line Fiber to connect Montgomery County research and higher education facilities to MAX and Internet2 at the University of Maryland, College Park; and (8) White Oak Science Gateway Conduit Network to provide broadband conduit infrastructure in Viva White Oak and other White Oak commercial development projects.

ESTIMATED SCHEDULE

?(1) Primary construction of the Great Seneca Fiber Hwy will be completed in FY21, with fiber ring to alternate data centers completed in FY21-22, and additional extensions within Great Seneca completed in FY22-FY26. (2) East County Fiber Hwy Phase 1 (to Burtonsville) was completed in FY18; Phase 2 to Howard County and Prince George's County will be completed in Summer 2021. (3) Digital equity installations began in FY21 and will continue through FY23. (4) Providing robust broadband to the Agricultural Reserve began in FY21 and will continue through FY23. Starlink internet solutions started development in FY21. (5) Design for public WiFi, advanced wireless, and conduit in commercial and community gathering areas is underway and outreach to potential private partners is in development. (6) Testbeds are in development. (7) Purple Line is dependent on the Purple Line and third-party construction schedules, and agreement from MDOT and Purple Line concessionaire to use fiber. (8) White Science Gateway conduit construction will be performed concurrently with Viva White construction and is expected to begin in FY23-24.

PROJECT JUSTIFICATION

ultraMontgomery is a broadband economic development and digital equity program, designed to ensure that businesses and underserved residents of affordable housing units in Montgomery County have as much reliable, secure, and robust broadband service as they need to live, work, learn and keep our economy moving at the speed of our ideas. As part of the recovery efforts, OBP made internet access available at affordable housing and rural locations. For several years DTS has been working on expanding internet availability in the Agricultural Reserve through partnerships with the incumbent providers and applying for state and federal broadband grant opportunities. Additionally, efforts are focused on working with affordable housing partners to determine the level of interest and potential affordable housing developments that can be served.

ultraMontgomery supports economic and racial diversity, equity, and inclusion goals by working to close our community's digital divide through: access to competitive broadband services in commercial buildings through infrastructure development, public private partnerships, strategic conduit network deployment, and leasing of spare County fiber and conduit; access to the digital economy for underserved communities through deployment of devices and residential broadband in affordable housing developments and expansion of Public WiFi; business growth and innovation in biotech/biohealth, cybersecurity, IT services, financial services, media and similar high-bandwidth-consuming sectors and federal, state, research and higher education institutions.

COORDINATION

FiberNet (P509651); Purple Line Department of Transportation; Maryland-National Capital Park and Planning Commission; Montgomery College; WSSC; Information Technology Policy Coordination Committee; and Montgomery County Economic Development Corporation.



Apparatus Replacement Program (P451504)

Category	Public Safety	Date Last Modified	12/23/20
SubCategory	Fire/Rescue Service	Administering Agency	Fire/Rescue Service
Planning Area	Countywide	Status	Ongoing

Total	Thru FY20	Rem FY20	Total 6 Years	FY 21	FY 22	FY 23	FY 24	FY 25	FY 26	Beyond 6 Years
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EXPENDITURE SCHEDULE (\$000s)

Planning, Design and Supervision	8	8	-	-	-	-	-	-	-	-
Other	101,492	37,110	12,202	52,180	6,454	9,802	7,401	10,770	9,260	8,493
TOTAL EXPENDITURES	101,500	37,118	12,202	52,180	6,454	9,802	7,401	10,770	9,260	8,493

FUNDING SCHEDULE (\$000s)

Current Revenue: Fire	44,044	10,627	2,315	31,102	3,215	6,185	4,480	6,345	5,634	5,243
Short-Term Financing	57,456	26,491	9,887	21,078	3,239	3,617	2,921	4,425	3,626	3,250
TOTAL FUNDING SOURCES	101,500	37,118	12,202	52,180	6,454	9,802	7,401	10,770	9,260	8,493

APPROPRIATION AND EXPENDITURE DATA (\$000s)

Appropriation FY 22 Request	8,424	Year First Appropriation	FY15
Cumulative Appropriation	57,152	Last FY's Cost Estimate	101,860
Expenditure / Encumbrances	41,741		
Unencumbered Balance	15,411		

PROJECT DESCRIPTION

This project provides for ongoing replacement of fire apparatus and Emergency Medical Service (EMS) vehicles. The following units are anticipated to be replaced over the six year period: ten aerials, 38 EMS units (ambulances), 16 engines, four rescue squad units, and one tanker. These are approximate quantities and may require slight adjustment as costs and departmental needs are determined on an annual basis. The regular acquisition of replacement fire apparatus is an integral component of the Montgomery County Fire and Rescue Service (MCFRS) Master Plan, MCFRS Accreditation, and National Fire Protection Association (NFPA) 1901 Annex D.

ESTIMATED SCHEDULE

Apparatus Replacement is an ongoing project. The intention is to provide a steady and continuous flow of funding for minimum replacement needs.

COST CHANGE

Cost decrease due to lower than expected costs in previous years. Adjusted expenditures in FY21 and FY24 to reflect deferral of scheduled FY21 replacements and prioritized replacement of aerial ladder trucks.

PROJECT JUSTIFICATION

The 2016 edition of the NFPA 1901 Standard for Automotive Fire Apparatus advises the following: "changes, upgrades, and fine tuning to NFPA 1901, Standard for Automotive Fire Apparatus, have been truly significant, especially in the area of safety. Fire departments should seriously consider the value (or risk) to firefighters of keeping fire apparatus older than 15 years in first-line service." Regular apparatus replacement is identified in the current "Fire, Rescue, Emergency Medical Services, and Community Risk Reduction Master Plan," as approved by the County Council. It is also a requirement of the Commission on Fire Accreditation International. Replacement fire apparatus includes enhanced safety features as well as decreased downtime for maintenance and repairs.

FISCAL NOTE

This project will be funded with short term financing and the Consolidated Fire Tax District Fund which includes Emergency Medical Service Transport (EMST) revenue. Fire Consolidated current revenue shown above reflects the outright purchase of some apparatus and required non-financeable equipment. Debt service will be paid for in the operating budget with EMST revenue as a primary funding source.

DISCLOSURES

Expenditures will continue indefinitely.

COORDINATION

Local Volunteer Fire and Rescue Departments.



FS Emergency Power System Upgrade (P450700)

Category	Public Safety	Date Last Modified	12/23/20
SubCategory	Fire/Rescue Service	Administering Agency	General Services
Planning Area	Countywide	Status	Ongoing

Total	Thru FY20	Rem FY20	Total 6 Years	FY 21	FY 22	FY 23	FY 24	FY 25	FY 26	Beyond 6 Years
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EXPENDITURE SCHEDULE (\$000s)

Planning, Design and Supervision	2,386	2,194	-	192	192	-	-	-	-	-	-
Construction	4,859	4,141	14	704	704	-	-	-	-	-	-
Other	2	2	-	-	-	-	-	-	-	-	-
TOTAL EXPENDITURES	7,247	6,337	14	896	896	-	-	-	-	-	-

FUNDING SCHEDULE (\$000s)

Current Revenue: General	8	8	-	-	-	-	-	-	-	-	-
G.O. Bonds	7,239	6,329	14	896	896	-	-	-	-	-	-
TOTAL FUNDING SOURCES	7,247	6,337	14	896	896	-	-	-	-	-	-

APPROPRIATION AND EXPENDITURE DATA (\$000s)

Appropriation FY 22 Request	(303)	Year First Appropriation	FY07
Cumulative Appropriation	7,550	Last FY's Cost Estimate	7,711
Expenditure / Encumbrances	6,413		
Unencumbered Balance	1,137		

PROJECT DESCRIPTION

This project involves design and installation of emergency generators in fire and rescue facilities. This project will provide continuous operation of emergency equipment; heating, ventilation and air conditioning; lighting; security system, and fire alarm. All installations will be managed by the Department of General Services.

ESTIMATED SCHEDULE

Two stations will be completed through FY21.

COST CHANGE

Cost savings are due to the elimination of funding programmed to support Old Fire Station 25, which no longer functions as an active fire station.

PROJECT 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 to 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. An assessment study was prepared on June 2019 by Montgomery County Fire and Rescue Service.

FISCAL NOTE

There are no more fire station emergency power upgrade projects beyond FY21.

COORDINATION

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



Heart Monitor/Defibrillator Replacement (P452201)

Category	Public Safety	Date Last Modified	03/12/21
SubCategory	Fire/Rescue Service	Administering Agency	Fire/Rescue Service
Planning Area	Countywide	Status	Planning Stage

Total	Thru FY20	Rem FY20	Total 6 Years	FY 21	FY 22	FY 23	FY 24	FY 25	FY 26	Beyond 6 Years
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EXPENDITURE SCHEDULE (\$000s)

Other	710	-	-	710	-	710	-	-	-	-	-
TOTAL EXPENDITURES	710	-	-	710	-	710	-	-	-	-	-

FUNDING SCHEDULE (\$000s)

Short-Term Financing	710	-	-	710	-	710	-	-	-	-	-
TOTAL FUNDING SOURCES	710	-	-	710	-	710	-	-	-	-	-

APPROPRIATION AND EXPENDITURE DATA (\$000s)

Appropriation FY 22 Request	710	Year First Appropriation	
Cumulative Appropriation	-	Last FY's Cost Estimate	-
Expenditure / Encumbrances	-		
Unencumbered Balance	-		

PROJECT DESCRIPTION

This project provides for the purchase of 27 Stryker LifePak15 heart monitor/defibrillators assigned to Montgomery County Fire and Rescue advanced life support (ALS) transport units, paramedic chase cars, and engines. These heart monitor/defibrillators have a useful life of five to eight years and must be replaced to ensure the operability of critical life-saving equipment.

ESTIMATED SCHEDULE

Equipment will be purchased in FY22.

PROJECT JUSTIFICATION

Purchased heart monitor/defibrillators will replace aging units that are approaching the end of their useful life.

FISCAL NOTE

The project provides appropriation authority for a purchase funded through the Master Lease program. Master Lease payments are assumed in the CE Recommended FY22 budget.

COORDINATION

Montgomery County Fire and Rescue Service, Department of Finance



White Flint Fire Station 23

(P451502)

Category	Public Safety	Date Last Modified	12/23/20
SubCategory	Fire/Rescue Service	Administering Agency	General Services
Planning Area	North Bethesda-Garrett Park	Status	Preliminary Design Stage

Total	Thru FY20	Rem FY20	Total 6 Years	FY 21	FY 22	FY 23	FY 24	FY 25	FY 26	Beyond 6 Years
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EXPENDITURE SCHEDULE (\$000s)

Planning, Design and Supervision	4,597	773	736	3,088	501	538	594	713	549	193	-
Land	2,693	2,593	100	-	-	-	-	-	-	-	-
Site Improvements and Utilities	3,552	-	-	3,552	-	-	-	2,368	1,184	-	-
Construction	21,245	95	-	21,150	-	-	-	14,100	7,050	-	-
Other	1,552	4	-	1,548	-	-	-	1,032	516	-	-
TOTAL EXPENDITURES	33,639	3,465	836	29,338	501	538	594	18,213	9,299	193	-

FUNDING SCHEDULE (\$000s)

G.O. Bonds	33,639	3,465	836	29,338	501	538	594	18,213	9,299	193	-
TOTAL FUNDING SOURCES	33,639	3,465	836	29,338	501	538	594	18,213	9,299	193	-

OPERATING BUDGET IMPACT (\$000s)

Maintenance		75	-	-	-	-	-	75
Energy		49	-	-	-	-	-	49
NET IMPACT		124	-	-	-	-	-	124

APPROPRIATION AND EXPENDITURE DATA (\$000s)

Appropriation FY 22 Request	-	Year First Appropriation	FY15
Cumulative Appropriation	6,301	Last FY's Cost Estimate	30,445
Expenditure / Encumbrances	4,606		
Unencumbered Balance	1,695		

PROJECT DESCRIPTION

This project provides for a new five bay Fire and Rescue Station in the Rockville/White Flint area and the purchase of associated apparatus. The new facility will be located on an acquired site at the south-east quadrant of Route 355 and Randolph Road. The northern border of the site has frontage along Randolph Road and the eastern border fronts Chapman Avenue. The new station will be constructed in accordance with the general square footage specifications of the prototype program of requirements (POR) for a Class I Fire Station, with adjustments made to meet these specific site conditions and additional uses. This Fire Station will include apparatus bays, dormitory and support space, personnel living quarters, administrative offices, and meeting/training rooms. Parking requirements will be accommodated on site to the greatest extent possible. Fire/Rescue apparatus to be purchased for this station includes a new Emergency Medical Services unit and related equipment. Space has been added to co-locate a future Police Substation at the fire station. Site constraints for this project include a significant Washington Metropolitan Area Transit Authority easement which bisects the site running north/south through the mid-parcel. A Phase 1 Environmental Site Assessment has been performed and a traffic impact statement is pending.

LOCATION

Southeast quadrant of Route 355 and Randolph Road at Maple Avenue.

ESTIMATED SCHEDULE

Planning began in Winter 2017. Construction is delayed one year due to fiscal capacity and is expected to begin in mid to late 2023.

COST CHANGE

Cost increases reflect updated estimates after schematic design and additional cost escalation.

PROJECT JUSTIFICATION

The existing Rockville Fire Station #23, located at 121 Rollins Avenue, has only three bays and is extremely undersized to meet the current response time requirements. A new station is necessary in this area due to the present and projected population density for the Rockville and White Flint areas. The White Flint sector is envisioned to include a mix of housing, commercial, retail, recreation, and civic uses with the White Flint District as the focal point. White Flint is experiencing fast growth and the population is expected to increase with a significant amount of residential and commercial development, including 5,938 new proposed dwelling units and nearly 3 million square feet of new non-residential/commercial. Relocation of Rockville Station #23 to the White Flint area is needed to better position the station in relation to the high-density development in the approved White Flint Sector Plan and to minimize response time to the Station's highest incident call load area. The new site is of sufficient size to accommodate the construction of a larger station which can house additional needed apparatus and

other public safety services.

OTHER

A number of test fits have been conducted at the proposed site located at the south-east quadrant of Route 355 and Randolph Road for the fire station and possible co-located affordable housing. Land Acquisition was funded initially through ALARF, and then reimbursed from this project.

FISCAL NOTE

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

DISCLOSURES

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

COORDINATION

Montgomery County Fire and Rescue Service, Department of General Services, Montgomery County Police Department, Regional Service Centers and Department of Housing and Community Affairs. Special Capital Projects Legislation will be proposed by the County Executive.



Resurfacing: Primary/Arterial (P508527)

Category	Transportation	Date Last Modified	05/25/21
SubCategory	Highway Maintenance	Administering Agency	Transportation
Planning Area	Countywide	Status	Ongoing

	Total	Thru FY20	Rem FY20	Total 6 Years	FY 21	FY 22	FY 23	FY 24	FY 25	FY 26	Beyond 6 Years
EXPENDITURE SCHEDULE (\$000s)											
Planning, Design and Supervision	6,515	-	593	5,922	862	1,012	1,012	1,012	1,012	1,012	-
Construction	76,939	43,361	-	33,578	4,888	6,738	5,738	4,738	5,738	5,738	-
Other	36	36	-	-	-	-	-	-	-	-	-
TOTAL EXPENDITURES	83,490	43,397	593	39,500	5,750	7,750	6,750	5,750	6,750	6,750	-

FUNDING SCHEDULE (\$000s)											
G.O. Bond Premium	5,000	-	-	5,000	5,000	-	-	-	-	-	-
G.O. Bonds	74,684	39,591	593	34,500	750	7,750	6,750	5,750	6,750	6,750	-
Recordation Tax Premium (MCG)	3,806	3,806	-	-	-	-	-	-	-	-	-
TOTAL FUNDING SOURCES	83,490	43,397	593	39,500	5,750	7,750	6,750	5,750	6,750	6,750	-

APPROPRIATION AND EXPENDITURE DATA (\$000s)			
Appropriation FY 22 Request	7,750	Year First Appropriation	FY85
Cumulative Appropriation	49,740	Last FY's Cost Estimate	83,490
Expenditure / Encumbrances	43,977		
Unencumbered Balance	5,763		

PROJECT DESCRIPTION

The County maintains approximately 991 lane-miles of primary and arterial roadways. This project provides for the systematic milling, pavement repair, and bituminous concrete resurfacing of selected primary and arterial roads and revitalization of others. This project 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. Mileage of primary/arterial roads has been adjusted to conform with the inventory maintained by the State Highway Administration; this inventory is updated annually.

PROJECT 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 for drivers, pedestrians, and bicyclists. Well maintained road surfaces increase 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 and subsequent ratings of all primary/arterial pavements as well as calculating the rating health of the primary roadway network as a whole. Physical condition inspections of the pavements will occur on a two-to-three year cycle. 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 recommends 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 and biking environment, utilizing selected engineering technologies, and ensuring Americans with Disabilities Act (ADA) compliance. The design and planning stages, as well as final completion of the project will comply with the Department of Transportation (DOT), Maryland State Highway Administration (MSHA), Manual on Uniform Traffic Control Devices (MUTCD), American Association of State Highway Officials (AASHTO), and ADA standards.

FISCAL NOTE

\$11.7 million is the annual requirement to maintain Countywide Pavement Condition Index of 69 for Primary/Arterial roads. \$14.6 million is the annual requirement to reach the goal of 80 Countywide Pavement Condition Index for Primary/Arterial roads. In FY21, funding switch with GO Bonds to allocate \$5 million in GO Bond Premium. \$1.0 million was accelerated from FY24 to FY22.

DISCLOSURES

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

COORDINATION

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



Resurfacing: Residential/Rural Roads (P500511)

Category	Transportation	Date Last Modified	05/25/21
SubCategory	Highway Maintenance	Administering Agency	Transportation
Planning Area	Countywide	Status	Ongoing

Total	Thru FY20	Rem FY20	Total 6 Years	FY 21	FY 22	FY 23	FY 24	FY 25	FY 26	Beyond 6 Years
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EXPENDITURE SCHEDULE (\$000s)

Planning, Design and Supervision	13,805	27	4,676	9,102	1,411	1,589	1,387	1,387	1,664	1,664	-
Site Improvements and Utilities	10	10	-	-	-	-	-	-	-	-	-
Construction	201,837	147,939	-	53,898	7,998	9,002	8,613	7,613	10,336	10,336	-
Other	225	225	-	-	-	-	-	-	-	-	-
TOTAL EXPENDITURES	215,877	148,201	4,676	63,000	9,409	10,591	10,000	9,000	12,000	12,000	-

FUNDING SCHEDULE (\$000s)

Current Revenue: General	1,865	1,865	-	-	-	-	-	-	-	-	-
G.O. Bond Premium	9,000	-	-	9,000	9,000	-	-	-	-	-	-
G.O. Bonds	200,483	141,807	4,676	54,000	409	10,591	10,000	9,000	12,000	12,000	-
PAYGO	1,617	1,617	-	-	-	-	-	-	-	-	-
Recordation Tax Premium (MCG)	2,912	2,912	-	-	-	-	-	-	-	-	-
TOTAL FUNDING SOURCES	215,877	148,201	4,676	63,000	9,409	10,591	10,000	9,000	12,000	12,000	-

APPROPRIATION AND EXPENDITURE DATA (\$000s)

Appropriation FY 22 Request	10,591	Year First Appropriation	FY05
Cumulative Appropriation	162,286	Last FY's Cost Estimate	215,877
Expenditure / Encumbrances	152,411		
Unencumbered Balance	9,875		

PROJECT 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 4,324 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. A portion of this work will be performed by the County in-house paving crew.

PROJECT JUSTIFICATION

In FY09, the Department of Transportation instituted a contemporary pavement management system. This system provides for systematic physical condition surveys. The 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 cost, 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.

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 Highway and Transportation 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.

FISCAL NOTE

\$57 million is the annual cost required to maintain the current Countywide Pavement Condition Index of 66 on residential and rural roads. \$60 million is the annual requirement to reach the goal of 70 Countywide Pavement Condition Index for residential and rural roads. Related CIP projects include Permanent Patching: Residential/Rural Roads (No. 501106) and Residential and Rural Road Rehabilitation (No. 500914). Funding switch in FY20 from GO Bonds to Recordation Tax Premium. In FY21, funding switch with GO Bonds to allocate \$9 million in GO Bond Premium. FY21 supplemental in G.O. Bonds for the amount of \$409,000. \$1.0 million accelerated from FY24 to FY22.

DISCLOSURES

Expenditures will continue indefinitely.

COORDINATION



Sidewalk and Curb Replacement

(P508182)

Category	Transportation	Date Last Modified	05/25/21
SubCategory	Highway Maintenance	Administering Agency	Transportation
Planning Area	Countywide	Status	Ongoing

Total	Thru FY20	Rem FY20	Total 6 Years	FY 21	FY 22	FY 23	FY 24	FY 25	FY 26	Beyond 6 Years
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EXPENDITURE SCHEDULE (\$000s)

Planning, Design and Supervision	5,275	4	-	5,271	525	675	1,005	837	1,005	1,224	-
Site Improvements and Utilities	25	25	-	-	-	-	-	-	-	-	-
Construction	70,031	40,188	-	29,843	2,954	4,325	5,195	4,741	5,694	6,934	-
Other	55	55	-	-	-	-	-	-	-	-	-
TOTAL EXPENDITURES	75,386	40,272	-	35,114	3,479	5,000	6,200	5,578	6,699	8,158	-

FUNDING SCHEDULE (\$000s)

Contributions	7,205	4,205	-	3,000	500	500	500	500	500	500	-
G.O. Bonds	65,226	33,112	-	32,114	2,979	4,500	5,700	5,078	6,199	7,658	-
PAYGO	2,955	2,955	-	-	-	-	-	-	-	-	-
TOTAL FUNDING SOURCES	75,386	40,272	-	35,114	3,479	5,000	6,200	5,578	6,699	8,158	-

APPROPRIATION AND EXPENDITURE DATA (\$000s)

Appropriation FY 22 Request	5,000	Year First Appropriation	FY81
Cumulative Appropriation	43,751	Last FY's Cost Estimate	76,051
Expenditure / Encumbrances	40,925		
Unencumbered Balance	2,826		

PROJECT 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 1,668 miles of sidewalks and about 3,336 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. No changes will be made to existing structures unless necessary to eliminate erosion, assure drainage, and improve safety as determined by a County engineer. Some funds from this project support the Renew Montgomery program. A significant aspect of this project has been and will be to provide safe pedestrian access and to 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

Project cost reduced due to affordability.

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 111 miles of curbs and gutters and 56 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 2016 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 a total of \$500,000 annually. Payments for this work are displayed as Contributions in the funding schedule. Acceleration from FY23 to FY22. FY22 cost reduced due to affordability and \$500,000 accelerated from FY23 to FY22.

DISCLOSURES

Expenditures will continue indefinitely.

COORDINATION

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



Bethesda Metro Station South Entrance

(P500929)

Category	Transportation	Date Last Modified	05/21/21
SubCategory	Mass Transit (MCG)	Administering Agency	Transportation
Planning Area	Bethesda-Chevy Chase and Vicinity	Status	Under Construction

	Total	Thru FY20	Rem FY20	Total 6 Years	FY 21	FY 22	FY 23	FY 24	FY 25	FY 26	Beyond 6 Years
EXPENDITURE SCHEDULE (\$000s)											
Planning, Design and Supervision	1,919	1,756	13	150	50	50	50	-	-	-	-
Land	29	-	29	-	-	-	-	-	-	-	-
Site Improvements and Utilities	5,453	-	4,119	1,334	1,027	307	-	-	-	-	-
Construction	90,801	55,602	470	34,729	-	21,035	6,930	5,611	1,132	21	-
Other	12,000	-	3,350	8,650	-	2,650	6,000	-	-	-	-
TOTAL EXPENDITURES	110,202	57,358	7,981	44,863	1,077	24,042	12,980	5,611	1,132	21	-

FUNDING SCHEDULE (\$000s)											
G.O. Bonds	91,051	38,207	7,981	44,863	1,077	24,042	12,980	5,611	1,132	21	-
Impact Tax	6,159	6,159	-	-	-	-	-	-	-	-	-
Revenue Bonds: Liquor Fund	12,992	12,992	-	-	-	-	-	-	-	-	-
TOTAL FUNDING SOURCES	110,202	57,358	7,981	44,863	1,077	24,042	12,980	5,611	1,132	21	-

APPROPRIATION AND EXPENDITURE DATA (\$000s)			
Appropriation FY 22 Request	-	Year First Appropriation	FY09
Cumulative Appropriation	102,104	Last FY's Cost Estimate	110,202
Expenditure / Encumbrances	76,893		
Unencumbered Balance	25,211		

PROJECT DESCRIPTION

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

ESTIMATED SCHEDULE

Construction started in FY18. Construction will be coordinated and implemented as part of the State Purple Line Project and will be completed when the Purple Line construction is complete. In FY21, the schedule was revised again based on actual progress and MTA's latest revised cash flow projection.

OTHER

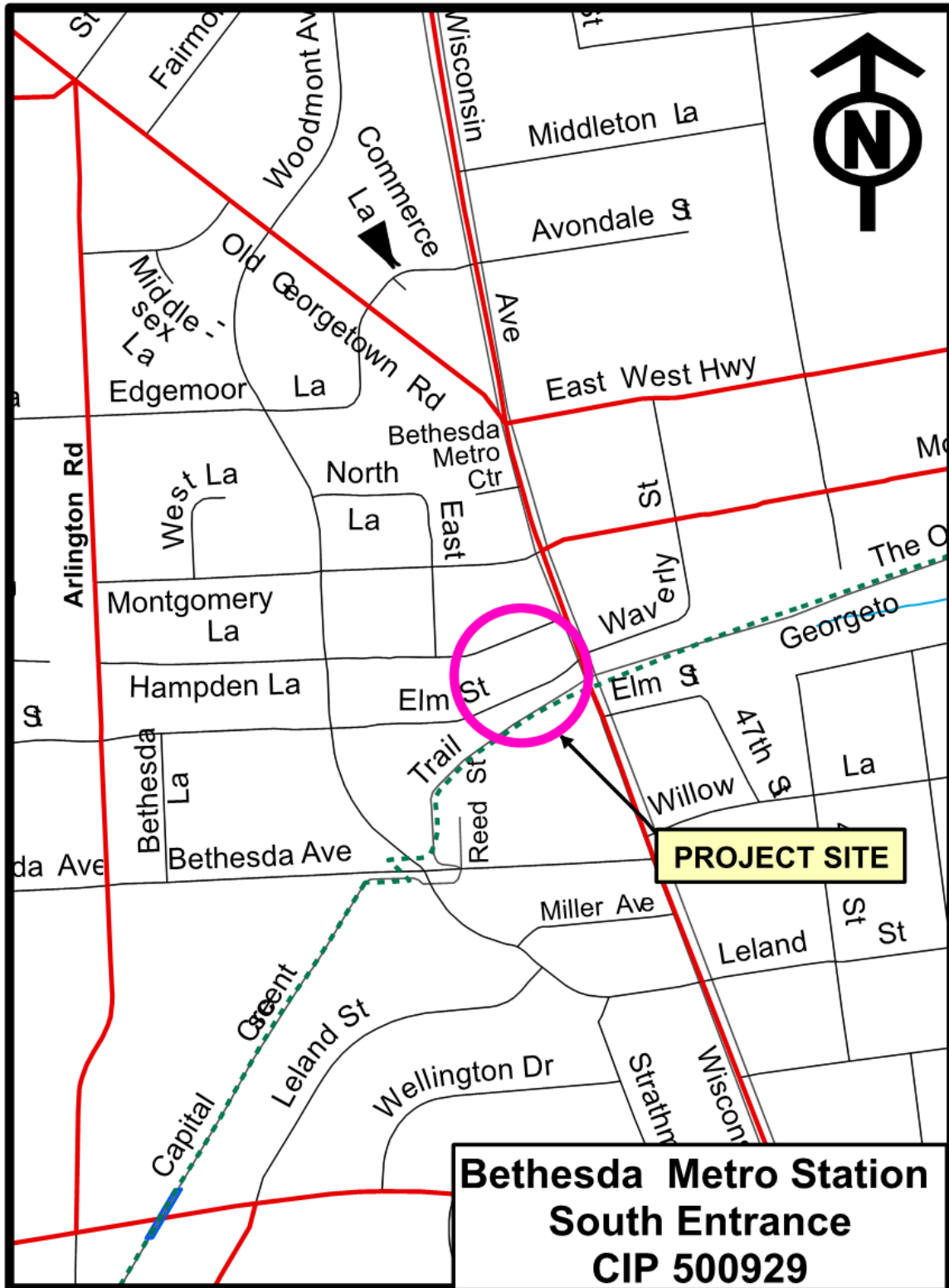
Part of Elm Street west of Wisconsin Avenue will be closed for a period during construction.

FISCAL NOTE

The funds for this project were initially programmed in the State Transportation Participation project. Appropriation of \$5 million for design was transferred from the State Transportation Participation project in FY09. In FY18, a funding switch was made to increase Revenue Bonds: Liquor Fund appropriation and decrease GO Bonds appropriation by \$7.992 million. In FY19, a shift in \$3.5 million in GO Bonds from FY21 to FY19 was done to reflect an updated MTA billing schedule. In FY21, \$29,374,000 was shifted from prior years and distributed across FY21-FY26 to further reflect actual progress, a new estimated billing schedule, and to account for delays associated with the Purple Line.

COORDINATION

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





Burtonsville Park and Ride Improvements

(P502203)

Category	Transportation	Date Last Modified	05/25/21
SubCategory	Mass Transit (MCG)	Administering Agency	Transportation
Planning Area	Fairland-Beltsville and Vicinity	Status	Planning Stage

Total	Thru FY20	Rem FY20	Total 6 Years	FY 21	FY 22	FY 23	FY 24	FY 25	FY 26	Beyond 6 Years
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EXPENDITURE SCHEDULE (\$000s)

Planning, Design and Supervision	500	-	-	500	-	500	-	-	-	-	-
TOTAL EXPENDITURES	500	-	-	500	-	500	-	-	-	-	-

FUNDING SCHEDULE (\$000s)

State Aid	500	-	-	500	-	500	-	-	-	-	-
TOTAL FUNDING SOURCES	500	-	-	500	-	500	-	-	-	-	-

APPROPRIATION AND EXPENDITURE DATA (\$000s)

Appropriation FY 22 Request	500	Year First Appropriation	
Cumulative Appropriation	-	Last FY's Cost Estimate	-
Expenditure / Encumbrances	-		
Unencumbered Balance	-		

PROJECT DESCRIPTION

State aid (\$500,000) will be used to conduct a feasibility study for constructing a parking garage or other improvements at the Burtonsville Park and Ride Lot in support of FLASH service on the US 29 corridor and to facilitate reactivation or redevelopment of the adjacent commercial property. Planning for the access and egress routes to the park-and-ride may also include advancing the concept for a road diet on Old Columbia Pike between the Burtonsville Crossing Shopping Center and the Burtonsville Town Center Shopping Center to better link these commercial properties, reduce impervious area, and improve safety. The Burtonsville Station is the northernmost FLASH station in Montgomery County and is well-situated for park-and-ride access with direct ramps to US 29 and strong east-west connections via Maryland 198. With this strategic location, the park-and-ride can serve residents of Montgomery, Prince George's and Howard County, increasing transit ridership and lowering traffic demands on US 29 through Montgomery County. Expansion of this park-and-ride is needed to accommodate future ridership at this station and is part of longer-term plans to extend FLASH service into Howard County and to provide all-day service in Burtonsville. The location can also serve as a hub for interconnecting local services to nearby communities like Cloverly, Ashton, Laurel and Maple Lawn. Expansion of public parking capacity at this location may also facilitate a more compelling development vision for County, State and privately owned properties in this part of Burtonsville.

ESTIMATED SCHEDULE

The feasibility study is expected to be completed in FY22.

PROJECT JUSTIFICATION

It is estimated that by 2040 there will be a need for 1,000 park-and-ride spaces at the Burtonsville Park-and-Ride to serve the FLASH service and the current capacity of the park-and-ride lot is only 475 spaces. This parking also serves Metrobus and MTA bus services and supports County employee commuting. The park and ride lot has strong access to US 29, but access from Old Columbia Pike and Maryland 198 relies upon connections through adjacent commercial development. The Burtonsville Crossing Shopping Center is immediately adjacent to the park-and-ride lot and the rear of the center faces the FLASH station. The Burtonsville Crossing Shopping Center has struggled to retain and attract tenants since the opening of the Burtonsville Town Center, directly across Old Columbia Pike, and the completion of the Burtonsville overpass on US 29. The center is currently home to only two small businesses on a 16 acre site. With such low occupancy, the shopping center has become a source of community concern. Reconfiguration of the park-and-ride lot and its access routes, may be an important element of reactivating or redeveloping the Burtonsville Crossing Shopping Center and better integrating development on the approximately 36 acres of land between Old Columbia Pike, US 29, Maryland 198 and the Pepco transmission lines.

FISCAL NOTE

An additional \$4.5 million in State Aid is available to begin implementation of recommendations from the feasibility study.

DISCLOSURES

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

COORDINATION

Intergovernmental Relations, Office of the County Executive, Community Engagement Cluster.



Bus Priority Program - Minor Projects (P502204)

Category	Transportation	Date Last Modified	05/25/21
SubCategory	Mass Transit (MCG)	Administering Agency	Transportation
Planning Area	Countywide	Status	Preliminary Design Stage

Total	Thru FY20	Rem FY20	Total 6 Years	FY 21	FY 22	FY 23	FY 24	FY 25	FY 26	Beyond 6 Years
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EXPENDITURE SCHEDULE (\$000s)

Planning, Design and Supervision	300	-	-	300	-	300	-	-	-	-	-
Site Improvements and Utilities	50	-	-	50	-	50	-	-	-	-	-
Construction	900	-	-	900	-	900	-	-	-	-	-
TOTAL EXPENDITURES	1,250	-	-	1,250	-	1,250	-	-	-	-	-

FUNDING SCHEDULE (\$000s)

Current Revenue: Mass Transit	1,250	-	-	1,250	-	1,250	-	-	-	-	-
TOTAL FUNDING SOURCES	1,250	-	-	1,250	-	1,250	-	-	-	-	-

APPROPRIATION AND EXPENDITURE DATA (\$000s)

Appropriation FY 22 Request	1,250	Year First Appropriation	
Cumulative Appropriation	-	Last FY's Cost Estimate	-
Expenditure / Encumbrances	-		
Unencumbered Balance	-		

PROJECT DESCRIPTION

This program provides for the planning, design, and construction of improvements such as bus lanes; queue jumps; passenger boarding and alighting improvements; implementation of transit signal priority; enhanced bus stops; and other similar capital improvements that will result in improved bus operations throughout Montgomery County. These improvements will advance the transit network specified by master plans. Potential improvements may also be identified through other planning and transit operations studies or requested by community members.

ESTIMATED SCHEDULE

Projects programmed for FY22 include Veirs Mill Road in the area near the Wheaton Metrorail Station, on Crystal Rock Drive, Century Boulevard, and Aircraft Drive leading up to the Germantown Transit Center, and on US29 in Silver Spring.

PROJECT JUSTIFICATION

Montgomery County is working towards implementation of a 102-mile bus rapid transit (BRT) network that will dramatically improve transit and support the county's economic development, equity, and environmental goals. This network is focused on 10 primary corridors within Montgomery County and is an ambitious plan to improve bus transit service and refocus how people travel in Montgomery County. Individual corridor projects are complex, costly, and take several years to implement. Recognizing the importance of improving bus performance in the shorter term, the Montgomery County Department of Transportation is advancing the Bus Priority Program to provide targeted and quickly implementable improvements that will result in improved bus reliability and travel time.

DISCLOSURES

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

COORDINATION

Maryland Department of Transportation, Washington Metropolitan Area Transit Authority, Maryland-National Capital Park and Planning Commission, City of Rockville, City of Gaithersburg, State Highway Administration



Bus Rapid Transit: MD 355 (P502005)

Category	Transportation	Date Last Modified	05/21/21
SubCategory	Mass Transit (MCG)	Administering Agency	Transportation
Planning Area	Countywide	Status	Planning Stage

Total	Thru FY20	Rem FY20	Total 6 Years	FY 21	FY 22	FY 23	FY 24	FY 25	FY 26	Beyond 6 Years
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EXPENDITURE SCHEDULE (\$000s)

Planning, Design and Supervision	24,000	307	2,693	21,000	2,000	6,500	6,500	6,000	-	-	-
TOTAL EXPENDITURES	24,000	307	2,693	21,000	2,000	6,500	6,500	6,000	-	-	-

FUNDING SCHEDULE (\$000s)

Current Revenue: Mass Transit	750	-	-	750	750	-	-	-	-	-	-
G.O. Bonds	6,000	-	-	6,000	-	-	-	6,000	-	-	-
Impact Tax	3,064	307	2,693	64	64	-	-	-	-	-	-
Recordation Tax Premium (MCG)	8,186	-	-	8,186	1,186	3,000	4,000	-	-	-	-
State Aid	6,000	-	-	6,000	-	3,500	2,500	-	-	-	-
TOTAL FUNDING SOURCES	24,000	307	2,693	21,000	2,000	6,500	6,500	6,000	-	-	-

APPROPRIATION AND EXPENDITURE DATA (\$000s)

Appropriation FY 22 Request	10,000	Year First Appropriation	FY20
Cumulative Appropriation	5,000	Last FY's Cost Estimate	18,000
Expenditure / Encumbrances	-		
Unencumbered Balance	5,000		

PROJECT DESCRIPTION

This project will design and construct a new Bus Rapid Transit (BRT) line on MD355 between Clarkburg and Bethesda. Planning conducted by the Maryland Department of Transportation Maryland Transit Administration (MDOT MTA) resulted in several Alternatives Retained for Detailed Study in 2017. In 2019, MCDOT completed the planning phase. The project includes dedicated BRT lanes, new BRT stations with level boarding and off-board payment, Transit Signal Priority, purchase of new 60-foot articulated vehicles, and other associated pedestrian and bicycle improvements along the corridor.

LOCATION

MD 355 between Clarksburg and Bethesda

ESTIMATED SCHEDULE

Project planning was completed in FY19. Preliminary engineering began in FY20 and will be completed in FY23. Final design for select segments will immediately follow and will be completed in FY24.

COST CHANGE

State Aid added to accelerate design efforts.

PROJECT JUSTIFICATION

The project will transform mobility options with the implementation of a 22-mile, premium, branded, limited-stop BRT service along MD355 between Clarksburg and Bethesda. This new service will improve transit travel time and increase opportunity for a broad range of users along a highly congested corridor. The project will improve passenger transit mobility by connecting riders to high density housing and employment centers.

FISCAL NOTE

This project was created as a supplemental in FY20 for \$3 million.

Programming of funds through final design of select segments improves the project's eligibility for earlier entry into the Federal Transit Administration's Capital Investment Grant program. Final design funded with GO Bonds in FY24. State Aid added for \$6.0 million in FY22 (\$3.5 million) and FY23 (\$2.5 million) to accelerate implementation.

DISCLOSURES

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

COORDINATION

Maryland Department of Transportation, Washington Metropolitan Area Transit Authority, Maryland-National Capital Park and Planning Commission, City of Rockville, City of Gaithersburg



Bus Rapid Transit: System Development (P501318)

Category	Transportation	Date Last Modified	05/24/21
SubCategory	Mass Transit (MCG)	Administering Agency	Transportation
Planning Area	Countywide	Status	Planning Stage

	Total	Thru FY20	Rem FY20	Total 6 Years	FY 21	FY 22	FY 23	FY 24	FY 25	FY 26	Beyond 6 Years
EXPENDITURE SCHEDULE (\$000s)											
Planning, Design and Supervision	32,139	16,168	1,971	14,000	500	4,500	4,500	3,500	500	500	-
Land	51	51	-	-	-	-	-	-	-	-	-
Site Improvements and Utilities	143	143	-	-	-	-	-	-	-	-	-
Construction	42	42	-	-	-	-	-	-	-	-	-
TOTAL EXPENDITURES	32,375	16,404	1,971	14,000	500	4,500	4,500	3,500	500	500	-

FUNDING SCHEDULE (\$000s)											
Current Revenue: Mass Transit	16,125	4,021	1,854	10,250	500	2,500	2,750	3,500	500	500	-
Federal Aid	500	500	-	-	-	-	-	-	-	-	-
G.O. Bonds	6,321	6,204	117	-	-	-	-	-	-	-	-
Impact Tax	2,750	2,000	-	750	-	-	750	-	-	-	-
Recordation Tax Premium (MCG)	3,000	-	-	3,000	-	2,000	1,000	-	-	-	-
Revenue Bonds: Liquor Fund	3,179	3,179	-	-	-	-	-	-	-	-	-
State Aid	500	500	-	-	-	-	-	-	-	-	-
TOTAL FUNDING SOURCES	32,375	16,404	1,971	14,000	500	4,500	4,500	3,500	500	500	-

APPROPRIATION AND EXPENDITURE DATA (\$000s)			
Appropriation FY 22 Request	4,500	Year First Appropriation	FY13
Cumulative Appropriation	18,875	Last FY's Cost Estimate	32,375
Expenditure / Encumbrances	17,652		
Unencumbered Balance	1,223		

PROJECT DESCRIPTION

This project provides for the initial steps and detailed studies related to a Bus Rapid Transit (BRT) system in the County, supplementing the Metrorail Red Line and master-planned Purple Line and Corridor Cities Transitway (CCT). The County Council approved the Countywide Transit Corridors Functional Master Plan, an amendment to the Master Plan of Highways and Transportation, on November 26, 2013. The amendment authorizes the Department of Transportation to study enhanced transit options and Bus Rapid Transit for 10 transit corridors, including: Georgia Avenue North, Georgia Avenue South, MD 355 North, MD 355 South, New Hampshire Avenue, North Bethesda Transitway, Randolph Road, University Boulevard, US 29, and Veirs Mill Road.

ESTIMATED SCHEDULE

Planning for the MD 355 corridor occurred in FY15 through FY19. Preliminary Engineering will commence in FY20 in Project #502005. Planning and design for US 29 was completed in FY18, and construction commenced in FY19 in Project #501912. Planning for the New Hampshire Avenue BRT corridor will begin in FY22 and will be complete in FY24. Planning for the North Bethesda Transitway will begin in FY22 and be completed in FY23.

PROJECT JUSTIFICATION

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

OTHER

The County programmed funds for the Maryland Department of Transportation (MDOT) to conduct preliminary engineering for a master-planned BRT line on Veirs Mill Road between the Rockville and Wheaton Metrorail Stations (\$6 million). This study was funded in the State Transportation Participation project, PDF #500722, and a recommended alternative was selected in FY18. Funds for Preliminary Engineering (PE) for the Veirs Mill BRT have been programmed in Bus Rapid Transit: Veirs Mill Road (#501913), and preliminary engineering will commence in FY20.

FISCAL NOTE

Base programmatic expenditures will continue indefinitely. Acceleration of \$4,000,000 for the North Bethesda Transitway from FY24 and FY25 into FY22 and

FY23.

DISCLOSURES

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

COORDINATION

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



Bus Rapid Transit: US 29-Phase 2 (P502201)

Category	Transportation	Date Last Modified	05/25/21
SubCategory	Mass Transit (MCG)	Administering Agency	Transportation
Planning Area	Kemp Mill-Four Corners and Vicinity	Status	Preliminary Design Stage

Total	Thru FY20	Rem FY20	Total 6 Years	FY 21	FY 22	FY 23	FY 24	FY 25	FY 26	Beyond 6 Years
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EXPENDITURE SCHEDULE (\$000s)

Planning, Design and Supervision	6,250	-	-	6,250	-	1,750	3,000	1,500	-	-	-
TOTAL EXPENDITURES	6,250	-	-	6,250	-	1,750	3,000	1,500	-	-	-

FUNDING SCHEDULE (\$000s)

Impact Tax	6,250	-	-	6,250	-	1,750	3,000	1,500	-	-	-
TOTAL FUNDING SOURCES	6,250	-	-	6,250	-	1,750	3,000	1,500	-	-	-

APPROPRIATION AND EXPENDITURE DATA (\$000s)

Appropriation FY 22 Request	250	Year First Appropriation	
Cumulative Appropriation	-	Last FY's Cost Estimate	-
Expenditure / Encumbrances	-		
Unencumbered Balance	-		

PROJECT DESCRIPTION

This project will design and implement a managed lane along the US 29 corridor from Musgrove Road to Southwood Drive and from Dale Drive to Spring Street. The managed lane will be restricted to use by high occupancy vehicles (HOV) and transit to improve roadway performance and person throughput. The project will also include improvements at identified "hot spot" locations to improve overall traffic operations along the US 29 corridor.

LOCATION

Master plans: Silver Spring, North and West Silver Spring, Four Corners, White Oak, White Oak Science Gateway, and Fairland. Route US 29 from Burtonsville to downtown Silver Spring.

ESTIMATED SCHEDULE

Project planning will be completed in FY 22. Preliminary engineering would begin in FY 22 and be completed in FY 23.

PROJECT JUSTIFICATION

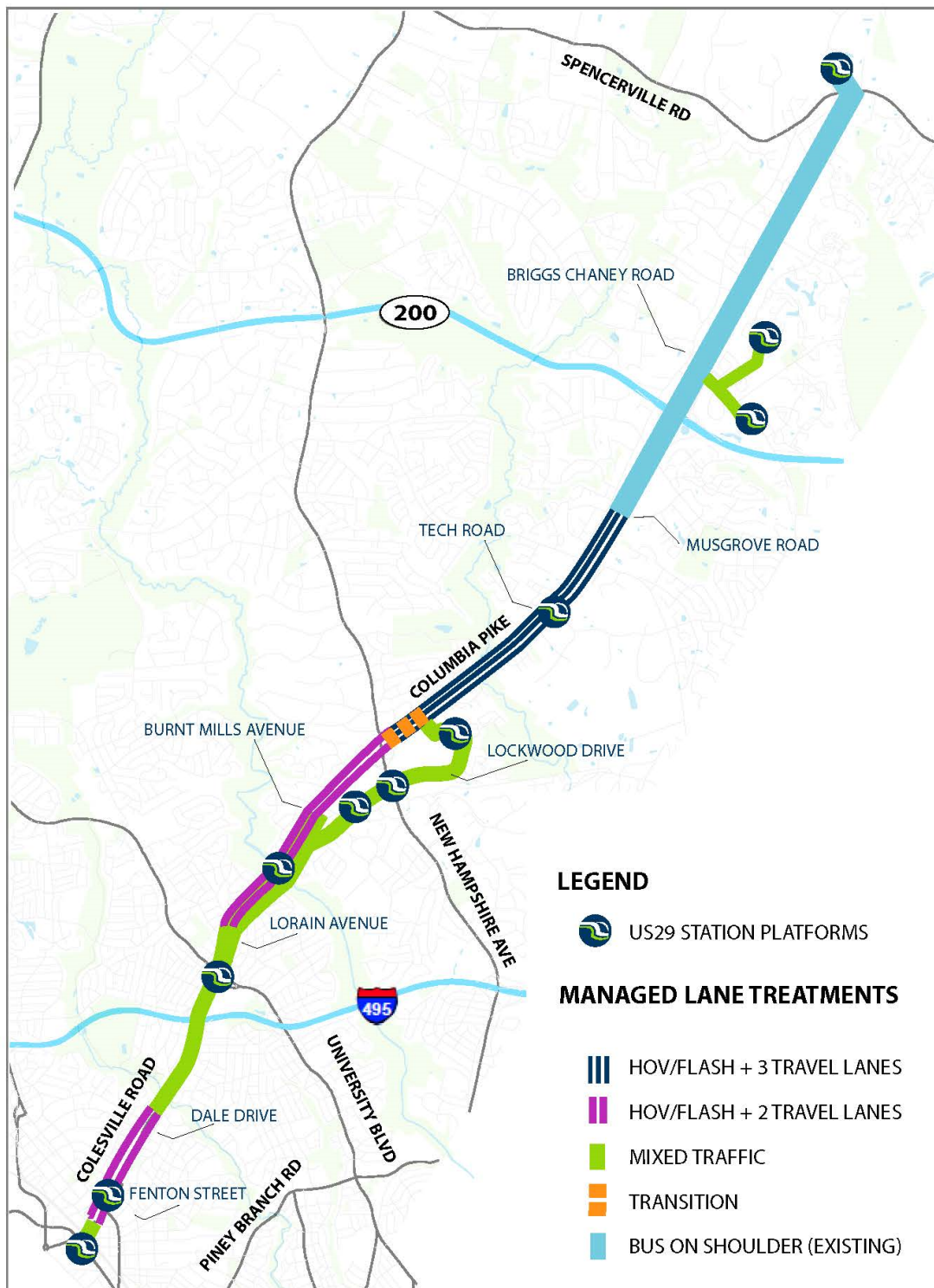
This project will complement the investment in US 29 Flash and improve transit, carpool, and overall corridor travel time and reliability, performance, and person throughput from MD 198 to the Silver Spring Transit Center. These efforts will support master plan non-auto-drive mode share (NADMS) goals. The project supports the following countywide vision goals: Easier Commutes and a Growing Economy. Approved land use plans in the corridor recommend the implementation of transit lanes along with US 29 Flash. The project is consistent with the Countywide Transit Corridors Functional Master Plan.

DISCLOSURES

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

COORDINATION

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





Bus Rapid Transit: Veirs Mill Road (P501913)

Category	Transportation	Date Last Modified	05/16/21
SubCategory	Mass Transit (MCG)	Administering Agency	Transportation
Planning Area	Rockville	Status	Preliminary Design Stage

Total	Thru FY20	Rem FY20	Total 6 Years	FY 21	FY 22	FY 23	FY 24	FY 25	FY 26	Beyond 6 Years
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EXPENDITURE SCHEDULE (\$000s)

Planning, Design and Supervision	7,500	328	672	6,500	2,000	2,500	2,000	-	-	-	-
TOTAL EXPENDITURES	7,500	328	672	6,500	2,000	2,500	2,000	-	-	-	-

FUNDING SCHEDULE (\$000s)

Current Revenue: Mass Transit	4,500	-	-	4,500	-	2,500	2,000	-	-	-	-
Impact Tax	3,000	328	672	2,000	2,000	-	-	-	-	-	-
TOTAL FUNDING SOURCES	7,500	328	672	6,500	2,000	2,500	2,000	-	-	-	-

APPROPRIATION AND EXPENDITURE DATA (\$000s)

Appropriation FY 22 Request	4,500	Year First Appropriation	FY20
Cumulative Appropriation	3,000	Last FY's Cost Estimate	3,000
Expenditure / Encumbrances	2,545		
Unencumbered Balance	455		

PROJECT DESCRIPTION

This project will design and construct a new Bus Rapid Transit (BRT) line on Veirs Mill Road (MD 586) between the Wheaton and Rockville Metrorail Stations. Planning conducted by the Maryland Department of Transportation State Highway Administration (MDOT SHA) resulted in a Recommended Alternative in late 2017. The recommended alternative includes queue jumps for use by BRT and other buses at congested intersections along the corridor, new BRT stations with level boarding and off-board payment, Transit Signal Priority, purchase of new 60-foot articulated vehicles, and other associated pedestrian and bicycle improvements along the corridor. The study retains curbside dedicated lanes as the long-term BRT alternative for Veirs Mill Road.

LOCATION

Veirs Mill Road

ESTIMATED SCHEDULE

Project planning was completed in FY18. Preliminary Engineering began in FY20 and is anticipated to be complete in FY21. Final design will start in FY22 and be completed in FY23.

COST CHANGE

Final design costs added back to the project. This addition allows the project to compete for Federal funding.

PROJECT JUSTIFICATION

The project will transform mobility options with the implementation of a seven-mile, premium, branded, limited-stop BRT service along Veirs Mill Road. This new service will improve transit travel time and increase opportunity for a broad range of users, including a significant number of minority and low-income riders living along a highly congested corridor. The project will improve passenger transit mobility by connecting riders to high density housing and employment centers. Plans & Studies: MCDOT Countywide Bus Rapid Transit Study, Final Report (July 2011); County Executive's Transit Task Force (May 2012); Countywide Transit Corridors Functional Master Plan (November 2013); Maryland Department of Transportation/Maryland State Highway Administration MD 586/Veirs Mill Road Draft Corridor Planning Study (September 2016); Veirs Mill Corridor Master Plan (April 2019)

FISCAL NOTE

\$3 million in FY20 and FY21 will be used to complete Preliminary Engineering. \$4.5 million will be used to complete final design. The current estimate for project completion is an additional \$71.5 million for Construction. Adding final design costs to the CIP schedule allows the project to compete for Federal funding.

DISCLOSURES

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

COORDINATION

Maryland Department of Transportation, Washington Metropolitan Area Transit Authority, Maryland-National Capital Park and Planning Commission, City of Rockville



Great Seneca Science Corridor Transit Improvements (P502202)

Category	Transportation	Date Last Modified	04/21/21
SubCategory	Mass Transit (MCG)	Administering Agency	Transportation
Planning Area	Gaithersburg and Vicinity	Status	Preliminary Design Stage

Total	Thru FY20	Rem FY20	Total 6 Years	FY 21	FY 22	FY 23	FY 24	FY 25	FY 26	Beyond 6 Years
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EXPENDITURE SCHEDULE (\$000s)

Planning, Design and Supervision	1,500	-	-	1,500	-	1,500	-	-	-	-	-
Construction	10,600	-	-	10,600	-	2,275	6,325	2,000	-	-	-
TOTAL EXPENDITURES	12,100	-	-	12,100	-	3,775	6,325	2,000	-	-	-

FUNDING SCHEDULE (\$000s)

Current Revenue: Mass Transit	10,600	-	-	10,600	-	2,275	6,325	2,000	-	-	-
Impact Tax	1,500	-	-	1,500	-	1,500	-	-	-	-	-
TOTAL FUNDING SOURCES	12,100	-	-	12,100	-	3,775	6,325	2,000	-	-	-

APPROPRIATION AND EXPENDITURE DATA (\$000s)

Appropriation FY 22 Request	11,100	Year First Appropriation	
Cumulative Appropriation	-	Last FY's Cost Estimate	-
Expenditure / Encumbrances	-		
Unencumbered Balance	-		

PROJECT DESCRIPTION

The project will advance the planning, design, and implementation of new premium-transit services to support the Great Seneca Science Corridor and surrounding areas. The project includes new, upgraded transit stations, dedicated bus and bus + bike lanes, transit signal priority, new roadway connections, upgrades to transit centers, as well as pedestrian and bicycle improvements for the first two routes. These transit services will provide frequent and reliable connections between Kentlands, Crown Farm, King Farm, the Universities at Shady Grove, Adventist Shady Grove Hospital, Shady Grove Metro, Rockville, and other key destinations in support of the Great Seneca Science Corridor Master Plan.

LOCATION

Great Seneca Science Corridor master plan including Shady Grove, King Farm, Fallsgrrove, Crown Farm, Rio, Kentlands, Adventist Shady Grove Hospital, Universities at Shady Grove, and Rockville

ESTIMATED SCHEDULE

Planning will be completed in FY21 in the Bus Rapid Transit: Development CIP project. Preliminary design will begin in FY22. Construction of improvements for the Pink line linking Shady Grove Metrorail station to the Life Science Center near Shady Grove Hospital and the Lime line using I-370 from Shady Grove Metro to RIO, Crown Farm and the heart of the Life Science Center will begin in late FY22 and be completed in FY24.

PROJECT JUSTIFICATION

The continued delay of the Corridor Cities Transitway (CCT) has limited the ability for land use plans in the Great Seneca Science Corridor area to be realized. While the CCT is still identified as the long-term transit need for this area, a vision for enhanced transit improvements has been identified for quicker implementation to help the county achieve its non-auto-driver mode share (NADMS goals).

FISCAL NOTE

Remaining \$1 million appropriation on hold pending Memorandum of Understanding with the cities of Gaithersburg and Rockville. Fleet costs are not included and will be determined during the planning and design phase.

DISCLOSURES

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

COORDINATION

Maryland Department of Transportation, Washington Metropolitan Area Transit Authority, Maryland-National Capital Park and Planning Commission, city of Gaithersburg, and city of Rockville.



Purple Line (P501603)

Category	Transportation	Date Last Modified	05/24/21
SubCategory	Mass Transit (MCG)	Administering Agency	Transportation
Planning Area	Countywide	Status	Under Construction
		Relocation Impact	Yes

	Total	Thru FY20	Rem FY20	Total 6 Years	FY 21	FY 22	FY 23	FY 24	FY 25	FY 26	Beyond 6 Years
EXPENDITURE SCHEDULE (\$000s)											
Planning, Design and Supervision	1,448	972	426	50	50	-	-	-	-	-	-
Land	3,898	1,584	2,314	-	-	-	-	-	-	-	-
Construction	266	266	-	-	-	-	-	-	-	-	-
Other	48,000	8,000	-	40,000	10,000	15,000	15,000	-	-	-	-
TOTAL EXPENDITURES	53,612	10,822	2,740	40,050	10,050	15,000	15,000	-	-	-	-

FUNDING SCHEDULE (\$000s)											
G.O. Bonds	43,152	362	2,740	40,050	10,050	15,000	15,000	-	-	-	-
Impact Tax	2,254	2,254	-	-	-	-	-	-	-	-	-
PAYGO	206	206	-	-	-	-	-	-	-	-	-
Recordation Tax Premium (MCG)	8,000	8,000	-	-	-	-	-	-	-	-	-
TOTAL FUNDING SOURCES	53,612	10,822	2,740	40,050	10,050	15,000	15,000	-	-	-	-

APPROPRIATION AND EXPENDITURE DATA (\$000s)			
Appropriation FY 22 Request	5,000	Year First Appropriation	FY16
Cumulative Appropriation	33,612	Last FY's Cost Estimate	53,612
Expenditure / Encumbrances	10,989		
Unencumbered Balance	22,623		

PROJECT DESCRIPTION

This project provides funding for County coordination and oversight of the Purple Line project, including the three County-funded projects [Capital Crescent Trail (P501316), Bethesda Metro South Entrance (P500929), and Silver Spring Green Trail (P509975)] that are being included with the construction of the Purple Line. The Purple Line is a 16-mile light rail line being constructed by the Maryland Transit Administration (MTA) between Bethesda Metrorail station in Montgomery County and New Carrollton Metrorail station in Prince George's County. The project will include the construction of 21 light rail stations, 10 of which are located in Montgomery County. The Purple Line, which is estimated to serve more than 65,000 daily riders, will operate both in its own right-of-way and in mixed traffic and provides a critical east-west connection linking Montgomery and Prince George's counties. The new rail line will result in many benefits, including faster and more reliable service for the region's east-west travel market, improved connectivity and access to existing and planned activity centers, increased service for transit-dependent populations, traffic congestion relief, and economic development, including Transit Oriented Development, along the corridor. The project is being bid out by the State as a Public-Private Partnership (PPP), with a selected Concessionaire responsible for final design and construction of the project, as well as the system operation and maintenance for the first 30 years of service. The County's role in the project is defined in a Memorandum of Agreement (MOA) between MTA and the County.

ESTIMATED SCHEDULE

The Maryland Transit Administration (MTA) reached an agreement with a Concessionaire in 2016. Final Design began during Spring/Summer 2016 and construction began in 2017. The Design-Builder and the Concessionaire filed claims to terminate the contract in 2020. A settlement agreement was reached; this resulted in the Design-Builder, also a member firm of the Concessionaire, leaving the project. The Concessionaire and the MTA intend to select a new entity to complete the construction and the project's schedule will be updated once this occurs.

PROJECT JUSTIFICATION

Montgomery County supports the Purple Line project due to its economic and mobility benefits. As with any large infrastructure project, significant impacts to the community - both residents and businesses along the corridor - are anticipated during the construction period. MTA has plans for a robust public engagement effort during design and construction; nevertheless, the County has embarked on its own community engagement effort through the Purple Line Implementation Advisory Group (PLIAG) and expects to be actively engaged with the community throughout the various project stages. The County will also be required to provide technical review and oversight of both the County-funded projects and the overall Purple Line project to ensure that they are in keeping with County standards.

OTHER

Certain County properties will be impacted by the construction of the MTA. To facilitate the construction and long term maintenance of the system, certain County properties will need to be transferred to MTA, in part or in entirety. Properties include (address and tax account identification number): 8710 Brookville Road (971041), Brookville Road (983094), 8717 Brookville Road (972728), 1160 Bonifant Street (1043367), 1114 Bonifant Street (1045696), 1170 Bonifant Street

(1046100), 734 E University Boulevard - for roadway widening and utility relocation (975345), 734 E University Boulevard - for use as parkland mitigation agreement with M-NCPPC (975345), vicinity of 25 East Wayne.

FISCAL NOTE

FY17 supplemental appropriation for \$8,000,000 in Recordation Tax Premium required per a Memorandum of Understanding with Carr properties. This will facilitate development of the Apex Building to provide an improved Bethesda Purple Line Station that includes a more prominent entrance and wider platform, thereby improving ADA accessibility and eliminating the need for patrons to cross the tracks, and an easement and tunnel under the building for the future underground segment of the Capital Crescent Trail enhancing safety and user experience. FY18 funding switch of \$367,000 between GO Bonds and Impact Tax.

COORDINATION

Maryland Transit Administration, Maryland Department of Transportation, Washington Metropolitan Area Transit Authority, State Highway Administration, Office of the County Executive, Maryland-National Capital Park and Planning Commission, Bethesda Bikeway and Pedestrian Facilities, CSX Transportation, Purple Line NOW, Coalition for the Capital Crescent Trail, Department of General Services, Department of Permitting Services, Silver Spring Transportation Management District, Bethesda Transportation Management District, Silver Spring Chamber of Commerce, Bethesda Chamber of Commerce



Ride On Bus Fleet (P500821)

Category	Transportation	Date Last Modified	05/21/21
SubCategory	Mass Transit (MCG)	Administering Agency	Transportation
Planning Area	Countywide	Status	Ongoing

Total	Thru FY20	Rem FY20	Total 6 Years	FY 21	FY 22	FY 23	FY 24	FY 25	FY 26	Beyond 6 Years
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EXPENDITURE SCHEDULE (\$000s)

Other	289,976	171,060	19,669	99,247	11,795	18,300	30,820	21,333	6,444	10,555	-
TOTAL EXPENDITURES	289,976	171,060	19,669	99,247	11,795	18,300	30,820	21,333	6,444	10,555	-

FUNDING SCHEDULE (\$000s)

Contributions	820	430	390	-	-	-	-	-	-	-	-
Current Revenue: Mass Transit	129,359	33,396	8,716	87,247	9,795	16,300	28,820	19,333	4,444	8,555	-
Fed Stimulus (State Allocation)	6,550	6,550	-	-	-	-	-	-	-	-	-
Federal Aid	51,880	36,177	6,103	9,600	1,600	1,600	1,600	1,600	1,600	1,600	-
G.O. Bonds	956	956	-	-	-	-	-	-	-	-	-
Impact Tax	2,350	2,350	-	-	-	-	-	-	-	-	-
Short-Term Financing	81,321	81,261	60	-	-	-	-	-	-	-	-
State Aid	16,740	9,940	4,400	2,400	400	400	400	400	400	400	-
TOTAL FUNDING SOURCES	289,976	171,060	19,669	99,247	11,795	18,300	30,820	21,333	6,444	10,555	-

APPROPRIATION AND EXPENDITURE DATA (\$000s)

Appropriation FY 22 Request	13,304	Year First Appropriation	FY09
Cumulative Appropriation	207,520	Last FY's Cost Estimate	279,354
Expenditure / Encumbrances	181,327		
Unencumbered Balance	26,193		

PROJECT DESCRIPTION

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

ESTIMATED SCHEDULE

FY21: 10 electric and 5 small diesel; FY22: 20 electric; FY23: 15 electric, 30 small diesel, and 7 microtransit; FY24: 10 electric and 21 small diesel, 2 large diesel; FY25: 12 large diesel; FY26: 18 CNG and 1 small diesel.

COST CHANGE

Change due to the mix of bus types, with a phaseout of hybrid buses and an increasing reliance on electric buses. Expanded acquisition of electric buses in FY22 and FY23.

PROJECT JUSTIFICATION

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

OTHER

MCDOT will continue to apply for grants to cover the incremental cost of additional electric buses. In FY21 and FY22, electric buses comprise 67 and 100 percent of new bus purchases, respectively. This exceeds standards compared to most other transit agencies. For example, California, considered a leader in zero bus emissions implementation, recently enacted a regulation that will require all large transit agencies to include at least 25 percent zero emission buses in their new bus purchases beginning in 2023.

DISCLOSURES

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

COORDINATION

Department of General Services, Maryland Transit Administration



Ride On Bus Route Restructuring Study (P502107)

Category	Transportation	Date Last Modified	05/24/21
SubCategory	Mass Transit (MCG)	Administering Agency	Transportation
Planning Area	Countywide	Status	Planning Stage

Total	Thru FY20	Rem FY20	Total 6 Years	FY 21	FY 22	FY 23	FY 24	FY 25	FY 26	Beyond 6 Years
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EXPENDITURE SCHEDULE (\$000s)

TOTAL EXPENDITURES	-	-	-	-	-	-	-	-	-	-
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FUNDING SCHEDULE (\$000s)

TOTAL FUNDING SOURCES	-	-	-	-	-	-	-	-	-	-
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APPROPRIATION AND EXPENDITURE DATA (\$000s)

Appropriation FY 22 Request	-	Year First Appropriation	
Cumulative Appropriation	-	Last FY's Cost Estimate	1,500
Expenditure / Encumbrances	-		
Unencumbered Balance	-		

PROJECT DESCRIPTION

This route restructuring study will examine the entire Ride On transit system's route network, looking at changes to the County population, demographics, employment centers, and residential networks to determine enhanced optimization of current and proposed transit services and provide recommended changes for a more equitable, efficient, effective, and environmentally sustainable service delivery of transit services to meet the evolving needs of the community. A variety of route features and models will be examined including route structure, connectivity, route span and frequency of service, plus the introduction of electric buses to the fleet.

COST CHANGE

This project scope is being consolidated into the Reimagining Ride On Transit System study which will be funded out of the FY22 operating budget.

PROJECT JUSTIFICATION

Transit is facing a period of industry disruption that requires thoughtful study and a strategic response. Bus ridership has declined nationally, and Ride On has experienced similar challenges. The current route structure has grown over the past four decades and will benefit from a comprehensive reevaluation to maximize service delivery. This study aims to develop a plan for service provision that includes evaluation and recommendations for route structures, service levels, and vehicle fleets to meet anticipated transportation needs. In order to provide the best possible service, it is critical that the Montgomery County Department of Transportation develop a plan to address emerging priorities, such as equity of service provision; population aging trends; and shifting residential growth, employment, and commuter patterns. Future planning must also consider opportunities and challenges associated with technological advancements, such as matching routes with electric vehicle capabilities and infrastructure, automated vehicles, and costs and benefits of emerging safety technologies.

FISCAL NOTE

\$750,000 in Current Revenue savings will be funded in the operating budget instead,

COORDINATION

Washington Metropolitan Area Transit Authority, Maryland Transit Administration



White Flint Metro Station Northern Entrance

(P501914)

Category	Transportation	Date Last Modified	05/22/21
SubCategory	Mass Transit (MCG)	Administering Agency	Transportation
Planning Area	North Bethesda-Garrett Park	Status	Preliminary Design Stage

Total	Thru FY20	Rem FY20	Total 6 Years	FY 21	FY 22	FY 23	FY 24	FY 25	FY 26	Beyond 6 Years
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EXPENDITURE SCHEDULE (\$000s)

Planning, Design and Supervision	1,305	-	-	1,305	-	-	652	653	-	-	-
Construction	7,395	-	-	7,134	-	-	-	-	3,219	3,915	261
TOTAL EXPENDITURES	8,700	-	-	8,439	-	-	652	653	3,219	3,915	261

FUNDING SCHEDULE (\$000s)

G.O. Bonds	8,700	-	-	8,439	-	-	652	653	3,219	3,915	261
TOTAL FUNDING SOURCES	8,700	-	-	8,439	-	-	652	653	3,219	3,915	261

APPROPRIATION AND EXPENDITURE DATA (\$000s)

Appropriation FY 22 Request	-	Year First Appropriation	
Cumulative Appropriation	-	Last FY's Cost Estimate	11,600
Expenditure / Encumbrances	-		
Unencumbered Balance	-		

PROJECT DESCRIPTION

This project provides for planning and preliminary engineering of access improvements to the White Flint Metro Station. Access is currently limited to the southern end of the platform. Metro has conducted a feasibility study of providing additional access at the northern end of the platform, including potential pedestrian underpass connections of MD 355 (Rockville Pike). Construction of northern access to the station will reduce walk times to the Metro Platform. If included, the pedestrian underpasses will reduce conflicts with motor vehicle traffic at the intersection of Old Georgetown Road and MD 355.

LOCATION

MD355 (Rockville Pike) at Old Georgetown Road/White Flint Metro Station.

ESTIMATED SCHEDULE

Design to start in FY23 and construction to start in FY25. The schedule is adjusted due to fiscal capacity and to explore a partnership with a private partner as part of the redevelopment.

COST CHANGE

Local share adjusted due to affordability.

PROJECT JUSTIFICATION

This project is needed to improve the mobility, and safety for all facility users within the project area by reducing walking distances and times to the Metro station platforms. The project may also reduce existing conflicts between pedestrians and vehicles. Currently, transit users, pedestrians, and bicyclists cross MD 355 (Rockville Pike) and Old Georgetown Road to access the Metro Station. If the underpasses are included, this project reduces the need for at-grade pedestrian crossings. Traffic volumes and speeds on MD 355 can be high and pedestrians must cross over seven lanes of traffic.

FISCAL NOTE

Total cost is expected to be approximately \$34.8 million. The remaining funds will be solicited from WMATA. Local share adjusted due to affordability.

DISCLOSURES

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

COORDINATION

Maryland-National Capital Park & Planning Commission, Maryland State Highway Administration, Washington Metropolitan Area Transit Authority.



Facility Planning Parking: Bethesda Parking Lot District (P501313)

Category	Transportation	Date Last Modified	12/21/20
SubCategory	Parking	Administering Agency	Transportation
Planning Area	Bethesda-Chevy Chase and Vicinity	Status	Ongoing

Total	Thru FY20	Rem FY20	Total 6 Years	FY 21	FY 22	FY 23	FY 24	FY 25	FY 26	Beyond 6 Years
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EXPENDITURE SCHEDULE (\$000s)

Planning, Design and Supervision	1,240	540	-	700	250	90	90	90	90	90	-
Other	20	20	-	-	-	-	-	-	-	-	-
TOTAL EXPENDITURES	1,260	560	-	700	250	90	90	90	90	90	-

FUNDING SCHEDULE (\$000s)

Current Revenue: Parking - Bethesda	1,260	560	-	700	250	90	90	90	90	90	-
TOTAL FUNDING SOURCES	1,260	560	-	700	250	90	90	90	90	90	-

APPROPRIATION AND EXPENDITURE DATA (\$000s)

Appropriation FY 22 Request	90	Year First Appropriation	FY13
Cumulative Appropriation	810	Last FY's Cost Estimate	1,260
Expenditure / Encumbrances	586		
Unencumbered Balance	224		

PROJECT DESCRIPTION

This project provides for parking facility planning studies for a variety of projects under consideration for possible inclusion in the CIP. Facility planning serves as a transition stage for a project between the master plan or conceptual stage and its inclusion as a stand-alone project in the CIP. Prior to the establishment of a stand-alone project, the Department of Transportation (DOT) will develop a Parking Facility Project Requirement (PFPR) that outlines the general and specific features required for the project. Facility planning is a decision-making process to determine the purpose, need and feasibility of a candidate project through a rigorous investigation of the following critical project elements: usage forecasts; economic, social, environmental, and historic impact analysis; public participation; investigation of non-County sources of funding; and detailed project cost estimates. Facility planning represents feasibility analysis, planning and preliminary design and develops a PFPR in advance of full programming of a project in the CIP. Depending upon results of a facility planning determination of purpose and need, a project may or may not proceed to construction. For a full description of the facility planning process, see the CIP Planning Section.

LOCATION

Bethesda Parking Lot District.

COST CHANGE

Change due to an amendment that reallocated funding from FY20 to FY21.

PROJECT JUSTIFICATION

There is a continuing need to study and evaluate the public and private parking supply and demand in order to ensure an adequate amount of parking. The timing and magnitude of such studies is usually dictated by the interests of private developers. Facility planning costs for projects which ultimately become stand-alone projects are included here. These costs will not be reflected in the resulting individual project.

OTHER

Projects are generated by staff, Maryland-National Capital Park and Planning Commission (M-NCPPC), public agencies, citizens, developers, etc. Analysis conducted under this project may be accomplished by consultants or in-house staff, with the cooperation of M-NCPPC, other County agencies, Washington Metropolitan Area Transit Authority (WMATA), or private development interests. The MNCPPC re-evaluation of Bethesda Zoning and Development Potential along with announcements of major corporate headquarters relocation to Bethesda is adding to the level of analysis that is required in this District.

DISCLOSURES

Expenditures will continue indefinitely.

COORDINATION

M-NCPPC, WMATA, Parking Bethesda Facility Renovations, Bethesda CBD Sector Plan, and Developers.



Facility Planning Parking: Silver Spring Parking Lot District

(P501314)

Category	Transportation	Date Last Modified	05/24/21
SubCategory	Parking	Administering Agency	Transportation
Planning Area	Silver Spring and Vicinity	Status	Ongoing

Total	Thru FY20	Rem FY20	Total 6 Years	FY 21	FY 22	FY 23	FY 24	FY 25	FY 26	Beyond 6 Years
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EXPENDITURE SCHEDULE (\$000s)

Planning, Design and Supervision	1,240	516	-	724	-	115	115	135	204	155	-
Other	20	20	-	-	-	-	-	-	-	-	-
TOTAL EXPENDITURES	1,260	536	-	724	-	115	115	135	204	155	-

FUNDING SCHEDULE (\$000s)

Current Revenue: Parking - Silver Spring	1,260	536	-	724	-	115	115	135	204	155	-
TOTAL FUNDING SOURCES	1,260	536	-	724	-	115	115	135	204	155	-

APPROPRIATION AND EXPENDITURE DATA (\$000s)

Appropriation FY 22 Request	-	Year First Appropriation	FY13
Cumulative Appropriation	810	Last FY's Cost Estimate	1,260
Expenditure / Encumbrances	562		
Unencumbered Balance	248		

PROJECT DESCRIPTION

This project provides for parking facility planning studies for a variety of projects under consideration for possible inclusion in the CIP. Facility planning serves as a transition stage for a project between the master plan or conceptual stage and its inclusion as a stand-alone project in the CIP. Prior to the establishment of a stand-alone project, the Department of Transportation (DOT) will develop a Parking Facility Project Requirement (PFPR) that outlines the general and specific features required for the project. Facility planning is a decision-making process to determine the purpose, need and feasibility of a candidate project through a rigorous investigation of the following critical project elements: usage forecasts; economic, social, environmental, and historic impact analysis; public participation; investigation of non-County sources of funding; and detailed project cost estimates. Facility planning represents feasibility analysis, planning and preliminary design and develops a PFPR in advance of full programming of a project in the CIP. Depending upon results of a facility planning determination of purpose and need, a project may or may not proceed to construction. For a full description of the facility planning process, see the CIP Planning Section.

LOCATION

Silver Spring Parking Lot District.

PROJECT JUSTIFICATION

There is a continuing need to study and evaluate the public and private parking supply and demand in order to ensure an adequate amount of parking. The timing and magnitude of such studies is usually dictated by the interests of private developers. Facility planning costs for projects which ultimately become stand-alone projects are included here. These costs will not be reflected in the resulting individual project.

OTHER

Projects are generated by staff, Maryland-National Capital Park and Planning Commission (M-NCPPC), public agencies, citizens, developers, etc. Analysis conducted under this project may be accomplished by consultants or in-house staff, with the cooperation of M-NCPPC, other County agencies, Washington Metropolitan Area Transit Authority (WMATA), or private development interests.

DISCLOSURES

Expenditures will continue indefinitely.

COORDINATION

M-NCPPC, WMATA, Parking Silver Spring Renovations, Silver Spring CBD Sector Plan, Developers, PEPCO, and Department of Technology Services.



Facility Planning Parking: Wheaton Parking Lot District

(P501312)

Category	Transportation	Date Last Modified	12/28/20
SubCategory	Parking	Administering Agency	Transportation
Planning Area	Kensington-Wheaton	Status	Ongoing

Total	Thru FY20	Rem FY20	Total 6 Years	FY 21	FY 22	FY 23	FY 24	FY 25	FY 26	Beyond 6 Years
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EXPENDITURE SCHEDULE (\$000s)

Planning, Design and Supervision	630	147	-	483	45	58	145	145	45	45	-
TOTAL EXPENDITURES	630	147	-	483	45	58	145	145	45	45	-

FUNDING SCHEDULE (\$000s)

Current Revenue: Parking - Wheaton	630	147	-	483	45	58	145	145	45	45	-
TOTAL FUNDING SOURCES	630	147	-	483	45	58	145	145	45	45	-

APPROPRIATION AND EXPENDITURE DATA (\$000s)

Appropriation FY 22 Request	-	Year First Appropriation	FY13
Cumulative Appropriation	405	Last FY's Cost Estimate	630
Expenditure / Encumbrances	170		
Unencumbered Balance	235		

PROJECT DESCRIPTION

This project provides for parking facility planning studies for a variety of projects under consideration for possible inclusion in the CIP. Facility planning serves as a transition stage for a project between the master plan or conceptual stage and its inclusion as a stand-alone project in the CIP. Prior to the establishment of a stand-alone project, the Department of Transportation (DOT) will develop a Parking Facility Project Requirement (PFPR) that outlines the general and specific features required for the project. Facility planning is a decision-making process to determine the purpose, need and feasibility of a candidate project through a rigorous investigation of the following critical project elements: usage forecasts; economic, social, environmental, and historic impact analysis; public participation; investigation of non-County sources of funding; and detailed project cost estimates. Facility planning represents feasibility analysis, planning and preliminary design and develops a PFPR in advance of full programming of a project in the CIP. Depending upon results of a facility planning determination of purpose and need, a project may or may not proceed to construction. For a full description of the facility planning process, see the CIP Planning Section.

LOCATION

Wheaton Parking Lot District.

COST CHANGE

Change due to amendment that shifted planned expenses from FY20 to FYs 2022 thru 2024.

PROJECT JUSTIFICATION

There is a continuing need to study and evaluate the public and private parking supply and demand in order to ensure an adequate amount of parking. The timing and magnitude of such studies is usually dictated by the interests of private developers. Facility planning costs for projects which ultimately become stand-alone projects are included here. These costs will not be reflected in the resulting individual project.

OTHER

Projects are generated by staff, Maryland-National Capital Park and Planning Commission (M-NCPPC), public agencies, citizens, developers, etc. Analysis conducted under this project may be accomplished by consultants or in-house staff, with the cooperation of M-NCPPC, other County agencies, Washington Metropolitan Area Transit Authority (WMATA), or private development interests.

DISCLOSURES

Expenditures will continue indefinitely.

COORDINATION

M-NCPPC, WMATA, Parking Wheaton Facility Renovations, Wheaton CBD Sector Plan, Developers. and Wheaton Town Center Project.



Parking Bethesda Facility Renovations (P508255)

Category	Transportation	Date Last Modified	05/25/21
SubCategory	Parking	Administering Agency	Transportation
Planning Area	Bethesda-Chevy Chase and Vicinity	Status	Ongoing

Total	Thru FY20	Rem FY20	Total 6 Years	FY 21	FY 22	FY 23	FY 24	FY 25	FY 26	Beyond 6 Years
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EXPENDITURE SCHEDULE (\$000s)

Planning, Design and Supervision	5,214	3,414	-	1,800	300	300	300	300	300	300	-
Land	23	23	-	-	-	-	-	-	-	-	-
Site Improvements and Utilities	18	18	-	-	-	-	-	-	-	-	-
Construction	33,667	10,158	-	23,509	3,632	3,658	5,815	4,874	2,765	2,765	-
Other	1,110	1,110	-	-	-	-	-	-	-	-	-
TOTAL EXPENDITURES	40,032	14,723	-	25,309	3,932	3,958	6,115	5,174	3,065	3,065	-

FUNDING SCHEDULE (\$000s)

Current Revenue: Parking - Bethesda	40,032	14,723	-	25,309	3,932	3,958	6,115	5,174	3,065	3,065	-
TOTAL FUNDING SOURCES	40,032	14,723	-	25,309	3,932	3,958	6,115	5,174	3,065	3,065	-

APPROPRIATION AND EXPENDITURE DATA (\$000s)

Appropriation FY 22 Request	-	Year First Appropriation	FY83
Cumulative Appropriation	25,947	Last FY's Cost Estimate	39,932
Expenditure / Encumbrances	22,909		
Unencumbered Balance	3,038		

PROJECT 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 to provide investigation, analysis, recommended repair methods, contract documents, inspection, and testing, if required.

LOCATION

Bethesda Parking Lot District.

COST CHANGE

A total increase of \$100,000 in FY23 and FY24 for elevator maintenance.

PROJECT JUSTIFICATION

Staff inspection and condition surveys by County inspectors and consultants indicate that facilities in the Bethesda Parking Lot District (PLD) 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

Major sub-projects within this ongoing effort are as follows:

- Garage 47 Waverly Avenue re-decking of entire facility. Major corrosion and deterioration will require closing down this garage if remedial work is not accomplished. This project is estimated to cost \$6.5 million dollars and work will be performed in FY19-22. It is urgent to have this completed prior to the Marriott and JBG headquarters moves to Bethesda and the major redevelopment of the Bethesda Police District Property with a hotel, office, and residential component.
- Waterproofing, drainage repair, concrete repair, and Paystation improvements at Garage 49 Metropolitan.
- Repairs to steel, asphalt, and concrete at Garage 35 Woodmont/Rubgy.
- Paystation improvements at Garage 11 Woodmont.

FISCAL NOTE

The following projects have been deferred due to fiscal capacity:

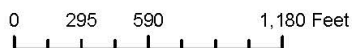
- Garage 11 pay station, delayed two years, completion in FY23;
- Garage 35 sink hole repairs, delayed one year, completion in FY24;
- Garage 49 waterproofing, elevator, and air quality improvements delayed one year, completion in FY24;
- Garage 49 pay station, delayed one year, completion in FY23.

DISCLOSURES

Expenditures will continue indefinitely.

COORDINATION

Facility Planning Parking: Bethesda PLD.



Montgomery County Maryland
Parking Management
Planning & Project Development Section





Parking Silver Spring Facility Renovations

(P508250)

Category	Transportation	Date Last Modified	05/25/21
SubCategory	Parking	Administering Agency	Transportation
Planning Area	Silver Spring and Vicinity	Status	Ongoing

Total	Thru FY20	Rem FY20	Total 6 Years	FY 21	FY 22	FY 23	FY 24	FY 25	FY 26	Beyond 6 Years
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EXPENDITURE SCHEDULE (\$000s)

Planning, Design and Supervision	5,601	3,801	-	1,800	300	300	300	300	300	300	-
Land	33	33	-	-	-	-	-	-	-	-	-
Site Improvements and Utilities	1,148	1,148	-	-	-	-	-	-	-	-	-
Construction	22,766	7,895	-	14,871	356	1,430	1,895	3,070	4,010	4,110	-
Other	776	776	-	-	-	-	-	-	-	-	-
TOTAL EXPENDITURES	30,324	13,653	-	16,671	656	1,730	2,195	3,370	4,310	4,410	-

FUNDING SCHEDULE (\$000s)

Current Revenue: Parking - Silver Spring	30,324	13,653	-	16,671	656	1,730	2,195	3,370	4,310	4,410	-
TOTAL FUNDING SOURCES	30,324	13,653	-	16,671	656	1,730	2,195	3,370	4,310	4,410	-

APPROPRIATION AND EXPENDITURE DATA (\$000s)

Appropriation FY 22 Request	-	Year First Appropriation	FY83
Cumulative Appropriation	21,220	Last FY's Cost Estimate	35,124
Expenditure / Encumbrances	15,281		
Unencumbered Balance	5,939		

PROJECT DESCRIPTION

This project provides for the restoration of, or improvements to, Silver Spring parking facilities to address deterioration due to use and age. This is a continuing program of contractual improvements or restorations, with changing priorities depending upon the types of deterioration and corrections required. Corrective measures are required to ensure adequate and proper serviceability over the design life of the facilities and to preserve the County's investment. The scope of this project may vary depending on the results of the studies conducted under facility planning. The project will protect or improve the physical infrastructure to assure continuation of safe and reliable parking facilities. Included are annual consultant services to provide investigation, analysis, recommend repair methods, contract documents, inspection, and testing, if required.

LOCATION

Silver Spring Parking Lot District.

COST CHANGE

Reductions and delays due to affordability.

PROJECT JUSTIFICATION

Staff inspection and condition surveys by County inspectors and consultants indicate that facilities in the Silver Spring Parking Lot District (PLD) 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

Major sub-projects within this ongoing effort are as follows:

- Elevator replacements at Garages on Kennett St., Wayne Ave., and at the Town Square.
- Storm-drain valve replacements at Garage 2 Spring-Cameron, and Garage 7 Cameron.

FISCAL NOTE

Garage 60 generator replacement is delayed three years with completion in FY25. Other improvements to Silver Spring garages are delayed two years with costs incurred in FY23 through FY26.

DISCLOSURES

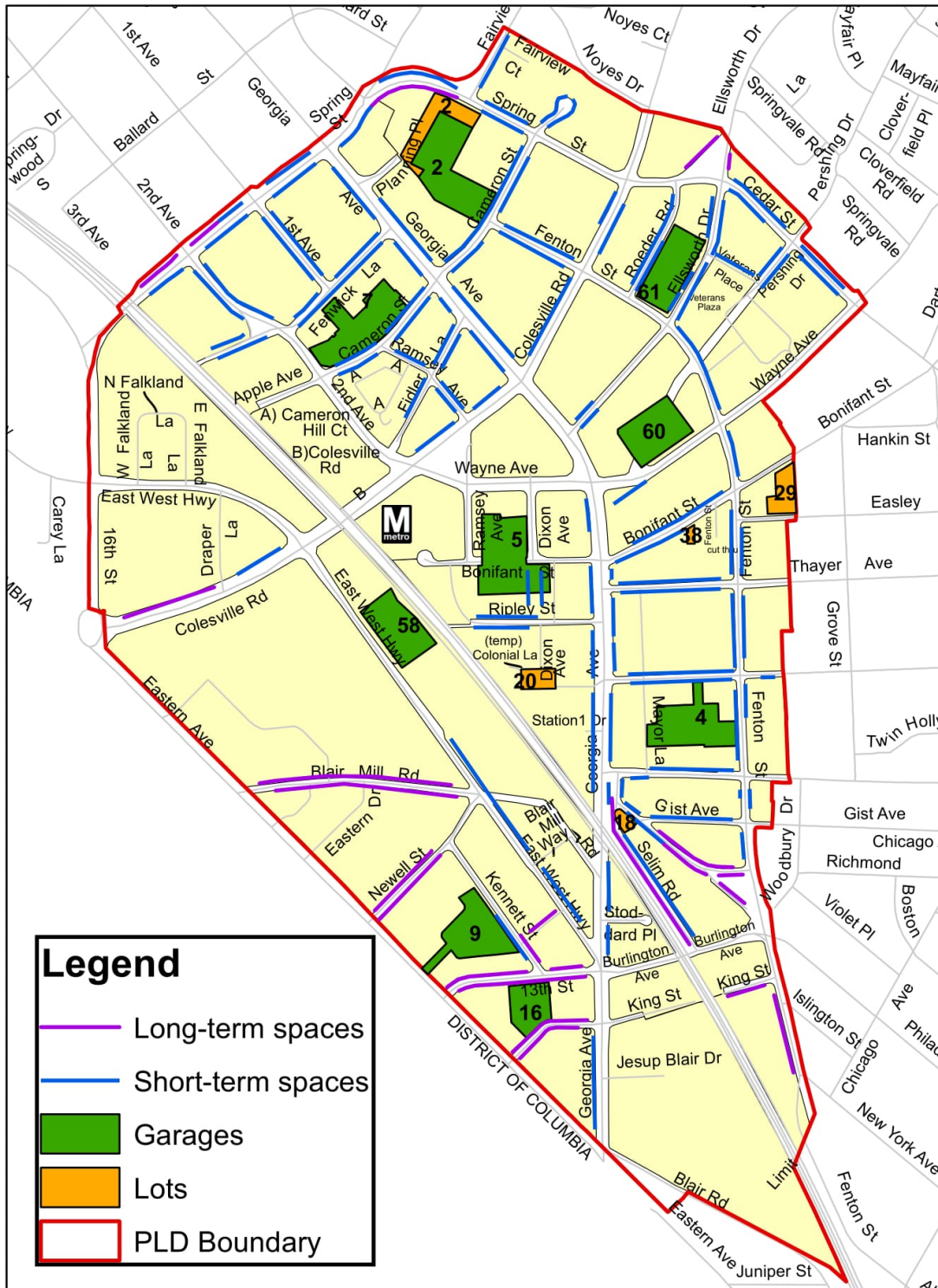
Expenditures will continue indefinitely.

COORDINATION

Silver Spring PLD Facility Planning.



Silver Spring Parking Lot District



0 305 610 1,220 Feet

Montgomery County, Maryland
Parking Management





Parking Wheaton Facility Renovations (P509709)

Category	Transportation	Date Last Modified	05/25/21
SubCategory	Parking	Administering Agency	Transportation
Planning Area	Kensington-Wheaton	Status	Ongoing

Total	Thru FY20	Rem FY20	Total 6 Years	FY 21	FY 22	FY 23	FY 24	FY 25	FY 26	Beyond 6 Years
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EXPENDITURE SCHEDULE (\$000s)

Planning, Design and Supervision	242	170	-	72	12	12	12	12	12	12	-
Land	5	5	-	-	-	-	-	-	-	-	-
Construction	531	250	-	281	59	22	-	-	100	100	-
Other	1	1	-	-	-	-	-	-	-	-	-
TOTAL EXPENDITURES	779	426	-	353	71	34	12	12	112	112	-

FUNDING SCHEDULE (\$000s)

Current Revenue: Parking - Wheaton	779	426	-	353	71	34	12	12	112	112	-
TOTAL FUNDING SOURCES	779	426	-	353	71	34	12	12	112	112	-

APPROPRIATION AND EXPENDITURE DATA (\$000s)

Appropriation FY 22 Request	-	Year First Appropriation	FY97
Cumulative Appropriation	655	Last FY's Cost Estimate	1,391
Expenditure / Encumbrances	529		
Unencumbered Balance	126		

PROJECT DESCRIPTION

This project provides for the restoration of, or improvements to, Wheaton parking facilities to address deterioration due to use and age. This is a continuing program of contractual improvements or restorations, with changing priorities depending upon the types of deterioration and corrections required. Corrective measures are required to ensure adequate and proper serviceability over the design life of the facilities and to preserve the County's investment. The scope of this project may vary depending on the results of the studies conducted under Facility Planning: Parking.

LOCATION

Wheaton Parking Lot District, Maryland.

COST CHANGE

Reductions and delays due to affordability.

PROJECT JUSTIFICATION

Staff inspection and condition surveys by County inspectors and consultants indicate that facilities at the Wheaton Parking Lot District (PLD) 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.

FISCAL NOTE

General repairs, labor of effort, and other improvement projects in Wheaton garages are reduced from FY22 through FY25.

DISCLOSURES

Expenditures will continue indefinitely.

COORDINATION

Facility Planning Parking: Wheaton PLD.



Wheaton Parking Lot District



0 200 400 800 Feet

Montgomery County Maryland
Parking Management
Planning & Project Development Section





Bikeway Program Minor Projects

(P507596)

Category	Transportation	Date Last Modified	05/25/21
SubCategory	Pedestrian Facilities/Bikeways	Administering Agency	Transportation
Planning Area	Countywide	Status	Ongoing

Total	Thru FY20	Rem FY20	Total 6 Years	FY 21	FY 22	FY 23	FY 24	FY 25	FY 26	Beyond 6 Years
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EXPENDITURE SCHEDULE (\$000s)

Planning, Design and Supervision	7,124	3,264	515	3,345	495	375	530	510	935	500	-
Land	573	155	168	250	-	150	-	100	-	-	-
Site Improvements and Utilities	95	95	-	-	-	-	-	-	-	-	-
Construction	9,749	1,111	1,473	7,165	635	1,545	2,040	960	705	1,280	-
TOTAL EXPENDITURES	17,541	4,625	2,156	10,760	1,130	2,070	2,570	1,570	1,640	1,780	-

FUNDING SCHEDULE (\$000s)

Contributions	200	200	-	-	-	-	-	-	-	-	-
G.O. Bonds	14,883	2,111	2,112	10,660	1,030	2,070	2,570	1,570	1,640	1,780	-
Impact Tax	1,680	1,680	-	-	-	-	-	-	-	-	-
State Aid	778	634	44	100	100	-	-	-	-	-	-
TOTAL FUNDING SOURCES	17,541	4,625	2,156	10,760	1,130	2,070	2,570	1,570	1,640	1,780	-

OPERATING BUDGET IMPACT (\$000s)

Maintenance				6	1	1	1	1	1	1	1
NET IMPACT				6	1	1	1	1	1	1	1

APPROPRIATION AND EXPENDITURE DATA (\$000s)

Appropriation FY 22 Request	1,970	Year First Appropriation	FY75
Cumulative Appropriation	8,011	Last FY's Cost Estimate	17,041
Expenditure / Encumbrances	6,549		
Unencumbered Balance	1,462		

PROJECT DESCRIPTION

This program provides for the planning, design, and construction of bikeways, trails, neighborhood greenways and directional route signs throughout the County 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. The program will construct bicycle facilities that typically cost less than \$1,000,000 including shared use paths, on-road bicycle facilities, wayfinding, and signed shared routes.

COST CHANGE

Funds added in FY22 to fund the Marinelli Road Bikeway.

PROJECT 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 program implements the bikeways recommended in local area master plans, in the November 2018 Approved and Adopted Montgomery County Bicycle Master Plan, and those identified by individuals, communities, the Montgomery County Bicycle Action Group, and 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. This program also complements and augments the bikeways that are included in road projects and supports the County Executive's Vision Zero initiative which aims to reduce injuries and fatalities to zero on all roads by 2030.

FISCAL NOTE

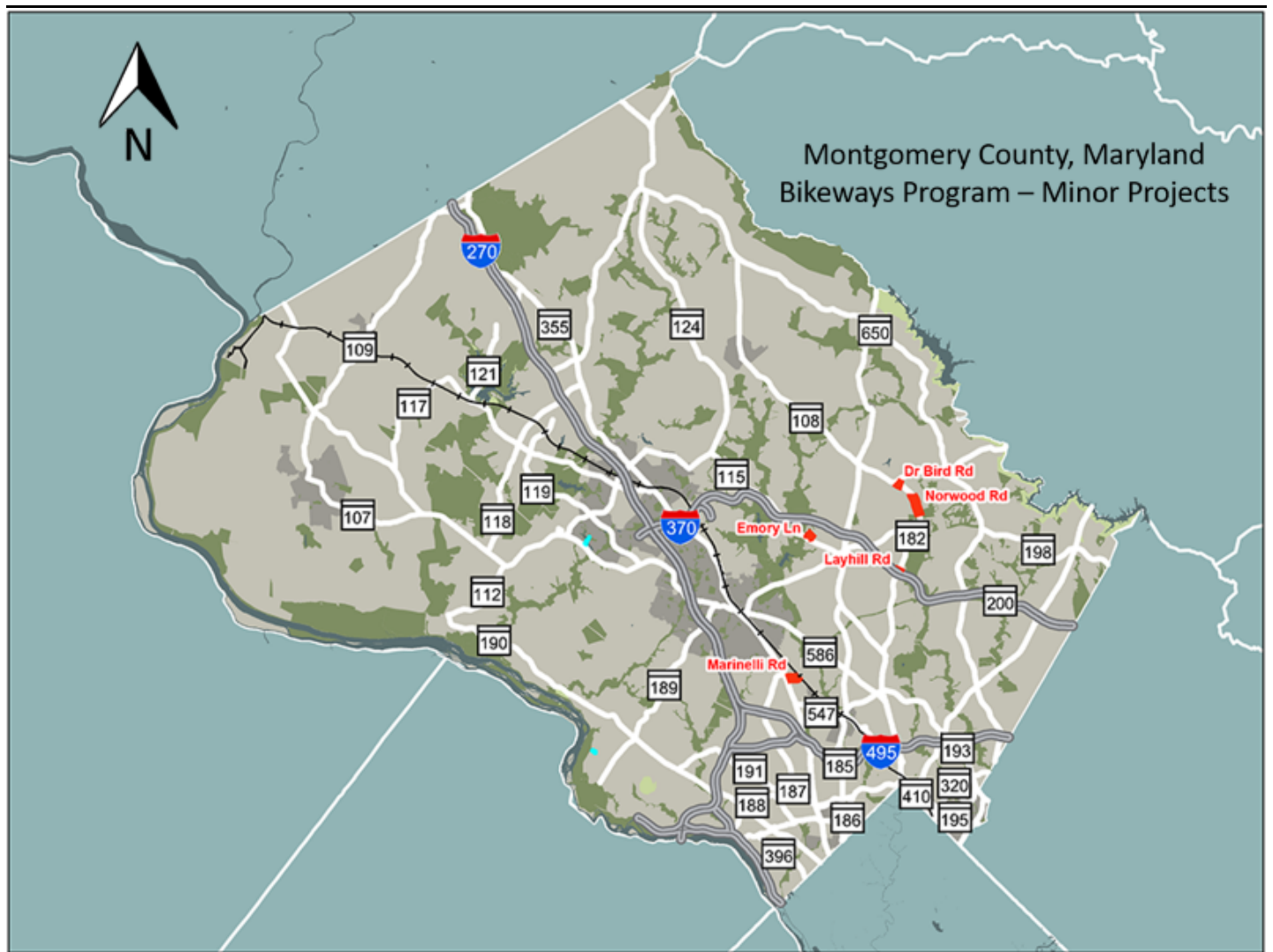
In FY20, funding switch from GO Bonds to Impact Tax. Funds added in FY22 to fund the Marinelli Road Bikeway.

DISCLOSURES

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

COORDINATION

Maryland Department of Transportation State Highway Administration, Maryland-National Capital Park and Planning Commission, Department of Police, Citizen





Bradley Boulevard (MD 191) Improvements (P501733)

Category	Transportation	Date Last Modified	05/25/21
SubCategory	Pedestrian Facilities/Bikeways	Administering Agency	Transportation
Planning Area	Bethesda-Chevy Chase and Vicinity	Status	Final Design Stage

Total	Thru FY20	Rem FY20	Total 6 Years	FY 21	FY 22	FY 23	FY 24	FY 25	FY 26	Beyond 6 Years
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EXPENDITURE SCHEDULE (\$000s)

Planning, Design and Supervision	3,038	-	-	2,080	633	691	5	5	48	698	958
Land	2,407	-	-	2,407	-	-	200	250	1,957	-	-
Site Improvements and Utilities	2,160	-	-	2,160	-	-	-	-	1,940	220	-
Construction	8,860	-	-	3,202	-	-	-	-	-	3,202	5,658
TOTAL EXPENDITURES	16,465	-	-	9,849	633	691	205	255	3,945	4,120	6,616

FUNDING SCHEDULE (\$000s)

G.O. Bonds	16,465	-	-	9,849	633	691	205	255	3,945	4,120	6,616
TOTAL FUNDING SOURCES	16,465	-	-	9,849	633	691	205	255	3,945	4,120	6,616

APPROPRIATION AND EXPENDITURE DATA (\$000s)

Appropriation FY 22 Request	-	Year First Appropriation	FY21
Cumulative Appropriation	1,324	Last FY's Cost Estimate	16,465
Expenditure / Encumbrances	-		
Unencumbered Balance	1,324		

PROJECT DESCRIPTION

This project provides for completing final design and construction for the master planned dual bikeway along Bradley Boulevard (MD 191) which includes two 11' traffic lanes, two 5' on-road bike lanes, an 8' off-road shared use path on the north side of the road, and a 5' sidewalk on the south side of the road. The project limits extend approximately one mile from about 450' south of Wilson Lane to Glenbrook Road. The project will coordinate with a separate MCDOT intersection improvement project to connect the existing sidewalk on Bradley Boulevard east of Goldsboro Road and an existing sidewalk on Wilson Lane to improve pedestrian safety and provide access to transit stops and the Bethesda Central Business District. The project also includes two additional un-signalized crosswalks across Bradley Boulevard at Durbin Road and Pembroke Road, drainage improvements, and pedestrian lighting. This project also includes the land acquisitions and utility relocations that support the roadway improvements. The project is broken down into phases. Phase I includes everything except for the shared-use path, which is assumed in Phase II.

ESTIMATED SCHEDULE

Phase I: Final design to start in FY21 and finish in FY22. Land acquisition to begin in FY23. Construction is scheduled to be completed in FY26. Phase II: to begin after FY26.

PROJECT JUSTIFICATION

The Montgomery County Bikeway Master Plan, adopted in November 2018, recommends a north-side sidepath and conventional bike lanes in this segment of Bradley Boulevard. The service area is predominantly residential with several schools (Landon, Whitman HS, and Pyle MS) that could potentially generate bike-trips. Bethesda Row and other shopping centers are located a half mile to the east. There are 17 Montgomery County Ride-On bus stops (8 westbound and 9 eastbound) within the project area. This project will comply with area master plans, improve bicycle and pedestrian facilities, encourage bicycle usage, and improve safety for all users. It will improve access to major destinations in and beyond the project area and ultimately connect to other sidewalk and bicycle facilities.

OTHER

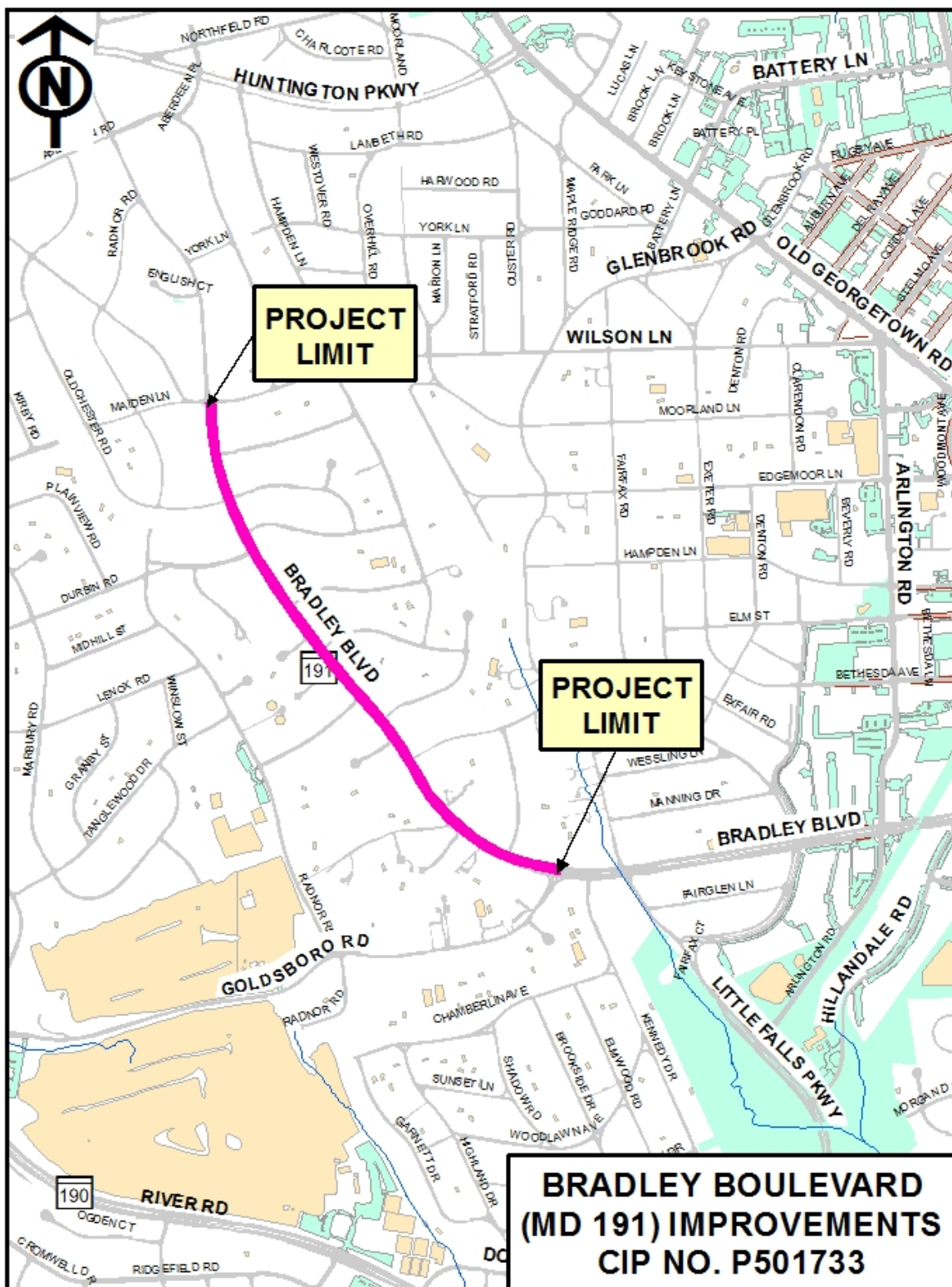
The project will help the County achieve its Vision Zero goals to reduce deaths and serious injuries on County roadways to zero by 2030.

FISCAL NOTE

The project can be built in phases to better absorb cost and fiscal constraints. The cost estimate is based on preliminary design only. A more accurate cost estimate will be prepared upon completion of final design.

DISCLOSURES

A pedestrian impact analysis has been completed for this project.





Capital Crescent Trail (P501316)

Category	Transportation	Date Last Modified	05/22/21
SubCategory	Pedestrian Facilities/Bikeways	Administering Agency	Transportation
Planning Area	Countywide	Status	Under Construction

	Total	Thru FY20	Rem FY20	Total 6 Years	FY 21	FY 22	FY 23	FY 24	FY 25	FY 26	Beyond 6 Years
EXPENDITURE SCHEDULE (\$000s)											
Planning, Design and Supervision	10,841	2,416	1,405	5,520	40	40	40	-	2,700	2,700	1,500
Land	873	428	445	-	-	-	-	-	-	-	-
Site Improvements and Utilities	2,308	8	-	2,000	-	-	-	-	1,000	1,000	300
Construction	97,725	30,555	542	56,013	-	12,132	4,813	3,308	17,960	17,800	10,615
Other	4,350	-	-	4,350	-	1,350	3,000	-	-	-	-
TOTAL EXPENDITURES	116,097	33,407	2,392	67,883	40	13,522	7,853	3,308	21,660	21,500	12,415

FUNDING SCHEDULE (\$000s)											
G.O. Bonds	84,909	25,788	1,682	45,024	40	11,663	7,853	3,308	660	21,500	12,415
Impact Tax	10,188	7,619	710	1,859	-	1,859	-	-	-	-	-
State Aid	21,000	-	-	21,000	-	-	-	-	21,000	-	-
TOTAL FUNDING SOURCES	116,097	33,407	2,392	67,883	40	13,522	7,853	3,308	21,660	21,500	12,415

OPERATING BUDGET IMPACT (\$000s)											
Maintenance				10	-	-	-	-	-	-	10
Energy				10	-	-	-	-	-	-	10
NET IMPACT				20	-	-	-	-	-	-	20

APPROPRIATION AND EXPENDITURE DATA (\$000s)											
Appropriation FY 22 Request	-			Year First Appropriation							FY15
Cumulative Appropriation	56,891			Last FY's Cost Estimate							116,097
Expenditure / Encumbrances	45,449										
Unencumbered Balance	11,442										

PROJECT DESCRIPTION

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

ESTIMATED SCHEDULE

The surface trail is scheduled for construction in FY21. Construction of the tunnel under Wisconsin Avenue to start in FY25.

PROJECT JUSTIFICATION

This trail will be part of a larger system to enable non-motorized traffic in the Washington, DC region. This trail will connect to the existing Capital Crescent Trail from Bethesda to Georgetown, the Metropolitan Branch Trail from Silver Spring to Union Station, and the Rock Creek Bike Trail from northern Montgomery County to Georgetown. The trail will serve pedestrians, bicyclists, joggers, and skaters, and will be compliant with the Americans with Disabilities Act of 1990 (ADA), the Bethesda CBD Sector Plan, and the Purple Line Functional Master Plan. The project will help the County achieve its Vision Zero goals to reduce deaths and serious injuries on County roadways to zero by 2030.

FISCAL NOTE

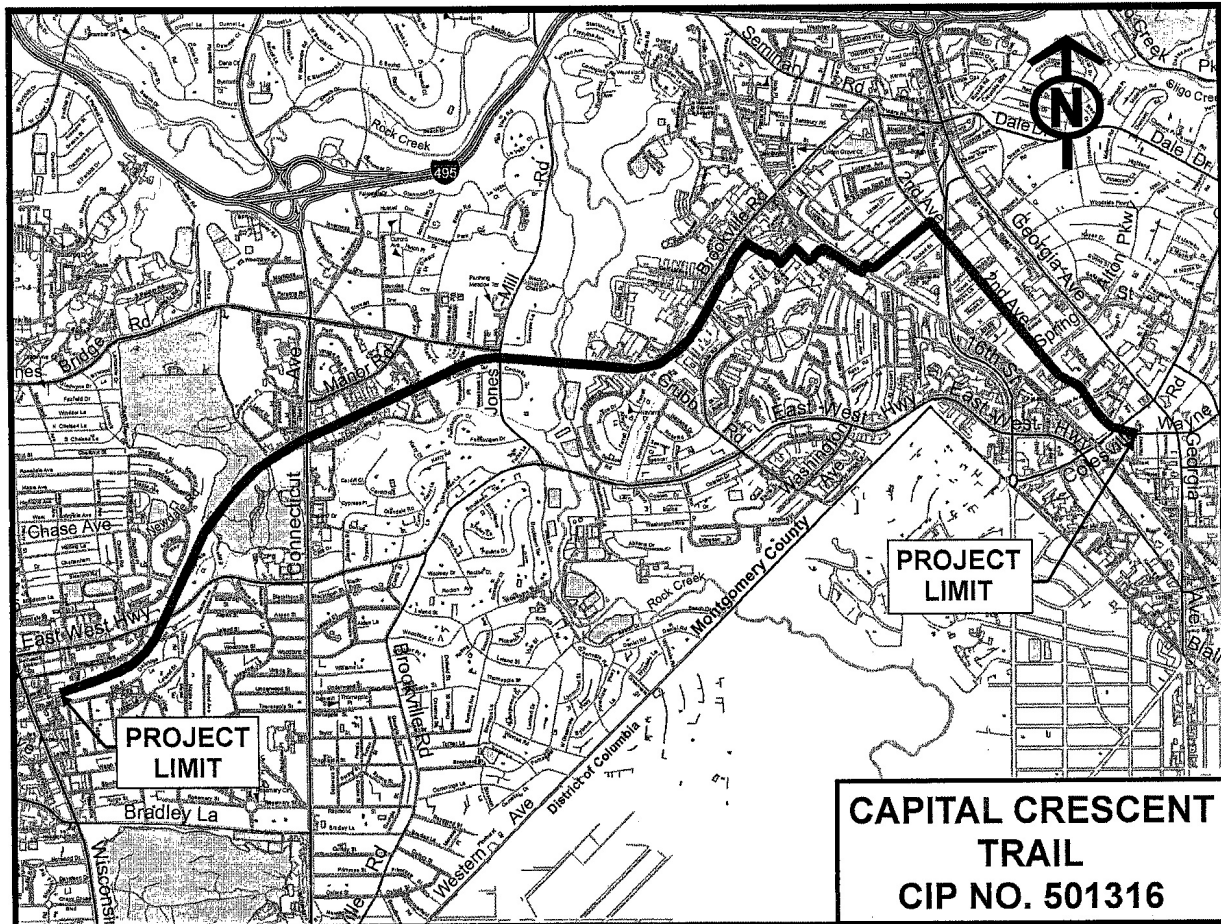
In March of 2021, the schedule was adjusted to shift funding from each year to the next year from FY21 through FY25 to further reflect the expected construction progress and estimated billing schedule based on the Purple Line's plan to re-solicit a new general contractor to complete the project. The current schedule for construction of the tunnel beneath Wisconsin Avenue is contingent on receiving \$21 million in non-County funds for this purpose by FY25.

DISCLOSURES

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

COORDINATION

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





Forest Glen Passageway (P501911)

Category	Transportation	Date Last Modified	05/24/21
SubCategory	Pedestrian Facilities/Bikeways	Administering Agency	Transportation
Planning Area	Kemp Mill-Four Corners and Vicinity	Status	Preliminary Design Stage

Total	Thru FY20	Rem FY20	Total 6 Years	FY 21	FY 22	FY 23	FY 24	FY 25	FY 26	Beyond 6 Years
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EXPENDITURE SCHEDULE (\$000s)

Planning, Design and Supervision	6,127	-	-	5,002	-	1,252	1,500	-	1,125	1,125	1,125
Land	1,000	-	-	1,000	-	-	-	1,000	-	-	-
Site Improvements and Utilities	3,250	-	-	3,250	-	-	-	-	1,625	1,625	-
Construction	30,175	-	-	18,925	-	-	-	-	7,675	11,250	11,250
TOTAL EXPENDITURES	40,552	-	-	28,177	-	1,252	1,500	1,000	10,425	14,000	12,375

FUNDING SCHEDULE (\$000s)

G.O. Bonds	40,552	-	-	28,177	-	1,252	1,500	1,000	10,425	14,000	12,375
TOTAL FUNDING SOURCES	40,552	-	-	28,177	-	1,252	1,500	1,000	10,425	14,000	12,375

APPROPRIATION AND EXPENDITURE DATA (\$000s)

Appropriation FY 22 Request	-	Year First Appropriation	FY21
Cumulative Appropriation	2,752	Last FY's Cost Estimate	18,472
Expenditure / Encumbrances	-		
Unencumbered Balance	2,752		

PROJECT DESCRIPTION

This project provides for design, right-of-way acquisition, utility relocations, and construction of a new grade separated connection under Georgia Avenue to improve access to the Forest Glen Metro Station from neighborhoods and institutions located on the east side of Georgia Avenue. There is currently an underground walkway from the parking and bus area on the northwest quadrant of the intersection to the southwest quadrant. A new connection would be made to this passageway connecting the southwest quadrant to the northeast quadrant. A ramp connection and elevators bring the underground connection to grade on the northeast corner of the intersection. Associated sidewalk improvements would also be made to Forest Glen Road to complete the walking connection on the north side of the road to Holy Cross Hospital.

LOCATION

MD97 (Georgia Avenue) at Forest Glen Road/Forest Glen Metro Station.

ESTIMATED SCHEDULE

Design will begin in FY22 and construction will begin in FY25. The schedule is adjusted due to fiscal capacity.

COST CHANGE

Increase to reflect more accurate estimate based on similar tunnel projects.

PROJECT JUSTIFICATION

This project is needed to improve the mobility and safety for all facility users within the project area by reducing existing conflicts between pedestrians and vehicles. Currently, transit users, pedestrians, and bicyclists cross MD 97 (Georgia Avenue) and Forest Glen Road to access the Metro Station. This project will eliminate the need for these at-grade pedestrian crossings and will also facilitate crossing of the road for community members who are not using Metro. Traffic volumes and speeds on MD 97 can be very high and pedestrians must cross over eight lanes of traffic. These crossings can be very intimidating, reducing community connectivity and use of the Forest Glen Metro Station. The project will help the County achieve its Vision Zero goals to reduce deaths and serious injuries on County roadways to zero by 2030.

FISCAL NOTE

Construction costs are based on conceptual plans and will be updated as design progresses.

DISCLOSURES

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

COORDINATION

Maryland-National Capital Park and Planning Commission, Maryland State Highway Administration, Washington Metropolitan Area Transit Authority.



Goldsboro Road Sidewalk and Bikeway (P501917)

Category	Transportation	Date Last Modified	05/25/21
SubCategory	Pedestrian Facilities/Bikeways	Administering Agency	Transportation
Planning Area	Bethesda-Chevy Chase and Vicinity	Status	Preliminary Design Stage

Total	Thru FY20	Rem FY20	Total 6 Years	FY 21	FY 22	FY 23	FY 24	FY 25	FY 26	Beyond 6 Years
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EXPENDITURE SCHEDULE (\$000s)

Planning, Design and Supervision	3,769	-	-	1,822	-	-	-	364	930	528	1,947
Land	574	-	-	574	-	-	-	-	-	574	-
Site Improvements and Utilities	1,150	-	-	-	-	-	-	-	-	-	1,150
Construction	15,603	-	-	-	-	-	-	-	-	-	15,603
TOTAL EXPENDITURES	21,096	-	-	2,396	-	-	-	364	930	1,102	18,700

FUNDING SCHEDULE (\$000s)

G.O. Bonds	21,096	-	-	2,396	-	-	-	364	930	1,102	18,700
TOTAL FUNDING SOURCES	21,096	-	-	2,396	-	-	-	364	930	1,102	18,700

APPROPRIATION AND EXPENDITURE DATA (\$000s)

Appropriation FY 22 Request	-	Year First Appropriation	
Cumulative Appropriation	-	Last FY's Cost Estimate	21,096
Expenditure / Encumbrances	-		
Unencumbered Balance	-		

PROJECT DESCRIPTION

This project provides for the final design and construction of two 11-foot travel lanes for a one mile segment of Goldsboro Road (MD 614) from MacArthur Boulevard to River Road (MD 190), a shared use path along the north side, a 5-foot sidewalk on the south side at selected locations. Where feasible, drainage improvements are included in the scope of the project. The existing pedestrian bridge over Minnehaha Branch on the south side of Goldsboro Road near Wedgewood Road is proposed to be replaced.

LOCATION

Goldsboro Road (MD 614) from MacArthur Boulevard to River Road (MD 190)

ESTIMATED SCHEDULE

Design will start in FY24. Land acquisition is scheduled in FY26. Construction is scheduled to start beyond 6 years. The schedule is adjusted due to fiscal capacity.

PROJECT JUSTIFICATION

This project will comply with the 1990 Bethesda-Chevy Chase Master Plan and the 2018 Countywide Bikeways Master Plan to improve pedestrian and bicycle facilities, encourage usage and improve safety for all users. It will improve access to major destinations in and beyond the project area and ultimately connect to other sidewalk and bicycle facilities.

OTHER

The preliminary design costs for this project are covered in the "Facility Planning - Transportation" project (#509337). Right-of-way acquisition is required. The project will help the County achieve its Vision Zero goals to reduce deaths and serious injuries on County Roadways to zero by 2030.

FISCAL NOTE

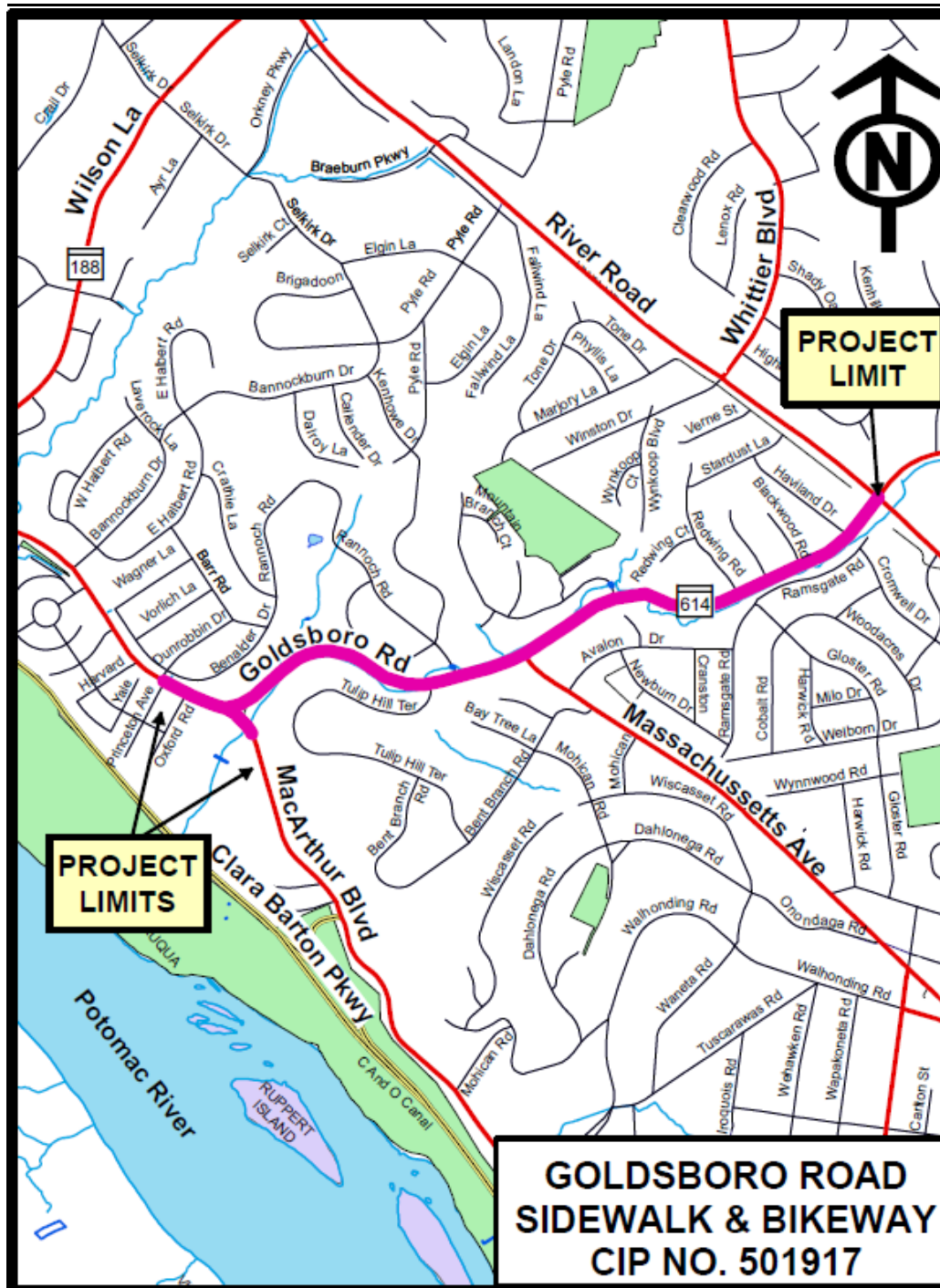
Construction cost estimates will be updated during the final design.

DISCLOSURES

A pedestrian impact analysis has been completed for this project.

COORDINATION

Facility Planning - Transportation CIP No. 509337, U.S. Army Corps of Engineers, Maryland DOT State Highway Administration, Maryland Department of the Environment, National Park Service, Maryland-National Capital Park and Planning Commission, Montgomery County Department of Permitting Services, Montgomery County Department of Environmental Protection, Utilities





Silver Spring Green Trail

(P509975)

Category	Transportation	Date Last Modified	03/12/21
SubCategory	Pedestrian Facilities/Bikeways	Administering Agency	Transportation
Planning Area	Silver Spring and Vicinity	Status	Under Construction

Total	Thru FY20	Rem FY20	Total 6 Years	FY 21	FY 22	FY 23	FY 24	FY 25	FY 26	Beyond 6 Years
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EXPENDITURE SCHEDULE (\$000s)

Planning, Design and Supervision	1,354	1,206	48	100	50	50	-	-	-	-	-
Land	7	7	-	-	-	-	-	-	-	-	-
Site Improvements and Utilities	5	5	-	-	-	-	-	-	-	-	-
Construction	608	324	-	284	-	120	112	45	6	1	-
Other	1	1	-	-	-	-	-	-	-	-	-
TOTAL EXPENDITURES	1,975	1,543	48	384	50	170	112	45	6	1	-

FUNDING SCHEDULE (\$000s)

Current Revenue: General	265	265	-	-	-	-	-	-	-	-	-
G.O. Bonds	862	430	48	384	50	170	112	45	6	1	-
PAYGO	848	848	-	-	-	-	-	-	-	-	-
TOTAL FUNDING SOURCES	1,975	1,543	48	384	50	170	112	45	6	1	-

APPROPRIATION AND EXPENDITURE DATA (\$000s)

Appropriation FY 22 Request	-	Year First Appropriation	FY99
Cumulative Appropriation	1,911	Last FY's Cost Estimate	1,975
Expenditure / Encumbrances	1,631		
Unencumbered Balance	280		

PROJECT DESCRIPTION

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

ESTIMATED SCHEDULE

In FY21, the schedule was revised again based on actual progress and MTA's latest revised cash flow projection.

PROJECT JUSTIFICATION

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

OTHER

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

FISCAL NOTE

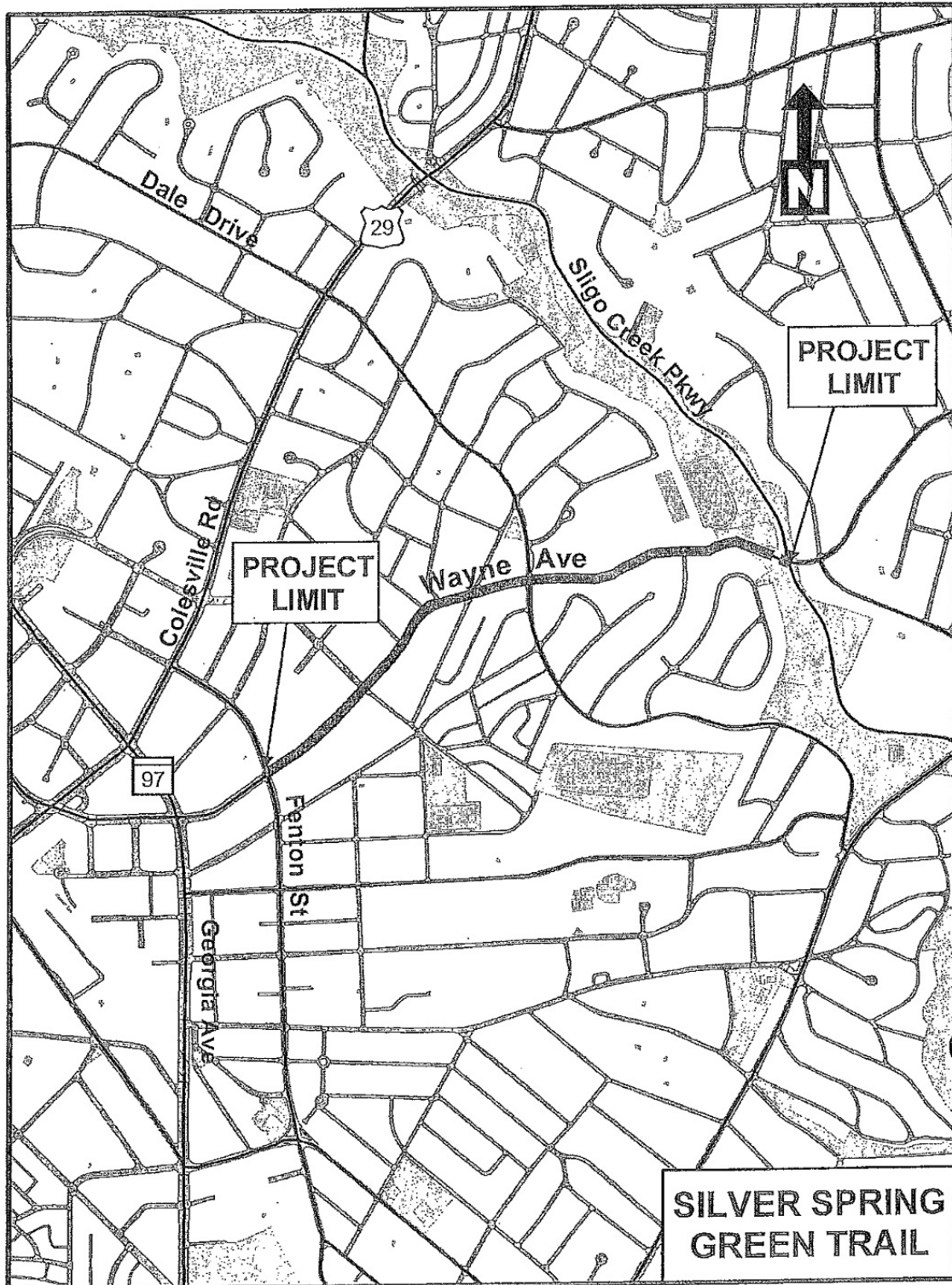
In March of 2021, the schedule was adjusted to shift funding from each year to the next year from FY21 through FY26 to further reflect the expected construction progress and estimated billing schedule based on the Purple Line's plan to re-solicit a new general contractor to complete the project.

DISCLOSURES

A pedestrian impact analysis has been completed for this project.

COORDINATION

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





MCG Reconciliation PDF

(P501404)

Category	Transportation	Date Last Modified	05/23/21
SubCategory	Roads	Administering Agency	Transportation
Planning Area	Countywide	Status	Preliminary Design Stage

Total	Thru FY20	Rem FY20	Total 6 Years	FY 21	FY 22	FY 23	FY 24	FY 25	FY 26	Beyond 6 Years
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EXPENDITURE SCHEDULE (\$000s)

TOTAL EXPENDITURES	-	-	-	-	-	-	-	-	-	-	-
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FUNDING SCHEDULE (\$000s)

Current Revenue: General	(1,964)	-	(1,964)	-	-	-	-	-	-	-	-
G.O. Bonds	(103,658)	-	(4,605)	(99,053)	(7,421)	(6,812)	(13,143)	(21,582)	(23,830)	(26,265)	-
Impact Tax	35,555	-	2,769	32,786	6,661	4,475	2,975	5,225	6,725	6,725	-
Recordation Tax Premium (MCG)	70,067	-	3,800	66,267	760	2,337	10,168	16,357	17,105	19,540	-
TOTAL FUNDING SOURCES	-	-	-	-	-	-	-	-	-	-	-

APPROPRIATION AND EXPENDITURE DATA (\$000s)

Appropriation FY 22 Request	-	Year First Appropriation	FY20
Cumulative Appropriation	-	Last FY's Cost Estimate	-
Expenditure / Encumbrances	-		
Unencumbered Balance	-		

PROJECT DESCRIPTION

This project reconciles County government projects funded with particular funding sources with the CIP database by balancing funding components on the macro level.



Observation Drive Extended (P501507)

Category	Transportation	Date Last Modified	05/23/21
SubCategory	Roads	Administering Agency	Transportation
Planning Area	Clarksburg and Vicinity	Status	Planning Stage

Total	Thru FY20	Rem FY20	Total 6 Years	FY 21	FY 22	FY 23	FY 24	FY 25	FY 26	Beyond 6 Years
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EXPENDITURE SCHEDULE (\$000s)

Planning, Design and Supervision	10,054	-	-	4,894	-	522	1,045	1,346	824	1,157	5,160
Land	26,452	-	-	8,643	-	-	-	-	-	8,643	17,809
Site Improvements and Utilities	2,240	-	-	-	-	-	-	-	-	-	2,240
Construction	76,847	-	-	-	-	-	-	-	-	-	76,847
TOTAL EXPENDITURES	115,593	-	-	13,537	-	522	1,045	1,346	824	9,800	102,056

FUNDING SCHEDULE (\$000s)

G.O. Bonds	115,593	-	-	13,537	-	522	1,045	1,346	824	9,800	102,056
TOTAL FUNDING SOURCES	115,593	-	-	13,537	-	522	1,045	1,346	824	9,800	102,056

OPERATING BUDGET IMPACT (\$000s)

Maintenance	1	-	-	-	-	-	-	-	1
NET IMPACT	1	-	-	-	-	-	-	-	1

APPROPRIATION AND EXPENDITURE DATA (\$000s)

Appropriation FY 22 Request	4,894	Year First Appropriation	FY16
Cumulative Appropriation	-	Last FY's Cost Estimate	115,593
Expenditure / Encumbrances	-		
Unencumbered Balance	-		

PROJECT DESCRIPTION

The project provides for the design and construction of a 2.2 mile long roadway within a minimum 150-foot right-of-way. The work will be constructed in 2 Phases. Phase 1 includes a 4-lane divided roadway (two lanes in each direction) starting at existing Observation Drive near Waters Discovery Lane and continuing north beyond West Old Baltimore Road to the point where it meets the planned extension of Little Seneca Parkway, along with an eight-foot wide shared-use path on the west side and a bike path on the east side to provide Greenway connectivity. Phase 1 will also include the widening of Little Seneca Parkway to four lanes west of MD 355 and construction of its extension west to Observation Drive. A bridge approximately 550 feet in length will be constructed near Waters Discovery Lane, ending at West Old Baltimore Road near the future MTA Comsat Station. A traffic signal will be provided at the West Old Baltimore Road intersection. In Phase 2 between Little Seneca Parkway and existing Observation Drive near Stringtown Road the scope includes a two-lane roadway, along with an eight-foot wide shared-use path on the west side, with space for the two additional master-planned lanes and a five-foot wide sidewalk on the east side to be built in the future. Traffic signals will be provided at the Shawnee Lane and Little Seneca Parkway intersections.

LOCATION

Clarksburg and Germantown

ESTIMATED SCHEDULE

The project final design will begin in FY22. Land acquisition will start in FY26. Phase 1 construction will start beyond the six years. The schedule has been delayed due to fiscal constraints.

PROJECT JUSTIFICATION

This project is needed to provide a north-south corridor that links the existing Observation Drive to Stringtown Road, providing multi-modal access to a rapidly developing residential and business area between the I-270 and MD 355 corridors. The project improves mobility and safety for local travel and pedestrian, bicycle and vehicular access to residential, employment, commercial and recreational areas. It also provides a facility for implementation by Maryland Transit Administration (MTA) for the Corridor Cities Transitway (CCT) including two stations. The transitway will be Bus Rapid Transit (BRT) and will be located in the median area of Observation Drive.

OTHER

Land costs are based on preliminary design.

FISCAL NOTE

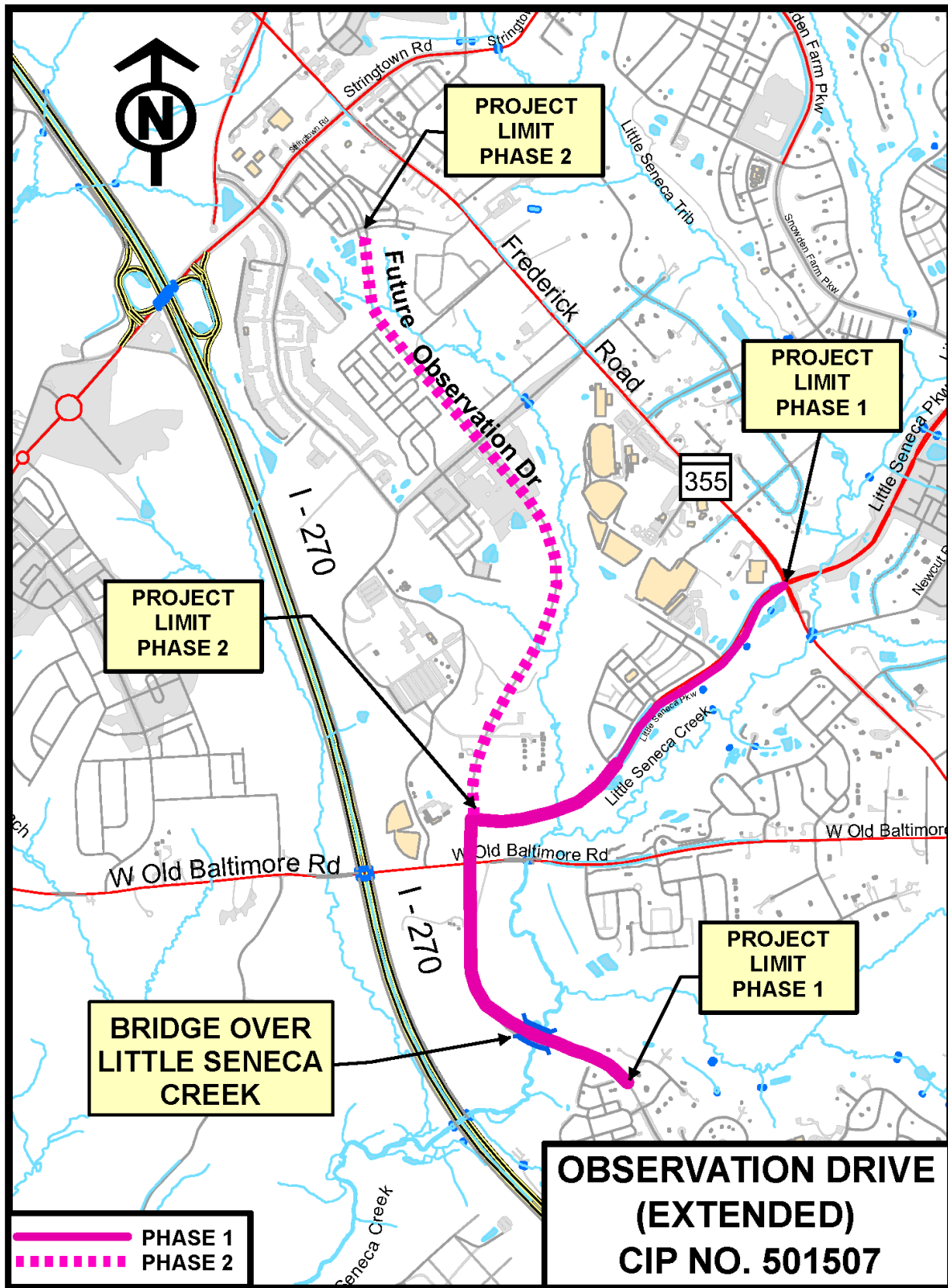
The cost estimate is based on preliminary design only. A more accurate cost estimate will be prepared upon the completion of final design.

DISCLOSURES

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

COORDINATION

Maryland Transit Administration, Washington Suburban Sanitary Commission, Maryland-National Capital Park and Planning Commission, Verizon, Pepco, Washington Gas, Department of Permitting Services, Department of Environmental Protection; Special Capital Projects Legislation will be proposed by the County Executive.





Advanced Transportation Management System (P509399)

Category	Transportation	Date Last Modified	12/23/20
SubCategory	Traffic Improvements	Administering Agency	Transportation
Planning Area	Countywide	Status	Ongoing

Total	Thru FY20	Rem FY20	Total 6 Years	FY 21	FY 22	FY 23	FY 24	FY 25	FY 26	Beyond 6 Years
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EXPENDITURE SCHEDULE (\$000s)

Planning, Design and Supervision	16,843	15,781	-	1,062	177	177	177	177	177	177	-
Land	1	1	-	-	-	-	-	-	-	-	-
Site Improvements and Utilities	40,622	32,461	475	7,686	1,331	1,031	1,331	1,331	1,331	1,331	-
Construction	194	194	-	-	-	-	-	-	-	-	-
Other	7,555	7,343	212	-	-	-	-	-	-	-	-
TOTAL EXPENDITURES	65,215	55,780	687	8,748	1,508	1,208	1,508	1,508	1,508	1,508	-

FUNDING SCHEDULE (\$000s)

Contributions	95	95	-	-	-	-	-	-	-	-	-
Current Revenue: Cable TV	2,241	2,241	-	-	-	-	-	-	-	-	-
Current Revenue: General	24,016	19,392	-	4,624	-	592	1,008	1,008	1,008	1,008	-
Current Revenue: Mass Transit	8,564	8,564	-	-	-	-	-	-	-	-	-
Federal Aid	2,504	2,504	-	-	-	-	-	-	-	-	-
G.O. Bonds	8,396	8,396	-	-	-	-	-	-	-	-	-
PAYGO	2,226	2,226	-	-	-	-	-	-	-	-	-
Recordation Tax Premium (MCG)	5,800	1,324	352	4,124	1,508	616	500	500	500	500	-
State Aid	10,873	10,538	335	-	-	-	-	-	-	-	-
Transportation Improvement Credit	500	500	-	-	-	-	-	-	-	-	-
TOTAL FUNDING SOURCES	65,215	55,780	687	8,748	1,508	1,208	1,508	1,508	1,508	1,508	-

OPERATING BUDGET IMPACT (\$000s)

Maintenance			549	25	50	81	106	131	156
Energy			105	5	10	15	20	25	30
Program-Staff			600	50	50	100	100	150	150
Program-Other			36	3	3	6	6	9	9
NET IMPACT			1,290	83	113	202	232	315	345
FULL TIME EQUIVALENT (FTE)				1	1	2	2	3	3

APPROPRIATION AND EXPENDITURE DATA (\$000s)

Appropriation FY 22 Request	1,208	Year First Appropriation	FY93
Cumulative Appropriation	57,975	Last FY's Cost Estimate	65,515
Expenditure / Encumbrances	56,358		
Unencumbered Balance	1,617		

PROJECT DESCRIPTION

This project provides for the Advanced Transportation Management System (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, revised July 2011. 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

Reduction of \$300K in FY22 due to fiscal capacity.

PROJECT 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. This project was initiated in response to a growing demand to enhance options and amenities within the County's transportation network.

OTHER

This project includes the traffic element that focuses on reducing traffic congestion and travel time and improving safety. This project will help the County achieve its Vision Zero goals to reduce deaths and serious injuries on County roadways to zero by 2030.

FISCAL NOTE

Funding switch in prior years, FY21, and FY22 between Current Revenue: General and Recordation Tax Premium.

DISCLOSURES

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

COORDINATION

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, and Montgomery County Planning Board.



Pedestrian Safety Program (P500333)

Category	Transportation	Date Last Modified	05/24/21
SubCategory	Traffic Improvements	Administering Agency	Transportation
Planning Area	Countywide	Status	Ongoing

	Total	Thru FY20	Rem FY20	Total 6 Years	FY 21	FY 22	FY 23	FY 24	FY 25	FY 26	Beyond 6 Years
EXPENDITURE SCHEDULE (\$000s)											
Planning, Design and Supervision	12,578	8,578	-	4,000	350	650	650	650	550	1,150	-
Site Improvements and Utilities	9,245	7,695	-	1,550	200	250	200	250	200	450	-
Construction	19,885	1,152	1,033	17,700	2,200	2,800	2,650	2,700	2,350	5,000	-
Other	2,454	2,454	-	-	-	-	-	-	-	-	-
TOTAL EXPENDITURES	44,162	19,879	1,033	23,250	2,750	3,700	3,500	3,600	3,100	6,600	-

FUNDING SCHEDULE (\$000s)											
Current Revenue: General	11,466	6,466	550	4,450	200	850	850	850	850	850	-
G.O. Bond Premium	650	-	-	650	650	-	-	-	-	-	-
G.O. Bonds	26,955	8,322	483	18,150	1,900	2,850	2,650	2,750	2,250	5,750	-
PAYGO	2,782	2,782	-	-	-	-	-	-	-	-	-
Recordation Tax Premium (MCG)	2,209	2,209	-	-	-	-	-	-	-	-	-
State Aid	100	100	-	-	-	-	-	-	-	-	-
TOTAL FUNDING SOURCES	44,162	19,879	1,033	23,250	2,750	3,700	3,500	3,600	3,100	6,600	-

APPROPRIATION AND EXPENDITURE DATA (\$000s)			
Appropriation FY 22 Request	3,700	Year First Appropriation	FY03
Cumulative Appropriation	23,662	Last FY's Cost Estimate	43,962
Expenditure / Encumbrances	20,894		
Unencumbered Balance	2,768		

PROJECT DESCRIPTION

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

COST CHANGE

FY22 cost increase for more improvements related to Safe Routes to Schools.

PROJECT JUSTIFICATION

Montgomery County's history of pedestrian and bicyclist safety includes the 2002 Blue Ribbon Panel, 2007 Pedestrian Safety Initiative, and most recently the 2017 Vision Zero Two-Year Action Plan. This project seeks to improve the walkability along Montgomery County roadways and, in particular, in the Central Business Districts (CBD) where there is a high concentration of pedestrians and mass transit ridership. The improvements proposed under this project will enhance and/or add to the County's existing infrastructure to increase the safety and comfort level for pedestrians, which in turn will encourage pedestrian activity and safer access to schools and mass transit. This project is intended to support the strategies for enhancing pedestrian safety by piloting new and innovative techniques for improving traffic control device compliance by pedestrians, cyclists, and motorists. Various studies for improvements will be done under this project with an emphasis on pedestrian safety and traffic circulation. Safe Routes to Schools walkability audits for Montgomery County schools are completed through this program, and studies identify needs and prioritize schools based on the need for signage, pavement markings, circulation, and pedestrian accessibility.

OTHER

This project is intended to address the Engineering aspect of the Three E's concept (Engineering, Education, and Enforcement), which is one of the recommendations included in the final Blue Ribbon Panel on Pedestrian and Traffic Safety Report. Additional efforts to improve pedestrian walkability by creating a safer walking environment, utilizing selected technologies, and ensuring ADA compliance will be addressed under the following projects: Annual Sidewalk Program; Bus Stop Improvements; Intersection and Spot Improvements; Neighborhood Traffic Calming; Transportation Improvements for Schools; ADA Compliance; Transportation; Resurfacing; Primary/Arterial; Sidewalk and Infrastructure Revitalization; Streetlighting; Traffic Signals; and Advanced Transportation Management System. This project will help the County achieve its Vision Zero goals to reduce deaths and serious injuries on County roadways to zero by 2030.

FISCAL NOTE

In FY21, funding switch with CR: General to allocate \$650,000 to GO Bond Premium. In FY20, funding switch with CR: General to allocate \$300,000 to GO Bonds. In FY22, additional \$200,000 in GO Bonds was added for studies.

DISCLOSURES

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

COORDINATION

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



Traffic Signal System Modernization (P500704)

Category	Transportation	Date Last Modified	01/07/21
SubCategory	Traffic Improvements	Administering Agency	Transportation
Planning Area	Countywide	Status	Ongoing

Total	Thru FY20	Rem FY20	Total 6 Years	FY 21	FY 22	FY 23	FY 24	FY 25	FY 26	Beyond 6 Years
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EXPENDITURE SCHEDULE (\$000s)

Planning, Design and Supervision	18,731	17,531	-	1,200	200	200	200	200	200	200	-
Site Improvements and Utilities	27,625	21,212	185	6,228	1,038	1,038	1,038	1,038	1,038	1,038	-
Construction	1,203	1,203	-	-	-	-	-	-	-	-	-
Other	1,083	1,083	-	-	-	-	-	-	-	-	-
TOTAL EXPENDITURES	48,642	41,029	185	7,428	1,238	1,238	1,238	1,238	1,238	1,238	-

FUNDING SCHEDULE (\$000s)

Contributions	295	295	-	-	-	-	-	-	-	-	-
Current Revenue: General	9,100	2,525	185	6,390	200	1,238	1,238	1,238	1,238	1,238	-
G.O. Bond Premium	1,038	-	-	1,038	1,038	-	-	-	-	-	-
G.O. Bonds	15,494	15,494	-	-	-	-	-	-	-	-	-
Recordation Tax Premium (MCG)	10,715	10,715	-	-	-	-	-	-	-	-	-
State Aid	12,000	12,000	-	-	-	-	-	-	-	-	-
TOTAL FUNDING SOURCES	48,642	41,029	185	7,428	1,238	1,238	1,238	1,238	1,238	1,238	-

OPERATING BUDGET IMPACT (\$000s)

Maintenance			53	3	5	7	10	13	15
Program-Staff			600	50	50	100	100	150	150
Program-Other			36	3	3	6	6	9	9
NET IMPACT			689	56	58	113	116	172	174
FULL TIME EQUIVALENT (FTE)				1	1	2	2	3	3

APPROPRIATION AND EXPENDITURE DATA (\$000s)

Appropriation FY 22 Request	938	Year First Appropriation	FY07
Cumulative Appropriation	42,752	Last FY's Cost Estimate	48,942
Expenditure / Encumbrances	41,354		
Unencumbered Balance	1,398		

PROJECT DESCRIPTION

This project provides for the modernization of the County's aged traffic signal system. Phase I consisted of planning, requirements development, systems engineering, and testing. Phase II consists of acquisition of central system hardware and software, acquisition, and implementation of control equipment and communications for intersections, as well as reconfiguration of the communications cable plant. Phase II implementation commenced in FY09. As a result of the November 2009 failure of the existing system, Phase II was refined into two sub-phases, A and B, so that replacement of the existing system could be accelerated. Phase IIA encompassed critical work that was necessary to deactivate the existing system. Phase IIB includes all other work that is not critical to replacement of the existing system.

ESTIMATED SCHEDULE

Phase I - completed FY07-08; Phase IIA - completed FY12; Phase IIB - FY13-16; ongoing Life Cycle Upgrades - FY17 and beyond.

COST CHANGE

\$300K reduction due to fiscal capacity.

PROJECT JUSTIFICATION

The existing traffic signal control system, though it has been highly reliable, is an aging system dependent on dated technology. Central and field communications devices are obsolete and problematic to maintain. As the technologies employed in the Advanced Transportation Management System (ATMS) have advanced, it has become increasingly difficult to interface with the existing traffic signal control system (COMTRAC). Because of the limited functionality of COMTRAC, the system is not able to take advantage of the capabilities of the current generation of local intersection controllers. These capabilities provide a greater level of flexibility to manage traffic demands. In November 2009, the existing traffic signal system experienced a failure that caused significant congestion and delays throughout the County for nearly two days. This event led to an acceleration of the schedule to replace the existing system. The following reports were developed as part of the research, planning, and system engineering work on this project. These reports documented the existing condition and need to modernize the existing signal control system, as well as the evaluation and engineering of specific components of the replacement system: White paper on the Status and Future of the Traffic Control

System in Montgomery County, March 2001; Concept of Operations (rev 1.4), October 2007; TSSM Requirements (rev g), October 2007; TSSM Communications Master Plan (rev c), February 2009; TSSM Risk Assessment and Analysis (rev e), April 2009. Given the effort to modernize the signal system and its infrastructure, it is important and prudent to take steps to prevent the system from becoming outdated. A proactive program to replace equipment by its "life cycle" usefulness is required given the dependency on technology driven devices and software to maintain traffic control capabilities and full redundancy fail-over systems. This project was designated a level-of-effort (LOE) in FY17.

FISCAL NOTE

Funding switch with CR: General for \$1,038,000 to allocate Bond Premium.

DISCLOSURES

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

COORDINATION

Advanced Transportation Management System, Fibernet, State Transportation Participation, Traffic Signals Project, Department of Technology Services, and Maryland State Highway Administration.



School Based Health & Linkages to Learning Centers (P640400)

Category	Health and Human Services	Date Last Modified	01/13/21
SubCategory	Health and Human Services	Administering Agency	General Services
Planning Area	Countywide	Status	Ongoing

Total	Thru FY20	Rem FY20	Total 6 Years	FY 21	FY 22	FY 23	FY 24	FY 25	FY 26	Beyond 6 Years
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EXPENDITURE SCHEDULE (\$000s)

Planning, Design and Supervision	1,600	1,372	122	106	26	80	-	-	-	-
Construction	11,081	7,451	465	3,165	629	729	830	731	246	-
Other	1,675	1,464	170	41	-	-	-	25	16	-
TOTAL EXPENDITURES	14,356	10,287	757	3,312	655	809	830	756	262	-

FUNDING SCHEDULE (\$000s)

Current Revenue: General	286	140	120	26	26	-	-	-	-	-
Federal Aid	494	494	-	-	-	-	-	-	-	-
G.O. Bonds	13,511	9,588	637	3,286	629	809	830	756	262	-
Recordation Tax Premium (MCG)	65	65	-	-	-	-	-	-	-	-
TOTAL FUNDING SOURCES	14,356	10,287	757	3,312	655	809	830	756	262	-

OPERATING BUDGET IMPACT (\$000s)

Program-Staff		4,994	266	266	612	1,106	1,372	1,372
Program-Other		-	-	-	-	-	-	-
NET IMPACT		4,994	266	266	612	1,106	1,372	1,372
FULL TIME EQUIVALENT (FTE)			-	-	1	2.87	2.87	2.87

APPROPRIATION AND EXPENDITURE DATA (\$000s)

Appropriation FY 22 Request	509	Year First Appropriation	FY04
Cumulative Appropriation	11,999	Last FY's Cost Estimate	12,528
Expenditure / Encumbrances	10,299		
Unencumbered Balance	1,700		

PROJECT DESCRIPTION

This project provides for the placement of School Based Health Centers (SBHC) and Linkages to Learning (LTL) sites at public schools. SBHCs provide primary health, social services, mental health, and youth development services. The LTL program provides accessible services to at-risk children and their families to improve adjustment to and performance in school, home, and community. Services include health, mental health, social services, and educational support. Host schools are selected based on criteria recommended by the SBHC Interagency Planning Group and the LTL Advisory Group. Montgomery County Public Schools (MCPS) will oversee the construction of SBHC and LTL sites. The County will occupy the space with School Health Services and LTL personnel and contractors.

ESTIMATED SCHEDULE

Construction for the Odessa Shannon MS LTL facility is scheduled to be completed in FY23. Maryvale LTL is expected to be completed in FY21. Construction is scheduled to begin in FY22 for Silver Spring International Middle School, with completion in FY24. Construction is scheduled to begin in FY22 for Gaithersburg Elementary School #8, with completion in FY23. Scope increased to add funding for planning and construction for a LTL at Neelsville Middle School, with completion in FY25 and a LTL and SBHC at South Lake Elementary School, with completion in FY24.

COST CHANGE

Funds have been added in FY23 for construction of a LTL site at Neelsville Middle School, and for construction of a LTL and SBHC site at South Lake Elementary School.

PROJECT JUSTIFICATION

This project is part of the recommendations of the Department of Health and Human Services and MCPS.

OTHER

Cost estimates are based on per square foot costs for school construction, adjusted by additional health care facility requirements such as examination rooms, a laboratory, and medical equipment. MCPS will provide maintenance and utilities by a Memorandum of Understanding. Site specific factors are to be determined, and will be provided during construction.

FISCAL NOTE

Reflects FY15 transfer of \$65,000 in GO Bonds from the High School Wellness Center (P640902) project and a subsequent funding switch from GO Bonds to Recordation Tax Premium.

COORDINATION

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



Noyes Library for Young Children Rehabilitation and Renovation (P711704)

Category	Culture and Recreation	Date Last Modified	12/18/20
SubCategory	Libraries	Administering Agency	Public Libraries
Planning Area	Kensington-Wheaton	Status	Final Design Stage

Total	Thru FY20	Rem FY20	Total 6 Years	FY 21	FY 22	FY 23	FY 24	FY 25	FY 26	Beyond 6 Years
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EXPENDITURE SCHEDULE (\$000s)

Planning, Design and Supervision	860	595	-	265	85	-	110	70	-	-	-
Site Improvements and Utilities	801	-	-	801	-	-	739	62	-	-	-
Construction	2,323	-	-	2,323	-	-	2,133	190	-	-	-
Other	86	-	-	86	-	-	79	7	-	-	-
TOTAL EXPENDITURES	4,070	595	-	3,475	85	-	3,061	329	-	-	-

FUNDING SCHEDULE (\$000s)

Contributions	2,085	-	-	2,085	85	-	2,000	-	-	-	-
Current Revenue: General	500	-	-	500	-	-	500	-	-	-	-
G.O. Bonds	1,228	338	-	890	-	-	561	329	-	-	-
PAYGO	257	257	-	-	-	-	-	-	-	-	-
TOTAL FUNDING SOURCES	4,070	595	-	3,475	85	-	3,061	329	-	-	-

OPERATING BUDGET IMPACT (\$000s)

Maintenance				21	-	-	-	7	7	7
Energy				12	-	-	-	4	4	4
Program-Staff				717	-	-	-	239	239	239
Program-Other				-	-	-	-	-	-	-
NET IMPACT				750	-	-	-	250	250	250
FULL TIME EQUIVALENT (FTE)					-	-	-	2.5	2.5	2.5

APPROPRIATION AND EXPENDITURE DATA (\$000s)

Appropriation FY 22 Request	-	Year First Appropriation	FY17
Cumulative Appropriation	3,100	Last FY's Cost Estimate	4,070
Expenditure / Encumbrances	620		
Unencumbered Balance	2,480		

PROJECT DESCRIPTION

This project will provide for a comprehensive rehabilitation of this historic library to include conversion of the attic into a finished second floor, renovation of the first floor, and the addition of a finished basement, an elevator, Americans with Disabilities Act (ADA) compliant restrooms, and egress stairs. The rehabilitated facility will be able to accommodate more attendees and more types of programming and services than are possible in the current facility.

LOCATION

10237 Carroll Place, Kensington, Maryland 20895.

ESTIMATED SCHEDULE

A draft Concept Plan was reviewed by the County and the Noyes Children's Library Foundation in the Summer of 2013 and agreed upon as the basis for the project design. Initial soil bore testing was completed in late Fall 2013, indicating there were no major problems anticipated. Design began in FY17, and construction will commence when the necessary funds for the complete project are successfully raised by the Noyes Children's Library Foundation. The project has been submitted to the Maryland Historic Trust (MHT) for the review and creation of a Memorandum Of Agreement (MOA) between the MHT, the County, and the Foundation. The MOA is expected to be helpful for private fundraising. Due to delays in fundraising by the Noyes Children's Library Foundation, project has been delayed by one year.

COST CHANGE

Due to delays in fundraising by the Noyes Children's Library Foundation, project has been delayed by one year.

PROJECT JUSTIFICATION

The Noyes Library is a small, historically-designated library with services specifically focused on pre-kindergarten education and early childhood (infants through approximately age 8). The small scale and intimate setting of the library are unique and provide a signature experience for children, but the building is not ADA compliant. In 2010, the County proposed a modest effort that would have addressed the ADA issues in the most basic manner possible, as well as made small

changes to the library layout that would have positively impacted programming and service offerings. Since that time, the County and the Foundation discussed a more comprehensive rehabilitation of the Noyes Library for Young Children that preserved the library's unique, small-scale, intimate experience, while making substantial improvements to the building that supported use by persons with disabilities, new space for program preparatory and collection work by staff, and additional space for programs. Via this project, the County Executive is proposing a partnership to support this enhanced vision of the Noyes Library for Young Children.

FISCAL NOTE

The project is to be funded by County General Obligation (GO) Bonds and private funds that will be raised by the Noyes Children's Library Foundation according to the requirements of the Memorandum of Understanding (MOU) between the County and the Noyes Children's Library Foundation which codifies the fundraising and project plan. In addition, Current Revenue funding of \$300,000 in FY17 and \$200,000 in FY18 has been moved from Capital Improvement Grants for the Arts and Humanities from Cost Sharing project P720601. The construction phase will not begin until the Noyes Children's Library Foundation completes its fund raising and provides the construction funding in full to the County. An increased cost share related to the project's cost increase must be negotiated per the terms of the Memorandum of Understanding between the County and the Noyes Children's Library Foundation.

DISCLOSURES

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

COORDINATION

Department of Public Libraries, Department of General Services, Noyes Children's Library Foundation, Maryland-National Capital Park and Planning Commission, Montgomery County Parks, Mid-County Regional Services Center, Washington Suburban Sanitary Commission, Pepco, Town of Kensington Park, and Maryland Historic Trust.



Cost Sharing: MCG (P720601)

Category	Culture and Recreation	Date Last Modified	05/24/21
SubCategory	Recreation	Administering Agency	General Services
Planning Area	Countywide	Status	Ongoing

Total	Thru FY20	Rem FY20	Total 6 Years	FY 21	FY 22	FY 23	FY 24	FY 25	FY 26	Beyond 6 Years
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EXPENDITURE SCHEDULE (\$000s)

Planning, Design and Supervision	3,770	3,770	-	-	-	-	-	-	-	-	-
Site Improvements and Utilities	33	33	-	-	-	-	-	-	-	-	-
Construction	8,131	8,131	-	-	-	-	-	-	-	-	-
Other	28,591	18,797	2,361	7,433	2,330	1,103	1,000	1,000	1,000	1,000	-
TOTAL EXPENDITURES	40,525	30,731	2,361	7,433	2,330	1,103	1,000	1,000	1,000	1,000	-

FUNDING SCHEDULE (\$000s)

Contributions	150	150	-	-	-	-	-	-	-	-	-
Current Revenue: General	26,200	16,406	2,361	7,433	2,330	1,103	1,000	1,000	1,000	1,000	-
G.O. Bonds	2,398	2,398	-	-	-	-	-	-	-	-	-
Land Sale	2,661	2,661	-	-	-	-	-	-	-	-	-
Long-Term Financing	3,850	3,850	-	-	-	-	-	-	-	-	-
Recordation Tax Premium (MCG)	1,066	1,066	-	-	-	-	-	-	-	-	-
State Aid	4,200	4,200	-	-	-	-	-	-	-	-	-
TOTAL FUNDING SOURCES	40,525	30,731	2,361	7,433	2,330	1,103	1,000	1,000	1,000	1,000	-

APPROPRIATION AND EXPENDITURE DATA (\$000s)

Appropriation FY 22 Request	1,103	Year First Appropriation	FY06
Cumulative Appropriation	35,422	Last FY's Cost Estimate	40,172
Expenditure / Encumbrances	32,926		
Unencumbered Balance	2,496		

PROJECT DESCRIPTION

This project provides funds for the development of non-governmental 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

Cost increases reflect a FY21 supplemental and FY22 community grants (\$500,000) and Grants for Arts and Humanities Organizations (\$603,412) as itemized below.

PROJECT 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

See attached for Community Grants and CIP Grants for Arts and Humanities Organizations.

FISCAL NOTE

The County Council approved an FY21 supplemental Resolution # 19-593 that increased FY21 by \$250k for a total of \$2,330k, reduced FY22 to \$603k from \$1,000k and reduced FY23 to \$250k from \$1,000k. The CE recommended \$1000k for FY23. Approved FY18 Supplemental 15-S18-CMCG-13 added \$100,000 in State Aid to recognize FY15 State Bond Bill. Amended project approved in FY18 designated a total of \$300,365 of the \$400,000 project balance to 32 individual faith-based organizations, leaving a remaining unallocated balance of \$99,635 in the project for emergency capital grants. Approved FY19 Supplemental 3-S19-CMCG-3 added \$400,000 in Current Revenue for Manna Food Center, Inc. and \$300,000 in Current Revenue for Sunflower Bakery, Inc. See Cost Sharing Grants attachment for Historical Fiscal Note regarding the Fillmore venue in Silver Spring and Old Blair Auditorium Project, Inc.

DISCLOSURES

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

COORDINATION

COST SHARING GRANTS

Grants:

For FY22, County Participation is for the following community grants projects totaling \$500,000 include: Easter Seals Serving DC|MD|VA, Inc.: \$100,000 and Family Services, Inc.: \$400,000.

For FY22, CIP Grants for Arts and Humanities Organizations totaling \$603,412 are approved for the following projects: Montgomery Community Television: \$103,412; Round House Theatre, Inc.: \$250,000; and The Olney Theatre Center for the Arts, Inc.: \$250,000.

For FY21, County participation is for the following community grant projects totaling \$1,583,362 include: A Wider Circle Inc.: \$100,000; Audubon Naturalist Society of the Central Atlantic States, Inc.: \$200,000; CASA de Maryland, Inc.: \$150,000; The Charles E. Smith Jewish Day School of Greater Washington, Inc.: \$100,000; Easter Seals Serving DC|MD|VA, Inc.: \$50,000; Family Services, Inc.: \$100,000; Friends House Retirement Community, Inc.: \$100,000; Great and Small: \$18,000; Hebrew Home of Greater Washington, Inc.: \$86,500; Islamic Center of Maryland: \$200,000; Jewish Foundation for Group Homes: \$100,000; National Capital Bnai Brith Assisted Housing Corporation: \$75,000; Organization For Advancement Of And Service For Individuals With Special Needs (OASIS), Inc.: \$13,862; Rebuilding Together Montgomery County Inc.: \$30,000; Sugarland Ethno-History Project, Inc.: \$25,000; The First Baptist Church of KenGar, Kensington: \$10,000; The Ivymount School, Inc.: \$125,000; Warren Historic Site Committee, Inc.: \$50,000; and Warrior Canine Connection, Inc.: \$50,000.

For FY21, CIP Grants for Arts and Humanities Organizations totaling \$746,638 are approved for the following projects: CityDance School & Conservatory: \$200,000; VisArts: \$150,000; Glen Echo Park Partnership for Arts and Culture, Inc.: \$112,238; Sandy Spring Museum: \$34,400; Round House Theatre: \$250,000. For FY22, CIP Grants for Arts and Humanities Organizations totaling \$603,412 are approved for the following projects: Montgomery Community Television: \$103,412; The Olney Theatre for the Arts, Inc.: \$250,000; Round House Theatre: \$250,000. For FY23, CIP Grant for Arts and Humanities Organizations totaling \$250,000 is approved for the following project: The Olney Theatre for the Arts, Inc.: \$250,000.

For FY20, County participation is for the following community grant projects totaling \$1,689,000: 7th Generation Foundation, Inc.: \$25,000; A Wider Circle, Inc.: \$100,000; CASA de Maryland, Inc.: \$150,000; Charles E. Smith Jewish Day School of Greater Washington, Inc.: \$100,000; Cornerstone Montgomery, Inc.: \$50,000; Cura Personalis Project, Inc.: \$10,000; EveryMind, Inc.: \$75,000; Friends House Retirement Community, Inc.: \$100,000; Jewish Foundation for Group Homes: \$100,000; Manna Food Center, Inc.: \$100,000; Potomac Community Resources, Inc.: \$25,000; The Olney Theatre for the Arts, Inc.: \$250,000; Round House Theatre: \$250,000; The Arc Montgomery County, Inc.: \$35,000; The Ivymount School, Inc.: \$125,000; The Menare Foundation, Inc.: \$19,000; Warrior Canine Connection, Inc.: \$50,000; YMCA of Metropolitan Washington: \$125,000. For FY20, CIP Grants for Arts and Humanities organizations totaling \$253,581 are approved for the following projects: Sandy Spring Museum, Inc.: \$80,000; Imagination Stage, Inc.: \$41,150; Glen Echo Park Partnership for Arts and Culture, Inc.: \$88,833; and Montgomery Community Television, Inc.: \$43,598. In addition, \$220,000 in FY20 funds allocated for CIP Grants for Arts and Humanities Organizations has been moved from this project to the Planned Lifecycle Asset Replacement: MCG project (P509514) in order to provide repairs for the County owned building leased by Germantown Cultural Arts Center, Inc. dba BlackRock Center for the Arts. Funds totaling \$400,000 became available mid-year when the following awardee subsequently declined its grants: Graceful Growing Together, Inc. (FY15: \$125,000; FY16: \$75,000; FY17: \$100,000; and FY18: \$100,000). Funds totaling \$69,859 also became available from previous year grants that were not fully spent.

For FY19, County participation is for the following community grant projects totaling \$2,359,958: 7th Generation Foundation, Inc.: \$25,000; A Wider Circle, Inc.: \$100,000; Bender JCC of Greater Washington: \$20,000; CASA de Maryland, Inc.: \$100,000; Charles E. Smith Jewish Day School of Greater Washington, Inc.: \$20,000; Cornerstone Montgomery, Inc.: \$350,000; Easter Seals Serving DC|MD|VA: \$50,000; Family Services, Inc.: \$100,000; First Baptist Church of KenGar: \$10,000; Grand United Order of Odd Fellows Sandy Spring Lodge #6430, Inc.: \$15,000; Hebrew Home of Greater Washington, Inc.: \$80,000; Jewish Foundation for Group Homes: \$75,000; Melvin J. Berman Hebrew Academy: \$75,000; Olney Theatre Corporation: \$650,000; Potomac Community Resources, Inc.: \$30,000; Round House Theatre: \$250,000; Sunflower Bakery: \$150,000; The Ivymount School, Inc.: \$50,000; The Menare Foundation, Inc.: \$9,958; TLC - The Treatment Learning Centers, Inc.: \$25,000; Warrior Canine Connection: \$50,000; YMCA of Metropolitan Washington: \$125,000. For FY19, CIP Grants for Arts and Humanities organizations totaling \$922,414 are approved for the following projects: Glen Echo Park Partnership for Arts and Culture, Inc.: \$250,000; Round House Theatre, Inc.: \$250,000; The Olney Theatre Center for the Arts, Inc.: \$100,000; Montgomery Community Television, Inc.: \$98,237; Metropolitan Ballet Theatre, Inc.: \$115,463; Glen Echo Park Partnership for Arts and Culture, Inc.: \$52,184; and Adventure Theatre, Inc.: \$56,530. For FY19, a Supplemental Appropriation totaling \$700,000 was approved for Manna Food Center, Inc.: \$400,000 and Sunflower Bakery, Inc.: \$300,000.

For FY18, County participation is for the following community grant projects totaling \$1,236,900: A Wider Circle, Inc.: \$50,000; Cornerstone Montgomery, Inc.: \$350,000; Friends House, Inc.: \$50,000; Graceful Growing Together, Inc.: \$100,000; Identity, Inc.: \$61,900; Jewish Council for the Aging of Greater Washington, Inc.: \$50,000; Jewish Foundation for Group Homes: \$100,000; Jewish Social Service Agency: \$250,000; Potomac Community Resources, Inc.: \$50,000; Warrior Canine Connection, Inc.: \$50,000; YMCA of Metropolitan Washington, Inc.: \$125,000. For FY18, CIP Grants for Arts and Humanities Organizations totaling \$192,283 are approved for the following projects: Glen Echo Park Partnership for Arts and Culture, Inc.: \$98,161; and Montgomery Community Television, Inc.: \$94,122. In addition, a non-competitive contract award of \$48,000 is approved in FY17 for Imagination Stage, Inc. Costs have been reduced since the remaining unspent balance on a FY14 Imagination Stage, Inc. grant (\$96,656) and a FY15 Family Services, Inc. grant (\$75,000) are no longer needed. For FY18, County participation is for the following Faith-based Facilities Security Improvement Grant projects totaling \$300,365: Alef Bet Montessori School, Inc.: \$12,000; Cambodian Buddhist Society: \$4,492; Cedar Lane Unitarian Universalist Church: \$10,600; Chabad Lubavitch of Upper Montgomery County, Inc.: \$8,000;

Chabad - Lubavitch of BCC, Inc. : \$10,000; Chinmaya Mission (Washington Regional Center): \$11,500; Christ Congregational Church (United Church of Christ): \$7,000; Colesville Presbyterian Church: \$1,200; Colesville United Methodist Church: \$4,500; Congregation B'nai Tzedek: \$10,000; Guru Gobind Singh Foundation Trust: \$10,000; Guru Nanak Foundation of America: \$12,500; Islamic Supreme Council of America (dba Institute for Spiritual & Cultural Advancement): \$8,476; Islamic Center of Maryland, Inc.: \$19,620; Islamic Community Center of Potomac, Inc.: \$15,000; Islamic Education Center, Inc.: \$15,000; Islamic Society of Germantown, Inc.: \$15,000; Islamic Society of the Washington Area: \$15,000; Redeemer Lutheran Church: \$2,500; Melvin J. Berman Hebrew Academy: \$7,500; Muslim Community Center, Inc.: \$14,836; Ohev Shalom Talmud Torah Congregation of Olney, Maryland: \$1,800; Rockville United Church: \$7,500; Seneca Community Church: \$8,249; Shaare Tefila Congregation: \$2,914; Soorp Khatch Armenian Apostolic Church: \$2,325; Temple Beth Ami: \$8,353; Tikvat Israel Congregation: \$15,000; Torah School of Greater Washington: \$10,000; Yeshiva of Greater Washington, Inc.: \$10,000; Young Israel Shomrai Emunah of Greater Washington: \$12,000; Zoroastrian Association of Metropolitan Washington, Inc.: \$7,500.

For FY17, County participation is for the following community grant projects totaling \$1,178,000: A Wider Circle, Inc.: \$50,000; Congregation Beth El of Montgomery County, \$20,000; Cornerstone Montgomery, Inc.: \$350,000; Easter Seals Greater Washington-Baltimore Region, Inc.: \$50,000; Friends House, Inc.: \$50,000; Graceful Growing Together, Inc.: \$100,000; Hebrew Home of Greater Washington, Inc.: \$200,000; Jewish Community Center of Greater Washington, Inc.: \$25,000; Jewish Foundation for Group Homes, Inc.: \$100,000; Our House, Inc.: \$20,000; Potomac Community Resources, Inc.: \$50,000; Reginald S. Lourie Center for Infants and Young Children, \$68,000; Seven Locks Jewish Community Inc.: \$20,000; The Jewish Federation of Greater Washington, Inc.: \$25,000; Warrior Canine Connection, Inc.: \$50,000. Supplemental for FY17 for the following community grant projects totaling \$225,000: Bender JCC of Greater Washington, Inc.: \$25,000; Charles E. Smith Jewish Day School of Greater Washington, Inc.: \$16,000; Charles E. Smith Jewish Day School of Greater Washington, Inc.: \$24,000; Charles E. Smith Jewish Day School of Greater Washington, Inc.: \$12,000; and The Jewish Federation of Greater Washington, Inc.: \$148,000. For FY17, a CIP Grant for Arts and Humanities Organizations totaling \$1,398,000 is approved for the following project: Strathmore Hall Foundation, Inc.: \$1,398,000. The Department of General Services will be managing the Strathmore Mansion repair project. For FY17, CIP Grants for Arts and Humanities Organizations totaling \$377,217 are approved for the following projects: Glen Echo Park Partnership for Arts and Culture, Inc.: \$67,795; Montgomery Community Television, Inc.: \$159,422; and The Olney Theatre Center for the Arts, Inc.: \$150,000. For FY17, emergency CIP Grants for Arts and Humanities Organizations totaling \$224,677 are approved for the following projects: Glen Echo Park Partnership for Arts and Culture, Inc.: \$169,960; Montgomery Community Television, Inc.: \$29,717; and The Olney Theatre Center for the Arts, Inc.: \$25,000. In addition, \$300,000 in FY17 funds and \$200,000 in FY18 funds allocated for CIP Grants for Arts and Humanities Organizations have been moved from this project to the Noyes Library for Young Children Rehabilitation and Renovation project P711704.

For FY16, County participation is for the following community grant projects totaling \$865,000: Beth Shalom Congregation and Talmud Torah: \$60,000; Easter Seals Greater Washington-Baltimore Region: \$50,000; Graceful Growing Together, Inc.: \$75,000; Jewish Council for the Aging of Greater Washington, Inc.: \$50,000; Jewish Foundation for Group Homes: \$50,000; Latin American Youth Center, Inc.: \$25,000; Muslim Community Center Inc. DBA MCC Medical Clinic: \$25,000; Potomac Community Resources: \$25,000; Rockville Science Center, Inc.: \$15,000; Silver Spring United Methodist Church: \$50,000; The Jewish Federation of Greater Washington: \$40,000; Warrior Canine Connection: \$50,000; Cornerstone Montgomery, Inc.: \$350,000. For FY16, CIP Grants for Arts and Humanities Organizations totaling \$1,625,004 are approved for the following projects: The Writer's Center, Inc.: \$250,000; Montgomery Community Television, Inc.: \$119,181; Sandy Spring Museum, Inc.: \$30,170; Round House Theatre, Inc.: \$155,572; American Dance Institute, Inc.: \$70,081; and Strathmore Hall Foundation, Inc.: \$1,000,000. For FY16, emergency CIP Grants for Arts and Humanities Organizations totaling \$147,000 are approved for the following project: The Selma M Levine School of Music, Inc.: \$147,000. These funds became available mid-year when the following awardees subsequently declined their grants: American Dance Institute, Inc. (FY16: \$70,081); and The Dance Exchange Inc. (FY14: \$77,500).

For FY15, County participation was for the following projects: Easter Seals Greater Washington-Baltimore Region, Inc.: \$100,000; Graceful Growing Together, Inc.: \$125,000; Jewish Community Center of Greater Washington: \$150,000; Muslim Community Center, Inc.: \$250,000; Potomac Community Resources, Inc.: \$150,000; The Arc of Montgomery County, Inc.: \$17,973; Catholic Charities of the Archdiocese of Washington, Inc.: \$11,395; Melvin J. Berman Hebrew Academy: \$33,000; Jewish Social Service Agency: \$75,000; Warrior Canine Connection, Inc.: \$75,000; Jewish Council for the Aging of Greater Washington, Inc.: \$125,000; The Jewish Federation of Greater Washington, Inc.: \$100,000; Family Services, Inc.: \$75,000. For FY15, CIP Grants for Arts and Humanities Organizations totaling \$849,080 are approved for the following projects: Germantown Cultural Arts Center, Inc.: \$75,000; Jewish Community Center of Greater Washington, Inc.: \$134,000; Montgomery Community Television, Inc.: \$50,080; The Olney Theatre Center for the Arts, Inc.: \$150,000; Sandy Spring Museum, Inc.: \$90,000; and The Writer's Center, Inc.: \$250,000. \$100,000 of these funds will also be used to provide a State bond bill match for Silver Spring Black Box Theater. For FY15, emergency CIP Grants for Arts and Humanities Organizations totaling \$143,116 are approved for the following projects: Montgomery Community Television, Inc.: \$127,179; and Sandy Spring Museum, Inc.: \$15,937.

For FY14, County participation was for the following projects: Easter Seals Greater Washington-Baltimore Region: \$100,000; Jewish Foundation for Group Homes, Inc.: \$125,000; Muslim Community Center: \$100,000; Potomac Community Resources, Inc.: \$50,000; Sandy Spring Museum: \$65,000; St. Luke's House and Threshold Services United: \$50,000; and Takoma Park Presbyterian Church: \$75,000. Prior to disbursement of funds, Takoma Park Presbyterian Church must provide a final Business Plan to the Executive and Council that includes the proposed fee schedule and letters of interest from potential entrepreneurs with expected revenues from each user. The Church must agree to use the facility for the expressed purposes for a period of ten years from the time the facility is complete or repay the pro rata portion of County funds. The following Capital Improvement Grants for the Arts and Humanities were awarded to Friends of the Library, Montgomery County, Inc.: \$25,100; Imagination Stage, Inc.: \$190,000; The Washington Conservatory: \$26,875; Strathmore Hall Foundation, Inc.: \$26,000; The Puppet Company: \$25,000; The Writers Center, Inc.: \$250,000; Glen Echo Park Partnership for Arts and Culture: \$45,000; American Dance Institute, Inc.: \$34,889; Olney Theatre Corp: \$25,000; Montgomery Community Television dba Montgomery Community Media: \$62,469; The Dance Exchange Inc.: \$77,500; and Metropolitan Ballet Theatre, Inc.: \$100,850.

For FY13, County participation was for the following projects: ArtPreneurs, Inc.: \$80,000; Muslim Community Center, Inc.: \$120,000; Muslim Community Center, Inc.: \$175,000; Potomac Community Resources, Inc.: \$50,000; Sheppard Pratt Health System, Inc.: \$50,000; and The Menare Foundation, Inc.: \$80,000.

For FY12, County participation was for the following projects: Catholic Charities of the Archdiocese of Washington, Inc.: \$125,000; CHI Centers Inc.: \$200,000; and Ivymount School, Inc.: \$100,000.

For FY11, County participation was for the following projects: Girl Scout Council of the Nation's Capital: \$100,000; Jewish Foundation for Group Homes, Inc.: \$50,000; and Ivymount School, Inc.: \$100,000.

For FY10, County participation was for the following project: 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.

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; and Institute for Family Development Inc., doing business as Centro Familia: \$75,000 (The organization had to demonstrate to the County's satisfaction that it had commitments for the entire funding needed to construct the project before the \$75,000 in County funds could 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.

Occasionally, contracts are not executed or are terminated. For more information, contact the Chief Operating Officer from the Department of General Services at 240.777.6194.

HISTORICAL FISCAL NOTE:

The State approved \$4,000,000 in State Aid from FY07 to FY09 for the Fillmore venue in Silver Spring. The County's required match of \$4,000,000 and \$6,511,000 was programmed. The Venue Operator agreed to purchase certain furniture, fixtures, and equipment for the project; \$150,000 of which would be used as the required County match. An agreement between the development partners and the County was executed. The Fillmore is now operational.

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 were transferred to a new CIP Old Blair Auditorium Reuse project (No. 361113).



Kennedy Shriver Aquatic Center Building Envelope Improvement (P721503)

Category	Culture and Recreation	Date Last Modified	01/04/21
SubCategory	Recreation	Administering Agency	General Services
Planning Area	North Bethesda-Garrett Park	Status	Preliminary Design Stage
Required Adequate Public Facility	Yes		

Total	Thru FY20	Rem FY20	Total 6 Years	FY 21	FY 22	FY 23	FY 24	FY 25	FY 26	Beyond 6 Years
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EXPENDITURE SCHEDULE (\$000s)

Planning, Design and Supervision	4,586	354	28	4,019	-	700	254	309	2,756	-	185
Site Improvements and Utilities	405	-	-	405	-	-	13	108	284	-	-
Construction	23,096	17	-	23,079	-	-	427	3,324	13,434	5,894	-
Other	202	-	-	202	-	-	6	54	142	-	-
TOTAL EXPENDITURES	28,289	371	28	27,705	-	700	700	3,795	16,616	5,894	185

FUNDING SCHEDULE (\$000s)

G.O. Bonds	28,289	371	28	27,705	-	700	700	3,795	16,616	5,894	185
TOTAL FUNDING SOURCES	28,289	371	28	27,705	-	700	700	3,795	16,616	5,894	185

APPROPRIATION AND EXPENDITURE DATA (\$000s)

Appropriation FY 22 Request	18,954	Year First Appropriation	FY18
Cumulative Appropriation	8,236	Last FY's Cost Estimate	27,736
Expenditure / Encumbrances	999		
Unencumbered Balance	7,237		

PROJECT DESCRIPTION

The Kennedy Shriver Aquatic Center opened in 1989. It consists of a 50 meter competitive swimming and diving pool, a 200 foot water flume, a separate leisure pool with two hydrotherapy areas, and a diving tower. Since its opening, the center has had problems related to the movement and condensation of moist indoor air through the building's exterior masonry walls, resulting in roof leakage throughout the building. This original scope of the project was to remove and restore existing windows and louvers; remove the 4-inch masonry veneer block throughout the facility, and correct louvers, windows, and penetration flashings; install spray-applied wall insulation functioning as both air/vapor barrier system; install new exterior masonry veneer wall system; and replace the existing roof. During the design evaluation of the entire facility, a structural review was performed for the existing conditions and it was determined that the existing exterior walls will require significantly greater structural modifications than known prior to the evaluation, which has increased the project scope, budget, and schedule to complete the work. In addition, it was determined that the pool equipment and the HVAC systems were also at the end of useful life and also require full system replacements. The Office for Americans with Disabilities Act (ADA) Compliance in DGS also conducted a full review and design for implementation and remediation of all non-compliance issues at the Kennedy Shriver Aquatic Center. Taken in totality, the facility will require closure for a minimum of eighteen (18) months. Closure of the aquatic center is being coordinated with the Recreation Department and other CIP projects, including MLK Aquatic Centers (Summer 2020) and the anticipated opening of the South County Regional Recreation and Aquatic Center (721701), to limit the impact of closed indoor facilities on Recreation patrons. In order to facilitate a longer closure period for the Kennedy Shriver Aquatic Center project, a water heating system and improved weatherization of the shower rooms at the Glenmont Outdoor Pool occurred in FY19 which allows for extended season use of the outdoor pool both prior to Memorial Day and after Labor Day. These improvements will facilitate swim and revenue generating activities that would otherwise be eliminated or harmed by the extended closure of the Kennedy Shriver Aquatics Center.

LOCATION

5900 Executive Boulevard, North Bethesda, Maryland.

ESTIMATED SCHEDULE

Design work to begin in late FY22 with construction scheduled to start in FY23.

COST CHANGE

Increase of \$553,000 to correct previously approved project cost.

PROJECT JUSTIFICATION

During the design evaluation of the entire facility, a structural review was performed for the existing conditions and it was determined that the existing exterior walls will require significantly greater structural modifications than known prior to the evaluation, which has increased the project scope, budget, and schedule to complete the work. In addition, it was determined that the pool equipment and the HVAC systems were also at the end of useful life and also require full system replacements. The Office for Americans with Disabilities Act (ADA) Compliance in DGS also conducted a full review and design for implementation and remediation of all non-compliance issues at the Kennedy Shriver Aquatic Center.

COORDINATION

Department of General Services, Department of Recreation, Office of Management and Budget, Bethesda/Chevy Chase Regional Services Center, and Maryland-National Capital Park and Planning Commission.





KID Museum (P721903)

Category	Culture and Recreation	Date Last Modified	03/12/21
SubCategory	Recreation	Administering Agency	General Services
Planning Area	North Bethesda-Garrett Park	Status	Planning Stage

Total	Thru FY20	Rem FY20	Total 6 Years	FY 21	FY 22	FY 23	FY 24	FY 25	FY 26	Beyond 6 Years
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EXPENDITURE SCHEDULE (\$000s)

Planning, Design and Supervision	248	1	247	-	-	-	-	-	-	-
Land	953	-	953	-	-	-	-	-	-	-
Other	2	2	-	-	-	-	-	-	-	-
TOTAL EXPENDITURES	1,203	3	1,200	-	-	-	-	-	-	-

FUNDING SCHEDULE (\$000s)

PAYGO	3	3	-	-	-	-	-	-	-	-
Recordation Tax Premium (MCG)	1,200	-	1,200	-	-	-	-	-	-	-
TOTAL FUNDING SOURCES	1,203	3	1,200	-	-	-	-	-	-	-

APPROPRIATION AND EXPENDITURE DATA (\$000s)

Appropriation FY 22 Request	(997)	Year First Appropriation	FY19
Cumulative Appropriation	1,000	Last FY's Cost Estimate	10,850
Expenditure / Encumbrances	3		
Unencumbered Balance	997		

PROJECT DESCRIPTION

The Project involves the acquisition and renovation of a building to establish a permanent home for a world-class experiential STEM and cultural learning center for children and families in the region. The KID Museum is looking for a building of approximately 50,000 square feet in size to provide high quality programs. Upon acquisition, the building will be redeveloped under a public-private partnership for occupancy by KID Museum, a non-profit organization serving families and elementary/middle school students. The interior improvements will be designed and constructed by KID Museum pursuant to a Memorandum of Understanding (MOU) with the County. Funding for these improvements will be raised from private and public sources. The improvements include demolition of existing office partitions, construction of additional bathrooms and access enhancements, and construction of maker spaces, exhibition spaces, assembly spaces, and administrative spaces.

EFFORTS TO DATE TO ACQUIRE A SUITABLE SITE FOR THE KID MUSEUM HAVE NOT BEEN SUCCESSFUL, SO THE MUSEUM HAS OPTED TO RENT AN EXPANDED FACILITY ON AN INTERIM BASIS. THIS WILL ALLOW KID MUSEUM TO IMMEDIATELY EXPAND ITS PARTNERSHIP PROGRAMS WITH MONTGOMERY COUNTY PUBLIC SCHOOLS TO ADDRESS COVID-RELATED LEARNING LOSSES, SERVE AT RISK CHILDREN, AND PROVIDE HANDS ON LEARNING PROGRAMS FOR MORE CHILDREN AND THEIR FAMILIES. AS A RESULT, THE COUNTY'S SUPPORT FOR KID MUSEUM WILL SHIFT TO THE OPERATING BUDGET, AND THIS CIP PROJECT WILL BE PHASED OUT. RECORDATION TAX PREMIUM FUNDS HAVE BEEN LEFT IN THE PROJECT TO FACILITATE FY23 OPERATING BUDGET FUNDING.

LOCATION

To be determined. KID Museum continues to explore new locations in partnership with the City of Rockville.

ESTIMATED SCHEDULE

The project schedule will be updated once a suitable site is found.

COST CHANGE

Project will be addressed through the operating budget so most funds have been removed from the project.

PROJECT JUSTIFICATION

The County intends to acquire a building to facilitate growth of STEM and 21st century educational opportunities offered by KID Museum. It reflects the County's leadership role in enabling the growth of cultural facilities (e.g. Music Center at Strathmore, Imagination Stage, etc), which provide broad and essential educational opportunities to diverse student populations. KID Museum has formed a successful, district-wide partnership with MCPS for hands-on student learning in STEM-related fields, and is unable to fulfill growing demands for services in 7,500 square feet of leased space at Davis Library in North Bethesda. This capital project will expand substantially the space available for instructional activities and inter-generational programs. KID Museum is a Maryland corporation and is

exempt from taxation under federal law. It currently serves approximately 55,000 patrons annually. It projects visits by approximately 250,000 patrons once its operations relocate to a larger and more suitable location. As a dynamic hub for informal learning and unique community gathering space for people from all walks-of-life, KID Museum will become a new kind of cultural anchor for Montgomery County that empowers youth from diverse backgrounds to become the innovators and change makers of the future. In so doing, the Project reflects Montgomery County's deep commitment to education, innovation, and diversity and will create a regional attraction that reinforces and elevates these core values.

FISCAL NOTE

Recordation tax premium funds have been left in the project to facilitate FY23 operating budget support. The City of Rockville's prior financial commitment is assumed to continue.

The County's contribution is toward the design and renovation of the building. The Council intended to appropriate \$1,000,000 in FY19 for design, and the KID Museum will raise a matching \$1,000,000 from other sources for construction. The Council intended to appropriate the remaining construction funds as a 1:1 match to funds raised by the KID Museum from other sources. Assuming a partnership with the City of Rockville as originally intended, apart from closing costs, no design funds may be spent until a copy of the finalized agreement between the County and the City of Rockville for co-ownership of the building and a finalized MOU between the County and KID Museum for use of the space is provided to the Council. Addition of \$2,930,000 in GO Bonds to FY20 reflects the intention of Council to provide full funding for the project.

COORDINATION

KID Museum, Department of General Services, Department of Permitting Services, and City of Rockville.



Martin Luther King, Jr. Indoor Swim Center Renovation

(P721902)

Category	Culture and Recreation	Date Last Modified	12/22/20
SubCategory	Recreation	Administering Agency	General Services
Planning Area	Colesville-White Oak and Vicinity	Status	Planning Stage

Total	Thru FY20	Rem FY20	Total 6 Years	FY 21	FY 22	FY 23	FY 24	FY 25	FY 26	Beyond 6 Years
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EXPENDITURE SCHEDULE (\$000s)

Planning, Design and Supervision	1,849	1,017	-	832	461	50	150	171	-	-	-
Site Improvements and Utilities	1	1	-	-	-	-	-	-	-	-	-
Construction	11,112	3,094	-	8,018	2,958	200	2,331	2,529	-	-	-
Other	510	155	-	355	355	-	-	-	-	-	-
TOTAL EXPENDITURES	13,472	4,267	-	9,205	3,774	250	2,481	2,700	-	-	-

FUNDING SCHEDULE (\$000s)

G.O. Bonds	13,472	4,267	-	9,205	3,774	250	2,481	2,700	-	-	-
TOTAL FUNDING SOURCES	13,472	4,267	-	9,205	3,774	250	2,481	2,700	-	-	-

APPROPRIATION AND EXPENDITURE DATA (\$000s)

Appropriation FY 22 Request	1,419	Year First Appropriation	FY19
Cumulative Appropriation	12,053	Last FY's Cost Estimate	13,472
Expenditure / Encumbrances	6,025		
Unencumbered Balance	6,028		

PROJECT DESCRIPTION

The main Natatorium includes a 60-feet wide by 120-feet long competition pool with a movable bulkhead. The main pool volume is 361,000 gallons, with a flow rate of 1,050 gallons per minute (GPM), a surface area of 7,200 feet and a turnover rate of six hours. There is also a diving pool and diving tower with one meter and three meter diving boards and a diving platform. Additional space within the structure contains the entrance lobby, spectator areas, shower/restroom/locker facilities, leisure, teaching, and hydrotherapy pools along with extensive mechanical, electrical, and plumbing facilities. MLK Indoor Swim Center has been in operation for over 35 years without any major renovation/modernization initiatives, and many of the building components and systems are at the end of their useful life. Multiple evaluations of building systems have been performed and extensive upgrades, if not outright replacement of entire building systems are recommended. If any of these systems fail, the facility will be unable to continue operating. The purpose of this project is to accomplish required renovations to protect the capital asset and to allow the facility to continue providing regular service to its customers.

LOCATION

1201 Jackson Road, Silver Spring, Maryland.

ESTIMATED SCHEDULE

Design work for the next phase of project accelerated from FY23 to FY21 with construction scheduled from winter of 2021 through FY24. This project will also coordinate the schedule for roof replacement and Americans with Disabilities Act (ADA) project work.

PROJECT JUSTIFICATION

Initiating this project and completing the renovations/replacement in a planned, methodical approach is preferable to a system failure that would close the pool for extended unplanned emergency repairs. Many building systems will be affected, including roof, HVAC, pool filtration, and pumps along with accessibility and operating program elements. This renovation will require that the entire facility be closed.

COORDINATION

East County Regional Services Center, Department of Permitting Services, Department of General Services, Department of Health & Human Services, Department of Recreation, Department of Technology Services, Washington Suburban Sanitary Commission, and PEPCO.



Shared Agency Booking System Replacement (P722001)

Category	Culture and Recreation	Date Last Modified	03/08/21
SubCategory	Recreation	Administering Agency	Recreation
Planning Area	Countywide	Status	Planning Stage

Total	Thru FY20	Rem FY20	Total 6 Years	FY 21	FY 22	FY 23	FY 24	FY 25	FY 26	Beyond 6 Years
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EXPENDITURE SCHEDULE (\$000s)

Other	700	-	-	700	440	260	-	-	-	-	-
TOTAL EXPENDITURES	700	-	-	700	440	260	-	-	-	-	-

FUNDING SCHEDULE (\$000s)

Current Revenue: CUPF	421	-	-	421	245	176	-	-	-	-	-
Intergovernmental	279	-	-	279	195	84	-	-	-	-	-
TOTAL FUNDING SOURCES	700	-	-	700	440	260	-	-	-	-	-

APPROPRIATION AND EXPENDITURE DATA (\$000s)

Appropriation FY 22 Request	(677)	Year First Appropriation	FY20
Cumulative Appropriation	1,377	Last FY's Cost Estimate	1,377
Expenditure / Encumbrances	-		
Unencumbered Balance	1,377		

PROJECT DESCRIPTION

This project is a joint collaboration between the Office of Community Use of Public Facilities (CUPF), Montgomery County Recreation Department (MCRD) and the Montgomery Parks (Parks) division of the Maryland-National Capital Park and Planning Commission (M-NCPPC) to replace their shared, on-line booking and sales software application in order to improve efficiency and the customer experience. Software functions will facilitate registration for activities and programs, membership sales and management, point of sale (admission and product sales), league scheduling and management, reserving facilities and athletic fields, scholarships, and customer payment processing. Built in tools to drive participation and customer engagement will include catalog export and targeted emails. Back-end, business operations will include enhanced reporting capabilities, more efficient set-up of large bookings, and improved financial operations. Prior efforts to work with the initial vendor to provide these needed enhancements have been unsuccessful.

With support from the Department of Technology Services, CUPF, Recreation, and M-NCPPC staff have developed a detailed analysis of the deficiencies of the current system, conducted an evaluation of over 20 different software products providing these services, and obtained feedback from other jurisdictions using these products. As a result of this work and their five years of partnering in these endeavors, the agencies have a clear sense of the features needed and available to proceed with replacing the current system.

ESTIMATED SCHEDULE

Vendor selection will be finalized in FY21 and implementation will begin in FY22 based on a staggered schedule to coincide with and accommodate seasonal scheduling managed by all three Agencies.

COST CHANGE

Decrease due to a lower than anticipated bid.

PROJECT JUSTIFICATION

In 2010, the Council first mandated that CUPF, Recreation, and M-NCPPC use a joint registration system that would create a more streamlined and user-friendly system that enables customers to have a shared-online portal for facility booking, athletic field permitting, activity/ program registration, and membership sales. Recreation began using CLASS as a business software in 1994 with CUPF and M-NCPPC following suit in the next few years. Prior to the legislative mandate, the three agencies had been using different aspects of CLASS software to perform Agency specific registration. When it was announced that the CLASS system was no longer going to be supported by the Contractor by the end of the CLASS contract term, the three agencies opted to move to the ActiveNet software since it was owned by the same parent company as CLASS and it was portrayed as offering CLASS-like capabilities with other enhancements including new, on-line capabilities. Unfortunately, the ActiveNet software has failed to meet expectations, and efforts to work with the vendor on enhancements have not been successful. The importance of having a good booking software and the complexities of meeting the needs of the three agencies cannot be overstated. In total, MCRD and Parks offer nearly 6,000 activities and memberships annually. CUPF manages coordination of approximately 17,000 school facilities, athletic fields, and county building facilities. Additionally, MCRD manages bookings for approximately 500 facilities and open spaces; and Parks manages use of over 1,000 fields, facilities and open spaces. The software must be able to handle more than 500,000 transactions per year for the three Agencies. While the user benefits of having a single booking system are substantial, this creates complexities in terms of managing customer accounts and financial transactions across multiple agencies. Improvements are needed to ensure proper financial management, refund processing, performance measurement, and reporting and to reduce the need for manual work created by the deficiencies of the ActiveNet system.

FISCAL NOTE

Park's Enterprise Fund will contribute \$195,000 in FY21 and \$84,000 in FY22 to the project.

COORDINATION

Office of Community Use of Public Facilities, Department of Recreation, Montgomery Parks, Maryland National Capital Park and Planning Commission, Department of Technology Services, Office of Management and Budget, Office of Procurement, and Office of the County Attorney.



Countywide Facade Easement Program (P762102)

Category	Community Development and Housing	Date Last Modified	03/07/21
SubCategory	Community Development	Administering Agency	Housing & Community Affairs
Planning Area	Countywide	Status	Planning Stage

Total	Thru FY20	Rem FY20	Total 6 Years	FY 21	FY 22	FY 23	FY 24	FY 25	FY 26	Beyond 6 Years
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EXPENDITURE SCHEDULE (\$000s)

Planning, Design and Supervision	785	-	-	785	114	122	132	138	140	139	-
Construction	2,000	-	-	2,000	-	300	250	550	500	400	-
Other	121	-	-	121	-	-	34	31	32	24	-
TOTAL EXPENDITURES	2,906	-	-	2,906	114	422	416	719	672	563	-

FUNDING SCHEDULE (\$000s)

Current Revenue: General	2,606	-	-	2,606	114	122	416	719	672	563	-
Recordation Tax Premium (MCG)	300	-	-	300	-	300	-	-	-	-	-
TOTAL FUNDING SOURCES	2,906	-	-	2,906	114	422	416	719	672	563	-

APPROPRIATION AND EXPENDITURE DATA (\$000s)

Appropriation FY 22 Request	422	Year First Appropriation	FY21
Cumulative Appropriation	114	Last FY's Cost Estimate	2,906
Expenditure / Encumbrances	-		
Unencumbered Balance	114		

PROJECT DESCRIPTION

This project provides for revitalizing commercial areas throughout Montgomery County with a focus on older commercial properties. The objective is to provide support to small businesses and to encourage private investment. Improvements will include gateway signage, pedestrian lighting, connectivity, streetscape elements, plant material installation, acquisition of long term facade and center signage easements, and other amenities. The Department of Housing and Community Affairs (DHCA) will begin the project with a focus on commercial areas proximate to residential improvement projects currently underway in DHCA's Focused Neighborhood Assistance program, which will serve as a complement to existing redevelopment efforts that are already in progress. This program will provide a comprehensive approach and balance residential and commercial revitalization activities in these aging communities. This program is not limited to the initially identified commercial areas and may also be expanded to other communities in the County.

LOCATION

The project focus will initially include five commercial areas identified by DHCA, located in the Glenmont and Layhill Shopping Centers, Montgomery Village, Hillandale, and the Wheaton Central Business District. Three of the targeted areas, Wheaton, Montgomery Village and a portion of Hillandale were also selected in part due to their location in Montgomery County's Opportunity Zones. However, this program may expand to other commercial areas throughout the County for additional implementation flexibility.

ESTIMATED SCHEDULE

Schedule change to reflect accelerated implementation of a facade easement project in FY22.

PROJECT JUSTIFICATION

As older commercial areas throughout the County continue to age, it is important for the County to provide technical and financial assistance to assure those aging properties are improved to meet today's commercial standards and demands. The Countywide Facade Easement Program will require participants to maintain their properties for a negotiated term, with the intent to leverage investment provided by the public sector to encourage private property and business owners to make physical improvements to their buildings. The objective is to provide more attractive and aesthetically pleasing commercial environments that are safe shopping areas for residents and to generate a greater impact on the older commercial areas throughout the County.

OTHER

DHCA will review various M-NCPPC master and sector plans to evaluate and identify specific commercial areas to participate in the program.

FISCAL NOTE

Some areas may be eligible for the Federal Community Development Block Grant funding.

COORDINATION

Office of the County Executive, Regional Services Centers, Office of the County Attorney, Department of Permitting Services, Office of Procurement, the Maryland-National Capital Park and Planning Commission, Maryland Department of the Environment, and Montgomery County Economic Development Corporation.



Facility Planning: HCD (P769375)

Category	Community Development and Housing	Date Last Modified	01/04/21
SubCategory	Community Development	Administering Agency	Housing & Community Affairs
Planning Area	Countywide	Status	Ongoing

Total	Thru FY20	Rem FY20	Total 6 Years	FY 21	FY 22	FY 23	FY 24	FY 25	FY 26	Beyond 6 Years
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EXPENDITURE SCHEDULE (\$000s)

Planning, Design and Supervision	3,905	3,118	112	675	125	50	125	125	125	125	-
TOTAL EXPENDITURES	3,905	3,118	112	675	125	50	125	125	125	125	-

FUNDING SCHEDULE (\$000s)

Community Development Block Grant	337	337	-	-	-	-	-	-	-	-	-
Current Revenue: General	3,268	2,481	112	675	125	50	125	125	125	125	-
Current Revenue: Parking - Montgomery Hill	100	100	-	-	-	-	-	-	-	-	-
Federal Aid	200	200	-	-	-	-	-	-	-	-	-
TOTAL FUNDING SOURCES	3,905	3,118	112	675	125	50	125	125	125	125	-

APPROPRIATION AND EXPENDITURE DATA (\$000s)

Appropriation FY 22 Request	(665)	Year First Appropriation	FY96
Cumulative Appropriation	4,070	Last FY's Cost Estimate	4,695
Expenditure / Encumbrances	3,220		
Unencumbered Balance	850		

PROJECT DESCRIPTION

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

COST CHANGE

Cost decrease due to the FY21 savings plan reductions. Technical adjustment was made to correct the actual funding appropriated to the project.

PROJECT JUSTIFICATION

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

OTHER

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

FISCAL NOTE

The cumulative appropriation for the Community Development Block Grant funding was previously overstated. Technical adjustments were made in the biennial FY21-26 CIP to align expenditures with the actual funding available.

DISCLOSURES

Expenditures will continue indefinitely.

COORDINATION

Office of Management and Budget, Maryland-National Capital Park and Planning Commission, Department of Transportation, Department of General Services, and Regional Services Centers.



Affordable Housing Opportunity Fund (P762101)

Category	Community Development and Housing	Date Last Modified	05/24/21
SubCategory	Housing (MCG)	Administering Agency	Housing & Community Affairs
Planning Area	Countywide	Status	Planning Stage

Total	Thru FY20	Rem FY20	Total 6 Years	FY 21	FY 22	FY 23	FY 24	FY 25	FY 26	Beyond 6 Years
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EXPENDITURE SCHEDULE (\$000s)

Land	14,000	-	-	14,000	8,000	6,000	-	-	-	-
TOTAL EXPENDITURES	14,000	-	-	14,000	8,000	6,000	-	-	-	-

FUNDING SCHEDULE (\$000s)

Recordation Tax Premium (MCG)	14,000	-	-	14,000	8,000	6,000	-	-	-	-
TOTAL FUNDING SOURCES	14,000	-	-	14,000	8,000	6,000	-	-	-	-

APPROPRIATION AND EXPENDITURE DATA (\$000s)

Appropriation FY 22 Request	6,000	Year First Appropriation	
Cumulative Appropriation	8,000	Last FY's Cost Estimate	14,000
Expenditure / Encumbrances	-		
Unencumbered Balance	8,000		

PROJECT DESCRIPTION

This project provides funding to address the urgent challenge of preservation and development of affordable housing in areas at risk of rent escalation to higher market rents, including the Purple Line Corridor and other County transit corridors.

The funds will be used to provide seed money to establish a public-private preservation commitment of funds which will proactively leverage public and private capital to support affordable housing developers in preserving and producing targeted affordable housing. The County commitment of the funds will allow establishing parameters of a contractual agreement with a fund manager, such as a Community Development Financial Institution (CDFI), which would coordinate commitment of private capital to align with the County's funds and support acquisitions of properties to create long-term affordability. The County's project funds would be dedicated as available to acquisition transactions in combination with the private capital under predetermined terms, with County lending based on approval of each transaction. The approved funds are expected to support financing activity within six months of allocation, based on time needed to identify partners, develop investment guidelines, and document responsibilities. The funds will be used to assist affordable housing developers purchasing properties offered for sale, and potentially to purchase property from the County which it acquires under the Right of First Refusal law. 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. Loan terms will primarily be short-term (up to 36 months) in duration. Funds are expected to revolve based on refinancing or redevelopment financing.

PROJECT JUSTIFICATION

The County has a severe shortage of affordable housing and needs to maximize and leverage private investment in the preservation and creation of dedicated affordable housing. The fund structure will establish predetermined underwriting parameters and qualifications for rapidly purchasing targeted properties. The fund structure will allow time for implementing a range of longer-term actions addressing specific property opportunities, from rental agreements to redevelopment. The expectation is that these funds will leverage approximately \$4 for every \$1 of County funding. Opportunities to purchase property utilizing the County's Right of First Refusal could arise without advance notice and would not be planned in advance. Other targeted acquisitions would benefit from access to a dedicated source of ready funding. Properties may be acquired by the County, the Housing Opportunities Commission, non-profit developers or other entities that agree to maintain affordability, or develop/redevelop a property for affordable housing.

OTHER

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

FISCAL NOTE

FY21 approved supplemental for \$8,000,000. Future loan repayments are expected and will be used to finance future housing activities in this project.

COORDINATION

Montgomery County Revenue Authority, Housing Opportunities Commission, non-profit housing providers, private sector developers, and financing institutions.



Full Upgrade of Existing Recycling Center Complex (P802201)

Category	Recycling and Resource Management	Date Last Modified	05/04/21
SubCategory	Recycling and Resource Management	Administering Agency	Environmental Protection
Planning Area	Rockville	Status	Final Design Stage

Total	Thru FY20	Rem FY20	Total 6 Years	FY 21	FY 22	FY 23	FY 24	FY 25	FY 26	Beyond 6 Years
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EXPENDITURE SCHEDULE (\$000s)

Planning, Design and Supervision	810	-	-	810	-	810	-	-	-	-	-
Construction	19,540	-	-	19,540	-	11,090	8,450	-	-	-	-
TOTAL EXPENDITURES	20,350	-	-	20,350	-	11,900	8,450	-	-	-	-

FUNDING SCHEDULE (\$000s)

Current Revenue: Solid Waste Disposal	810	-	-	810	-	810	-	-	-	-	-
Revenue Bonds	19,540	-	-	19,540	-	11,090	8,450	-	-	-	-
TOTAL FUNDING SOURCES	20,350	-	-	20,350	-	11,900	8,450	-	-	-	-

APPROPRIATION AND EXPENDITURE DATA (\$000s)

Appropriation FY 22 Request	11,900	Year First Appropriation	
Cumulative Appropriation	-	Last FY's Cost Estimate	-
Expenditure / Encumbrances	-		
Unencumbered Balance	-		

PROJECT DESCRIPTION

This project will update the existing Material Recycling Center (MRF) with state of the art equipment to increase commingled processing capacity to 200 - 240 tons per day (TPD). This includes a minor modification of the existing MRF building to increase storage capacity for both incoming and baled material. Equipment will be substantially replaced because the existing equipment is incompatible with modern recycling processing technology. An updated facility will have higher operation uptime (90% rather than the current 83%) and produce higher quality product that can receive a higher prices in the market.

Features of the renovated facility include removing glass at the beginning of sorting to reduce wear and tear on equipment, improved sorting screens, optical sorting, high efficiency electric motors, and reduced reliance on labor for sorting. An upgrade to the facility's electrical capacity may be added if it is determined that the current facility cannot handle the load needed after the renovation. This design will allow for the future addition of single stream processing equipment within the existing facility to receive and process recyclables from other jurisdictions, if expansion to a regional concept is supported in an effort to improve the recycling program's cost-benefit ratio.

LOCATION

16103 Frederick Road, Derwood, MD

ESTIMATED SCHEDULE

The project will begin in FY22 and is scheduled for completion in FY23.

PROJECT JUSTIFICATION

The current commingled processing system at the Recycling Center (MRF) was installed in 1991 and upgraded in 2002 to process 10 tons per hour (TPH) or 80 tons per day (TPD). Due to increased population, expanded material mix, and increased resident participation, the MRF currently receives 130 - 150 TPD of commingled material, almost double the current capacity. To keep up with the incoming volume, the MRF must export 40 - 45% of the commingled material received at an annual cost of approximately \$1.2 million.

After almost 30 years of operation, the majority of the current system components have operated beyond their useful life, causing frequent downtime and high repair and maintenance costs. Replacement parts are increasingly difficult to source for some equipment. This project's improvements will reduce operating costs, increase revenue from the sale of recyclables, increase processing efficiency, and continue to provide high quality recycling services to the County.

FISCAL NOTE

The Solid Waste Enterprise Fund is self-supporting through user fees. If the decision is made to finance this project via issuing debt, the County will issue Solid Waste Revenue Bonds, in which case revenue from the Solid Waste Enterprise Fund will be the source of repayment.

COORDINATION

Maryland Environmental Service, Department of Permitting Services.

PART III: Capital Improvements Projects To Be Closed Out

The following capital projects are closed out effective 30-Jun-2021, and the appropriation for each project is decreased by the amount of the project's unencumbered balance.

Project Number	Project Name
P360902	Montgomery County Radio Shop Relocation
P319485	Technology Investment Loan Fund
P470907	PSTA & Multi Agency Service Park - Site Dev.
P471102	Public Safety Training Academy (PSTA) Relocation
P500522	North County Maintenance Depot
P500932	Bethesda Lot 31 Parking Garage
P501206	Flower Avenue Sidewalk
P501104	MD 355 Sidewalk (Hyattstown)
P501115	Century Boulevard
P501208	Stringtown Road
P602001	Men's Emergency Homeless Shelter Addition
P721501	Western County Outdoor Pool Renovation and Modernization
P800900	Stormwater Management Retrofit - Government Facilities
P801300	Stormwater Management Retrofit - Roads
P801301	Stormwater Management Retrofit - Schools

PART IV: Ten Percent Transferability Basis for Level of Effort Projects (in \$000s)

Up to 10% of the Cumulative Appropriation [A] less Prior Year Thru Actual Expenditures [B] for the on-going projects displayed below is eligible for transfer into other projects within the same category effective as of July 1st, 2021

Project Name (Project Number)	Cumulative Appropriation as of July 1 [A]	Prior Year Thru Expenditure [B]	Cumulative Appropriation Basis for Transferability Purposes
Americans with Disabilities Act (ADA): Compliance (P361107)	40,000	23,641	16,359
Asbestos Abatement: MCG (P508728) *	954	715	239
Building Envelope Repair (P361501)	10,915	6,082	4,833
Elevator Modernization (P509923)	17,554	12,170	5,384
Energy Conservation: MCG (P507834) *	2,831	1,925	906
Energy Systems Modernization (P361302)	101,700	21,210	80,490
Environmental Compliance: MCG (P500918)	18,903	16,043	2,860
Facilities Site Selection: MCG (P500152)	445	393	52
Facility Planning: MCG (P508768)	10,216	9,719	497
HVAC/Elec Replacement: MCG (P508941) *	18,931	11,073	7,858
Life Safety Systems: MCG (P509970)	13,112	8,997	4,115
Planned Lifecycle Asset Replacement: MCG (P509514)*	17,501	11,148	6,353
Resurfacing Parking Lots: MCG (P509914)	11,455	9,617	1,838
Roof Replacement: MCG (P508331) *	23,294	18,045	5,249
ALARF: MCG (P316222)	12,532	-	12,532
FiberNet (P509651)	75,611	63,902	11,709
Apparatus Replacement Program (P451504)	65,576	37,118	28,458
HVAC/Elec Replacement: Fire Stns (P458756)	10,677	5,376	5,301
Resurfacing: Fire Stations (P458429) *	2,629	1,791	838
Roof Replacement: Fire Stations (P458629) *	3,681	2,289	1,392
Bridge Design (P509132)	23,340	18,234	5,106
Bridge Preservation Program (P500313)	10,835	8,559	2,276
Bridge Renovation (P509753) *	32,261	22,515	9,746
Permanent Patching: Residential/Rural Roads (P501106)	43,292	36,637	6,655
Residential and Rural Road Rehabilitation (P500914)	80,097	66,030	14,067
Resurfacing Park Roads and Bridge Improvements (P500720)	9,060	8,091	969
Resurfacing: Primary/Arterial (P508527) *	57,490	43,397	14,093
Resurfacing: Residential/Rural Roads (P500511)	172,877	148,201	24,676
Sidewalk and Curb Replacement (P508182) *	48,751	40,272	8,479
Street Tree Preservation (P500700)	37,000	30,857	6,143
Bus Priority Program - Minor Projects (P502204)	1,250	-	1,250

PART IV: Ten Percent Transferability Basis for Level of Effort Projects (in \$000s)

Up to 10% of the Cumulative Appropriation [A] less Prior Year Thru Actual Expenditures [B] for the on-going projects displayed below is eligible for transfer into other projects within the same category effective as of July 1st, 2021

Project Name (Project Number)	Cumulative Appropriation as of July 1 [A]	Prior Year Thru Expenditure [B]	Cumulative Appropriation Basis for Transferability Purposes
Intelligent Transit System (P501801)	15,072	2,418	12,654
Ride On Bus Fleet (P500821)	220,824	171,060	49,764
Facility Planning Parking: Bethesda Parking Lot District (P501313)	900	560	340
Facility Planning Parking: Silver Spring Parking Lot District (P501314)	810	536	274
Facility Planning Parking: Wheaton Parking Lot District (P501312)	405	147	258
Parking Bethesda Facility Renovations (P508255) *	25,947	14,723	11,224
Parking Silver Spring Facility Renovations (P508250) *	21,220	13,653	7,567
Parking Wheaton Facility Renovations (P509709) *	655	426	229
ADA Compliance: Transportation (P509325) *	9,312	6,619	2,693
Bicycle-Pedestrian Priority Area Improvements (P501532)	11,272	7,192	4,080
Bikeway Program Minor Projects (P507596) *	9,981	4,625	5,356
Sidewalk Program Minor Projects (P506747) *	21,634	16,352	5,282
Transportation Improvements For Schools (P509036) *	1,934	1,468	466
Facility Planning-Transportation (P509337)	58,507	52,544	5,963
Public Facilities Roads (P507310) *	1,571	938	633
Subdivision Roads Participation (P508000) *	24,159	9,119	15,040
Advanced Transportation Management System (P509399)	59,183	55,780	3,403
Guardrail Projects (P508113) *	2,553	1,751	802
Intersection and Spot Improvements (P507017) *	14,916	9,320	5,596
Neighborhood Traffic Calming (P509523) *	2,631	1,791	840
Pedestrian Safety Program (P500333)	27,362	19,879	7,483
Streetlight Enhancements-CBD/Town Center (P500512)	4,430	3,714	716
Streetlighting (P507055) *	23,552	20,509	3,043
Traffic Signal System Modernization (P500704)	43,690	41,029	2,661
Traffic Signals (P507154) *	42,783	30,032	12,751
21st Century Library Enhancements Level Of Effort (P711503)	6,343	4,110	2,233
Library Refurbishment Level of Effort (P711502)	19,256	11,014	8,242
Cost Sharing: MCG (P720601)	36,525	30,731	5,794
Public Arts Trust (P729658) *	1,848	1,140	708

PART IV: Ten Percent Transferability Basis for Level of Effort Projects (in \$000s)

Up to 10% of the Cumulative Appropriation [A] less Prior Year Thru Actual Expenditures [B] for the on-going projects displayed below is eligible for transfer into other projects within the same category effective as of July 1st, 2021

Project Name (Project Number)	Cumulative Appropriation as of July 1 [A]	Prior Year Thru Expenditure [B]	Cumulative Appropriation Basis for Transferability Purposes
Recreation Facilities Refurbishment (P722105)	2,000	-	2,000
Swimming Pools Slide Replacement (P722101)	1,002	-	1,002
Ag Land Pres Easements (P788911) *	13,145	7,538	5,607
Facility Planning: Storm Drains (P508180)	7,004	6,291	713
Outfall Repairs (P509948)	8,981	7,927	1,054
Storm Drain Culvert Replacement (P501470)	13,200	10,172	3,028
Storm Drain General (P500320)	16,515	14,149	2,366
Facility Planning: Stormwater Management (P809319)	16,255	14,323	1,932
Stormwater Management Facility Major Structural Repair (P800700)	32,881	18,540	14,341
Stormwater Management Retrofit: Countywide (P808726) *	99,334	55,347	43,987
Facility Planning: HCD (P769375)	3,405	3,118	287
Affordable Housing Acquisition and Preservation (P760100)	270,236	191,238	78,998

Note: (*) = Prior Year Thru Expenditures reflect expenditures from FY15 on.